



# Cork County Development Plan Review

## Section 12(4) Chief Executive's Report

*Volume One Part Two (a):  
Chief Executive's Response and  
Recommendations*

*Volume One: Main Policy Material*

*Volume Two : Heritage and Amenity*

*24th September 2021*



Comhairle Contae Chorcaí  
Cork County Council

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# 1 Chapter Introduction

<b>Table 1.1</b>	<b>Chapter One Introduction, Vision and Context</b>
<b>Interested Party</b>	<b>An Taisce - The National Trust for Ireland</b>
<b>DCDP346253465</b>	DCDP346253465
<b>Submission Summary</b>	<p>They submit that the Draft County Development Plan (Draft CDP) should represent a catalyst for positive change and facilitate the development of the county in a plan-led, sustainable manner. Further the draft CDP should strive to establish a coherent framework for the coordinated sustainable, economic, social, cultural and environmental development of the county in line with the UN Sustainable Development Goals. They note the key objectives of An Taisce in making their submission and mention they are pleased that many of these goals already form key parts of the Draft CDP.</p> <p><b>Addressing the Climate and Biodiversity Emergencies</b>  An Taisce strongly supports the significantly increased emphasis on climate mitigation and adaptation the Draft Plan, particularly the focus on climate action in Chapter 17. They note that all climate mitigation provisions must be assessed against Ireland’s fair share emissions reduction commitments in line with the Paris Agreement. Further the Draft CDP should ensure all development decisions are also assessed against these commitments. Finally, they also recommend that commitments be added to Chapter 6 to address the disproportionate impact of climate change on marginalised communities.</p> <p>Whilst they welcome the summary of objectives table 17.2 relating to climate change within Chapter 17, and how this represents the county’s future commitments to climate action, they note that the draft CDP is lacking strong integration of climate action throughout the other chapters within the plan, with some sectors lacking any reference to climate action or climate objectives such as agriculture. An Taisce, recommends that each chapter of the new plan be directly assessed against climate objectives and targets, including those outlined in the Paris Agreement and EU policy. They refer to the Draft Longford Development Plan as an example of best practice.</p> <p><b>Biodiversity Loss</b>  While the draft CDP has a strong focus on climate, particularly in changes to the transport sector, An Taisce considers that it does not sufficiently address the concurrent biodiversity loss emergency. They submit that the new CDP should directly and thoroughly address the gravity of the biodiversity crisis in a manner commensurate to the way in which it addresses the climate crisis. While there are many robust objectives in the Draft Plan aimed at ecological protection, they do not consider that they sufficiently consider the context or address the scale of the current biodiversity loss emergency.</p> <p><b>Just Transition</b>  They recommend that the ‘Just Transition’ principle is integrated into the final development plan where relevant.</p> <p>Chapter 6 Social and Communication could be strengthened by a commitment to prioritise elderly, disabled and lower income individuals when targeting retrofit schemes and building ancillary accommodation. Tackling energy poverty should be an objective within Chapter 4 Housing.</p> <p>Similarly, managing food production and sustainable land use while addressing the climate and biodiversity emergencies is one of the primary challenges facing Ireland’s policy makers and farming communities over the lifetime of the draft</p>

	<p>CDP. They recommend that specific objectives in relation to a Just Transition for agriculture be included given the far-reaching and radical changes in all sectors, including agriculture required to achieve the ambition of the Climate Bill (currently in the Oireachtas).</p> <p><b>Sustainable Settlement</b></p> <p>To achieve compact and sustainable settlement, combat rising transport emissions, and improve the quality of life for citizens, it is imperative that the new CDP addresses future population growth and continues to encourage a shift away from dispersed, car-orientated development patterns to walkable, cycleable, transit-orientated and consolidated urban forms.</p> <p>The Council should engage with the providers of essential physical and social infrastructure and ensure that the town-specific policies are based on realistic assessments regarding the funding and timing of such infrastructure, recognising that some levels of strategic infrastructure may take a number of cycles to provide.</p> <p>An Taisce therefore welcomes the many commitments throughout the Draft CDP to for example:</p> <ul style="list-style-type: none"> <li>• Promote compact growth.</li> <li>• ‘Achieve permeability and connectivity in town centre / village locations which contributes to the 10-minute Town Concept and Sustainable Neighbourhood Infrastructure.’ (3.4.7 Settlements and Placemaking).</li> <li>• Facilitate the use of the upper floors of existing building stock for residential purposes in town centres.</li> <li>• Prioritise brownfield, infill and underutilised land in future development.</li> <li>• Encourage the renovation of vacant and/or derelict dwellings.</li> </ul> <p>They note whilst they welcome the emphasis placed on pedestrian-friendly town centres within Chapter 3 (3.4.7), they consider there is an absence of concrete measures to deliver this vision. They consider that without a clearly defined approach to incentivise a modal shift to sustainable transport modes, compact growth will only contribute to traffic congestion and produce concomitant carbon emissions. They suggest the pedestrianisation of city and town centre streets on a trial basis where feasible. They refer to the success of such schemes by Cork City Council.</p> <p>An Taisce, recommends as an additional measure to address compact settlement creation and the issues discussed above that the Council make the seven location test standards for new housing outlined in the now replaced National Spatial Strategy (2002) a mandatory draft CDP requirement for new housing development. They note these should be strictly enforced standards without which no development should be permitted.</p> <p><b>Marine</b></p> <p>They recommend that an ecosystem approach is adopted by the Council in its marine-related policy involving basing all decisions on the proper functioning of the ecosystems upon which they depend. This would better ensure that the ecological health of marine waters takes precedence over human pressures such as fishing and aquaculture. They consider that an objective to apply this approach for marine planning and policy should be explicitly stated.</p> <p><b>Fisheries and Aquaculture</b></p> <p>They also consider that an explicit commitment to ecological protection and an ecosystems approach is required in the objectives relating to aquaculture and fisheries.</p> <p>They submit that Objective EC8-15 could be strengthened by a commitment to nurture these finite resources using an ecosystems approach. An objective should be included to ensure that any economic activity which utilises the marine resources must comply with the Marine Strategy Framework Directive and achieve the legally binding target for ‘Good’ Environmental Status of coastal and marine waters.</p>
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	<p><b>Economic Development</b></p> <p><b>Agriculture</b></p> <p>An Taisce consider that current models of intensive agriculture in Ireland are resulting in an array of adverse impacts including to water quality, air and climate, and biodiversity.</p> <p>It is submitted that stronger objectives are required to promote environmentally sustainable agriculture while reflecting the scale of changes needed in the agricultural sector to address the key issues. These issues are not sufficiently addressed in Chapter 17 Climate Action. They therefore submit that agricultural development should only be supported in the draft CDP policy objectives where it is demonstrably shown to not exacerbate deterioration in water quality, to comply with the Habitats Directive, to not exacerbate the current exceedance of national ammonia limits, and to not further increase GHG emissions with respect to EU and national climate targets. The new CDP should also require compliance with River Basin Management Plans as well as the use of catchment sensitive farming practices. Specific action is also needed to protect the sensitive River Blackwater, which is a habitat for the highly protected Freshwater Pearl Mussel.</p> <p>They also submit that objectives are required to ensure that permission for agricultural developments are only granted when the direct, indirect and cumulative impacts of a proposal to water, air, climate and biodiversity have been evaluated and mitigated if necessary. They note this includes impacts in the wider landholding (outside of the red line bounded site) resulting from activities resulting from or facilitating the proposal (e.g. slurry spreading in relation to an application requiring slurry storage).</p> <p><b>Diversification</b></p> <p>An Taisce fully recognises that agriculture will continue to form a key part of the rural economy in Cork. In the interest of making, it maximally sustainable, they therefore suggest the inclusion of specific policy objectives promoting agricultural diversification and water protection. They recommend these specifically promote the production of vegetables, grains, nuts, pulses, fruits, etc.</p> <p><b>New European Strategies</b></p> <p>They recommend the inclusion of the following policy objective:  “Cork County Council will implement the objectives and targets at county level of the EU ‘A Farm to Fork strategy’, published in May 2020. The Council will also implement the targets of the 14-point EU Nature Restoration Plan in the ‘EU Biodiversity Strategy for 2030 - Bringing nature back into our lives’. Agricultural development proposals must demonstrate compliance with the targets and policies of both strategies.”</p> <p><b>Data Centres</b></p> <p>They note that Sections 8.12 and 13.18 address data centre development in Cork and they welcome plan objective ET13.29c. They submit that an additional objective be added to ensure that any new data centre proposal fully assesses the cumulative impacts of the energy use and associated emissions in conjunction with the data centre section as a whole and evaluates the energy demand in relation to rapidly increasing grid constraints.</p> <p><b>Mineral Extraction</b></p> <p>They submit that an additional policy objective be included to require strict enforcement against unauthorised development and of conditions applied to permitted quarry development. They also consider Section 35 of the Planning and Development Act (2000) (as amended) regarding past failures to comply should be rigorously applied to proposals for continued or expanding quarrying operations.</p> <p><b>Forestry</b></p> <p>An Taisce considers that the objectives around forestry should better differentiate between the planting of native woodland and the planting of other species such as Sitka Spruce, which create what are essentially ecological dead zones. They also suggest that greater emphasis be placed on the planting of native broadleaf</p>
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	<p>woodlands.</p> <p><b>Town Centres</b>  An Taisce welcomes the approach taken in the Draft CDP towards promoting town centre vitality and regeneration and the various commitments in the Towns and Villages Policy Objectives. There are supported by the 2020 Programme for Government, which includes a mandate for implementing a Town Centres First Policy.</p> <p><b>Sustainable Tourism</b>  It is a particular objective of An Taisce that future tourism and recreational visitor promotion nationally should be as car-free as possible.  Plan Objectives TO 10-10 a-e and TO 10-11 are noted and welcome given they provide for additional tourist accommodation in appropriate locations, particularly in existing settlements with services and infrastructure. They also welcome the various plan objectives including To10-1 to promote Cork as a destination for low-impact activities that both showcase and protects the county’s natural and built heritage.  They also welcome the Plan Objectives to continue promoting the development of walking and cycling routes and greenways.  However, they consider that there is a need to better integrate sustainable transport integration with tourism. They recommend the inclusion of additional explicit objectives to:</p> <ul style="list-style-type: none"> <li>• Increase the access to public transport, walking and cycling options from key tourist destinations and accommodation hubs;</li> <li>• Increase car-free, long-stay trips; and</li> <li>• Provide for additional tourist accommodation in appropriate locations, particularly in areas with existing services and infrastructure.</li> </ul> <p><b>Water</b>  They submit that a specific objective is needed to require the consideration of Water Framework Directive (WFD) compliance in the granting of planning permissions.</p> <p><b>Private Treatment Systems</b>  They consider that the ongoing proliferation of private wastewater treatment systems will present significant challenges for the achievement of Ireland’s legally binding water quality targets under the WFD. Therefore, the draft CDP should ensure adequate provision of serviced sites within close proximity to established water/wastewater infrastructure, where a connection to services can be readily facilitated, and where there is sufficient cumulative capacity within the wastewater treatment plant.  They also recommend the insertion of a policy objective to promote the changeover from septic tanks to public collection networks in all cases this is feasible.</p> <p><b>Unassigned Waterbodies</b>  They highlight the recent court ruling by Justice Hyland (2018 740JR) which clarifies how unassigned waterbodies must be treated when assessing planning applications against WFD requirement and they submit that the draft CDOP should take account of this ruling and its implications for granting planning permissions.</p> <p><b>Emission Limit Values</b>  They note that the Irish Water’s Wastewater Capacity Register identifies 22 plants where the Emission Limit Values of the licence issued by the EPA cannot be currently met.  Whilst they welcome the direction of Objective WM 11-9 , they submit that this does not adequately address the need to resolve the existing ELV exceedances at the 22 plants identified and would highlight the need for inclusion of measures to address the ELV exceedances as a matter of urgency.</p> <p><b>The Planning System and Flood Risk Management</b></p>
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	<p>They note the provisions under Objective VM11-14 for the management of flood risk particularly the adoption of the sequential approach.</p> <p>They submit that where mitigation measures are necessary, soft engineering solutions for the management of flood risk should preferentially be employed over hard engineering solutions where possible.</p> <p>An Taisce submits that consideration of the potential impacts from climate change should be included as an assessment requirement for applications for planning permission in areas at risk of flooding.</p> <p><b>Sustainable Transport</b></p> <p>An Taisce welcomes the many transport and mobility provisions which aim to support the objectives of compact development and facilitate a modal shift away from car dependency. While they acknowledge that the ‘targets identified here seek to be realistic, reflecting the very high 2016 level of car use in the County’, they note that Cork’s modal shift targets fall short of national targets.</p> <p>An Taisce welcomes the settlement-specific target shares from walking to be achieved by 2028. They note that the county baseline modal share from cycling in 2016 stood at 0.85%, and the target share of 4% to be achieved across the county by 2028.</p> <p>They state it is therefore imperative that the positive measures proposed to facilitate a modal shift be realised, to maximise Cork’s ability to achieve and exceed its targets and bring the county in line with national travel policy targets. One specific measure that An Taisce recommends for inclusion is an explicit objective ensuring that sufficient public transport capacity as well as safe cycling and pedestrian infrastructure be provided prior to or in tandem with any new residential development. Increased sustainable transport infrastructure and capacity provision needs to come before expanded residential development, particularly in larger towns and their catchment areas.</p> <p>Similarly, the commitment to the ‘sustainable provision’ of childcare services and schools, must ensure that sustainable infrastructure is a prerequisite for planning permission. They note that it is no longer sufficient to simply ensure that such services are connected to public transport.</p> <p><b>Programme for Government</b></p> <p>Considering the Programme for Government mandate and the transport data, they cannot overstate the urgency with which the Council needs to address the current unsustainability of transport in the county and the ongoing failure to achieve meaningful progress towards a modal shift away from private car use. They therefore recommend that provision for the immediate review called for in the Programme for Government be included in the Draft CDP.</p> <p><b>Road Investment</b></p> <p>They consider that any future investment in motorway or dual carriageway schemes, other than small-scale bypasses to relieve urban congestion points, would be a misdirection and misspending of limited public money.</p> <p>They make particular reference to the M20 Cork to Limerick Motorway and the N22 Ballvourney to Macroom Road which they consider would serve to increase capacity for and encourage private car usage, to the detriment of modal shift and emissions reductions targets.</p> <p>They submit that policy and investment in Cork should be reprioritised away from road infrastructure (with the exception of necessary maintenance and town bypasses) and redirected to support public and active transport projects and cycling infrastructure in line with the Programme for Government commitment to a 2:1 ratio of expenditure between new public transport infrastructure and new roads. They consider that significant amounts of existing road space needs to be allocated for high quality segregated cycle lanes and footpaths.</p> <p><b>Energy</b></p> <p>They welcome the Draft CDP’s robust consideration of renewable energy development of various types and scales across Cork as well as the many policy</p>
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	<p>objectives supporting and facilitating this. They also welcome the recognition that the development of renewables must be done with regard to ecological constraints, Habitats Directive requirements, heritage considerations, landscape, local amenity, etc.</p> <p><b>Gas Networks and Fossil Fuels</b>  Regarding ET 13.24, An Taisce, submits that there is no capacity for further expansion of the fossil gas network under national, EU and international climate policy. They therefore recommend that the objective to develop further gas supplies and expand the gas network be removed. They also suggest an objective banning the use of fracked gas in the energy mix. An objective should also be included to require proposals for new fossil fuel infrastructure or for proposals requiring significant fossil fuel use to provide an emissions assessment evaluating the impact of proposal on progress binding national emissions targets.</p> <p><b>Offshore Oil</b>  Regarding ET 13.25 they highlight that to comply with national and international targets on carbon emission reductions there must be no future expansion of oil exploration or extraction. Regarding ET 13.26, they submit that there is no basis for any provision of accommodating future oil field development in Irish coastal waters if global targets are to be met such as stated for the potential for the Bantry Bay Oil Terminal in Whiddy Island.</p> <p><b>Carbon Capture and Storage (CCS)</b>  Regarding ET 13.19, they submit that future development in Cork should focus on emissions reductions by proposing policies for transitioning away from fossil fuel use rather than relying on the uncertain technology such as CCS. They submit that 13.12.5 should include a caveat that CCS development must be predicated on the determination of its overall feasibility and efficacy.</p> <p><b>Bioenergy and Anaerobic Digestion</b>  The draft CDP must ensure that any provision of bioenergy, including that associated with GRAZE project, is accomplished in a sustainable manner. They submit that the Plan Objective ET13.17 needs to be clarified. They note that objectives supporting bioenergy development should be amended to specify that this will only be supported where it can be demonstrated that the feedstock is sustainable and where the end product will not be mixed with fossil gas. They also recommend that future bioenergy development be conditioned against anaerobic digestion requiring additional growing of grass and other energy crops in light of the adverse environmental impacts previously outlined regarding grass-based production specifically.</p> <p><b>Landfill Gas</b>  They welcome the recognition of the potential to utilise waste energy from landfill sites as a potential source of fuel for bioenergy development as also discussed in section 13.10.5 of the Draft Plan. They welcome the encouragement of future projects utilising such a fuel source which would reduce adverse environmental impacts (provided it is not mixed with fossil gas), reduce methane output of landfill sites, and would also contribute to a functioning circular economy.</p> <p><b>Green Infrastructure</b>  <b>Greenways</b>  They welcome the progress made to date on the feasibility studies for the redevelopment of the abandoned rail networks in Cork as greenways and they recommend that specific targets for further progress during the lifetime of the new CDP be set in the Draft Plan.</p> <p><b>Urban Greening</b>  Regarding point 11 of the EU Biodiversity Strategy which requires that Cities with at least 20,000 habitants have an ambitious Urban Greening Plan they consider despite that none of the settlements has a population over 20,000, that the Draft CDP should provide for development of Urban Greening Plans for the county's</p>
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	<p>towns, particularly Midelton which are targeted for significant growth. They would nevertheless encourage the development of urban greening plans in smaller towns as well. Specific timelined and targeted policies for achieving urban greening objectives during the plan period should be developed.</p> <p>In the spirit of an integrated planning and policy approach, they recommend that urban greening and green infrastructure is tied in with compact growth objectives discussed in Chapter 3 Settlements and Placemaking and Chapter 4 Housing. For instance, the CDP could promote the adoption of green balconies and rooftops as part of the proposed density plan for increased building heights. While an increase of greenery in urban areas will enhance the visual amenity for locals and visitors, it will play a role in enhancing local biodiversity, providing pollinators with an opportunity to thrive. Integration of such low-cost measures with social and environmental co-benefits would strengthen the final plan.</p> <p><b>Biodiversity</b></p> <p>In light of the 2019 Report “The Status of EU Protected Habitats and Species in Ireland” and our poor track record when it comes to protecting the natural environment, they submit that the urgency with which we need to address the biodiversity loss emergency must be reflected in the CDP. As such, they are pleased to see the suite of policies aimed at biodiversity protection and enhancement, including Cork’s Special Areas of Conservation, Special Protection Areas, and Natural Heritage Areas (existing and proposed). However, the implementation and enforcement of these policies must be upheld in the planning process at all levels.</p> <p><b>Habitats Directive Requirements</b></p> <p>They highlight the strict legal requirements of the Habitat’s Directive regarding the granting of planning permission where the proposal could impact Natura 200 sites. They refer to the recent caselaw regarding the established law that approval can only be granted for plans and projects when it has been established beyond all reasonable scientific doubt that the subject proposal will not adversely impact any Natura 2000 sites (Case C-258/11, Sweetman &amp; Others v An Bord Pleanála &amp; Others; and 2013 No 802 J.R. - Kelly v An Bord Pleanála &amp; Others). To conclude they state that if uncertainty exists regarding the potential impact of any proposed development full account should be taken of the precautionary principle, and the development should be refused.</p> <p><b>EU Biodiversity Strategy</b></p> <p>They recommend the implementation of the 14 points of the EU Biodiversity Strategy 2030 should be included in a specific biodiversity objective.</p> <p><b>Built and Cultural Heritage</b></p> <p>The CDP should ensure the effective promotion of the Architectural Heritage provisions of Planning and Development Act 2000 (as amended) and therefore the protection of Cork’s built heritage, including Architectural Conservation Areas (ACAs) and Protected Structures. Crucially, they submit that Chapter 16 should be amended to include policies for monitoring buildings at risk and using the provision of Section 59 of the Planning Act to serve notices of endangerment to negligent property owners.</p> <p><b>Youghal</b></p> <p>They note that Youghal is an historic medieval walled town of national importance where major issues on functional decline have been evident over the last few decades. They consider that a special initiative is required for Youghal which would protect and enhance its cultural and architectural heritage and significance while at the same time identifying how town centre revitalisation can be promoted.</p> <p><b>Strategic Environmental Assessment</b></p> <p>They note that the Council has a legal obligation to ensure that the SEA process is robust, effective, and identifies all likely significant effects on the environment</p>
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	<p>under the range of considerations set out in the Annexes to the SEA Directive. To ensure integration of environmental considerations into the plan, a general policy or land use zoning should not be maintained where likely significant effects on the environment are identified. They submit that the Council should ensure that monitoring of significant environmental effects is carried out and that any unforeseen adverse impacts that arise are remediated in accordance with the provisions of Article 10.</p> <p>Implementation and Monitoring</p> <p>In the absence of rigorous application of policy, the divergence between policy and practice results in unsustainable, economically inefficient, structurally weak and spatially dispersed settlement patterns. Therefore, it is of paramount importance that the new CDP moves beyond objectives within the text and towards robust targets, actions and measures to achieve the tangible implementation of the plan's objectives and policies. The success or otherwise of the forthcoming CDP can only be judged against quantifiable and implementable criteria which are subject to ongoing monitoring. This will be fundamental in creating a sustainable and healthy future for Cork that supports the wellbeing of both people and planet</p>
<p><b>Principal Issues Raised</b></p>	<p><b><u>Volume 1: Main Policy Material</u></b></p> <ol style="list-style-type: none"> <li>1. Should the CDP ensure all development decisions are also assessed against the Paris Agreement commitments and can these commitments be added to Chapter 6 to address the disproportionate impact of climate change on marginalised communities?</li> <li>2. Should each chapter of the new plan be directly assessed against climate objectives and targets, including those outlined in the Paris Agreement and EU policy as set out in the Draft Longford Development Plan?</li> <li>3. Does the plan sufficiently consider the context or address the scale of the current biodiversity loss emergency?</li> <li>4. The 'Just Transition' principle should be integrated into the final development plan where relevant, including specific objectives in relation to a Just Transition for agriculture?</li> <li>5. Can the CDP include a commitment to prioritise elderly, disabled and lower income individuals when targeting retrofit schemes and building ancillary accommodation?</li> <li>6. Can Chapter 4 Housing include an objective to tackle energy poverty?</li> <li>7. It is imperative that the new CDP addresses future population growth and continues to encourage a shift away from dispersed, car-orientated development patterns to walkable, cyclable, transit-orientated and consolidated urban forms.</li> <li>8. Can the Council engage with the providers of essential physical and social infrastructure and ensure that the town-specific policies are based on realistic assessments regarding the funding and timing of such infrastructure?</li> <li>9. Should the CDP include an objective for the pedestrianisation of city and town centre streets on a trial basis where feasible?</li> <li>10. Can the CDP include a clearly defined approach to incentivise a modal shift to sustainable transport modes?</li> <li>11. Should the Council make the seven location test standards for new housing outlined in the National Spatial Strategy (2002) a mandatory draft CDP requirement for new housing development?</li> <li>12. Can the Council's marine-related policy base all decisions on the proper functioning of the ecosystems upon which they depend so that the</li> </ol>

	<p>ecological health of marine waters takes precedence over human pressures such as fishing and aquaculture.</p> <ol style="list-style-type: none"> <li>13. Can Objective EC8-15 be strengthened to include a commitment to nurture these finite resources using an ecosystems approach?</li> <li>14. Can an objective be included to ensure that any economic activity which utilises the marine resources must comply with the Marine Strategy Framework Directive and achieve the legally binding target for 'Good' Environmental Status of coastal and marine waters?</li> <li>15. Can the CDP include objectives to ensure that permission for agricultural developments are only granted when the direct, indirect and cumulative impacts of a proposal to water, air, climate and biodiversity have been evaluated and mitigated if necessary both regarding the proposal itself and the entire landholding?</li> <li>16. Can the plan include a specific policy objective to promote agricultural diversification specifically promoting the production of vegetables, grains, nuts, pulses, fruits, etc. and water protection?</li> <li>17. Should the plan include an objective regarding the targets at county level of the EU 'A Farm to Fork strategy', published in May 2020 and in addition require implementation of the targets of the 14-point EU Nature Restoration Plan in the 'EU Biodiversity Strategy for 2030 - Bringing nature back into our lives'. Can all agricultural development proposals demonstrate compliance with the targets and policies of both strategies?</li> <li>18. Can an additional objective be added to ensure that any new data centre proposal fully assesses the cumulative impacts of the energy use and associated emissions in conjunction with the data centre section as a whole and evaluates the energy demand in relation to rapidly increasing grid constraints?</li> <li>19. Does the plan require strict enforcement against unauthorised development and of conditions applied to permitted quarry development and that past failures to comply should be rigorously applied to proposals for continued or expanding quarrying operations?</li> <li>20. Can the plan put a greater emphasis on the planting of native broadleaf woodlands and can the objectives around forestry better differentiate between the planting of native woodland and the planting of other species?</li> <li>21. Can the plan better integrate sustainable transport integration with tourism by increasing the access to public transport, walking and cycling options from key tourist destinations and accommodation hubs; by increasing car-free, long-stay trips; and by providing for additional tourist accommodation in appropriate locations, particularly in areas with existing services and infrastructure.</li> <li>22. It is necessary to include a specific objective to require the consideration of Water Framework Directive (WFD) compliance in the granting of planning permissions?</li> <li>23. Can the CDP ensure adequate provision of serviced sites within close proximity to established water/wastewater infrastructure where a connection to services can be readily facilitated, and where there is sufficient cumulative capacity within the wastewater treatment plant for new and retrospective development where feasible.</li> <li>24. Does objective WM 11-9 adequately address the need to resolve the existing ELV exceedances at the 22 plants identified in the plan and should it highlight the need for inclusion of measures to address the ELV exceedances as a matter of urgency?</li> <li>25. Where mitigation measures are necessary in relation to Flood Risk Management, can soft engineering solutions for the management of</li> </ol>
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	<p>flood risk should preferentially be employed over hard engineering solutions where possible?</p> <p>26. Can the consideration of the potential impacts from climate change be included as an assessment requirement for applications for planning permission in areas at risk of flooding?</p> <p>27. Should the CDP include an objective ensuring that sufficient public transport capacity as well as safe cycling and pedestrian infrastructure and childcare services / schools be provided prior to or in tandem with any new residential development. Increased sustainable transport infrastructure and capacity provision needs to come before expanded residential development, particularly in larger towns and their catchment areas?</p> <p>28. Should policy and investment in Cork be reprioritised away from road infrastructure (with the exception of necessary maintenance and town bypasses) and redirected to support public and active transport projects and cycling infrastructure in line with the Programme for Government commitment to a 2:1 ratio of expenditure between new public transport infrastructure and new roads? Should the CDP include a provision for the immediate review called for in the Programme for Government regarding modal shift?</p> <p>29. Should the objective to develop further gas supplies and expand the gas network be removed and should an objective banning the use of fracked gas be included?</p> <p>30. Should future development in Cork focus on emissions reductions by proposing policies for transitioning away from fossil fuel use rather than relying on the uncertain technology such as Carbon Capture and Storage. Should the plan include a caveat that CCS development must be predicated on the determination of its overall feasibility and efficacy?</p> <p>31. Should the objectives supporting bioenergy development be amended to specify that this will only be supported where it can be demonstrated that the feedstock is sustainable and where the end product will not be mixed with fossil gas?</p> <p>32. Can the plan recommend specific targets for further progress on the feasibility studies for the redevelopment of the abandoned rail networks in Cork as greenways during the lifetime of the new CDP and that these would be set out in the Plan.</p> <p>33. Should specific time lined and targeted policies for achieving urban greening objectives be developed and should urban greening and green infrastructure be tied in with compact growth objectives including green balconies and rooftops?</p> <p>34. Does the CDP allow for the full implementation of the precautionary principle regarding developments?</p> <p>35. Can the 14 points in the EU Biodiversity Strategy 2030 be included as a specific biodiversity objective?</p> <p>36. Can chapter 16 be amended to include policies for monitoring buildings at risk and using the provision of Section 59 of the Planning Act to serve notices of endangerment to negligent property owners?</p> <p>37. Can the plan move towards robust targets, actions and measures to achieve the tangible implementation of the plan's objectives and policies?</p> <p><b><u>Volume 4: South Cork</u></b></p> <p>38. Can a special initiative be included for Youghal which would protect and enhance its cultural and architectural heritage and significance while at the same time identify how town centre revitalisation can be promoted?</p> <p><b><u>Volume 6 Environmental Reports</u></b></p>
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	<p>39. Will the Council ensure that monitoring of significant environmental effects is carried out and that any unforeseen adverse impacts that arise are remediated in accordance with the provisions of Article 10?</p>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. It is considered that the CDP has embedded National climate change policy stemming from a wider, international and EU level policy framework as outlined in Table 17.1: International and European Climate Change Policies and Agreements.</li> <li>2. See Above.</li> <li>3. The Plan includes a comprehensive suite of policies committing the Planning Authority to the protection of biodiversity. In addition, these will be further strengthened with recommendations to revise the language in Objectives BE 15-5 and 15-6 to clearly set out the ambitious policy of achieving a net gain and an enhancement of biodiversity across the County. In addition, amendments are recommended to add text to Paragraph 15.2.3 to commit to updating the Biodiversity Action Plan within the lifetime of the Plan. See also Biodiversity Key Issue in Volume 1 of the CE report.</li> <li>4. The White Paper 'Ireland's Transition to a Low Carbon Energy Future 2015-2030' has set out a framework to guide policy and the actions that Government intends to take in the energy sector from now up to 2030, taking into account European and International climate change objectives and agreements. A key element in the County's strategy to protect and enhance the County's rural areas is to provide support and encouragement for a dynamic, innovative and sustainable agriculture and food production sector.</li> <li>5. It is considered that while the CDP and the Joint Draft Housing Strategy includes specific policies for the elderly, disabled and lower income individuals regarding the provision of ancillary accommodation, the targeting of retrofit schemes is a matter for the Housing Directorate and outside the scope of this plan.</li> <li>6. This provision is included in Chapter 13 Energy and Telecommunications and objective ET 13.20: Building Energy Efficiency and Conservation</li> <li>7. Agreed and noted.</li> <li>8. Yes, this is being implemented on a town by town basis through the Municipal District Offices and this principle is identified in Figure 9.1 Themes and Key Principles for Successful Town Centres.</li> <li>9. Objective TM 12-1: Integration of Land Use and Transport includes provision for Local Transport Plans which will be prepared for larger towns (population over 10,000) where considered appropriate in order to maximise the integration of land use and transport planning. In addition, TM 12.2: is being amended to include additional text to consider new paths and cycleways and upgrades to existing paths that are sensitively designed having regard to a range of local specific considerations.</li> <li>10. The policies and objectives of this plan provide for such an approach, See response to similar issue above.</li> <li>11. The National Spatial Strategy has been replaced by the Policies and National Strategic Outcomes of the National Planning Framework (2018).</li> <li>12. The Council's marine related policies will be informed by the recently adopted National Marine Planning Framework (2021) and any relevant associated legislation which will emerge during the lifetime of the plan.</li> <li>13. It is intended to include a new paragraph by amendment which will state that the development in Fisheries and Aquaculture production will need to have regard to ecological and environmental considerations to minimise detrimental impacts on resources and ecosystems.</li> <li>14. See Issue 12 Response.</li> </ol>



	<ol style="list-style-type: none"> <li>15. Agricultural development as with all development is informed by relevant environmental criteria and Development Management: Guidelines for Planning Authorities DEHLG (2007).</li> <li>16. The plan includes an objective relating to EC 8-12 Agriculture and Farm Diversification. It is considered that this approach is consistent with National Policy.</li> <li>17. It is intended to include a new paragraph by amendment which will provide an update on the EU Commission's <a href="#">Farm to Fork strategy</a> as well as the <a href="#">EU Biodiversity Strategy for 2030</a> which were released in May 2020.</li> <li>18. It is considered that these provisions are contained in ET 13.29: Data Centres and in the selection criteria in paragraph 13.18.11 in so far as it is practicable to do in a CDP.</li> <li>19. The enforcement procedures operated by the Planning Authority are outside the remit of the CDP Process.</li> <li>20. The forestry objective, EC 8-14 makes specific reference to the planning of native trees. Other Council Publications including the Heritage and Biodiversity Plans also reference the importance of Native Tree Planting.</li> <li>21. It is considered that objective TO 10-1: Promotion of Sustainable Tourism in County Cork and TO 10-10: Tourism Facilities, together with the policies and key principles regarding our town centres, including Figure 9.1 Themes and Key Principles for Successful Town Centres and TCR 9-1: Town Centres cover this issue.</li> <li>22. No this is not considered necessary given the measures and procedures set out in Chapter 11, Water Management including WM 11-1: EU Water Framework Directive and the River Basin Management Plan.</li> <li>23. It is considered that WM 11-5: Discharges in Unsewered Areas policy makes provision for this.</li> <li>24. 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.</li> <li>25. There are new green and blue infrastructure principles in Chapter 14 of the Plan including to promote the use of nature-based solutions (green) as an alternative to traditional (grey) infrastructure. The Plan signals a change to prioritise nature-based solutions for flood mitigation and surface water management as per Objective WM 11-10(b) of the Plan. In addition, objectives WM 11-11, 11-12, 11-13, 11-14 and 11-15 provide for the protection of flood zones and riparian areas, the control of nutrient inputs to watercourses and the protection of water quality generally.</li> <li>26. The draft SFRA will take these impacts into consideration – refer to that document for more detailed information.</li> <li>27. The Planning Authority will work closely with the public transport providers to ensure that issues regarding capacity are kept under review, this has been the practice and will continue through the implementation of the CMATs (2020).</li> <li>28. Cork is a spatially large County and as such it is acknowledged that personal transport by car will continue to be a feature of longer trips despite the significant mode shift to sustainable transport that this plan seeks to achieve. The sustainable movement of goods, services and people will necessarily include some travel by road. Maintaining, improving and protecting the strategic function of the road network is therefore critical to the County's economic and social health.</li> </ol>
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	<p>Additionally, strategic road infrastructure investment projects are necessary to unlock certain development opportunities. This plan therefore facilitates improvements in road infrastructure and safeguards efficiency in the network.</p> <p>29. Gas Infrastructure has an important role to play in the development of renewable energy. It can facilitate future renewable energy development by providing reserve fuel for heat and power facilities otherwise provided by renewable resources, in a local and national context. See also ET 13.24: Gas Network Infrastructure.</p> <p>30. It is considered that future development in Cork will focus on a range of measures including emissions reductions. While it is acknowledged in the plan that CCS technology has been limited to date but that it has the potential to be a bridging technology that could support the transition to a low carbon economy. RPO 104 Energy Storage and Carbon Capture in RSES supports this form of infrastructure in the region.</p> <p>31. It is considered that this measure would be outside the scope of the CDP Review and the Development Management Process unless Government Guidance is introduced which provides more detailed guidance.</p> <p>32. The timelines regarding the development of Greenways in County Cork will be updated as the feasibility studies are completed and when funding allocations are provided. The Planning Authority will ensure that all avenues are explored in this regard as this is a high priority.</p> <p>33. It is considered that this measure would be outside the scope of the CDP Review and the Development Management Process unless Government Guidance is introduced which provides more detailed guidance.</p> <p>34. Yes, it is considered that the CDP Review allows for the full implementation of the precautionary principle Objective BE 15-2 protects sites, habitats and species which are designated or proposed for designation under European legislation, National legislation and International Agreements.</p> <p>35. Section 15.2.2 recognises the 2030 EU Biodiversity Strategy as an important element of the biodiversity policy context and lists key specific commitments set out in the strategy e.g. to enlarge existing Natura 2000 areas, to restore degraded ecosystems by 2030 etc. National policy is led by EU requirements and therefore Objective BE 15-1 is considered appropriate to support and comply with national biodiversity protection policies as they relate to the Development Plan.</p> <p>36. It is considered that this is outside the scope of the CDP, the measures contained in the relevant legislation do not need to be restated in the plan.</p> <p>37. Agreed and noted. Please refer to Issue 39 Response.</p> <p>38. It is considered that the General Objective for Youghal, YL-GO-08 sets out a requirement to protect and enhance the attractive landscape character setting of the town and to conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, town walls, historic laneways, zones of archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and public realm improvements.</p> <p>39. See Biodiversity (baseline and monitoring) Key Issue in Volume 1 of this report, an amendment is also proposed to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. An addendum to the Environment Report is recommended to revise the monitoring measures for biodiversity.</p>
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<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required</li> <li>2. No amendment required</li> <li>3. No amendment required</li> <li>4. No amendment required</li> <li>5. No amendment required</li> <li>6. No amendment required</li> <li>7. No amendment required</li> <li>8. No amendment required</li> <li>9. <a href="#">Amendment Required Refer to Amendment No 1.12.42</a></li> <li>10. No amendment required</li> <li>11. No amendment required</li> <li>12. No amendment required</li> <li>13. <a href="#">Amendment Required Refer to Amendment No 1.8.14</a></li> <li>14. No amendment required</li> <li>15. No amendment required</li> <li>16. No amendment required</li> <li>17. <a href="#">Amendment Required Refer to Amendment No 1.8.15</a></li> <li>18. No amendment required</li> <li>19. No amendment required</li> <li>20. No amendment required</li> <li>21. No amendment required</li> <li>22. No amendment required</li> <li>23. No amendment required</li> <li>24. No amendment required</li> <li>25. No amendment required</li> <li>26. No amendment required</li> <li>27. No amendment required</li> <li>28. No amendment required</li> <li>29. No amendment required</li> <li>30. No amendment required</li> <li>31. No amendment required</li> <li>32. No amendment required</li> <li>33. No amendment required</li> <li>34. No amendment required</li> <li>35. No amendment required</li> <li>36. No amendment required</li> <li>37. No amendment required</li> <li>38. No amendment required</li> <li>39. <a href="#">Amendment Required Refer to Amendment No 1.19.</a></li> </ol>
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346154965</b>	DCDP346154965
<b>Submission Summary</b>	<p>This submission requests that more details on the joint vision for the Cork Metropolitan Area perhaps an approximate date for when this joint vision might be published. Submission requests that the Climate Action and Low Carbon Development (Amendment) Bill 2021 be mentioned in the section on Climate Legislation. Submission requests that the National Planning Framework Objective 52 be quoted directed in section 1.8.1 which outlines the 'Development Plan quality of Life Principles' and to address possibly in a table the qualitative and quantitative, environmental limits which pertain to Cork County, and how they are addressed sustainably in the plan.</p> <p>The submission suggests that mitigation of climate change is incorporated into all development considerations. Finally, the submission argues that the quality of competitiveness is a neutral value at best and suggests that the word 'competitive' could</p>

	be replaced with 'cooperative' within the vision for the plan and the Core Strategy with further text to flesh out the reasoning behind this emphasis change in the preceding text. On this point, the submission notes that being better than other places shouldn't be the goal ...the goal should be about the process rather than the outcome
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Can the plan outline more details on the joint vision for the Cork MASP and an approximate date for when it will be published?</li> <li>2. Can the CDP include reference to the Climate Action and Low Carbon Development (Amendment) Bill 2021 in the section on Climate Legislation?</li> <li>3. Can the plan quote NPO 52 in section 1.8.1 'Development Plan quality of Life Principles' and to include the qualitative and quantitative environmental limits which pertain to Cork County and how they are addressed in the plan?</li> <li>4. Can 'mitigation of climate change' be incorporated into all development considerations?</li> <li>5. Should the vision and Core Strategy for the CDP replace the word competitive with cooperative so as to emphasise the 'process' rather than the 'outcome'.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Cork MASP is contained within the RSES for the Southern Region as published by the South Western Regional Authority in January 2020.</li> <li>2. Yes, the CDP will be amended to make reference to the Climate Action and Low Carbon Development (Amendment) Act 2021 which was signed into Law by the President on the 23<sup>rd</sup> of July, 2021.</li> <li>3. Yes, it is considered appropriate to include the sentiment of NPO 52 within the 'Development Plan Quality of Life Principles'.</li> <li>4. It is considered that mitigation of climate change is one of the fundamental principles and themes of the CDP and given the requirements under section 10(2)(n) of the Planning and Development Act it is already incorporated into all development considerations. This, coupled with the Climate Change Adaptation Strategy adopted by the Planning Authority in 2019 also contributes to the mitigation of climate change and is therefore already incorporated into all development considerations.</li> <li>5. The use of the word 'competitive' is intended to ensure that the County remains an efficient place to do business. This, coupled with a clear understanding that the county is competing at a national level, both in terms of funding allocation under the URDF and RRDF and also in attracting employment and investment. It is also agreed and noted, that this requires close cooperation between all departments at a National and Local level.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No Amendment Required</li> <li>2. <a href="#">Proposed Amendment Required Refer to Proposed Amendment 1.1.1</a></li> <li>3. <a href="#">Proposed Amendment Required Refer to Proposed Amendment 1.2.2</a></li> <li>4. No Amendment Required</li> <li>5. No Amendment Required</li> </ol>
<b>Interested Party</b>	<b>Ibec</b>
<b>DCDP346148635</b>	DCDP346148635
<b>Submission Summary</b>	<p>The IBEC submission makes the following recommendations regarding the Draft Cork County Development Plan (Draft CDP).</p> <p>Connectivity:</p> <ul style="list-style-type: none"> <li>• Make Cork's transport network more connected, integrated, and efficient. Commuting patterns have and will change from what was observed pre-Covid, and the Plan must be reflective of this.</li> </ul>

	<ul style="list-style-type: none"> <li>• Accelerate the delivery of the Cork Metropolitan Area Transport Strategy (CMATS) and provide clear timelines and milestones.</li> <li>• Ensure enhanced connectivity between regions, including the M20 Cork to Limerick motorway and N25 Cork to Rosslare.</li> <li>• Support investment in sustainable transport infrastructure and public realm projects that will make walking, cycling, and public transport more attractive, appealing and accessible for all.</li> <li>• Successfully connect transport to land use policies to allow people to choose where they want to live and work, rather than having these decisions dictated by circumstance.</li> <li>• Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Cork as identified in CMATS.</li> <li>• Transport investment should be integrated with land use and development objectives, resulting in an ambitious multimodal transport network.</li> <li>• Sufficient funding should be made available to improve the existing stock and to implement substantial works on the existing road network.</li> <li>• Support new and upgrading of existing rail networks and railway stations and protect, as required, lands necessary for the upgrading of existing railway lines or stations, which would improve journey times and enable an increase in the frequency of services and connections.</li> </ul> <p>Cork Airport:</p> <ul style="list-style-type: none"> <li>• Strengthen the recognition of the wider role of Cork Airport as a key tourism and business gateway to Cork and the wider southern region.</li> <li>• Support the N27 Cork-Cork Airport project to enhance regional accessibility.</li> <li>• Inclusion of policies and objectives which enable the careful land-use management of landside areas to focus on the current and future needs of Cork Airport and its users.</li> <li>• Support and enable Cork Airport to achieve excellence in environmental performance.</li> <li>• Strengthen Airport Safeguarding to reflect Cork Airport’s role as an asset of strategic national infrastructure.</li> <li>• Facilitate and support the development of airport infrastructure to enhance the region’s sustainability and general economic competitiveness.</li> </ul> <p>Cork Port and Harbour:</p> <ul style="list-style-type: none"> <li>• Prioritise transport connections to the Port of Cork and facilitate expansion of the deep-water port to provide appropriate road and rail transport capacity to facilitate sustainable development of port facilities at Ringaskiddy, Whitegate and Marino Point. This is a requirement of the EU TEN-T legislation.</li> <li>• Ensure delivery of the N28 to Ringaskiddy, which will be needed regardless of any future decision on a complementary rail connection to the Port.</li> <li>• Upgrade the R624 Regional Road linking the N25 to Marino Point and Cobh.</li> <li>• Development of the rail link at Marino Point for freight.</li> <li>• Enhance investment in future Port and Harbour developments and expansion and ensure the Port of Cork has the capacity to deal with increased economic activity and deliver offshore projects.</li> <li>• Continue to support key interventions and capital infrastructure projects that would facilitate the port in moving to the Lower Cork Harbour. This will free up lands in Cork Docklands and Tivoli for large scale urban regeneration.</li> <li>• Promote the transitioning to more renewable and offshore energy forms.</li> <li>• Support the early provision of port infrastructure to support marine renewable energy and potentially future hydrogen energy forms.</li> <li>• Facilitate the harbour economy growth potential and promote marine related industrial development, while ensuring that the environment and natural resources of the area are protected, managed and enhanced.</li> </ul>
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	<p>Sustainability:</p> <ul style="list-style-type: none"> <li>• Ensure Ireland’s long-term emission reduction obligations and wider environmental objectives are considered when making planning decisions for new developments and strategic infrastructure.</li> <li>• Support the sustainable reinforcement and provision of new energy infrastructure by infrastructure providers (subject to appropriate environmental assessment and the planning process), ensuring the energy needs of future population and economic expansion across Cork can be delivered in a sustainable and timely manner.</li> <li>• Support the transition of the gas network to a carbon neutral network by 2050, thereby supporting Cork to become carbon neutral.</li> <li>• Ensure that all future and retrofitted infrastructure is climate proofed, through design and construction, and does not become an obstacle to transition.</li> <li>• Support the development of renewable energy projects in support of national climate change objectives.</li> <li>• Avoid delays to supporting infrastructure so that housing and other key projects in Cork County can progress without delay.</li> <li>• Liaise with Irish Water during the lifetime of the Plan to secure investment in the provision, extension and upgrading of the piped water distribution network and wastewater pipe network across the County, to serve existing population and future population growth and sustain economic growth, in accordance with the requirements of the Core and Settlement Strategies.</li> <li>• Ensure adequate and appropriate wastewater infrastructure is available to cater for existing and proposed development, in collaboration with Irish Water, to avoid any deterioration in the quality of receiving waters and to ensure that discharge meets the requirements of the Water Framework Directive.</li> <li>• Ensure the principles of circularity and smart resource use are embedded in the Plan.</li> <li>• Progress the development of the Circular Economy Action Plan at a local level: set an ambition to make Cork a leader in resource efficiency and sustainable value creation.</li> <li>• Identify specific short-term deliverables to build early momentum.</li> </ul> <p>Housing:</p> <ul style="list-style-type: none"> <li>• Develop transport and land use through a coordinated approach to support compact, urban growth.</li> <li>• Change housing design guidance to allow greater density of new home development.</li> <li>• Continue investment on social housing. The demands for purpose-built social housing have not dissipated and only been exacerbated by the economic shock brought on by Covid.</li> <li>• Increase the availability of zoned and serviceable land.</li> <li>• Seek to promote the creation of sustainable places and healthy communities, while ensuring that development occurs at an appropriate pace and that infrastructure is delivered in tandem to support this growth.</li> <li>• Encourage compact growth, through the development of infill sites, brownfield lands, underutilised land/buildings, vacant sites and derelict sites.</li> <li>• Support redevelopment and reuse, including energy retrofitting, of existing housing stock.</li> </ul> <p>Digital Infrastructure:</p> <ul style="list-style-type: none"> <li>• Support the delivery and implementation of the National Broadband Plan.</li> <li>• Address any local obstacles to the speedy roll-out of the National Broadband Plan and other telecommunications infrastructure so that networks are improved, and fibre broadband delivered as rapidly as possible.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Ensure a supporting regulatory environment for the successful roll-out of 5G.</li> <li>• Develop Cork’s digital infrastructure as a driver of a Smart Region.</li> <li>• Support investment in incubation and ICT infrastructure to capitalise on remote working and learning opportunities, enterprise start-ups, e-commerce and up-scaling for businesses across all settlements in the County.</li> <li>• Ensure all communities can transition to digitalisation for a better quality of life and eliminate digital inequalities, in terms of access to digital networks for the purposes of business, access to public services and education.</li> </ul> <p>Reimagining and Rethinking Cork:</p> <ul style="list-style-type: none"> <li>• Support investment in placemaking and the regeneration of towns and villages.</li> <li>• Work with partners across the Region to implement smart initiatives.</li> <li>• Support the delivery of the right housing and tenure mix (e.g., apartment focus, rental sector, ageing population, students, social housing, affordable housing etc).</li> <li>• Support compact, urban growth, through supporting investment that allows for higher density development.</li> <li>• Facilitate urban resilience and recovery through investment in mitigating against legacy issues caused by Covid, remote working, changes to retail and other external factors.</li> <li>• Provide a focus on re-intensification of existing business locations, to create the right conditions for enterprise to thrive such as placemaking, ‘smart’ specialisation and clustering.</li> <li>• Promote the development of additional convenience retail in line with housing and population growth.</li> <li>• Consider all options of funding regional projects. The potential of Exchequer and non- Exchequer funding of regional and local projects must be fully exploited. This includes encouraging new partnership models such as City Deals and leveraging the potential of competitive financing.</li> <li>• Promote and support the renewal and revitalisation of rural town and village centres to enhance the vitality and viability of settlements as attractive residential and service centres, including actively addressing issues of vacancy and dereliction in settlements in Cork.</li> </ul> <p>Tourism:</p> <ul style="list-style-type: none"> <li>• Prioritise investment in the tourism infrastructure and new product development. Investment should support visitor experience development, upgrading of existing attractions and sites, visitor awareness and accessibility.</li> <li>• Support development and enhancement of the night-time economy. Prioritise immediate investment in supporting infrastructure, such as late-night transport provision, for the recovery and growth of the night-time economy. Cork County Council must actively support local night-time economic development, which includes re-thinking the use of public space and re-imagining under-utilised spaces.</li> <li>• Support growth in the tourism sector in Cork and capture key opportunities to grow the sector based around Waterways, Activities, Heritage, Arts and Culture, in an urban and a rural environment.</li> </ul> <p>Local Enterprise Development:</p> <ul style="list-style-type: none"> <li>• Continue to support Cork County Council’s local enterprise network through LEOs.</li> <li>• Ensure quality of life factors are incorporated into Cork County Council’s enterprise policies. Quality of life is critical to the County’s productivity and a key part of a value proposition to attract and retain businesses and workers.</li> </ul> <p>Planning Capabilities:</p> <ul style="list-style-type: none"> <li>• Create a programme to upskill existing local authority staff to provide a more active role in performing planning including forward planning, regulatory policy, development management and enforcement.</li> <li>• Ensure a greater pooling and sharing of specialist skills between local authorities</li> </ul>
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	<p>and other public bodies, involved in planning and construction.</p> <ul style="list-style-type: none"> <li>• Ensure a consistent approach to land use zoning and community gain that balances the legitimate interests of transport providers and users, energy providers and users, and local communities.</li> </ul>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Does the CDP accelerate the delivery of the Cork Metropolitan Area Transport Strategy (CMATS) and provide clear timelines and milestones?</li> <li>2. Does the CDP support investment in sustainable transport infrastructure that will make walking, cycling, and public transport more attractive, appealing and accessible for all?</li> <li>3. Does the CDP Develop transport and land use through a coordinated approach to support compact, urban growth?</li> <li>4. Does the CDP ensure enhanced connectivity between regions, including the M20 Cork to Limerick motorway and N25 Cork to Rosslare?</li> <li>5. Does the CDP prioritise the prompt delivery of key enabling airport infrastructure, including the N27?</li> <li>6. Does the CDP acknowledge its requirement under the EU TEN-T legislation and prioritise transport connections to the Port to provide appropriate road and rail transport capacity, to facilitate sustainable development of port facilities at Ringaskiddy, Whitegate and Marino Point?</li> <li>7. Does the CDP provide sufficient funding to improve the existing stock and to implement substantial works on the existing road network?</li> <li>8. Does the CDP support the strategically important role of Cork Harbour for both population and jobs growth and its future potential as an engine of growth?</li> <li>9. Should the CDP progress the development of the Circular Economy Action Plan at a local level?</li> <li>10. Does the CDP ensure a consistent approach to land use zoning and community gain that balances the legitimate interests of transport providers and users, energy providers and users, and local communities?</li> <li>11. Does the CDP support the sustainable reinforcement and provision of new energy infrastructure ensuring the energy needs of future population and economic expansion across Cork can be delivered in a sustainable and timely manner?</li> <li>12. Does the CDP deliver quality and affordable homes, continue investment in social housing and support the delivery of the right housing and tenure mix (e.g., apartment focus, rental sector, ageing population, students, social housing, affordable housing etc)?</li> <li>13. How best can the CDP avoid delays to supporting infrastructure, so that housing and other key projects in Cork can progress without delay.</li> <li>14. How can the CDP ensure the rapid roll-out of the National Broadband Plan and a supporting regulatory environment for the successful roll-out of 5G?</li> <li>15. Does the CDP support compact, urban growth, through supporting investment that allows for higher density development?</li> <li>16. Does the CDP provide a focus on re-intensification of existing business locations, to create the right conditions for enterprise to thrive such as placemaking, 'smart' specialisation and clustering?</li> <li>17. Does the CDP facilitate urban resilience and recovery through investment in mitigating against legacy issues caused by Covid-19, remote working, changes to retail and other external factors?</li> <li>18. Should the CDP consider all options of funding regional projects, including an acknowledgement of the potential of Exchequer and non-Exchequer funding including the exploration of new partnership models such as City Deals and leveraging the potential of competitive financing?</li> </ol>

	<p>19. Can the CDP prioritise investment in tourism infrastructure and new product development including support for visitor experience development, upgrading of existing attractions and sites, visitor awareness and accessibility?</p>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Yes, Table D1 Countywide Strategic Infrastructure outlines these projects it also notes that the investment to deliver CMATS identified interventions is required up to 2026 and 2031 to support the NPF as outlined in the objectives of the CDP. The timelines and milestones for these projects is outside the remit of the CDP Review, however the Planning Authority will work closely with the relevant agencies and government departments to progress these projects in a timely manner.</li> <li>2. Yes, the CDP promotes investment in sustainable transport infrastructure that strengthens the connections between rural and urban areas through objective TM12.6: Local Link.</li> <li>3. This Plan continues to integrate transport and land use and will provide for compact growth in these towns seeking to maximise the number of people who can access public transport and also seeking to provide attractive pedestrian and cycle links to the rail stations.</li> <li>4. Yes, inter regional connectivity is supported through objective TM 12.12: National, Regional and Local Road Network which outlines a number of projects including the M20 and N25.</li> <li>5. Yes, TM 12.12: National, Regional and Local Road Network which outlines a number of projects including the N27 (Cork Airport).</li> <li>6. The plan notes that Cork is part of the EU TEN-T network (Belfast to Cork route on the North Sea-Mediterranean TEN-T Corridor) which aims to achieve efficient, safe and seamless transport chains for passengers and freight and includes policy TM 12.13 in this regard.</li> <li>7. The CDP does not provide or make decisions on funding but acts as an important part of the rationale for such funding, be it in building restoration, roads or public realm works.</li> <li>8. Yes, this is identified in CS 2-3 (b) : County Metropolitan Cork Strategic Planning Area which recognises Cork Harbour as a unique and strategic asset both nationally and internationally and Promote the development of the Cork Harbour Economy as a key driver of economic growth at a metropolitan, county, regional, national and international level, while protecting the environmental resources of the harbour. Also, the section 8.5 Economic Role of Cork Harbour sets out the key characteristics and attributes of the Harbour area.</li> <li>9. It is considered that the transition to a circular economy, based on long-life products that can be renewed, reused, repaired, upgraded and refurbished to preserve precious natural resources, protect habitats and reduce pollution, will provide an essential contribution to Cork County developing a sustainable, low carbon and competitive economy.</li> <li>10. Large scale renewable energy projects should seek to provide for a community gain element to the establishment of such infrastructure in local areas as outlined in the Programme for Government. The National Energy and Climate Plan 2021-2030 outlines the need to facilitate community participation and to support up to 10% community renewable electricity projects by 2030.</li> <li>11. Yes, objective ET 13.1 states 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</li> <li>12. The CDP and Joint Housing Strategy puts in place the required policies and objectives to enable the delivery of quality and affordable homes</li> </ol>

	<p>through a whole range of policies and procedures in line with Government Policy and Guidance.</p> <p>13. It is stated in the plan that by creating an Active Land Management process of alignment in terms of infrastructure funding, interventions and priorities (aligned also with landowner / house-builder engagement), expenditure on public infrastructure can be utilised to maximum effect in terms of development activation and cost efficiency. This overall alignment is critical in order to give full effect to the Council's Active Land Management activities and deliver the population and housing targets set out in the RSES and HST.</p> <p>14. See above</p> <p>15. The initial phases of the National Broadband Plan are currently being rolled out nationally with Broadband Connection Points being provided at key locations within rural communities providing early access to high speed broadband. In Cork, there are approximately 78,695 premises in the State Intervention Area that potentially can benefit from this Plan. The CDP also includes a supporting objective ET 13.28: Information and Communications Technology which makes specific reference to the National Broadband Plan.</p> <p>16. The CDP recognises the five principles on which the economic strategy of the RSES is focused on including, smart specialisation, clustering, place making for enterprise development, knowledge diffusion and capacity building.</p> <p>17. Section 2.7 examines the impact of the Covid -19 Pandemic and the shift to working from home and re-orientation to local centres has sparked a renewed interest in the role of local centres in local economies which has in turn impacted on the policy trends regarding 10/20-minute neighbourhoods and 'Town Centre First' initiatives which have been identified as a key areas of focus for governments, organisations and communities. This forms a central tenant of Chapter 3 'Settlements and Place-Making', Chapter 12'Town Centres and Retail' and Chapter 12'Transport and Mobility' in the Plan.</p> <p>18. It is considered that all options of funding and implementation possibilities are set out in Chapter 19 Implementation and Delivery including the potential of Exchequer and Non Exchequer funding.</p> <p>19. The Planning Authority has established a dedicated Capital Programme Implementation Unit to deliver its Social Sustainability Investment Programme. Projects which are set to benefit under this scheme include, town centre public realm upgrades, town inner relief roads, the development of parks and amenities, tourism related infrastructure, the protection of culture and heritage, energy efficiency projects and economic development.</p>
<p><b>Chief Executive's Recommendation</b></p>	<ol style="list-style-type: none"> <li>1. No amendment required</li> <li>2. No amendment required</li> <li>3. No amendment required</li> <li>4. No amendment required</li> <li>5. No amendment required</li> <li>6. No amendment required</li> <li>7. No amendment required</li> <li>8. No amendment required</li> <li>9. No amendment required</li> <li>10. No amendment required</li> <li>11. No amendment required</li> <li>12. No amendment required</li> <li>13. No amendment required</li> <li>14. No amendment required</li> </ol>



	<p>15. No amendment required</p> <p>16. No amendment required</p> <p>17. No amendment required</p> <p>18. No amendment required</p> <p>19. No amendment required</p>
<b>Interested Party</b>	<b>Sally Daly</b>
<b>DCDP345639885</b>	DCDP345639885
<b>Submission Summary</b>	<p>This submission states that an inclusive vision that informs all aspect of social, economic, cultural and political development of the county should be at the core of the CDP. It notes that the application of the sustainable development goals offer important guidance on sustainability and justice at a local level. The submission suggests that policies on economic development must include the promotion the circular economy and the transition to clean energy and that Climate action must be understood as indelibly linked to climate justice.</p> <p>The submission notes that according to BOBF the national policy framework for children and young people that .‘Children and young people have a voice and influence in all decisions affecting them’ and that Youth participation structures are key to the development of the county.</p> <p>The submission supports the creation of vibrant communities and that where a deficiency in facilities for teenagers/young adults and/or indoor community space is identified in an area, the proposed development should include proposals to address this deficiency in consultation with young people and appropriate stakeholders.</p> <p>The submission suggests that all housing policy should be informed by an equity proofing mechanism that addresses inequity in accessing a home and notes the importance of our green spaces as vital to us living sustainable lives. It is argued that they must be given more weighting and value as part of a sustainable development plan for successful and healthy communities.</p> <p>In addition, the submission requests that the 47 acres of parkland to the west of the Novartis manufacturing site be designated as Green Infrastructure, as a result of it’s ecological, visual and amenity value in an area predominantly zoned for industry. It references the conditions imposed on the planning permission for the development of the Novartis complex regarding the parkland, including retaining the area to the west of the manufacturing buildings free from development as a buffer zone between the buildings and the residential homes and the landscaping and maintenance of this buffer zone . It states that when planning permission was being sought, the commitment given to An Bord Pleanála was that these 47 acres would be well-planted parkland forming a wildlife corridor that would enhance the ecological value of the site and provide a recreational space for employees. It notes there is a real deficit of passive open space within comfortable walking distance for residents of Shanbally and Coolmore, and that the 47 acres are critical for this purpose.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is the CDP Vision an inclusive one, that informs all aspects of social, economic and cultural and political development in the county?</li> <li>2. Does the CDP allow for the application of the sustainable development goals particularly with regard to the application of sustainability and justice at a local level?</li> <li>3. Does the CDP allow for the promotion of Youth participation structures in the county and where a deficiency in facilities for young people exists in a particular location can the CDP include proposals to address this issue in consultation with the young people and appropriate stake holders?</li> <li>4. Can the CDP allow for equity proofing mechanism to address inequality?</li> <li>5. Does the CDP place enough weight or value on green spaces as vital to sustainability in particular can the 47 acres west of</li> </ol>

	Novartis, Ringaskiddy be designated as Green Infrastructure as a result of its ecological, visual and amenity value in the area?
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered that the vision as proposed takes account of all aspects of the social, economic and cultural and political development in the county.</li> <li>2. Yes, the CDP allows for the application of the sustainable development goals as outlined in the Chapter 1.</li> <li>3. Yes, the CDP does allow for youth participation facilities as outlined in the Chapter 6.</li> <li>4. It is considered given that all National and Regional Policies are equity proofed that these matters are considered during the application of the policy at a local level.</li> <li>5. Refer to Response provided in this issue for Volume 4 of the CDP (Carrigaline MD – Ringaskiddy)</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No Amendment Required</li> <li>2. No Amendment Required</li> <li>3. No Amendment Required</li> <li>4. No Amendment Required</li> <li>5. <a href="#">Amendment Required Refer to Amendment No 4.1.5.4</a></li> </ol>



## 2 Chapter 2 Core Strategy

Table 1.2	Chapter Two Core Strategy
Interested Party	Care For Beara
DCDP346301379	DCDP346301379
Submission Summary	<p>They consider given the Climate Emergency that it is unfortunate that those chapters in the plan which are key to addressing this are not presented as a more integral part of the 'Core Strategy'. In addition, they request more ambitious, specific, guidelines, measures and commitments throughout the plan. They suggest the following refinements.</p> <p>Volume 1:</p> <ul style="list-style-type: none"> <li>• Chapter 2, Core Strategy – Request reference to following Chapters 14, 15, 16 and 17 after section 2.1.2 and that all principles of these chapters should be applied.</li> <li>• Chapter 3, Settlements and Placemaking – request reference to Chapter 17 after as part of section 3.5 and that all principles of these chapters should be applied in the delivery of settlements and placemaking.</li> <li>• Chapter 4, Housing – request reference to Chapters 14, 15, 16 and 17 as part of section 4.1.2 and that all principles of these chapters should be applied in the delivery of housing.</li> <li>• Chapter 5, Rural – <ul style="list-style-type: none"> <li>o Request reference to Chapter 17 within the chapter and that app principles of these chapters should be applied in the delivery of rural housing.</li> <li>o As part of section 5.3 request that the night sky should be protected from light pollution from all existing and future developments in all sensitive areas.</li> <li>o Request refer to expanded Chapter 15 at paragraph 15.11.3 and relevant points under chapter 14.</li> <li>o Request that after as part of section 5.6.7 the following should be included in line with Chapters 13, 15 and 17, that there should be a presumption against wastewater treatment systems that require electricity unless they demonstrate they are not feasible.</li> </ul> </li> <li>• Chapters 3, 4 &amp; 5 – request an objective with detailed measures that would ensure all housing be constructed in an environmentally sustainable way.</li> <li>• Chapter 10 Tourism – <ul style="list-style-type: none"> <li>o request that within section 10.3.7 and 10-1 (a) and 10.6 note should be made under the section on Beara that areas of the Night Sky are understood as an amenity and tourism resource and so shall be protected from light pollution.</li> <li>o Request that as part of section 10.6.2 encouragement should be given to astronomical tourism and protection and promotion of night sky heritage in key areas. Further request refences also to points made relating to Chapters 5 and 14.</li> </ul> </li> <li>• Chapter 12, Transport and Mobility – <ul style="list-style-type: none"> <li>o request further text to be added as part of section 12.1 or 12.2, regarding reference to chapters 14, 15, 16, and 17 and that all principles therein should be applied to the delivery of Transport and Mobility. They request particular note to protection of environments from noise, air and light pollution.</li> <li>o Request further text to be added as part of section 12.15 regarding electric car infrastructure delivery across the county. They request exceedance of national targets and inclusion of a target for Cork County Council properties to install public access electric car rapid charging stations at all their properties.</li> </ul> </li> <li>• Chapter 12, Energy and Telecommunications –</li> </ul>

	<ul style="list-style-type: none"> <li>o As part of section 13.1.1 request further text referencing chapters 14, 15, 16 and 17 with all principles to be applied in the delivery of energy and telecommunications development with the overarching aim to reduce energy demand across the county.</li> <li>o As part of section 13.15 request further text requiring building energy rating strategies for all planning applications. <ul style="list-style-type: none"> <li>• Chapter 14 Green Infrastructure –</li> </ul> </li> <li>o Request that the night sky should be included as part of green and blue infrastructure in section 14.2.1.</li> <li>o Request that section 14.8 includes text to ensure the night sky is protected from light pollution from all existing and future developments in sensitive areas.</li> <li>o Request that the sky scape should be part of the land and sea scape at section 14.9. The night sky should be protected as part of Landscape Views and Prospects. <ul style="list-style-type: none"> <li>• Chapter 15 Biodiversity and Environment –</li> </ul> </li> <li>o Request section 15.11 should include a requirement for external lighting design details for all planning applications.</li> <li>o Request section 15.11 should include a requirement for all planning applications to include a noise report and or conditions to ensure compliance with noise guidelines.</li> <li>o Request section 15.11.3 and objective 15-13 to include further points regarding light pollution with regard to health impacts, carbon and energy usage and the need to protect the night sky.</li> <li>o Request section 15.5 should include reference to reducing light pollution. <ul style="list-style-type: none"> <li>• Chapter 16, Built and Cultural Heritage – request section to be added explaining the importance of protecting the value of the night sky to section 16.3.26 to section 16.4.</li> <li>• Volume 2 - Heritage and Amenity – request that light pollution free night sky should be recognised as a key part of heritage and amenity and it requires protection. Further that areas that are free of noise and air pollution should also be protected.</li> </ul> </li> </ul>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Chapter 2: Should greater emphasis be given to the principles of Chapters 14, 15, 16 and 17 within the Core Strategy?</li> <li>2. Chapter 3: should the principles of Chapter 17 be applied in the delivery of settlements and placemaking?</li> <li>3. Chapter 4: should the principles of Chapters 14, 15, 16 and 17 be applied in the delivery of housing?</li> <li>4. Chapter 5: should reference be made to Chapter 17 within the chapter and that the principles of this chapter be applied in the delivery of rural housing?</li> <li>5. As part of section 5.3 should the night sky be protected from light pollution from all existing and future developments in all sensitive areas?</li> <li>6. Should the plan state that there should be a presumption against wastewater treatment systems that require electricity unless they demonstrate they are not feasible?</li> <li>7. Should the plan include an objective with detailed measures that would ensure all housing be constructed in an environmentally sustainable way?</li> <li>8. Chapter 10 Tourism: regarding the section on Beara, can an objective be included to state that areas of the Night Sky are understood as an amenity and tourism resource and so shall be protected from light pollution?</li> <li>9. Can the plan encourage astronomical tourism and protection and promotion of night sky heritage in key areas?</li> <li>10. Chapter 12: Transport and Mobility – regarding section 12.1 or 12.2, should reference be made to chapters 14, 15, 16, and 17. Particularly regarding the protection of environments from noise, air and light pollution?</li> </ol>



	<ol style="list-style-type: none"> <li>11. Should further text to be added as part of section 12.15 to exceed national targets of electric car infrastructure delivery across the county and inclusion of a target for Cork County Council properties to install public access electric car rapid charging stations at all their properties.?</li> <li>12. Chapter 12, Energy and Telecommunications: – Regarding section 13.1.1 can chapters 14, 15, 16 and 17 be referenced with all principles to be applied in the delivery of energy and telecommunications development with the overarching aim to reduce energy demand across the County?</li> <li>13. Can the plan include further text requiring building energy rating strategies for all planning applications?</li> <li>14. Chapter 14 Green Infrastructure – can the night sky be included as part of green and blue infrastructure in section 14.2.1 and can section 14.8 include text to ensure the night sky is protected from light pollution from all existing and future developments in sensitive areas. Can the sky scape be part of the land and sea scape in section 14.9 and can the night sky be protected as part of Landscape Views and Prospects?</li> <li>15. Chapter 15 Biodiversity and Environment – Can section 15.11 include a requirement for external lighting design details and a noise report and or conditions to ensure compliance with noise guidelines as part of planning applications?</li> <li>16. Should the plan be amended to include further points regarding light pollution with regard to health impacts, carbon and energy usage and the need to protect the night sky?</li> <li>17. Request section 15.5 should include reference to reducing light pollution?</li> <li>18. Chapter 16, Built and Cultural Heritage: can a section to be added explaining the importance of protecting the value of the night sky?</li> <li>19. Volume 2 - Heritage and Amenity – can the plan recognise and protect a light pollution free night sky as a key part of heritage and amenity and that protect areas that are free of noise and air pollution?</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. It is considered that the principles of chapters 14, (Green Infrastructure) 15, (Biodiversity and Environment) 16 (Built and Cultural Heritage) and 17 (Climate Action) are fully considered and woven into the policies and objectives of the Core Strategy of the CDP. The Core Strategy considers all aspects of what is needed to deliver sustainable communities having regard to National Policy requires biodiversity to be considered as part of decision making and for biodiversity loss to be reduced and for substantial recovery to be achieved. This plan seeks to ensure a balance between protection of the environment including the maintenance and improvement of water quality and biodiversity and meeting the development needs of the County in accordance with relevant environmental legislation and guidance such as the Water Framework, Floods, Habitats and Birds Directives, Our Sustainable Future – a Framework for Sustainable Development in Ireland (DECLG, 2012), the National Biodiversity Plan and the National Climate Change Strategy. In addition, the proposed Core Strategy sets out how the plan will promote sustainable settlement and transportation strategies in urban and rural areas which will address the issues outlined in the mandatory objective above. The remaining chapters outline the sectoral policies and objectives that need to be implemented to achieve the targets set down in the Core Strategy including the essential transition towards a low carbon climate resilient future. (Objective CS 2-8)</li> <li>2. See Above.</li> <li>3. See Above.</li> </ol>

	<ol style="list-style-type: none"> <li>4. The Development Plan vision and main aims for the County will be underpinned by the core quality of life principles of, sustainability, climate action, social inclusion, placemaking, and resilience. The climate change impacts include rising sea levels, more intense rainfall events and flooding. Adaptation to the adverse effects of climate change is vital in order to reduce the impacts of climate change that are happening now and increase resilience to future impacts. It is recognised that the Plan has a key role in supporting the delivery of meaningful action on climate change through the implementation of the NPF compact growth agenda at the local level; the integration of land-use and transportation; and in the sustainable management of our environmental resources including biodiversity. Climate action is thus an important Development Plan Principle and this is reflected by the introduction of a new stand-alone Chapter 17 Climate Action in addition to other climate action related Policy Objectives which permeate throughout the Plan.</li> <li>5. Yes, consideration could be given to the protection of the night sky, and when the guidelines regarding Rural Housing (Section 5.3 of the Plan) are prepared, this together with consideration of the night sky can be further considered.</li> <li>6. Currently the plan provides for RP 5-23: Servicing Single Houses (and ancillary development) in Rural Areas in accordance with the EPA Code of Practice Domestic Waste Water Treatment Systems (Population Equivalent <math>\leq 10</math>) and Wastewater Treatment Manual - Treatment Systems for Small Communities, Business Centres, Leisure Centres and Hotels (1999).</li> <li>7. See Issue 5 Response.</li> <li>8. The plan includes an objective BE 15-13 Noise and Light Emissions, however it is proposed to add an additional line to this objective concerning the protection of night sky and dark sky principles.</li> <li>9. The plan welcomes all forms of tourism once they contribute to the sustainable development of the county and are in keeping with the overall aims, objectives and policies of the plan, this includes the promotion of astronomical tourism.</li> <li>10. See Issue 1 Response. It is also considered that section 12.3 sets out that the policies outlined in chapter 12 support the shift to sustainable transport with a lighter carbon footprint and a reduced impact on climate change and therefore afford protection from noise, air and light pollution.</li> <li>11. Given that progress at County and main town level will be measured against the baseline data and targets set out below. Policy will be kept under review to ensure consistency with development plan guidelines and national sustainable transport policy. Oversight arrangements that will be put in place for periodic monitoring of CMATS (including mode share and air quality) will provide additional data inputs. Should increased measures be put in place they will be identified and implemented in due course.</li> <li>12. See Issue 1 Response.</li> <li>13. The 2010 Directive on the Energy Performance of Buildings places a requirement on Member States to include a Building Energy Rating (BER) as a means of assisting in reducing energy usage and CO<sub>2</sub> emissions. The Planning Authority will seek to promote the use of energy-efficient methods in the design of new developments. This together with ET 13.20: Building Energy Efficiency and Conservation aims to Encourage innovative new building design and retrofitting of existing buildings, to improve building energy efficiency, energy conservation and the use of renewable energy sources in accordance with national regulations and policy requirements.</li> </ol>
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	<p>14. 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. See also Issue 8. Please refer to this issue also under the Biodiversity Chapter of Volume 1 of this report.</p> <p>15. As stated, the Planning Authority notes that 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 and objective BE 15-13 Noise and Light Emissions Seeks the minimisation and control of light pollution.</p> <p>16. Once further guidance is published at a National or Regional level, this will be reflected in the CDP or other relevant plans.</p> <p>17. It is considered that objective BE 15-4 Local Authority development and projects and BE 15-13 Noise and Light Emissions makes provision for reducing light pollution.</p> <p>18. See Response to issue 14 and 8</p> <p>19. See Issue 17 Response</p>
<b>Chief Executive's Recommendation</b>	<p>1. No amendment required</p> <p>2. No amendment required</p> <p>3. No amendment required</p> <p>4. No amendment required</p> <p>5. No amendment required</p> <p>6. No amendment required</p> <p>7. No amendment required</p> <p>8. <a href="#">Proposed Amendment Required, Refer to Amendment 1.15.13 and 1.15.15, 1.15.16</a></p> <p>9. No amendment required</p> <p>10. No amendment required</p> <p>11. No amendment required</p> <p>12. No amendment required</p> <p>13. No amendment required</p> <p>14. <a href="#">Proposed Amendment Required, Refer to Amendment 1.15.13 and 1.15.15, 1.15.16</a></p> <p>15. No amendment required</p> <p>16. No amendment required</p> <p>17. No amendment required</p> <p>18. <a href="#">Proposed Amendment Required, Refer to Amendment 1.15.13 and 1.15.15, 1.15.16</a></p> <p>19. No amendment required</p>
<b>Interested Party</b>	<b>Clr Alan O'Connor</b>
<b>DCDP346159541</b>	DCDP346159541
<b>Submission Summary</b>	<p>This submission queries whether the 10% figure for social and affordable housing comes from the HND and suggests that it could increase to 20%. The submission notes that the the level of brownfield/infill development envisioned is approximately 12% of the total, rather than the 30% required by the NPF and requests that the level of brownfield/infill development should be increased, or its low level (in comparison with NPF requirement) should be explained. The submission requests the number of vacant dwellings in the county is mentioned in the Core Strategy, with a further expansion on the role vacant buildings in particular (rather than sites) might have in fulfilling the housing objectives (as opposed to new units/new-builds), which it notes might then be</p>

	<p>expanded upon in the housing chapter. The submission requests that the attitude of nature and the environment as a 'resource,' needs to be reconsidered, and suggests the removal of the words 'environmental resources,' to be replaced with 'environment.'</p> <p>It is also argued that through development that the discrete physical identity of each settlement is not eroded by its amalgamation into single conurbations that they need to retain their discrete physical identities.</p> <p>The submission requests that the Climate Change objective (CS2-8) should include a part (c) which gives a firm commitment to addressing climate change in terms of transport, by discontinuing the car-based development of the past and move away from road-building, towards the maintenance of our existing road network, aside from the roads which provide direct access to new housing beside settlements. It also argues that this also needs to be reflected in the paragraphs on our transport strategy so that it moves away from new strategic road infrastructure investment projects, or at least qualifies further how roads fit with climate ambitions.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Does the 10% figure for social and affordable housing come from the HNDA and can it be increased to 20%?</li> <li>2. Can the level of brownfield/infill development be increased to 30% or the rationale for the level in the CDP be explained?</li> <li>3. Can the Core Strategy mention the number of vacant dwellings in the county and give further guidance how vacant buildings can help to fulfil the housing objectives?</li> <li>4. Can the reference to the environment as a resource be reconsidered possibly by replacing with environment?</li> <li>5. Does the plan allow for the discrete physical identity of each settlement to be protected?</li> <li>6. Can the Climate Change objective (CS2-8) include a part (c) which gives a firm commitment to addressing climate change in terms of transport, by discontinuing the car-based development of the past and move away from road-building, towards the maintenance of our existing road network, aside from the roads which provide direct access to new housing beside settlements?</li> <li>7. Can the Transport Strategy move away from road building and new strategic road infrastructure investment projects or qualify how they fit with climate ambitions?</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Yes, the proposed figure of 10% will be increased to a mandatory 20% following the provisions of the Government's new 'Housing for All' Plan and it will now include provision for affordable and cost rental housing, as well as social housing. Please refer to this issue in Volume 1 of this document.</li> <li>2. The level of brownfield and infill development has been reviewed in accordance with the revised population and unit allowance and in accordance with the provisions as set out in the Draft Development Plan Guidelines issued in August, 2021.</li> <li>3. Vacancy and dealing with vacant buildings, particularly those in our towns and villages is a matter the Planning Authority takes very seriously, the relevant policies and objectives are included in Chapters 2, Core Strategy under Active Land Management (Vacant Sites Levy), Chapter 3, Settlements and Placemaking, (Delivering Compact Growth within the Built Envelope) Chapter 4, Housing (Vacant Housing Repair and Leasing Initiative) Chapter 5, Rural Housing, Chapter 8, Economy (Smart Working / Remote Working) Chapter 9, Town Centres and Retail, (Vacancy and Regeneration Objectives TCR 9-2) and Chapter 18, Zoning and Land Use, and Chapter 19, Implementation and Delivery (Vacant Site Levy) and finally, PO12 of the Joint Housing Strategy which deals with obsolete,</li> </ol>

	<p>vacant and derelict homes. Vacancy and the % of Vacant units is no longer calculated as part of the Core Strategy unit allocation in accordance with the provisions of the Draft Development Plan Guidance, and the HST Methodology.</p> <ol style="list-style-type: none"> <li>4. The references to the environmental resources here need to be taken in context with the full objective which seeks to achieve a balance between development in Cork Harbour and management of the environmental resources, which are finite.</li> <li>5. Yes, this is one of the fundamental provisions regarding settlement consolidation and compact urban growth which forms the basis for development. The separation between settlements is considered to be an important part of the Planning Principles for a Greenbelt and around the county towns, a provision which has been around towns (See chapter 5, Rural)</li> <li>6. The Draft Plan contains a strong emphasis on encouraging and facilitating the move to more sustainable and active travel modes which is been further strengthened by proposed amendments. However, the buildings of roads will continue to play a key enabling role in the delivery of sustainable travel and facilitate the improvement of our town centre environments</li> <li>7. See above.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No Amendment Required</li> <li>2. No Amendment Required</li> <li>3. No Amendment Required</li> <li>4. <a href="#">Proposed Amendment Required 1.2.1</a></li> <li>5. No Amendment Required</li> <li>6. No Amendment Required</li> <li>7. No Amendment Required</li> </ol>
<b>Interested Party</b>	<b>Construction Industry Federation - Cork Branch</b>
<b>DCDP344785487</b>	DCDP344785487
<b>Submission Summary</b>	<p>The submission is based on wide consultation of CIF members in the Southern Region and supports the ambitious growth targets for Cork County and the Council's efforts to provide an enabling policy framework to deliver on these targets. However, submitter considers that the current national planning policy framework and guidelines on residential land supply undermine the growth potential of Cork and will result in an exacerbation of the current housing crisis, undermining economic growth and the delivery of affordable housing opportunities. Submission expresses alarm at the proposed 60% reduction in zoned land supply. Key concerns are that restrictions on the zoned land supply will have a detrimental impact on the delivery of housing and on the affordability of new housing as it will result in an increase in land prices, impacting on the viability of development and cost of new housing, and will inevitably result in housing delivery targets not being met, due to constraints in bringing zoned land to development commencement stage. In addition, it is considered that the targets for compact growth and development within existing built-up footprints of settlements are unachievable within the lifetime of the current development plan cycle and that density targets for town centres and public transport corridors, outside the core of the City Centre, are unviable in the current market and will result in a lack of housing development in key settlements and locations. In addition the submission makes the following points:</p> <p>Residential Land Zoning: it is considered that a zoned residential lands supply of 836 hectares is inadequate to tackle the housing crisis in County Cork, will increase land costs, reduce viability and the supply of housing, undermine investor confidence and further exacerbate the impacts of Brexit and Covid-19. The</p>



	<p>approach to residential reserve lands is welcomed. Submission disagrees with the NPF approach to headroom and urges the Council to include additional lands within the residential reserve land category to ensure that a shortage of land supply does not occur during the lifetime of the Development Plan. Submission suggests 50% headroom should be provided in zoned land and, at a minimum, an additional 277 ha of land should be included within the Residential Reserve, and that a Residential Reserve should be provided for all settlements targeted for growth.</p> <p>Serviceability of zoned land : submission notes that only 33% of residential zoned land falls within the category of Tier 1, and that in some settlements it is well below this level. Priority needs to be given to the servicing of Tier 2 land and submission requests that Appendix D be updated to include an estimated timeframe for the delivery of additional infrastructure, that the Council's Activation Mechanisms are fully resourced to deliver Tier 2 land, and the CIF be included as a key partner /stakeholder in negotiations re servicing initiatives.</p> <p>Existing Footprint : Submission welcomes approach taken to development within the built footprint but remains concerned about estimates of the capacity for such development and the challenges around viability and deliverability, in addition to the market demand for that form of development. Submission requests that objective CS2-2 be amended to provide for the monitoring of the delivery of such units over life of the plan and to make provision for additional lands should be zoned if a shortage is occurring.</p> <p>Density: While broadly happy with the approach to density in the plan submission raises concern about the requirement for a minimum density of 50 units per ha for town centres and public transport corridors as it does not provide sufficient flexibility to respond to market demands and does not take account of the viability issues for apartment developments. Submission requests that density section to amended so that densities in the range of 30 to 50 units per hectare are considered (with no upper limit) within public transport corridors, where it can be demonstrated that developments are contributing to self-sufficient neighbourhoods and / or supporting home-working trends.</p> <p>Development Targets for Smaller Villages: the submission notes the reduced scale of development provided for in the smaller villages and requests that objective CS 2-7 be amended to allow for some flexibility to increase the housing targets within key villages and villages if there is evidence of a lack of supply in other parts of County Cork.</p> <p>Contribution Scheme: The Plan needs to support economic recovery post Covid - 19 . Paragraph 19.7.10 of Volume 1 states that it is intended to adopt a new development contribution scheme(s) following the adoption of the County Development Plan. The CIF look forward to the consultation on this process and again urge the County Council to take into account the viability of developments as a key principle in the development of the new scheme(s).</p> <p>Employment Land: Employment land supply and jobs targets of the Draft Plan are noted. No information is available of the serviceability of zoned employment land. Plan should include an to establish the service capacity and constraints of employment zoned lands within the lifetime of the plan and to work towards alleviating service constraints for zoned lands in Strategic Employment Locations as a priority.</p> <p>Implementation: Policy objectives that require a move to compact growth, higher densities and a focus on infill / brownfield sites are challenging and will have a considerable impact on the construction industry and housing market. Objectives need to provide flexibility and take account of viability of development and the infrastructure capacity of towns and individual sites. Investment decisions across state agencies needs to be co-ordinated and prioritised in order to secure the delivery of development in a timely manner. Submission urges the /council to ensure that its Activation Mechanisms are adequately resourced to ensure an</p>
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	<p>effective implement of the County's growth objectives. Given the constrained supply in residential zoned land, proactive implementation, led by Cork County Council is vital to ensure the current housing crisis does not continue to deepen. Centralisation of Planning Policy: Submission is also concerned about what is considered to be the centralisation of planning policy in the National Planning Framework and the resulting inability of Local Authorities to respond effectively to economic markets and local context. Submission asks the Council to challenge the top-down imposition of rigid policies, which will fail to achieve the objectives of the National Planning Framework.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Does the current national planning policy framework and guidelines on residential land supply undermine the growth potential of Cork and will their application result in an exacerbation of the current housing crisis, undermining economic growth and the delivery of affordable housing opportunities?</li> <li>2. Will the restrictions on the zoned land supply have a detrimental impact on the delivery of housing and on the affordability of new housing as it will result in an increase in land prices, impacting on the viability of development and cost of new housing?</li> <li>3. Are the targets for compact growth and development within existing built-up footprints of settlements unachievable within the lifetime of the current development plan cycle?</li> <li>4. Are the density targets for town centres and public transport corridors, outside the core of the City Centre, unviable in the current market?</li> <li>5. Can an allowance for 50% 'Headroom' be applied on zoned land and can the Council include an additional 277 ha of land within the Residential Reserve?</li> <li>6. Can a Residential Reserve be provided for all settlements targeted for growth?</li> <li>7. How will the Council prioritise the servicing of Tier 2 lands?</li> <li>8. Can Appendix D be updated to include an estimated timeframe for the delivery of additional infrastructure.</li> <li>9. Can the CIF be included as a key partner / stakeholder in negotiations re servicing initiatives?</li> <li>10. Can objective CS2-2 be amended to provide for the monitoring of the delivery of such units over life of the plan and to make provision for additional lands if a shortage is occurring?</li> <li>11. Should the density provisions be amended so that densities in the range of 30 to 50 units per hectare be considered (with no upper limit) within public transport corridors, where it can be demonstrated that developments are contributing to self-sufficient neighbourhoods and / or supporting homeworking trends?</li> <li>12. Can CS 2-7 be amended to allow for some flexibility to increase the housing targets within key villages and villages if there is evidence of a lack of supply in other parts of County Cork?</li> <li>13. Should the plan include a service capacity and constraints analysis of employment zoned lands within the lifetime of the plan and to work towards alleviating service constraints for zoned lands in Strategic Employment Locations as a priority.</li> <li>14. Is there sufficient flexibility built into the plans policies and objectives to take account of viability and the infrastructure capacity of towns and individual sites.</li> <li>15. Can the CDP have a role regarding the prioritisation and coordination of investment decisions across state agencies?</li> </ol>

	<p>16. What is Cork County Council’s role with regard to the proactive implementation of its activation mechanisms?</p> <p>17. Can the Council challenge the increasing imposition of top-down rigid planning policies? Does this impact the Council’s ability to effectively respond to economic markets and local context?</p>
<p><b>Chief Executive's Response</b></p>	<p>The Chief Executive notes all the issues raised in this submission.</p> <ol style="list-style-type: none"> <li>1. Please refer to Volume 1 which sets out the rationale for the proposed amendment on this issue.</li> <li>2. Please refer to Volume 1 which sets out the rationale for the proposed amendment on this issue.</li> <li>3. Please refer to Volume 1 and the proposed amendment which sets out revised targets for compact urban growth which are achievable within the lifetime of the Development Plan.</li> <li>4. <b>Density:</b> Please refer to Volume 1 which sets out the rationale for the approach taken in the draft plan.</li> <li>5. Please refer to Volume 1 and the proposed amendment which sets out revised approach to ‘Headroom’ and ‘Residential Reserve’ in the context of the Draft Development Plan (Section 28) Guidelines issued on the 9<sup>th</sup> of August by the Department of Housing, Local Government and Heritage.</li> <li>6. See above</li> <li>7. <b>ALM:</b> The Council have a dedicated Active Land Management Unit monitoring the uptake and requirements arising from the activation of certain Tier 2 sites and taking a proactive approach to encouraging the release of land for development. This approach will be further supported through the work of the Active Management Sub-Committee and coordinated discussions between all infrastructure providers and other key stakeholders.</li> <li>8. <b>ALM:</b> Where possible this will be included, with more detailed analysis of the requirements however, it is also intended that this will be more closely monitored and reported on during the lifetime of the plan through the Active Land Management Unit.</li> <li>9. <b>ALM:</b> See 7 Above.</li> <li>10. <b>ALM:</b> See 8 Above.</li> <li>11. <b>Density:</b> Please refer to Volume 1 which sets out the rationale for the approach taken in the draft plan.</li> <li>12. <b>ALM:</b> It is intended that this will be more closely monitored and reported on during the lifetime of the plan through the Active Land Management Unit to allow for greater flexibility and cater for unique circumstances should they arise over the lifetime of the plan.</li> <li>13. It is intended that a full Employment Land Availability Survey will be undertaken during the lifetime of the new CDP, 2022 – 2028 and the results of this will include an analysis of the servicing requirements and where they exist deficits for each site.</li> <li>14. Yes, one of the key influences of the Core Strategy is the infrastructure capacity of each town (at an individual site level).</li> <li>15. Yes, working in partnership with the relevant stakeholders, the Planning Authority will have an active role regarding the prioritisation of lands through the phasing of development. See Volume One for more detailed discussion on Active Land Management and Land Activation mechanisms.</li> <li>16. See above.</li> <li>17. This matter is outside the scope of the CDP Review. However, it is noted that the Planning Authority is charged with the implementation of Government Policy, Legislation and Guidance and as such its key role is to implement this under the specified requirements contained in the Planning and Development Acts. This coupled with a requirement to align with National and Regional Planning policy is at the core of this CDP</li> </ol>

	Review. The Planning Authority will continue to respond in an innovative and cooperative way with regard to all aspects of its economic, social and environmental roles within the National and Regional context.
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. Proposed Amendment Required Refer to Proposed Amendments 1.2.3, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8, 1.2.9, 1.2.10, 1.2.11, 1.2.12, 1.2.13</li> <li>2. Proposed Amendment Required Refer to Proposed Amendments 1.2.3, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8, 1.2.9, 1.2.10, 1.2.11, 1.2.12, 1.2.13</li> <li>3. Proposed Amendment Required Refer to Proposed Amendments 1.2.3, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8, 1.2.9, 1.2.10, 1.2.11, 1.2.12, 1.2.13</li> <li>4. Proposed Amendment Required Refer to Proposed Amendments 1.4.5, 1.4.6, 1.4.7, 1.4.8, 1.4.10</li> <li>5. Proposed Amendment Required Refer to Proposed Amendments 1.2.3, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8, 1.2.9, 1.2.10, 1.2.11, 1.2.12, 1.2.13</li> <li>6. Proposed Amendment Required Refer to Proposed Amendments 1.2.3, 1.2.4, 1.2.5, 1.2.6, 1.2.7, 1.2.8, 1.2.9, 1.2.10, 1.2.11, 1.2.12, 1.2.13</li> <li>7. No Amendment Required</li> <li>8. No Amendment Required</li> <li>9. No Amendment Required</li> <li>10. No Amendment Required</li> <li>11. Proposed Amendment Required Refer to Proposed Amendments 1.4.5, 1.4.6, 1.4.7, 1.4.8, 1.4.10</li> <li>12. No Amendment Required</li> <li>13. No Amendment Required</li> <li>14. No Amendment Required</li> <li>15. No Amendment Required</li> <li>16. No Amendment Required</li> <li>17. No Amendment Required</li> <li>18. No Amendment Required</li> </ol>
<b>Interested Party</b>	<b>Cork Chamber</b>
<b>DCDP346234098</b>	DCDP346234098
<b>Submission Summary</b>	<p>The Cork Chamber of Commerce make the following recommendations regarding the Draft Cork County Development Plan (Draft CDP).</p> <p>Settlements and Placemaking:</p> <ul style="list-style-type: none"> <li>• Identify growth areas in Cork and fast-track these areas for development.</li> <li>• Evolve and transform brownfield sites in urban centres for development and civic use.</li> <li>• Focus on the increased usage of green landscaping to enhance urban areas.</li> <li>• Encourage living accommodation above businesses to enhance community and different forms of accommodation.</li> </ul> <p>Housing:</p> <ul style="list-style-type: none"> <li>• Supporting the attainment of maximum available funding as set out in the Urban and Rural regeneration fund and other built environment funds.</li> <li>• The facilitation of the development of apartments and brownfield development targets must be strong and ambitious.</li> <li>• Ensuring changes in zoning levels do not affect likelihood of delivery.</li> <li>• A more coordinated approach between the local authority and state agencies Irish Water, TII, the NTA, Bus Eireann, Iarnród Éireann, ESB, GNI, NBI, LDA, IDA and EI to ensure that growth in earmarked areas comes to fruition.</li> <li>• Catering for the expected increase in the elderly population.</li> </ul> <p>Rural, Social and Community:</p> <ul style="list-style-type: none"> <li>• Clustering of facilities at appropriate locations such as childcare facilities.</li> <li>• The advancement of projects and programmes in University College Cork (UCC), Munster Technological University (MTU) and ETB.</li> <li>• Plans for a new elective hospital and acute hospital in Cork which must be</li> </ul>

	<p>progressed as the population grows and ages.</p> <ul style="list-style-type: none"> <li>• The enhancement of the Primary Care Centre model.</li> <li>• The development of green corridors, spaces, parks and forests must be considered essential community assets.</li> </ul> <p>Marine, Coastal and Islands:</p> <ul style="list-style-type: none"> <li>• The Port of Cork which is ideally positioned for further investment with the development of a new container terminal.</li> <li>• The M28 which is a critical component for unlocking the full potential of the Port of Cork, industry and IDA strategic land holdings, and must be firmly recognised as a critical piece of national infrastructure to be completed within the lifetime of this development plan.</li> <li>• The huge economic potential of the lower harbour, which is also home to the Irish Maritime and Energy Research Cluster.</li> <li>• The value of the harbour, and coast with its natural and heritage assets must be clearly acknowledged.</li> </ul> <p>Economic Development:</p> <ul style="list-style-type: none"> <li>• The number of viable greenfield sites in the county in order to increase the attractiveness of the region for FDI.</li> <li>• The challenges surrounding the availability of key utilities to support new large industries.</li> <li>• The challenges for rural based SME's which should be addressed in a holistic way in conjunction with bodies such as the Cork Chamber other Ratio stakeholders.</li> <li>• The EU Green Deal which will yield significant funding opportunities for those best positioned and aligned to EU goals.</li> <li>• The rollout of the NDP will be essential and can be largely delivered over the lifetime of this plan.</li> </ul> <p>Town Centres and Retail:</p> <ul style="list-style-type: none"> <li>• The proposed retail centre in East Cork should not be supported in the Development Plan.</li> <li>• Improvement of streetscapes in urban towns and public realms to prioritise people.</li> <li>• Strengthening and diversifying rural towns; derelict site transformation and new technology such as low carbon and energy efficiency and digital connectivity.</li> <li>• Development of cycleways throughout the County as exemplified in The Cork Cycle Network Plan, CMATS and Lee 2 Sea.</li> <li>• The importance of mixed mobility and its ability to increase accessibility to areas.</li> <li>• The continued provision of bypasses and out-of-town roads.</li> <li>• The challenges that the proposed retail centre in East Cork will create. It poses significant difficulties in achieving the goals of town centre resilience as it will encourage people away from our city and towns and into their cars.</li> <li>• An effective joint retail strategy which is essential for Cork.</li> <li>• Residential use in town centres and the conversion of upper floor residential units.</li> <li>• The encouragement of farmers markets and other cultural and civic activities which should be facilitated in town centres.</li> <li>• The recently published report on the 'Town Centre Living Initiative' provided funding to six rural towns to explore how to encourage increased residential occupancy in those towns while addressing the issue of vacant properties. This is an initiative that should be expanded or replicated.</li> </ul> <p>Tourism:</p> <p>The Cork County Development plan should focus on:</p> <ul style="list-style-type: none"> <li>• The advancement of Greenways and Blueways such as the Lee to Sea Greenway (L2S) throughout the County and beyond CMATS.</li> <li>• Enhanced pedestrianisation of tourist towns to encourage footfall.</li> <li>• Removing, slowing and calming traffic in key tourist towns.</li> <li>• The development of business tourism.</li> </ul>
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	<ul style="list-style-type: none"> <li>• The development of cultural and heritage tourism assets.</li> </ul> <p>Water Management:</p> <ul style="list-style-type: none"> <li>• Investment in water infrastructure particularly in growth areas with clear plans and timelines set out is essential.</li> <li>• Water quality in the county's rivers, lakes and coastlines which is critical to the future development of the entire county.</li> </ul> <p>Transport and Mobility:</p> <ul style="list-style-type: none"> <li>• The Cork transport network must evolve and transform over the next number of years through the application of CMATS as a minimum threshold for delivery.</li> <li>• The delivery of the planned upgrades to the Dunkettle Interchange and the planned works on the Ringaskiddy N28 and Cork to Limerick M20 corridor.</li> <li>• The Cork North Ring Road should be supported as part of the overall M20 corridor project.</li> <li>• Addressing the overwhelming dependency on cars.</li> <li>• Significant bus and rail infrastructure, as provided for in CMATS which must be supported.</li> <li>• The connection of existing planned greenways can help create viable and safe cycling and walking links between urban and rural locations and the should be expanded, extended and further pursued.</li> <li>• Treating cycling not as a tool not only for fitness and leisure pursuits but as a viable part of the transport mix.</li> <li>• The establishment of an NTA office in Cork.</li> <li>• The Little Island transportation study which must be fully rolled out or there is a risk of damaging the potential for future investment in the area.</li> <li>• Enhanced Park &amp; Ride transport hub facilities.</li> <li>• The introduction of reduced speed limits in towns and villages to 30kph</li> <li>• A study of water-based transport options as Cork is home to the second largest natural harbour in the world.</li> <li>• It is essential that the ongoing development and evolution of the Airport is supported, and equally that no development that could compromise it's future expansion takes place.</li> </ul> <p>Energy and Telecommunications:</p> <p>The Cork County Development plan should focus on:</p> <ul style="list-style-type: none"> <li>• Supporting a diverse mix of renewable energy technologies which is crucial to decarbonizing key sectors in Ireland such as agriculture, transport and electricity.</li> <li>• Significant infrastructure improvements and changes which are required to achieve 2030 and 2050 targets, such as EirGrid's preparations for a Single Electricity Market.</li> <li>• Large-scale investment in renewable energy production, every effort must be made in the drafting of the plan to ensure it is facilitative of this.</li> <li>• Offshore wind energy which has huge potential for Cork.</li> <li>• Cork Harbour which is perfectly positioned to support the development of this sector due to its geostrategic location, existing port capacity, regional connectivity and availability of a highly skilled workforce.</li> <li>• Supporting research and innovation in supporting energy security in more rural villages and towns.</li> <li>• Waste to Energy (WtE) facilities and anaerobic digestion facilities which treat residual waste that cannot be recycled in a sustainable way are needed.</li> <li>• Clear support for every type of renewable energy that could be commercially viable over the lifetime of the plan.</li> <li>• Renewable sources such as offshore and onshore wind, and solar power as well as green hydrogen and large-scale battery storage. These types of RE sources should be encouraged and should be developed in an alternative Energy Hub at Whitegate or other appropriate locations in the lower harbour as the area transitions away from traditional energy sources.</li> </ul>
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	<p><b>Green Infrastructure and Recreation:</b> The Cork County Development plan should focus on:</p> <ul style="list-style-type: none"> <li>• The development of new parks and natural amenities must be supported.</li> <li>• Toilet facilities which must be enhanced in public amenities throughout the county.</li> <li>• New forest walks and trails that should be developed throughout the county.</li> </ul> <p><b>Biodiversity and Environment:</b></p> <ul style="list-style-type: none"> <li>• Seek to promote indigenous planning, through the assessment of planning applications including the retention of hedgerows and discouraging the use of herbicides.</li> <li>• Encourage the planting of native forestry.</li> </ul> <p><b>Built and Cultural Heritage:</b></p> <ul style="list-style-type: none"> <li>• Encourage development that respects the local character of an area.</li> <li>• Support culture and creativity.</li> </ul> <p><b>Climate Action:</b> The Cork County Development plan should focus on:</p> <ul style="list-style-type: none"> <li>• Wind and Solar - Cork has a unique strength in energy production for the country and with renewable energy we can be a leader in the provision of renewables through wind and solar.</li> <li>• The wide range of potential technologies including floating offshore, hydrogen, anaerobic digestion, waste to energy, gas injection facilities, gas and electrical transmission systems.</li> <li>• The development of offshore windfarms off the coast of Cork, and the provision for transmission assets that may be required onshore.</li> <li>• Green spaces and planting of trees which should be prioritised with ambition.</li> <li>• Sustainable transport measures and public transport which will play a key role in climate action and the CDP must cater for the advancement of this in the county.</li> <li>• Cycleways which must be advanced to encourage cycling for commuters.</li> <li>• Sustainable sources of fuel - Efforts must continue to transition our public vehicles to more sustainable sources of fuel such as electricity and hydrogen.</li> </ul> <p><b>Zoning and Land Use:</b> The Cork County Development plan should focus on:</p> <ul style="list-style-type: none"> <li>• The incorporation of a diverse mix of land uses for residential and commercial use.</li> <li>• The zoning of appropriate levels of land for commercial and residential use to support the growth set out in Ireland 2040.</li> <li>• Zoning decisions that meet the needs of the county into the future such as to cater for the provision of data centres.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the CDP provide a robust strategy which identifies growth areas in Cork and fast-track these areas for development and ensure that changes in zoning levels do not affect likelihood of delivery?</li> <li>2. Does the CDP support the transformation of brownfield sites in urban centres for development and civic use and also the development of apartments and brownfield development targets must be strong and ambitious?</li> <li>3. Does the CDP focus on the increased usage of green landscaping to enhance urban areas.</li> <li>4. Does the CDP encourage living accommodation above businesses to enhance community and different forms of accommodation?</li> <li>5. Does the CDP support the attainment of maximum available funding as set out in the Urban and Rural regeneration fund and other built environment funds?</li> <li>6. Does the CDP allow for a more coordinated approach between the local authority and state agencies Irish Water, TII, the NTA, Bus Eireann,</li> </ol>

	<p>larnród Éireann, ESB, GNI, NBI, LDA, IDA and EI to ensure that growth in earmarked areas comes to fruition.</p> <ol style="list-style-type: none"> <li>7. Does the CDP make provision for the expected increase in the elderly population?</li> <li>8. Does the CDP support the clustering of facilities at appropriate locations such as childcare facilities?</li> <li>9. Does the CDP support the advancement of Third level projects and programmes and also plans for a new elective hospital and acute hospital in Cork?</li> <li>10. Does the CDP support the enhancement of the Primary Care Centre model?</li> <li>11. Does the CDP support the development of green corridors, spaces, parks and forests must be considered essential community assets?</li> <li>12. Does the CDP support The Port of Cork which is ideally positioned for further investment with the development of a new container terminal.</li> <li>13. Does the CDP recognise the M28 as a critical component for unlocking the full potential of the Port of Cork, industry and IDA strategic land holdings, and must be firmly recognised as a critical piece of national infrastructure to be completed within the lifetime of this development plan.</li> <li>14. Does the CDP recognise the value of the harbour, and coast with its natural and heritage assets and the huge economic potential of the lower harbour, which is also home to the Irish Maritime and Energy Research Cluster?</li> <li>15. Does the CDP recognise the challenges surrounding the availability of key utilities to support large new industries and support viable greenfield sites in the county in order to increase the attractiveness of the region for FDI?</li> <li>16. Does the CDP recognise the challenges for rural based SME's which should be addressed in a holistic way in conjunction with bodies such as the Cork Chamber other Ratio stakeholders.</li> <li>17. Does the CDP align with the EU Green Deal which will yield significant funding opportunities for those best positioned and aligned to EU goals?</li> <li>18. Does the CDP acknowledge the rollout of the NDP and that it will be essential and can be largely delivered over the lifetime of this plan.</li> <li>19. Does the CDP support an effective joint retail strategy which is essential for Cork and does the CDP support the proposed retail centre in East Cork will it poses significant difficulties in achieving the goals of town centre resilience as it will encourage people away from our city and towns and into their cars?</li> <li>20. Does the CDP support the strengthening and diversification of our towns the improvement of streetscapes, public realm, derelict site transformation and digital connectivity?</li> <li>21. Does the CDP support the development of cycleways throughout the County as exemplified in The Cork Cycle Network Plan, CMATS and Lee 2 Sea?</li> <li>22. Does the CDP support the importance of mixed mobility and its ability to increase accessibility to areas?</li> <li>23. Does the CDP support the continued provision of bypasses and out-of-town roads?</li> <li>24. Does the CDP support the encouragement of farmers markets and other cultural and civic activities which should be facilitated in town centres?</li> </ol>
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	<ol style="list-style-type: none"> <li>25. Does the CDP support the advancement of Greenways and Blueways such as the Lee to Sea Greenway (L2S) throughout the County and beyond CMATS?</li> <li>26. Does the CDP support the development of business tourism?</li> <li>27. Does the CDP support the development of cultural and heritage tourism assets?</li> <li>28. Does the CDP support investment in water infrastructure particularly in growth areas with clear plans and timelines set out is essential?</li> <li>29. Does the CDP acknowledge and support the water quality of the county's rivers, lakes and coastlines which is critical to the future development of the entire county?</li> <li>30. Does the CDP support the application of CMATS as a minimum threshold for delivery including Dunkettle Interchange and the planned works on the Ringaskiddy N28 and Cork to Limerick M20 corridor?</li> <li>31. Does the CDP support the Cork North Ring Road should be supported as part of the overall M20 corridor project?</li> <li>32. Does the CDP address the overwhelming dependency on cars and support the significant bus rail and cycling infrastructure, as provided for in CMATS which must be supported?</li> <li>33. Does the CDP support the connection of existing planned greenways can help create viable and safe cycling and walking links between urban and rural locations and should these be expanded, extended, and further pursued?</li> <li>34. Does the CDP support the establishment of an NTA office in Cork?</li> <li>35. Does the CDP support the Little Island transportation study which must be fully rolled out or there is a risk of damaging the potential for future investment in the area?</li> <li>36. Does the CDP support enhanced Park &amp; Ride transport hub facilities?</li> <li>37. Does the CDP support the introduction of reduced speed limits in towns and villages to 30kph?</li> <li>38. Does the CDP support a study of water-based transport options as Cork is home to the second largest natural harbour in the world?</li> <li>39. Does the CDP support ongoing development and evolution of the Airport is supported, and equally that no development that could compromise its future expansion?</li> <li>40. Does the CDP support a diverse mix of renewable energy technologies which is crucial to decarbonizing key sectors in Ireland such as agriculture, transport and electricity?</li> <li>41. Does the CDP support significant infrastructure improvements and changes which are required to achieve 2030 and 2050 targets, such as EirGrid's preparations for a Single Electricity Market?</li> <li>42. Does the CDP support large-scale investment in renewable energy production including support for offshore wind energy which has huge potential for Cork?</li> <li>43. Does the CDP acknowledge that Cork Harbour is perfectly positioned to support the development of this sector due to its geostrategic location, existing port capacity, regional connectivity and availability of a highly skilled workforce?</li> <li>44. Does the CDP support research and innovation in supporting energy security in more rural villages and towns?</li> </ol>
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	<p>45. Does the CDP support waste to Energy (WtE) facilities and anaerobic digestion facilities which treat residual waste that cannot be recycled in a sustainable way are needed?</p> <p>46. These types of alternative resources should be encouraged and should be developed in an alternative Energy Hub at Whitegate or other appropriate locations in the lower harbour as the area transitions away from traditional energy sources?</p> <p>47. Does the CDP support the development of new parks and New forest walks and trails and other natural amenities together with required facilities which must be enhanced throughout the county?</p> <p>48. Does the CDP acknowledge that sustainable transport measures and public transport will play a key role in climate action and the CDP must cater for the advancement of this in the county?</p> <p>49. Does the CDP cater for the provision of data centres?</p>
<p><b>Chief Executive's Response</b></p>	<p>1. Yes, it is considered that the CDP provides a robust strategy in this regard and further consideration is given to this issue in Volume One of this document.</p> <p>2. Following the requirement set out in the NPF to deliver 30% of growth on brownfield and built footprint sites, and the role of brownfield lands and infill sites are an integral part of delivering sustainable growth within the built envelope of our towns and villages, similarly, the CDP therefore supports RSES objectives to establish a database with site briefs specifically for brownfield sites zoned for development which will need to be continually renewed and updated as opportunities arise through active land management processes, so that brownfield reuse can be managed and coordinated across multiple stakeholders. See objective PL 3-2: Encouraging Sustainable and Resilient Places</p> <p>3. The use of soft and green landscaping including the retention of trees and existing landscape features, tree planting, soft planting, opportunities for play, use of water, and the potential for SuDS within a scheme are important factors in creating resilient and climate adaptable places, in addition, the design of the built environment and public realm therefore, needs to ensure opportunities for retention and introduction of soft and green landscaping which could also enhance local biodiversity, are enshrined in the design process from the outset. See also references in Chapter 14 Green Infrastructure and Recreation and Chapter 15 Biodiversity and Environment.</p> <p>4. While some of these issues are outside the scope of the Planning Authority, policies are included to encourage a greater proportion of development within the built envelope of our towns and villages including new policies on supporting Living Over The Shop, Infill Housing and Opportunity Sites and additional guidance to assist the development of complex urban sites, considered a priority or which can act as a catalyst for town centre development (See PL 3-2 and Table 3.2)</p> <p>5. Yes, the CDP supports the attainment of maximum available funding as set out in the Urban and Rural regeneration fund and other built environment funds.</p> <p>6. Clearly, Cork County Council cannot deliver the vision for the County set out in this plan in isolation, as Public Transport, National Roads, Water Services and other funding mechanisms are all largely outside the control of local authorities. Therefore, the successful implementation of this plan is a combined effort, shared by a range of key stakeholders – and critically also including the support of existing and future communities. Regarding infrastructure provision, this section of the plan seeks to align two key</p>

	<p>components by (1) setting out a clear vision of the infrastructure that must be delivered and indicate potential priorities for its delivery; and, (2) identifying a collaborative and targeted process for infrastructure delivery that links infrastructure delivery and funding with a residential and employment growth programme. As set out previously in this section, to be effective this process must be flexible enough to respond to conditions and barriers at the settlement and site-specific levels. 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.</p> <ol style="list-style-type: none"> <li>7. Yes, the section on Ensuring Housing Options for our Ageing Population, Chapter 4 sets out current Government Policy and the Planning Authorities approach to this issue, including HOU 4-3 Housing for Older People.</li> <li>8. Yes, the section on Multi-Use Community Facilities in Chapter 6 outlines that the clustering of facilities at appropriate locations will also be encouraged such as childcare facilities and schools sharing the same campus, as set out in the Universal Design Guidelines for Early Learning Centres (2019). SC 6-3 Multi Use Community Facilities also applies.</li> <li>9. New healthcare facilities can be developed by both the public and private sector. The Council invites healthcare providers to identify suitable sites for new facilities well in advance to allow for these sites to be secured during the County Development Plan process and to afford protection to them from inappropriate development, see SC 6-7 Healthcare Facilities, Chapter 6.</li> <li>10. The Council considers that future Primary Care Centres should be provided in the County's main settlements subject to the criteria outlined in the plan, SC 6-8: Provision of Primary Care Centres, provides additional guidance in this regard.</li> <li>11. The plan notes that green corridors are a tool aimed at achieving connectivity both ecological and physical. They make places and towns more pleasant, provide appealing habitats for fauna and boost the social and environmental benefits afforded. Consequently, green corridors play a strategic role in building a healthy ecological town connected to the countryside.</li> <li>12. Yes, the CDP supports The Port of Cork and an amendment is proposed setting out the County Development Plan's support for the Port of Cork's proposals to expand its facilities in Ringaskiddy so that port centred operations and logistics can become more efficient through the accommodation of larger ships and so that port traffic can directly access the National Road Network without passing through the city centre.</li> <li>13. Yes, the CDP notes that there are advanced plans to upgrade the N28 serving Ringaskiddy to provide appropriate road transport capacity to facilitate sustainable development of port facilities, see amendment and TM 12.12 e &amp; TM 12.12 footnote.</li> <li>14. Yes, this is set out in the section on Cork Harbour in Chapter 7 and in addition, in Chapter 2 Core Strategy. An Amendment has been proposed to the Core Strategy concerning Cork Harbour.</li> <li>15. Yes, this is acknowledged, and it is the intention that all the employment lands in the County, including the lands in the Strategic Employment locations, will be subject to a review within 2 years of the adoption of the plan.</li> <li>16. Yes, the CDP supports SMEs and indigenous companies and an important way to improve the resilience of the region's economy. The plan also</li> </ol>
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	<p>seeks to Support County connectivity: Cork County is among leading indigenous SMEs in sectors such as Agri-Food, Financial and Business Services, ENERGY and Maritime Economy. As well as creating linkages to international markets it is also important to create strong linkages between companies located in the Cork Harbour Economy and the wider County.</p> <ol style="list-style-type: none"> <li>17. Yes, this plan references the EU Green Deal, and other relevant policy considerations which are set out in objective BE 15-14 Waste Prevention and Management.</li> <li>18. Yes, the plan acknowledges that the delivery of the NDP will be a significant enabler particularly regarding the strategic roads infrastructure outlined in the plan.</li> <li>19. The Planning Authority fully supports the implementation of a Joint Retail Strategy for Cork which provides appropriately for all the future retail needs of the County Metropolitan Area and the wider County where appropriate. The Planning Authority have also been proactive regarding the initiation of a suite of measures to support Cork County towns generally and as they re-open for business post-Covid 19 (Project ACT). The project works with local stakeholders in identifying priorities and actions to support town activation. The actions utilised vary considerably, including hard interventions (physical works/ remediation, etc.) and soft interventions (supports/awareness-raising/promotion</li> <li>20. Yes, the CDP acknowledges in section 9.2 Reinventing the Town Centre that the last number of years has seen a reinvention of the role of the town centre with a renewed focus on public realm improvement, the availability of new funding streams, town centre management, enhanced business supports, etc. Project ACT has seen the initiation of formalised town teams for each town across Cork County Council's eight Municipal Districts with the support of Elected Members. These town teams have a targeted focus of rebuilding the economy and community life in each area.</li> <li>21. Yes, this Plan supports the implementation of the Cork Cycle Network Plan for the metropolitan area originally published in 2017 and now included in CMATS. A key element of this in the County area is the Cork Harbour portion of the Lee to Sea Greenway which has subsequently been identified as a transport priority for Metropolitan Cork in the RSES (Chapter 12 Transport and Mobility).</li> <li>22. Yes, Chapter 3 Table 3.1: sets out the Principles of Placemaking including the 'Ease of Movement Theme' which promotes accessibility and local permeability by making places that connect with each other and are easy to move through.</li> <li>23. Yes, Table 12.1 Integrated Land Use and Transport Strategy and TM 12-1: Integration of Land Use and Transport states that the Council will support delivery of transport programmes and policies that have been committed to in Project 2040 and the Cork Metropolitan Area Strategic Plan as they apply to County Cork.</li> <li>24. Yes, the ongoing popularity of farmers markets is something that will be encouraged and facilitated. See TCR 9-1: Town Centres (g)</li> <li>25. Objective TO 10-9: seeks the development of a countywide strategy for Greenways in Cork (see also Issue No 21).</li> <li>26. Analysis of the main reasons for overseas tourists to visit the Region in 2018 shows that business tourism is the primary purpose of 13% of trips. Business tourism, along with all other forms of tourism is supported in the plan.</li> </ol>
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	<p>27. In noting that the SW Region has a wealth of natural, cultural and heritage assets of national importance and is a significant tourist destination, the plan also notes that cultural tourism is a very broad term that encompasses a wide spectrum of cultural and heritage experiences that generally involve events, festivals, artistic performances, cultural activities, museums, galleries and includes objective TO 10-6: Cultural Tourism in this regard.</p> <p>28. This County Development Plan has been prepared having regard to the most up to date Irish Water Investment Plan covering the period 2020-2024 (Revenue Control Period 3), which was amended and approved by the Commission of the Regulation of Utilities in the Summer of 2020. In addition, Irish Water have commenced the preparation of a National Water Resource Plan, a 25-year strategic plan that will outline how it is intended to move towards a sustainable, secure and reliable public drinking water supply and how Irish Water intends to maintain the balance between supply from water sources and demand for drinking water in the short, medium and long term whilst protecting the environment.</p> <p>29. The CDP notes that the Planning Authority has responsibility for the protection of all waters in the County. The Planning Authority also has an important role to play in the protection, maintenance, and improvement of water quality through the planning and management of future development.</p> <p>30. Yes, Table D1 Countywide Strategic Infrastructure outlines these projects it also notes that the investment to deliver CMATS identified interventions is required up to 2026 and 2031 to support the NPF as outlined in the objectives of the CDP.</p> <p>31. Yes, see Response above (Issue 30)</p> <p>32. Yes, it is considered that this is being supported through TM 12-1: Integration of Land Use and Transport and through Table 12.2 which sets out the Relevant Existing Modal Shift Targets.</p> <p>33. County Cork has a large number of abandoned rail lines and while some of these routes are being brought back into use with commuter rail services as part of the Cork Suburban Rail Network Project, there is no immediate prospect that many of these routes will revert to rail use. They could, however, make a highly valuable contribution to the recreation and tourism infrastructure of the county if developed as multi-user recreational trails See also Issue 21 Response.</p> <p>34. It is considered that this issue is outside the scope of the CDP Review but will be further investigated with the relevant authorities.</p> <p>35. Please refer to Issue 30 Response</p> <p>36. Yes, TM 12.10: Park and Ride states that The Council will liaise with the NTA to develop an overall Park and Ride Implementation Plan, including the provision of multimodal facilities (e.g. EV charging/bicycle parking).</p> <p>37. It is considered that this issue is outside the scope of the CDP Review but will be further investigated with the relevant authorities.</p> <p>38. Yes, TM 12.15: Water Based Transport sets out the Planning Authorities approach and support to water-based transport.</p> <p>39. The plan recognises that 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. The plan includes policy TM 12.16 which supports Airport Public Safety Zones and Noise Zones.</p>
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	<p>40. Yes, the CDP includes a wide range of supporting policies and regard has been had, in the preparation of the plan, to all National Policy and Legislation, Interim Guidelines for Planning Authorities on Statutory Plans, Renewal Energy and Climate Change (2017) and the Draft Revised Wind Energy Development Guidelines, and the associated Specific Planning Policy Requirements, in order to contribute to realising overall national targets on renewable energy and climate mitigation, and in particular wind energy production and the wind energy resource.</p> <p>41. Yes, see above (response Issue 40)</p> <p>42. 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 plan includes ET 13.16: Ocean and Off-shore Wind Energy which supports the appropriate development of ocean and offshore wind energy production off the Cork Coast.</p> <p>43. Yes, this is identified in CS 2-3 (b): County Metropolitan Cork Strategic Planning Area which recognises Cork Harbour as a unique and strategic asset both nationally and internationally. Also, section 8.5 Economic Role of Cork Harbour sets out the key characteristics and attributes of the Harbour area.</p> <p>44. The plan notes that the opportunities and benefits new technologies will give rural areas, and in particular islands off County Cork the chance to be self-sufficient and have energy security. Improving energy security is something that the CDP will support through the initiatives of the Climate Action Plan (2019) Climate Action and Low Carbon Development (Amendment) Act 2021 which was signed into law by the President on the 23rd of July 2021.</p> <p>45. Yes the plan supports the provision of strategic large scale waste treatment facilities including waste to energy recovery facilities which will be considered in 'Industrial Areas' designated as Strategic Employment Locations in this Plan subject to the requirements of National Policy, future Regional Waste Management Plans and the objectives set out in this Plan ZU 18-16: Industrial Areas.</p> <p>46. The plan states that the Planning Authority will continue to support energy storage technologies as we aim to achieve our renewable energy targets and become a carbon neutral economy. In addition, objective ET 13.25: National Energy Hub- Whitegate aims to safeguard and support the role and function of the Whitegate area.</p> <p>47. Yes, objective TO 10-3: Tourism Opportunities supports the development of the tourism sector and provide for the delivery of a unique combination of tourism opportunities drawing on the network of attractions in Cork County and potential future attractions. This includes parks, trails etc.</p> <p>48. The policies outlined in chapter 12 Transport and Mobility support the shift to sustainable transport with a lighter carbon footprint and a reduced impact on climate change. Key to achieving this are the key concepts outlined above - integrating land use and transport and the creation of liveable settlements as part of an avoid-shift-improve transport framework. This is crucial given the current levels of GHG emissions from transport.</p> <p>49. Yes, the CDP includes a policy ET 13.29: Data Centres which supports the national objective to promote Ireland as a sustainable international destination for ICT infrastructures such as data centres at appropriate</p>
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	locations and have regard to the available capacity in, and ease of connection to, supporting infrastructure.
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required</li> <li>2. No amendment required</li> <li>3. No amendment required</li> <li>4. No amendment required</li> <li>5. No amendment required</li> <li>6. No amendment required</li> <li>7. No amendment required</li> <li>8. No amendment required</li> <li>9. No amendment required</li> <li>10. No amendment required</li> <li>11. No amendment required</li> <li>12. No amendment required</li> <li>13. <a href="#">Amendment required, Refer to Proposed Amendment 1.12.47</a></li> <li>14. <a href="#">Amendment required, Refer to Proposed Amendment 1.2.1</a></li> <li>15. <a href="#">Amendment required, Refer to Proposed Amendment 1.8.4</a></li> <li>16. No amendment required</li> <li>17. No amendment required</li> <li>18. <a href="#">Amendment required, Refer to Proposed Amendment 1.8.3</a></li> <li>19. <a href="#">Amendment required, Refer to Proposed Amendment 1.8.3</a></li> <li>20. No amendment required</li> <li>21. <a href="#">Amendment required, Refer to Proposed Amendment 1.12.48</a></li> <li>22. No amendment required</li> <li>23. No amendment required</li> <li>24. No amendment required</li> <li>25. No amendment required</li> <li>26. No amendment required</li> <li>27. No amendment required</li> <li>28. No amendment required</li> <li>29. No amendment required</li> <li>30. No amendment required</li> <li>31. No amendment required</li> <li>32. No amendment required</li> <li>33. No amendment required</li> <li>34. No amendment required</li> <li>35. No amendment required</li> <li>36. No amendment required</li> <li>37. No amendment required</li> <li>38. No amendment required</li> <li>39. No amendment required</li> <li>40. No amendment required</li> <li>41. No amendment required</li> <li>42. No amendment required</li> <li>43. <a href="#">Amendment required, Refer to Proposed Amendment 1.2.1</a></li> <li>44. No amendment required</li> <li>45. No amendment required</li> <li>46. No amendment required</li> <li>47. No amendment required</li> <li>48. No amendment required</li> <li>49. No amendment required</li> </ol>
<b>Interested Party</b>	<b>David Good</b>
<b>DCDP345663775</b>	DCDP345663775

<b>Submission Summary</b>	<p>This submission concerns changes to the settlement network as part of the Draft Plan and specifically the discontinuation of some smaller Villages, Village Nuclei and Other Locations. Submission refers to Sandycove in Kinsale, an 'Other Location' in the 2017 LAP which is no longer included in the Draft Plan. Submission proposes that:</p> <p>(a) there should be a larger growth allocation to the smaller settlements. Of the 3,905 dwellings proposed for in the rural areas, it should be an objective of the CDP that at least 80% of this growth is targeted to smaller settlements (i.e. those previously designated as village nuclei and other locations in the 2017 LAP's).</p> <p>(b) section 2.16.8 of Volume One should be amended to provide a stronger intent towards the development of smaller settlements and to continue to support development in previously designated village nuclei and other locations where it will facilitate the development of critical infrastructure and where it will provide an alternative to one-off housing in the countryside.</p> <p>(c) Volume One appendices should be amended to include a list of Village Nuclei and Other Locations as ignoring these areas will diminish the existing uses and services in these areas. The removal of these development boundaries will exacerbate the lack of appropriate infrastructure in these areas causing further implications for existing uses and services.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the CDP provide a larger growth allocation to the smaller settlements than that provided in the draft CDP?</li> <li>2. Can Section 2.16.8 be amended to provide a stronger intent towards the development of smaller settlements in order to support the existing uses and services in these areas?</li> <li>3. Can the CDP include an appendix within Volume 1 of the Plan which notes what areas are considered to be Village Nuclei and Other Locations similar to that of the existing Cork County Development Plan?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Please refer to Volume 1 which sets out the new overall growth allocation for the county and the proposed distribution of this allocation to the Strategic Planning Areas and settlements of the County.</li> <li>2. A review of the settlement network across the County was carried out as part of the preparation of the Draft CDP. This review was based on services provision, size of settlement and potential to deliver housing over the next Plan period to 2028 led to the recommendation for the removal of the development boundary of most village nuclei, other locations and some smaller villages. Any future housing proposals in these settlements will be assessed on the basis of the rural housing policy applicable in the area. Full detail of the network review is set out in Background Document No. 4 Settlements and Placemaking available at <a href="https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf">https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf</a></li> <li>3. A list of all settlements addressed within the Plan is set out at a Municipal District Level in Volumes Three, Four and Five of this plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Proposed Amendment Required – Refer to Proposed Amendment 1.2.9</a></li> <li>2. No Amendment Required</li> <li>3. No Amendment Required</li> </ol>
<b>Interested Party</b>	<b>Jim O Sullivan</b>
<b>DCDP346167123</b>	DCDP346167123
<b>Submission Summary</b>	<p>This submission concerns changes to the settlement network as part of the Draft Plan and specifically the discontinuation of Village Nuclei and Other Locations. Submission refers to Lissarda Macroom, a 'Village Nuclei' in the 2017 LAP which is</p>

	no longer included in the Draft Plan. Submission proposes that section 2.16.8 of Volume One should be amended to provide a stronger intent towards the development of smaller settlements and to continue to support development in previously designated village nuclei and other locations where it will facilitate the development of critical infrastructure and where it will provide services and facilities within existing settlements. In addition, Volume One appendices should be amended to include a list of areas to be considered 'Village Nuclei' and 'Other Locations'. Submission also highlights lands outside but adjacent to the development boundary of Lissarda and argues that the removal of the boundary of the settlement is at odds with the existing physical built up area and national policy.
<b>Principal Issues Raised</b>	1. What impact does the removal of the village nuclei boundary have on the service provision in the settlement? Is the lack of Water Services the primary reason for discontinuing these boundaries?
<b>Chief Executive's Response</b>	1. A review of the settlement network across the County was carried out as part of the preparation of the Draft CDP. This review was based on services provision, size of settlement and potential to deliver housing over the next Plan period to 2028 led to the recommendation for the removal of the development boundary of most village nuclei, other locations and some smaller villages. Any future housing proposals in these settlements will be assessed on the basis of the rural housing policy applicable in the area. Full detail of the network review is set out in Background Document No. 4 Settlements and Placemaking available at <a href="https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf">https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf</a>
<b>Chief Executive's Recommendation</b>	1. No Amendment Required
<b>Interested Party</b>	<b>Pádraig O Sullivan</b>
<b>DCDP346290635</b>	DCDP346290635
<b>Submission Summary</b>	This submission raises concerns about the eradication of a number of development boundaries all across the county. The submission highlights the case of Walterstown in Cobh as an example, referencing all the services available, such as a church, pub and school and many of the attributes associated with a typical development boundary or village. The submission notes that unfortunately, due to inadequate WWTP it's boundary has been removed and urges the Council to reconsider this proposal stating that villages and communities are about more than water or wastewater infrastructure.
<b>Principal Issues Raised</b>	1. What impact does the removal of the village nuclei boundary have on the service provision in the settlement? Is the lack of Water Services the primary reason for discontinuing these boundaries?
<b>Chief Executive's Response</b>	1. A review of the settlement network across the County was carried out as part of the preparation of the Draft CDP. This review was based on services provision, size of settlement and potential to deliver housing over the next Plan period to 2028 led to the recommendation for the removal of the development boundary of most village nuclei, other locations and some smaller villages. Any future housing proposals in these settlements will be assessed on the basis of the rural housing policy applicable in the area. Full detail of the network review is set out in Background Document No. 4 Settlements and Placemaking available at <a href="https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf">https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf</a>

<b>Chief Executive's Recommendation</b>	1. No Amendment Required
<b>Interested Party</b>	<b>Ronan and Cliona Murphy</b>
<b>DCDP346277604</b>	DCDP346277604
<b>Submission Summary</b>	<p>This submission requests that the Council amends item 2.16.8 and restores village nuclei development boundaries as previously defined in the 2014 Development Plan. The submitters state that the presence of a development boundary around the village core of Matehy was the primary driver in providing them with the confidence to purchase the site and seek planning for a house there.</p> <p>The submission notes all of the services and positive impacts of building and living within a village nucleus with services within easy walking distance and accessed by sustainable transport which is a benefit not directly available to new dwellings built outside of a village nucleus.</p> <p>The submission notes that it is essential in order to maintain and grow facilities and services located within current village nuclei that continued limited development be encouraged and that although the lack of WWTP within existing nuclei has been noted as a factor behind their removal that larger designated villages which do not have WWTP continue to enjoy the designation of up to 5 additional dwellings being encouraged during the development period.</p>
<b>Principal Issues Raised</b>	1. What impact does the removal of the village nuclei boundary have on the service provision in the settlement? Is the lack of Water Services the primary reason for discontinuing these boundaries?
<b>Chief Executive's Response</b>	<p>1. A review of the settlement network across the County was carried out as part of the preparation of the Draft CDP. This review was based on services provision, size of settlement and potential to deliver housing over the next Plan period to 2028 led to the recommendation for the removal of the development boundary of most village nuclei, other locations and some smaller villages. Any future housing proposals in these settlements will be assessed on the basis of the rural housing policy applicable in the area. Full detail of the network review is set out in Background Document No. 4 Settlements and Placemaking available at <a href="https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf">https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf</a></p>
<b>Chief Executive's Recommendation</b>	1. No Amendment Required
<b>Interested Party</b>	<b>Senator Tim Lombard</b>
<b>DCDP345880782</b>	DCDP345880782
<b>Submission Summary</b>	This submission notes that the development of Cork County and housing in particular relies heavily on Irish Water prioritizing and urgently providing adequate wastewater treatment systems for our rural towns and villages.
<b>Principal Issues Raised</b>	1. Can the CDP influence how Irish Water prioritize and urgently provide adequate wastewater treatment systems for our rural towns and villages?
<b>Chief Executive's Response</b>	<p>1. Cork County Council will be working with Irish Water to ensure that the water services infrastructure identified in the Plan, has been required to support delivery of the Core Strategy targets is in place in a timely manner. Cork County Council will expect Irish Water to support the delivery of the Core Strategy population and housing targets as they are required to do under national policy.</p> <p>The CDP outlines the status of the water services infrastructure across the country and identifies a number of investment priorities for the organisation including upgrading drinking water treatment plants and reducing leakage in the drinking</p>



	<p>water supply. In addition, this County Development Plan has been prepared having regard to the most up to date Irish Water Investment Plan covering the period 2020-2024 (Revenue Control Period 3), which was amended and approved by the Commission of the Regulation of Utilities in the Summer of 2020.</p> <p>Irish Water have commenced the preparation of a National Water Resource Plan, a 25-year strategic plan that will outline how it is intended to move towards a sustainable, secure and reliable public drinking water supply and how Irish Water intends to maintain the balance between supply from water sources and demand for drinking water in the short, medium and long term whilst protecting the environment. The full options assessment stage of the Plan is progressing in Cork and a draft of the Plan will be launched for statutory public consultation in 2021. In order to provide for growth in smaller settlements already served by Irish Water infrastructure and not otherwise provided for in the current Investment Plan, Irish Water have developed a Small Towns and Villages Growth Programme. Funding of €17.9m has been allocated to Cork County Council for the period 2020-2024. Confirmation of the settlements that are to benefit from the programme was announced in Spring 2021.</p>
<b>Chief Executive's Recommendation</b>	1. No Amendment Required
<b>Interested Party</b>	<b>Southern Regional Assembly</b>
<b>DCDP346249035</b>	DCDP346249035
<b>Submission Summary</b>	<p>The submission from the SRA acknowledges and commends the work undertaken in the preparation of the Draft Plan and notes the clear alignment between the principles of the Draft Plan and the National Planning Framework (NPF), Regional Spatial Economic Strategy (RSES) and Cork Metropolitan Area Strategic Plan (MASP). It is considered that the Draft Plan provides a comprehensive basis for addressing the opportunities and challenges for Cork and marks a significant step on the pathway to transformative change identified in Project Ireland 2040.</p> <p>The submission notes that the plan is generally aligned with the Regional Policy Objectives of the RSES and Cork MASP, as appropriate, in relation to the following key issues, while also making recommendations for further clarification in respect of some of them: population distribution and housing growth to 2028, Monard SDZ, Cork Harbour Cluster, Carrigaline, Cobh, Midleton, Carrigtwohill, Mallow, Clonakilty, Climate Action, Rural Areas, Placemaking and Town Centre First, Economic Development, Transport and Mobility, Marine, Green Infrastructure and Biodiversity, Social and Community. Submission notes the context of the SEA and the work yet to be done on updating the SFRA.</p> <p>The submission makes ten specific recommendations as follows:</p> <p>Recommendation No 1: Clarification on Methodology for Growth Projection to 2028.</p> <ul style="list-style-type: none"> <li>• additional clarity and analysis on the population projections is needed to strengthen the Core Strategy and would assist in demonstrating that the approach followed is consistent with the RSES (RPO 3, RPO 11 and Section 3.3)</li> <li>• The methodology on how the figures of Table 2.2 and Table 2.3 of Chapter 2 Core Strategy were derived should be clarified (to confirm compliance with the RSES population targets, headroom and method used for determining the population growth projection to 2028 etc.)</li> </ul> <p>Recommendation 2: Indicators for Achieving Compact Growth Targets</p> <ul style="list-style-type: none"> <li>• The feasibility of disaggregating further the zoned greenfield sites within the built-up footprint close to town centres, from the total residential zoned land yield, as an addition to the yield of units from built footprint (smaller infill and refurbishments etc) should be explored. This would help demonstrate that the</li> </ul>

	<p>path to a minimum of 30% compact growth is being achieved at the settlement level in accordance with the objectives of the Plan, and would support monitoring.</p> <p>Recommendation No 3: Mallow Key Town Objective for Water and Wastewater Infrastructure</p> <ul style="list-style-type: none"> <li>Proposals for Mallow (29% growth to 2028) should include a specific targeted and time-bound, where possible, objective for water and wastewater infrastructure including water storage capacity, foul sewer extensions and water sewer extensions in support of General Objective MW-GO-02 for Mallow. This would need to be agreed with Irish Water and outcome of this issues should inform the final Core Strategy and final growth projection for Mallow.</li> </ul> <p>Recommendation No 4: Clonakilty Key Town Objective for Water and Wastewater Infrastructure</p> <ul style="list-style-type: none"> <li>Proposals for Clonakilty (39% growth to 2028) should include a specific targeted and time-bound, where possible, objective for infrastructure addressing new water supply, foul sewer extension and storm water drainage (integrating SuDS) in support of General Objective CK-GO-02 for Clonakilty. This would need to be agreed with Irish Water and outcome of this issues should inform the final Core Strategy and final growth projection for Clonakilty.</li> </ul> <p>Recommendation 5: Future Proofing and Retrofitting Buildings</p> <ul style="list-style-type: none"> <li>In alignment with RPO 38 and RPO 106 (Retrofitting and Future Proofing ), it is recommended that objectives for climate action and the built environment be strengthened to promote greater energy efficiency and future proof our Region’s building stock, e.g. within Chapter 4 Housing and/or Chapter 17 Climate Action.</li> </ul> <p>Recommendation 6: Serviced Sites Initiatives</p> <ul style="list-style-type: none"> <li>It would be beneficial to include a specific objective in support of serviced sites initiatives for new homes within the existing footprint of smaller town and village settlements – e.g. in Section 3.7 Rural Placemaking, to align with RSES Policy Objective 26 (g) Towns and Villages.</li> </ul> <p>Recommendation 7: Strengthen Objectives for Skills, Further Education and Training, Life-Long Learning and a Learning Region</p> <ul style="list-style-type: none"> <li>It is recommended that objectives re support for skills, further education and training and life-long learning initiatives throughout the County be included / strengthened to support Objective EC8-4 Economic Resilience and support development of economic diversity, resilience and growth and a Learning Region. Such objectives would also align and support RSES RPOs 63 and RPOs 186-190 under Section 7.1.9 Skills and Talent.</li> </ul> <p>Recommendation 8: Connectivity and Interactions Between the County’s Employment Network and Region’s Economic Drivers</p> <ul style="list-style-type: none"> <li>It would be beneficial if the plans support for digital and transport connectivity for interaction between the County’s Employment Network and Region’s Economic Drivers (Cities and Metropolitan Areas, Economic Corridors and other Key Towns and Networks , especially those with close cross boundary interactions) were strengthened.</li> <li>Additional principles or an objective reinforcing the need for infrastructure delivery to enhance regional connectivity (multi-modal transport and digital) would reinforce the important interaction between economic development (Ch 8), transport and movement (Ch 12) and energy and telecommunications (Ch 13) and in turn would be supported under RSES RPOs 68 and RPO 166 in addition to Cork MASP Objective 4 Metropolitan Cork Area Regional Interactions.</li> </ul>
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	<p>Recommendation 9: Placemaking for Enterprise Development</p> <ul style="list-style-type: none"> <li>• There is a strengthening opportunity under Section 8.9 Placemaking for Enterprise Development and Objective EC 8-3 Placemaking to build upon the active land management initiatives of the Council in framing guiding principles for placemaking for enterprise development and the use of tools such as Health Place Audits for Placemaking (RSES Section 4.7 and RPO 61) which are supportive of the principles of the Draft Development Plan Ch 8 Economic Development and Ch 3 Settlements and Placemaking.</li> </ul> <p>Recommendation 10: Strengthen Objectives for Smart Mobility and Multi-Modal Travel Integration.</p> <ul style="list-style-type: none"> <li>• In complement to Objectives TM 12-2 Active Travel, TM 12-3 Rail and TM 12-5 Bus, a specific objective supporting infrastructure and facilities for Smart Mobility (aligned with RPO 161) and Multi-Modal Travel Integration (aligned with RPO 162) for other modes in addition to Park and Ride would be beneficial to encourage innovation in sustainable mobility and support the achievement of modal change targets for different settlements under Table 12.5 “2028 Target Share for Commuting to Work”.</li> </ul> <p>Recommendation 11: Metropolitan Cork Open Space, Recreation and Greenbelt Strategy</p> <ul style="list-style-type: none"> <li>• Further to the narrative under Section 14.5 Recreation and Amenity, it would be beneficial to include specific reference within an objective (as part of Objective GI 14-4 Recreation and Amenity or separate objective ) to prepare the Metropolitan Cork Open Space, Recreation and Greenbelt Strategy in alignment with Cork MASP Policy Objective 17 as part of the implementation of the Development Plan.</li> </ul> <p>Recommendation 12: Smart Cork</p> <ul style="list-style-type: none"> <li>• It would be beneficial to include an overarching objective in the Development Plan to achieve Smart initiatives, leveraging from collaborations such as the Cork Smart Gateway, for Smart City initiatives extending to towns, villages and rural areas in Cork, assisting the implementation of Cork’s Digital Strategy and supporting a Smart Region, in alignment with RSES RPO 133 Smart Cities, RPO 134 Smart Cities and a Smart Region and Cork MASP Objective 11 Transit</li> </ul>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Clarification is required on the Core Strategy Methodology with regard to the population projections and to demonstrate consistency with the RSES (RPO 3, RPO 11 and Section 3.3).</li> <li>2. Can further information be included in the plan in relation to which zoned sites are within the built-up footprint close to town centres and thus contribute to compact growth, in addition to yield identified from built footprint. This would help demonstrate the delivery of compact growth at the settlement level in accordance with the objectives of the Plan, and would support monitoring.</li> <li>3. Can the proposals for Mallow be amended to include a specific targeted and time-bound objective for water and wastewater infrastructure including water storage capacity, foul sewer extensions and water sewer extensions in support of General Objective MW-GO-02 for Mallow.</li> <li>4. Can the proposals for Clonakilty be amended to include a specific targeted and time-bound objective for infrastructure addressing new water supply, foul sewer extension and storm water drainage (integrating SuDS) in support of General Objective CK-GO-02 for Clonakilty?</li> <li>5. Can the objectives for climate action and the built environment be strengthened to promote greater energy efficiency and future proof the Region’s building stock, e.g. within Chapter 4 Housing and/or Chapter 17 Climate Action?</li> </ol>

	<p>6. Would it be appropriate to include a specific objective in Section 3.7 of the Plan in support of serviced sites initiatives for new homes within the existing footprint of smaller town and village settlements, to align with RSES Policy Objective 26 (g) Towns and Villages?</p> <p>7. Can the plan be amended to include additional objectives supporting skills, further education and training, and the development of a Learning Region?</p> <p>8. Can the plan be amended to include support for digital and transport connectivity for interaction between the County's Employment Network and Region's Economic Drivers and to reinforce the need for infrastructure delivery to enhance regional connectivity?</p> <p>9. Can the provisions of the plan be expanded to build upon the active land management initiatives of the Council by framing guiding principles for placemaking for enterprise development and the use of tools such as Health Place Audits for Placemaking which are also supportive of Economic Development and Settlements and Placemaking?</p> <p>10. Can the Transport and Mobility Chapter of the Plan be amended to include a specific objective supporting infrastructure and facilities for Smart Mobility (aligned with RPO 161) and Multi-Modal Travel Integration (aligned with RPO 162) for other modes, in addition to Park and Ride, as this would encourage innovation in sustainable mobility and support the achievement of modal change targets for different settlements under Table 12.5?</p> <p>11. Can Section 14.5 of the plan in relation to Recreation and Amenity, be expanded to include specific reference within an objective (perhaps as part of Objective GI 14-4 Recreation and Amenity) to prepare the Metropolitan Cork Open Space, Recreation and Greenbelt Strategy in alignment with Cork MASP Policy Objective 17 as part of the implementation of the Development Plan?</p> <p>12. Can the provisions of the plan be expanded to include an overarching objective to achieve Smart Initiatives, building on existing collaborations such as the Cork Smart Gateway and assisting in the implementation of Cork's Digital Strategy and supporting a Smart Region, in alignment with RSES RPO 133 Smart Cities, RPO 134 Smart Cities and a Smart Region and Cork MASP Objective 11 Transit?</p>
<b>Chief Executive's Response</b>	<b>See Volume One Part 1 Section 2.3. Issues Raised by the Southern Regional Assembly</b>
<b>Chief Executive's Recommendation</b>	<b>See Volume One Part 1 Section 2.3. Issues Raised by the Southern Regional Assembly</b>
<b>Interested Party</b>	<b>The Office of the Planning Regulator</b>
<b>DCDP346236505</b>	DCDP346236505
<b>Submission Summary</b>	<p>This submission from the Office of the Planning Regulator firstly acknowledges the considerable work undertaken in the preparation of the draft Plan against the backdrop of an evolving national and regional planning policy and regulatory context. The submission notes that the draft Plan has proactively embraced many of the challenges and opportunities identified in the NPF and the RSES, which support the National Strategic Outcomes of the NPF through:</p> <ul style="list-style-type: none"> <li>• setting out of an overall framework for the spatial development of the county which prioritises the development of the main towns and key villages in the</li> </ul>

	<p>Metropolitan Area consistent with the settlement framework of the RSES and the Cork MASP and with the National Strategic Objective for compact growth;</p> <ul style="list-style-type: none"> <li>• refining of the existing land use zoning for the county to support the National Strategic Objective for compact growth;</li> <li>• by integrating the development growth strategy for the county with existing and/or proposed high quality public transport infrastructure and providing appropriate policy support for the promotion of active and sustainable transport modes and the implementation of the Cork Metropolitan Area Transport Strategy consistent with the National Strategic Objective for sustainable mobility;</li> <li>• protection and improvement of environmental, heritage and amenities across the county consistent with the National Strategic Objective for enhanced amenities and heritage; and</li> <li>• provision of a strategy for renewable energy in the county, based on environmental capacity through sieve analysis and having regard to the ambitions of the State for renewable energy development consistent with the National Strategic Objective for transition to sustainable energy.</li> </ul> <p>The submission states that any Recommendations issued by the Office relate to clear breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government, as set out in the Ministerial guidelines under section 28, and as such, the planning authority is required to implement or address recommendation(s) made by the Office in order to ensure consistency with the relevant policy and legislative provisions. Secondly, the submission notes that observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions and the planning authority is requested by the Office to action an observation. In total, the submission sets out 10 recommendations and 4 observations under 9 main headings as follows:</p> <p>1. Core Strategy</p> <p>Submission states that the population and housing targets in the draft plan depart quite significantly from those determined in accordance with the methodologies of the National Planning Framework Implementation Roadmap and the Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities (2020). The over-estimation of required housing delivery has important implications in terms of timely delivery of physical and social infrastructure in the right locations and the realisation of sustainable communities. It also risks requiring infrastructure beyond reasonable need, that will divert resources and take longer to deliver and at greater cost.</p> <p>The Housing Supply Targets (HST) arising from the section 28 Guidelines reflect the housing supply requirements to meet the population growth set out in the NPF Roadmap and must be used as the basis for determining the distribution of housing requirements across the settlement hierarchy and associated land use zoning.</p> <p>Recommendation One: Core Strategy population and housing target</p> <p>The planning authority is required to revise the Core Strategy, including population and housing projections for the 6-year period of the Plan, as follows:</p> <p>(i) The population projections must be calculated in accordance with the provisions of the 'NPF Implementation Roadmap' regarding transitional population projections and the population projections under the RSES for the Southern Regional Assembly. This will require the omission of the additional headroom applied in the core strategy population calculations for the period post 2026.</p> <p>(ii) The housing targets must be calculated in accordance with the 'Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities'. For County Cork, this will require the omission of the adjustment that has been applied under adjustment F in the calculations in appendix B5 of the draft</p>
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	<p>Plan.</p> <p>Recommendation Two - Core strategy, settlement hierarchy and distribution of growth:</p> <p>The planning authority is required to provide a revised core strategy in volume 1 of the draft Plan, and in particular, to:</p> <ul style="list-style-type: none"> <li>(i) provide a single core strategy table for the county as a whole;</li> <li>(ii) set out a settlement hierarchy for the entire county that is consistent with the settlement typology under section 3.2 and table 3.3 of the RSES, including the identification of the designated Key towns of Mallow and Clonakilty as a distinct settlement tier, the application of the 1500 population threshold (CSO 2016) for towns and villages, and the provision for the separate settlement tiers for (I) small towns / village</li> <li>(iii) provide the required details (population projections and housing allocation) for individual towns &gt;1500 population and for, in aggregate, (I) town and village settlements</li> <li>(iv) ensure that the sum of the population and housing allocations across all the settlements and settlement tiers align fully with the total population and housing targets as may be revised in accordance with recommendation 1; and</li> <li>(v) revise, and where necessary reduce, the population and housing allocations for settlements so that the growth rate is consistent with NPO 9 of the NPF and RPO 11 of the RSES, and to avoid disproportionate levels of new housing development in relatively small settlements with inadequate capacity to provide the necessary services and infrastructure, including public transport accessibility.</li> </ul> <p>Residential Land Supply</p> <p>Firstly, the submission commends the Council for its approach to revisiting the extent of historical residential zonings in the approach to the draft Plan from 2,064ha to 836ha, although significant, it further notes that this has to be seen within the context of the existing large scale over-zoning in the county and it is therefore important that the total quantum of zoning for residential uses is evidence-based and relates directly to potential housing yield. In this regard the submission makes a number of comments regarding the proposed residential land supply, including that the housing yield from zoned land only relates to lands zoned residential (RE) and does not include lands zoned for a mixture of residential and other uses and also suggests that the proposed residential zoning could accommodate development at an average residential density of &lt;30uph.</p> <p>Recommendation 3 - Residential Land Supply</p> <p>The planning authority is required to;</p> <ul style="list-style-type: none"> <li>(i) review the quantity of land zoned for residential or a mixture of residential and other uses in the core strategy (table 2.8 and tables B1 to B4, as appropriate) to ensure consistency with the housing supply targets, as required under the section 28 Housing Supply Targets Methodology for Development Planning Guidelines for Planning Authorities (December, 2020), having regard to current guidelines relating to residential density; and</li> <li>(ii) review density assumptions used to estimate the quantity of zoned land arising from the Housing Supply Targets in the revised Core Strategy having regard to the recommended residential densities for large towns, small towns and villages in the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009). The planning authority shall take account of any amendments made in response to the recommendations and observations set out in this submission, in particular Recommendations 1 and 2. The zoning of all lands must also be reviewed based on the Tiered Approach to Zoning (recommendation 4).</li> </ul> <p>2. Compact growth, regeneration and tiered approach to zoning</p> <p>The submission suggests that consideration should be given to defining on the land use zoning maps those lands that will contribute to the compact growth target (&gt;30% of housing units) to accommodate infill/brownfield development consistent</p>
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	<p>with the definition under the NPF, which should be reflected in the core strategy table.</p> <p>It also notes that having regard to the nature of the CSO boundaries to settlements in the county, it is important that consideration of those areas identified as contributing to compact growth is based on the UN criteria referred to in End-note 17 and the broader provisions of the NPF regarding compact growth.</p> <p>Regeneration, implementation and delivery</p> <p>The Office welcomes the approach to regeneration in the draft Plan and in particular Chapter 9, addressing town centres and retail, which takes a holistic view of the different uses which together make up vibrant centres, making particular reference to policy Objectives, TCR 9-1, 9-2, 9-3 to 9-12 and 9-13. The submission also welcomes the identification of individual regeneration sites and is satisfied that the plan has the potential to drive regeneration across the range of settlements.</p> <p>Approach to Development (Carrigaline)</p> <p>Recommendation 4 – Approach to development in Carrigaline: The planning authority is required to omit proposed land use zonings CL-RR01, CL-HT-01 and CL-B-02 at the northeast of Carrigaline to maintain a separation between Carrigaline and Ringaskiddy in order to prevent the two settlements from merging into a single conurbation.</p> <p>Approach to Development (Carrigtwohill)</p> <p>Recommendation 5 – Approach to development in Carrigtwohill: The planning authority is required to: (i) omit the proposed extension of the Industrial land use zoning CT-I-01 to the west of Carrigtwohill; and (ii) to provide for the phased, sequential development of residential lands in Carrigtwohill having regard to the capacity constraints for wastewater treatment in this area.</p> <p>Tiered approach to zoning</p> <p>The submission welcomes the Council’s inclusion of a high level overview of the critical infrastructure for the core strategy attached as Appendix D to the draft Plan, however it does not distinguish between lands that are fully serviced (tier 1) and land that has outstanding requirements for specific service/infrastructure provision, but which can feasibly be provided during the plan period (tier 2), nor does it appear to include any cost estimates for the delivery of that infrastructure.</p> <p>Recommendation 6 - Tiered approach to zoning: The planning authority is required to elaborate and expand upon its infrastructural assessment, as necessary, to fully address the status of all lands proposed to be zoned under the plan in accordance with the methodology for a tiered approach to land zoning under Appendix 3 of the NPF, relating to existing development services, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage, water supply and/or additional service capacity. The written infrastructural assessment is required to determine which lands are tier 1 serviced zoned lands and which lands are tier 2 serviceable zoned land (i.e. they can feasibly be serviced during the plan period to accommodate development). Lands which cannot be serviced during the period should not be zoned or taken into account in the core strategy for calculation purposes. The inclusion of a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands, as required, in addition to the identification of tier 1 and tier 2 lands on the land use zoning maps would assist the implementation of the plan and provide important information to all stakeholders.</p> <p>Residential density</p> <p>The Office considers the overall proposed approach to residential density, as set out in Chapter 4 of the draft Plan (sections 4.7 to 4.10) to constitute a positive and rational approach to the application of appropriate residential standards across the diverse settlements contexts across the county, however, some revision is required as follows;</p>
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	<p>Recommendation 7 - Residential density:  The planning authority is required to amend the following proposed standards:  (i) Key village &lt;1500 and villages – The proposed low density rate of 5-20uph is significantly below the rate of 15-20uph referred to in the guidelines. The guidelines provides that where they are applied, such rates should be limited to no more than 20% of planned new housing stock per settlement.  (ii) Smaller towns (1500) - The draft Plan suggests that the high density rate (50uph+) would apply to the town centres, which may not be appropriate for settlements of this size in view of the guidelines.  (iii) Where the proposed density approach is amended in line with this recommendation, the extent of land use zoning should be amended accordingly.</p> <p>The submission also notes that in the absence of a chapter on development management standards, that the planning authority should consider what mechanism it might employ to ensure that all relevant development management standards will be easily accessible to members of the public.</p> <p>Traveller Accommodation  Recommendation 8 – Traveller Accommodation  The planning authority is required to include objectives in the plan for the provision of accommodation for Travellers, and the use of particular areas for that purpose in accordance with the legislative requirements under section10(2)(i) of the Act. This will include the identification of specific locations in the land use zoning maps for the county.</p> <p>3. Rural Housing and Rural Regeneration  The submission notes that the Council’s rural housing policy approach is considered to be evidence-based, reasonable and consistent with the legislative and policy context, including NPO 19 and the Sustainable Rural Housing Guidelines for Planning Authorities (2005), noting in particular policy objectives (RP 5-1 and RP 5-28). In addition, the submission notes that the plan strongly supports the development of rural areas in a planned and sustainable manner noting policy (EC 8-11, EC 8-12, EC 8-13, EC 8-14 and EC 8-15). However, it is also noted that although the draft Plan considers the existing registered quarries in the county, it does not identify or map the location of major deposits as advised by the section 28 Quarries and Ancillary Activities Guidelines for Planning Authorities (DEHLG, 2004) and the guidelines are not referenced in the Plan.</p> <p>Observation 1 – Aggregates Resource Mapping  Having regard to the provisions of Quarries and Ancillary Activities Guidelines for Planning Authorities (DEHLG, 2004) and to the important role that extraction activities play in the rural economy, the planning authority is advised to prioritise the identification of major mineral deposits in the development Plan, including through mapping as appropriate.</p> <p>4. Economic Development and Employment  Retail  Recommendation 9 - Joint Retail Strategy  Having regard to the requirements of the Guidelines for Planning Authorities Retail Planning Guidelines (DECLG, 2012) the planning authority is required to prepare an appropriately detailed Joint Retail Strategy with Cork City Council to secure planned development for retail within the two neighbouring authorities. The Joint Retail Strategy is required to:  (i) address the functional area of the two authorities, not just the Metropolitan Area;  (ii) inform the core strategy, retail hierarchy and retail policy approach of the county development plan consistent with the provisions of the Guidelines, including in particular the key messages, the five national policy objectives in section 2.5, and the detailed ‘Development Plan and Retailing’ requirements as set out under section 3.3;</p>
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	<p>(iii) identify the additional retail floor space required to support the settlement hierarchy, the quantity and type of retail floor space requirements by constituent authorities, and provide guidance on the location and function of retail objectives taking account of the Retail Planning Guidelines policy objectives and the relevant settlement hierarchy; and</p> <p>(iv) having regard to the Minister’s letter under section 9.7 of the Act concerning co-ordination of the objectives for retail outlet centres, the Joint Retail Strategy is required, in particular, to consider the implications of retail developments contemplated in the draft Plan such as outlet centres referred to under section 9.11 of the draft Plan.</p> <p>Employment and enterprise  Observation 2 – Employment and enterprise:  The planning authority is requested to reconsider the approach to economic and enterprise zonings throughout the county, having regard to the requirement to:</p> <ul style="list-style-type: none"> <li>(i) implement the Tiered Approach to Zoning under NPO 72a-c of the NPF; and</li> <li>(ii) mitigate climate change through sustainable settlement and transport strategies under section 10(2)(a) of the Act, including future-proofing through more compact forms of development including the prioritisation of locations that are served, or that over the lifetime of the Plan, will be served by the public transport and active travel networks necessary to facilitate sustainable travel.</li> </ul> <p>5. Sustainable Transport and Accessibility  The submission welcomes the overall provisions of the draft Plan to transport set out in Chapter 12 and considers the approach consistent with the requirement under section 10(2)(n) of the Act to include objectives for sustainable settlement and transport strategies, which can be anticipated to secure a reduction in energy use and GHG emissions, which it notes is acknowledged in the chapter.</p> <p>Observation 3 – Sustainable Transport and Accessibility  The planning authority is advised that the following amendments would further improve the overall sustainability of the approach to transport under Chapter 12:</p> <ul style="list-style-type: none"> <li>(i) the ASI framework, and the initiatives, objectives and programme measures detailed in Table 12.1 Integrated Land Use and Transport should be revised to more accurately align with the ASI framework;</li> <li>(ii) the commitment to implementing DMURS under TM 12-1 should refer to its implementation in the preparation of all statutory (LAPs) and non-statutory plan (e.g. master plans) and through the development management process;</li> <li>(iii) Local Transport Plans should be provided for all towns where the population is projected to grow to, or near to the 10,000 person threshold under the core strategy, including Carrigtwohill, Bandon and Youghal, and should prioritise, in particular, the preparation of an LTP or LTPs for Carrigaline and Ringaskiddy, and for Carrigtwohill, Glounthaune and Midleton, in consultation with the NTA and TII;</li> <li>(iv) the extent and location of Business and General Employment and for Industry zonings for settlements outside of the Metropolitan Area should be reviewed and revised, as necessary, to give effect to the objective (TM 12-1) of the plan that new employment development will be consolidated and intensified to render it serviceable by public transport and highly accessible by active modes; and</li> <li>(v) include or highlight the range of policy measures to facilitate a modal shift for people living in rural areas, including those living in small towns and villages and in the open countryside, and provide targets and monitoring for same over the plan period.</li> </ul> <p>6. Climate Action and Renewable Energy  Climate Action  The submission welcomes the inclusion of a dedicated chapter on climate action, and also notes that in terms of the focus of growth on the Metropolitan Area and on the rail network, and on the main towns and key villages, that the overall</p>
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	<p>strategy in terms of transport and mobility is consistent with the promotion of sustainable settlement and transport strategies, in addition to the NPF and the RSES. The submission suggests that in addressing recommendations 1, 2 and 3, and observation 3, the planning authority should consider the positive impacts that will arise in its climate actions consistent with the requirement to promote sustainable settlement and transport strategies for urban and rural areas 10(2)(n).</p> <p><b>Renewable Energy</b></p> <p>The submission commends the planning authority for providing a coherent, rational and well-balanced renewable energy strategy in Chapter 14 - Energy and Communications. However, it is suggested that the planning authority should ensure that the relevant renewable energy targets are referred to i.e. those set out in the Climate Action Plan 2019.</p> <p><b>7. Flood Risk Management</b></p> <p>The submission notes that the plan-making Justification Test does not appear to have been applied or reported on in the preparation of the draft Plan in accordance with the detailed requirements and advice of the Guidelines. It is also noted that the Justification Test is required to be carried out for all areas zoned to accommodate future development, including, inter alia, infill and regeneration. In consultation with the OPW, the submission also has raised issue with the proposed Town Centre/Neighbourhood Centre zonings at Mitchelstown (MH-T-01), Mallow (MW-T08), Kanturk (KT-T-01 and KT-T-02) and Carrigaline (CL-T-01 and potentially CL-T02) and with the Community zoning proposed at Castletownbere (CR-C-01).</p> <p><b>Recommendation 10 - Flood risk management</b></p> <p>The planning authority is required to review the Strategic Flood Risk Assessment, in consultation with the OPW, to ensure consistency with the said Guidelines. The land use zoning objectives under the draft Plan are also required to be reviewed and amended, as appropriate, having regard to the revised SFRA, and in accordance with the application of the sequential approach, and the Justification Test where appropriate, and having regard to potential climate change effects.</p> <p><b>8. Environment, Heritage and Amenities</b></p> <p><b>General</b></p> <p>The submission commends the comprehensive and systematic approach taken by the planning authority in addressing the wide range of issues relevant to the protection, preservation and improvement of environmental and built heritage and amenities, the relevant Chapters, GIS Mapping and Environmental Reports. The submission suggests that the addition of a layer for archaeological heritage to the GIS mapping would assist in the better protection of this heritage.</p> <p><b>Environmental Assessments</b></p> <p>The submission encourages the planning authority to consider how the Environmental Assessments can be made more accessible for members of the public as part of the plan-making process into the future. It also suggests that the planning authority ensure that the terminology used in the AA screening (Stage 1) determination and in the Appropriate Assessment (Stage 2) conclusion is consistent with the relevant legal test being applied at these separate stages. In addition, the submission advises the planning authority to satisfy itself, in consultation with the Development Applications Unit of Department, that its environmental assessment of the following policy areas and objectives of the draft Plan are sufficiently robust to support their implementation:</p> <ul style="list-style-type: none"> <li>• The widespread expansion of greenways and blueways.</li> <li>• Objective TM12.12 (e) &amp; TM 12.14 (b) – Upgrade of R624 linking N25 to Cobh within the context of Great Island Channel candidate Special Area of Conservation (cSAC no. 1058) and Cork Harbour Special Protection Area (SPA no. 4030) and the habitats within Fota estate wall, in the SEA Environmental Report and appropriate assessment.</li> <li>• Subsection 1.5 - Development in Munster River Blackwater and River Bandon (Dunmanway) catchments, within the context of freshwater pearl mussel habitat in</li> </ul>
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	<p>the Blackwater (Cork/Waterford) candidate Special Area of Conservation (cSAC no. 2170) and the Bandon River cSAC (no. 2171)</p> <p>9. Other Matters Local Area Plans Observation 4 – Local Area Plans: the Office would encourage the planning authority to include appropriate objectives relating to the priority for the preparation for LAPs for its relevant settlements, and to commit to the preparation of Local Transport Plans as part of the LAP making process, where appropriate, in consultation with the NTA and TII. Extent and format of the plan The Office would encourage the planning authority to consider how the finalised Plan may be made more concise and easier to follow to make it as useable as possible for members of the public. The submission notes that the format approach employed in the draft Plan, that is its separation into separate volumes based on geographical area (Municipal Districts), is a good approach. However, the submission suggests that an overall key map of the geographical area to which each of the volumes (2-5) relate would make it easier to navigate the Plan. In addition, the submission requests that given that the core strategy and overall planning strategy set out in volume 1 is based on the four Strategic Planning Areas, which do not align with the boundaries to the Municipal Districts boundaries, it would also be useful to provide an overlay of the two sets of boundaries on a single key map.</p>
<b>Principal Issues Raised</b>	<b>See Volume One Part 1 Section 2.2. Issues Raised by the Office of the Planning Regulator</b>
<b>Chief Executive's Response</b>	<b>See Volume One Part 1 Section 2.2. Issues Raised by the Office of the Planning Regulator</b>
<b>Chief Executive's Recommendation</b>	<b>See Volume One Part 1 Section 2.2. Issues Raised by the Office of the Planning Regulator</b>
<b>Interested Party</b>	<b>Údarás na Gaeltachta</b>
<b>DCDP345809732</b>	DCDP345809732
<b>Submission Summary</b>	<p>Údarás na Gaeltachta's begin by referring to their New Strategy which has launched since their June 2020. They strive to achieve their objectives by fostering and funding enterprise which sets out the key role they play to achieve their objectives whilst also highlighting the role of Cork County Council to take part in the effort to reverse the decline of the language in the Gaeltacht.</p> <p>1. New strategy for Údarás na Gaeltachta: They provide a detailed summary of their New Strategy and note that the key themes which are: Empowerment, Strengthening and Sustainability. They note these are interwoven with the activities that will be the focus of the period 2021-2025.</p> <p>2. County Cork Gaeltacht: They note that the Cork Gaeltacht area has a population of 3,932 (Census 2016) with a geographical area of 262km<sup>2</sup>. This represents approximately 6% of all Gaeltacht land. In 2020, there were 664 full - time employees in Údarás client companies and these posts were based in the Cork Gaeltacht.</p> <p>3. The Language Planning Process They note the purpose of the language planning process, set out under the Gaeltacht Act 2012, is to strengthen Irish as a community and family language in the areas concerned. There are two Language Planning Areas in County Cork - the</p>

	<p>Múscraí Language Planning Area and the Cléire Language Planning Area. The process has also commenced in both designated Gaeltacht Service Towns; Cork City and Macroom Town.</p> <p>4. Specific Proposals for the Draft County Development Plan 2022-2028 – Stage 2 The Gaeltacht Appropriate Recognition</p> <p>They consider that the recognition for the Gaeltacht areas of Múscraí and Cléire as part of any mapping of the County and in the preparation of the draft CDP needs to be strengthened. Particular reference should be made to the statutory status of the Gaeltacht areas, and Gaeltacht Service Towns.</p> <p>County Cork Municipal Districts</p> <p>The Múscraí Gaeltacht area and Cléire Gaeltacht area should be recognised as part of the County’s Gaeltacht area, and references should be made to West Cork on the plan maps. Údarás na Gaeltachta is happy to provide maps of the Gaeltacht to support the Council in carrying out this work. It is also recommended that the Irish only versions of Gaeltacht placenames be included in the table.</p> <p>Volume 1:</p> <p>They agree with and support the following recommendations:</p> <ul style="list-style-type: none"> <li>• 10.6 – Protect Tourism Asset</li> <li>• 10.14.7 – Improved Access</li> </ul> <p>They make the following suggestions:</p> <ul style="list-style-type: none"> <li>• 16.1.4 – Culture and Language – reference should be made to the Language Planning Areas under this section and to the Gaeltacht service towns identified as part of this process.</li> <li>• HE16-22 – The Gaeltacht and our linguistic heritage – Under (g) they proposed that specific reference be made with relation to the Language Plan being implemented in Múscraí.</li> <li>• HE5-3 Climate Action – They note that this is a key part of their New Strategy. Thus they recommend that this heading be ticked under the heading ‘Climate Action’ in the context of Údarás na Gaeltachta and the Gaeltacht area.</li> </ul> <p>Volume 4 - South Cork:</p> <p>They make the following suggestions:</p> <ul style="list-style-type: none"> <li>• 4.7 Béal Átha an Ghaorthaigh – 4.7.16 – Economy and Employment – Amend text under this section given Dexgreen does not operate from this site. Request reference be made to Bia gan Breise instead.</li> <li>• 4.8 Baile Mhic Íre – 4.8.10 0 Infrastructure – request reference to the strategic proposal for Coláiste Íosagáin Development Centre be included.</li> <li>• 4.20 Cill na Martra – Request 2 acre site in the townland of na Culla that they own to be zoned.</li> </ul> <p>Volume 5 – West Cork :</p> <p>They agree with and support the following recommendations:</p> <ul style="list-style-type: none"> <li>• 2.26 Oileán Chléire – 2.26.6 Housing – They support the proposal to protect housing on the island from holiday home development and to support any application to assist individuals/families to reside on the island on a full-time basis.</li> <li>• 2.26 Oileán Chléire – 2.26.15– Banking Facilities – They support the proposal to provide additional services and ATM facilities on Oileán Chléire</li> </ul> <p>They make the following suggestions:</p> <ul style="list-style-type: none"> <li>• 2.26 Oileán Chléire – 2.26.3 – Overview of facilities and services on the island – Recommend following wording to be included – There is an industrial estate located in an Baile Iarthach on the island and it is home to 3 enterprise buildings.</li> <li>• 2.26 Oileán Chléire – 2.26.12 – Economy and Employment – They recommend consulting with Comharchumann Chléire to update information contained in the plan which they believe is not accurate.</li> <li>• 2.26 Oileán Chléire – 2.26.13 – Economy and Employment – They suggest amendments to the English Text.</li> <li>• 2.26 Oileán Chléire – 2.26.16– They request the text be amended.</li> </ul>
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	<ul style="list-style-type: none"> <li>• 2.26 Oileán Chléire – 2.26.18– They request the text be amended.</li> </ul> <p>5. Appropriate Development Zoning for Údarás na Gaeltachta Estates and Lands in the Cork Gaeltacht: They request that the locations mentioned below be include in the zoning of industrial and other material development as part of the Draft CDP. This will assist them in locating any business or industrial development arising from future inquiries.</p> <ul style="list-style-type: none"> <li>• Cléire &amp; Béal Átha an Ghaorthaidh industrial estates.</li> <li>• Business Parks in Baile Bhuirne (plus Coláiste Íosagáin), Baile Mhic Íre and Béal Átha an</li> <li>• Ghaorthaidh.</li> <li>• Sites at Réidh na nDoirí, Cill na Martra &amp; Cúil Aodha.</li> </ul> <p>6. Comharchumann Forbartha Mhúscraí - Tradition, Language, Future: They note the mission statement for Comharchumann Forbartha Mhúscraí, along with their history and role.</p> <p>7. The Area of Language Planning – background and staturoy context: They refer to the 20 Year Strategy for the Irish Language 2010-2031 and the ambitious targets which aim to increase daily Irish speakers outside the education system. They refer to the Gaeltacht Act, 2012, which was enacted to provide a statutory basis for the 20 Year Strategy among other provisions. The Act initiates the language planning process, a key element of the Strategy, and it is through the language planning process that support will be provided, in a systematic and integrated manner, for Irish as a family and community language in the Gaeltacht and beyond. They note that there are many definitions of language planning, but in essence language planning can be described as interventions / activities / practices that aim to influence the language spoken in a particular community in order to achieve planned changes to the use of the language in that community. The Cork Gaeltacht is divided into two Language Planning Areas: Múscraí and Cléire, and Cork City and Macroom are recognised as Gaeltacht Service Towns. The Múscraí LPA (Language Planning Area) Language plan has been approved by the Department and measures are currently being implemented under this plan. The Cléire LPA Language Plan has been prepared and has been submitted to the Gaeltacht Department for approval. They consider these language plans will greatly assist Cork County Council in achieving its aims (see, for example, ‘Objective HE 5- 3: Gaeltacht Areas’ in the Cork County Development Plan 2014). As recognised in the Cork County Development Plan, the cultural heritage of the Cork Gaeltacht area - including the use of the Irish language - is worth nurturing, but the preservation of the Irish language in these areas requires vibrant, socially and economically sustainable communities. In view of this, it is hoped to co-operate with Cork County Council in the implementation of the Language Plans, particularly as it relates to signage, service provision and physical planning and development.</p> <p>8. Gaeltacht Brand: They request that the draft CDP recognise the ‘Galtacht ne hÉireann’ brand to promote the concept through the county and country.</p> <p>9. Údarás na Gaeltachta Work Program - The Regional Context: They note the input provided by them to the Regional Spatial Plans. They note the strategic investment they have made within Baile Bhuirne and the Catchment Area.</p> <p>10. Údarás na Gaeltachta's Strategic Proposals in the County They note that one of the most strategic projects currently underway for the Múscraí Gaeltacht is the development of Coláiste Íosagáin and the surrounding lands. This strategic proposal should be specifically referred to in the County</p>
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	<p>Development Plan as an exemplar (model) project for the Múscraí Gaeltacht. They are currently preparing a Masterplan for the overall development of the college campus with the vision to create 1,835 sqm of floor space for use as the following - Enterprise / Office Space, Baile Bhúirne GTeic, Training and Business Development Facilities, Tourist Facilities, Language and Culture Unit, Canteen facilities and breakout spaces, Supporting the development of networks for new companies.</p> <p>11. National GTeic Network: They are developing GTeic which is a national network of digital hubs throughout the Gaeltacht. To date there are 16 hubs across the country.</p>
<p><b>Principal Issues Raised</b></p>	<p><b><u>Volume 1:</u></b></p> <ol style="list-style-type: none"> <li>1. Can the Gaeltacht area be included on the CDP Maps?</li> <li>2. Irish only versions of Gaeltacht placenames be included on the tables.</li> <li>3. Can the CDP include reference to the Language Planning Areas under Section 16 Culture and Language and include reference to the Language Plan under HE 16-22?</li> <li>4. Can the Climate Action heading be ticked in HE 5-3 Climate Action in the context of Udarás na Gaeltachta and the Gaeltacht area and can the CDP recognise the 'Gaeltacht na hÉireann' brand?</li> <li>5. Can the National GTeic national network of digital hubs throughout the Gaeltacht be referenced in the plan?</li> </ol> <p><b><u>Volume 4:</u></b></p> <ol style="list-style-type: none"> <li>6. Béal Átha an Ghaorthaidh: Can reference be made to Bia gan Breise instead of Dexgreen in paragraph 4.7.16?</li> <li>7. Baile Mhic Íre: Under pgh. 4.8.10 request reference to the strategic proposal for Coláiste Íosagáin Development Centre</li> <li>8. Cill na Martra: request 2 acre site in the townland of na Culla be zoned?</li> <li>9. Can the development of Coláiste Íosagáin and the surrounding lands be specifically referred to in the County Development Plan as an exemplar (model) project for the Múscraí Gaeltacht.</li> </ol> <p><b><u>Volume 5:</u></b></p> <ol style="list-style-type: none"> <li>10. Oileán Chléire: Can the plan mention the 3 enterprise buildings located in an Baile Iarthach on the island?</li> <li>11. Údarás na Gaeltachta supports this proposal to protect housing on the Island from holiday home development and to support any application to assist individuals / families to reside on the Island on a full time basis.</li> <li>12. Can the CDP consult with Comharchumann Chléire to update information contained in the plan and further amendments to the section on Economy and Employment?</li> <li>13. Can reference to the Language Plan be included in the plan?</li> <li>14. Údarás na Gaeltachta supports this proposal to provide additional services and ATM facilities on Cléire Island?</li> <li>15. Can the plan reference the digital hub located on the island?</li> <li>16. Údarás na Gaeltachta supports the ongoing enterprise developments on Oileán Chléire</li> </ol> <p><b><u>General Zoning Volume 4 and 5:</u></b></p> <ol style="list-style-type: none"> <li>17. Has the plan included Údarás na Gaeltachta Estates and Lands in the Cork Gaeltacht as follows: <ul style="list-style-type: none"> <li>• Cléire &amp; Béal Átha an Ghaorthaidh industrial estates.</li> <li>• Business Parks in Baile Bhuirne (plus Coláiste Íosagáin), Baile Mhic Íre and Béal Átha an Ghaorthaidh.</li> <li>• Sites at Réidh na nDoirí, Cill na Martra &amp; Cúil Aodha.</li> </ul> </li> </ol>



<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Yes, the Gaeltacht Areas are already included in the Tourism Map (Figure 10.1 Key Tourism Assets) but it is also proposed to include the Gaeltacht Areas and Service Towns on a separate Map in Chapter 16 and in addition, on the Map browser.</li> <li>2. Yes, this will be implemented in the final plan publications, see also specific amendment for Guagán Barra.</li> <li>3. Chapter 16 of the Draft CDP makes reference to the special recognition which 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. Objective HE 16-22 (g) currently makes reference to the Language Plan and also facilitates the preparation and implementation of local Gaeltacht Plans, Programmes and Initiatives, including Language Plans and Conservation Plans in the interests of the proper planning and sustainable development of Cork's Gaeltachts, provided that such plans are in keeping with Council policy.</li> <li>4. This issue refers to the key indicators for monitoring of the plan.</li> <li>5. Yes, reference can be made to the National GTeic national network of digital hubs throughout the Gaeltacht.</li> <li>6. Yes, reference can be made to Bia gan Breise instead of Dexgreen</li> <li>7. Yes, this reference to the strategic proposal for Coláiste Íosagáin Development Centre will be set out under the section on Employment and Economic Activity.</li> <li>8. These lands are not specifically identified, however it is noted that the development boundary does extend into the townland of na Cualla in Cill na Martra.</li> <li>9. Yes, the text regarding the development of Coláiste Íosagáin and the surrounding lands can be specifically referred to in the County Development Plan as an exemplar (model) project for the Múscraí Gaeltacht.</li> </ol> <p>Volume 5:</p> <ol style="list-style-type: none"> <li>10. This these buildings will be updated in the final plan</li> <li>11. Noted</li> <li>12. Yes, the required corrections will be included in the final text of the plan. An amendment has been drafted to reflect the need to update the water services text.</li> <li>13. Yes, refer to issue 3</li> <li>14. This is noted.</li> <li>15. Yes, it is proposed to include an amendment to reference this digital hub.</li> <li>16. This is noted.</li> <li>17. It is considered that the plan has included appropriate development zoning for Údarás na Gaeltachta Estates and Lands in the Cork Gaeltacht including the Béal Átha an Ghaorthaidh industrial estates where they are within the village boundary. Further development and extension of these facilities is supported in the plan where required subject to normal proper planning and sustainable development considerations. Furthermore, the business parks in Baile Bhuirne (plus Coláiste Íosagáin), Baile Mhic Íre and Béal Átha an Ghaorthaidh are similarly considered within the context of the proper planning of the particular village where it is included in the network of settlements as identified in this plan.</li> </ol>
<p><b>Chief Executive's Recommendation</b></p>	<ol style="list-style-type: none"> <li>1. <a href="#">Proposed Amendment Required, Refer to Proposed Amendment 1.16.29</a></li> <li>2. <a href="#">Proposed Amendment Required, Refer to Proposed Amendment 4.4.2.2 and 1.16.27, 1.16.28</a></li> </ol>

	<ol style="list-style-type: none"><li>3. Proposed Amendment Required, Refer to Proposed Amendment 4.4.2.2 and 1.16.27, 1.16.28</li><li>4. No amendment required</li><li>5. Proposed Amendment Required, Refer to Proposed Amendment 4.4.2.2</li><li>6. Proposed Amendment Required, Refer to Proposed Amendment 4.4.7.2</li><li>7. Proposed Amendment Required, Refer to Proposed Amendment 4.4.8.7</li><li>8. No amendment required</li><li>9. Proposed Amendment Required, Refer to Proposed Amendment 4.4.8.7</li><li>10. No amendment required.</li><li>11. No amendment required</li><li>12. Proposed Amendment Required, Refer to Proposed Amendment 5.2.26.2</li><li>13. Proposed Amendment Required, Refer to Proposed Amendment 4.4.2.2 and 1.16.27, 1.16.28</li><li>14. No amendment required</li><li>15. Proposed Amendment Required, Refer to Proposed Amendment 5.2.26.2</li><li>16. No amendment required</li><li>17. No amendment required</li></ol>
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### 3 Chapter Settlements and Placemaking

<b>Table 1.3</b>	<b>Chapter Three Settlements and Placemaking</b>
<b>Interested Party</b>	<b>ClIr Alan O'Connor</b>
<b>DCDP346160199</b>	DCDP346160199
<b>Submission Summary</b>	<p>The submission makes some updated text suggestions for the Chapter. This includes: Amend the text in paragraph 3.1.6 to include reference to ecology as highlighted in bold: ‘Successful placemaking has three main components: - Harness the unique characteristics of each place; - Improves the quality of life for all; - Results in sustainable, well designed homes and communities, which are ecologically aware and based on walking’.</p> <p>Also include a theme of ‘ecological sensitivity’ into Table 3.1. E.g. Objectives could be to promote the preservation and enhancement of ecosystems of all kinds (e.g., adoption of principles of permaculture). Local outcomes could be as described, such as sensitive lighting (only if necessary), no weedkiller, no plastic, native species, reduced active planting, etc.</p> <p>Suggest additional text/ objective be included whereby commercial, or at least, mass-produced, advertisements, could be curtailed in Paragraph 3.4.6.</p> <p>The Plan should include a presumption against the installation of large-project-signage as part of any planning application, as detracting from the quality of the public realm. Such signage must also enhance the character of the public realm. under PL 3-1.</p> <p>Recommends the introduction of wording which leads to a presumption against the installation of defensive architecture. This may also be appropriately written into the chapter on Town Centre and the Retail chapter, as well as the Social and Community chapter. This objective could be preceded by explanatory text. E.g., under County Development Plan Objective PL 3-3: Delivering Quality and Inclusive Place include the following text: ‘There is a presumption against the installation of defensive or disciplinary architecture in all new developments, which are installed purely for the purpose of preventing loitering’.</p> <p>Acknowledges that while street furniture is mentioned in Table 3.2 (Placemaking Design Standards Checklist), I would like to see some mention here of the provision of outdoor seating, sheltered seating areas and public toilets as follows: m) Ensure that the aged community and the needs of all ages are facilitated, e.g., through the provision of seating areas and public toilet facilities.</p> <p>In relation to PL 3-1n include the following text: “Consider the impacts, positive and negative, of lighting within the public realm which performs an important safety function and can be an aid to the legibility and distinctiveness of a place, but which may contribute to light pollution.’</p> <p>Questions whether there any way of extending the building typology/urban fabric of existing town centres, rather than considering their limits fixed to address the separation between urban and suburban areas in our towns.</p> <p>Insert paragraph into section preceding PL 3-1, with further detail on the implications of</p>

	<p>achieving universal design standards, as set out in PL 3-1, and how this might be done via walkability audits for example.</p> <p>Questions how the SRDUA intersects with the ability to achieve higher density development, without the need for apartments, and provide ‘new’ old fashioned developments (terraced, multi-story or otherwise, etc.), should be teased out explicitly in the plan, including on the where the SRDUA makes allowance for exceptions. The Plans focus should be about making the case for high density development which is not necessarily apartment-led and mimics the best qualities of gentle density in the older urban fabric.</p>
<p><b>Principal Issues Raised</b></p>	<p>The submission requested additional text to strengthen Objective PL 3-1: Building Design, Movement and Quality of the Public Realm to respond positively to the changing demands for outdoor spaces within the public realm for a diversity of uses, including outdoor dining.</p> <p>The negative impacts of lighting are also raised as an issues within the public realm.</p> <p>A request that additional text be included in paragraph 3.1.6 to reference the importance of ecology in Placemaking is highlighted. The theme of ‘ecological sensitivity’ should also be included in Table 3.1. as part of the Principles of Placemaking as well new text regarding access to wildlife and wild spaces.</p> <p>Additional text or objectives are requested to curtail commercial or mass-produced advertisements and include a presumption against the installation of large-project-signage as part of any planning application, as detracting from the quality of the public realm. Such signage must also enhance the character of the public realm.</p> <p>Recommendation made to introduce additional wording which leads to a presumption against the installation of defensive architecture with accompanying explanatory text.</p>
<p><b>Chief Executive's Response</b></p>	<p>The Plan supports measures within the public realm which enhance outdoor experiences, for both residents and to support wider tourism goals for outdoor dining in a post Covid context.</p> <p>Expanding text of item m. of PL 3-1 highlights examples of gaps within the town centre infrastructure and positively contributes to Age Friendly Towns.</p> <p>The Plan acknowledges that lighting is a key component to the function, safety and legibility of the public realm, however, impacts can be both positive and negative. Additional text will be included to avoid negative impacts arising.</p> <p>Protecting and enhancing the natural environment is an important part of delivering climate adaptable places. The Plan process supports the inclusion of additional text to recognise the contribution that the natural environment makes to Placemaking. Some clarity in text relating to boundaries in Table 3.1 has also been included on the recommendation of the County Archaeologist.</p> <p>The Planning and Development Regulations provide a statutory framework for the assessment and control of advertisements within the built environment as part of the development management functions of the Planning Authority. No amendment required.</p> <p>The Plan supports the creation of inclusive, people-centred places which is contrary to the use of defensive architecture. No Amendment required.</p> <p>Issues relating to universal design and building typologies are already referenced in this chapter. Chapter 4 also addresses building typologies in relation to density categories and allows for a flexible design response.</p>

<b>Chief Executive's Recommendation</b>	Proposed Amendment Nos 1.3.2, 1.3.3, 1.3.5 and 1.3.6
<b>Interested Party</b>	<b>Dr. Darren McAdam-O'Connell</b>
<b>DCDP346271532</b>	DCDP346271532
<b>Submission Summary</b>	<p>The submission calls for a clear division between compact urban communities and sustainable rural communities along with an end to suburban type developments and commuting. Where a significant portion of the population of a rural community commutes for work, spending migrates to those urban centre to which workers commute and the community loses services and ceases to be a rural community and transforms into an exurban community with forced car ownership and all the associated social and economic decline as well the health social and productivity problems associated with long commutes.</p> <p>The plan should focus on transforming existing suburban residential area to denser, more permeable, mixed use communities served by employment, education and everyday services and amenities. Permeability audits for existing urban communities should be carried out within the lifetime of the plan so that by 2028 all urban communities have had a permeability audit.</p> <p>Encouragement of higher densities &amp; mixed-use development (including living over shops/offices) can be incentivized by development levies for car free users etc. Providing car parking is expensive to build and imposes a very substantial ongoing public service cost to the local authority. Strict limits should therefore be placed on the maximum amount of parking allowed in any new development.</p> <p>Targets for infill development to increase the density of existing suburban areas should be included together with the retrofitting of permeability to produce compact walkable/ cyclable neighbourhoods rather than car dependent, isolated sprawl which exists now. Better alignment between jobs, retail and residential areas should be an integral part of the future planning of suburban areas.</p> <p>The Plan should not just focus on maximum densities to prevent over development, but also minimum densities to prevent under development. Density should not just be judged by the number of units per hectare but should also be looked at in terms of the proportion of land area dedicated to each different purposes. The most important of these ratios is the F.A.R. or floor area ratio which is the ratio of floor area (it should only count useful floor area for example the area of apartments, office space or retail space but not including corridors between apartments stairs etc. but including useful or pro social common space) to the area of the site.</p> <p>Minimum densities of over 75 units/ha for new developments should be a requirement to deliver compact walkable neighbourhoods close to town centre rather than car dependent land use patterns. This can help supporting the transition in 5/10-minute communities which is a positive aspect of the plan. The creation of mixed-use communities and a minimum density of 20,000 people per km<sup>2</sup> or more should be required in all urban communities.</p> <p>Walking, cycling &amp; social streets should take priority over cars. A request is made that a default speed limit of 30kph be put in place on all urban and non-arterial rural roads. The plan should also encourage the planting of more trees/more green spaces/more arts venues/more street seats/more community gardens/roof gardens.</p> <p>Road pricing should be put in place to reflect the social cost of driving.</p> <p>A coherent system of Greenways should be built linking tourists areas such as the West Cork Coast to population centres such as Cork City and to the national Greenway network Via the Dungarvan to Waterford Greenway.</p>

	<p>Cork County Council should appoint a mobility Officer as well as a cyclist and Pedestrian officer who have backgrounds in soft measures and behaviour change rather than as a transport engineer as that expertise is already well provided for within the council.</p> <p>Heavy or noxious industry in suitable industrial zones such as Ringaskiddy or Little Island.</p>
<b>Principal Issues Raised</b>	<p>Incentivising higher density and mixed-use development (including living over shops/offices) through development levies such as allocating units to car free users etc should be considered. Targets should also be included for infill development to increase the density of existing suburban areas. Recommends this should be undertaken in parallel with a permeability retrofit to produce compact walkable/ cyclable neighbourhoods.</p> <p>Better alignment between jobs, retail and residential areas was highlighted as an issue to be included as part of the future planning of suburban areas. Related issues related to the transformation of existing suburban residential areas to denser, more permeable, mixed use communities served by employment, education and everyday services and amenities. Permeability audits for existing urban communities should be carried out within the lifetime of the plan so that by 2028 all urban communities have had a permeability audit to support the transformation of these areas.</p> <p>The use of minimum densities should be included in the Plan and additional density benchmarks used such as floor area ratio to evaluate mixed use schemes.</p>
<b>Chief Executive's Response</b>	<p>Paragraph 3.5.9 identifies a number of supporting policy incentives within the Plan which seeks to activate the re-use and/or refurbishment of existing buildings, change of use or small-scale infill schemes within the built envelope of our town or village network.</p> <p>The Plan does not include specific infill targets but does include housing unit delivery targets for individual main towns which is set out in the Core Strategy. Also, the Council has established a comprehensive urban database which records and monitors opportunity sites within the Settlement network. This data has contributed to the active land management choices within the settlement network and will continue to be updated over the lifetime of the Plan.</p> <p>The Plan includes a new series of zoning categories (Existing Residential/ Mixed Residential and Other Uses and Established Mixed/ General Business/ Industrial Uses) which acknowledges the importance of existing residential and employment uses within the built envelope of the town. Paragraphs 4.8.8 and 4.8.9 in Chapter 4 Housing encourage increased densities at these locations. Paragraph 3.4.6 and 3.4.7 address the importance of undertaking a permeability analysis within each settlement.</p> <p>The density approach in the Plan is aligned with the density parameters in the Guidelines.</p>
<b>Chief Executive's Recommendation</b>	No Amendment Required.
<b>Interested Party</b>	<b>Monard Concerned Residents Group</b>
<b>DCDP340451085</b>	<b>DCDP340451085</b>
<b>Submission Summary</b>	<p>The submission states that the development proposed at Monard is ill conceived as a rail station is unlikely to be advanced given the proximity to Blarney. The SUDS drainage has not been proven on this scale or in our changing climate and that pumping waste to Little Island in perpetuity is not considered environmentally friendly. The submission states that developers disagree with the proposed layouts and density. Other matters referred to</p>



	include how local road access / exit remains an issue. The submission also refers to the many other issues including contents of the Environmental Impact Statement.
<b>Principal Issues Raised</b>	Monard is considered ill-conceived given lack of rail station and waste disposal issues.
<b>Chief Executive's Response</b>	The Planning Authority is committed to reviewing Monard SDZ in light of updated Guidelines and SPPRS.
<b>Chief Executive's Recommendation</b>	See Amendment 1.4.8
<b>Interested Party</b>	<b>The Arts Council</b>
<b>DCDP345631017</b>	<b>DCDP345631017</b>
<b>Submission Summary</b>	<p>The Arts Council welcomes the positive and proactive recognition of the 'Arts' in the Draft Cork County Development Plan and specifically as set out in Chapters 3, Settlement and Placemaking, Chapter 10 Tourism and Chapter 16 Built and Cultural Heritage and within the context of a changing post-pandemic environment. The importance and value given to the Arts and Arts Infrastructure in the County Development Plan is welcomed.</p> <p>A number of observations are outlined for consideration by Cork County Council in the finalisation of the Development Plan:</p> <ol style="list-style-type: none"> <li>1. Recognition of, and synergy between the CDP and existing County Arts Plan and Culture and Creativity Strategy. The Arts Council would recommend that the finalised County Development Plan includes a specific policy objective(s) that acknowledges and supports 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.</li> <li>2. The Arts Council notes that the draft Development Plan identifies that the provision of the arts, and arts infrastructure, needs to be based on an evidence-based approach including the needs of the town/ village, existing population size and planned population targets. In support of that approach, the Arts Council would welcome clear and express policy objectives which supports the undertaking of this evidence based 'needs' approach during the lifetime of the Development Plan including, assigned responsibility and working partners. This approach could be supported by the data collated for the Project ACT, GIS Tourism Map which identifies a number of arts and cultural facilities in the county, and work could be done to establish a more comprehensive database of the arts and cultural assets in County Cork to inform the spatial distribution/concentration of arts and culture 'assets' across the county, and to inform future/area needs provision and could inform other service providers interested in co-location of service and activities.</li> <li>3. The Draft CDP references in Section 3.6.7 – 3.6.9 (pp335) the designation of cultural quarters in a select number of towns as part of the wider regeneration projects "where appropriate". Whilst the Arts Council supports this approach, it respectfully requests that the finalised Development Plan provides greater clarity in terms of appropriateness and suitability of locations and/or 'regeneration projects' which might support such designations with assigned responsibility, partnerships and timeframes where, and as appropriate. This might assist and influence locational investment decisions and potential funding opportunities.</li> <li>4. The Arts Council would recommend policy objectives and/or spatial strategy in the Development Plan which indicates the Council's intention to pursue specific arts and arts infrastructure projects (identified as part of its 'Spatial Framework') in association with the County Arts Office, through the National URDF funding</li> </ol>

	<p>programme or, such other funding programmes during the lifetime of the Development Plan.</p> <p>5. Further to the provisions of Section 3.6.8 of the draft Development Plan, which recognises that public art can add value to the public realm and ‘contribute positively to placemaking’ the Arts Council would encourage the Development Plan to include a policy objective which supports a Public Art Strategy, prepared in consultation with, or by the County Arts Office.</p> <p>The long-term sustainability of the seven West Cork inhabited islands of Heir, Bere, Sherkin, Cape Clear, Whiddy, Dursey, Long, and Garnish is of keen interest to the Arts Council. Requests made that the Development Plan should acknowledge and provide policy objectives which will support the Art Council’s recently announced 3-year ‘Creative Places’ investment programme for these islands which is being prepared in partnership with Cork County Council.</p>
<b>Principal Issues Raised</b>	<p>The submission makes a number of observations and recommendations relating to the provision of Arts facilities and policy within the Draft Plan in both Chapters 3 Settlements and Placemaking and Chapter 16. The Arts Council’s submission made specific reference to Section 3.6.7 – 3.6.9 relating to the designation of cultural quarters in a select number of towns as part of the wider regeneration projects. Whilst the submission supports this approach, it requests that the finalised Development Plan provides greater clarity in terms of appropriateness and suitability of locations and/or ‘regeneration projects’ which might support such designations with assigned responsibility, partnerships and timeframes.</p> <p>The submission also references the provisions of Section 3.6.8 of the draft Development Plan, which recognises that public art can add value to the public realm and ‘contribute positively to placemaking’. The Arts Council would encourage the Development Plan to include a policy objective which supports a Public Art Strategy, prepared in consultation with, or by the County Arts Office.</p>
<b>Chief Executive's Response</b>	<p>The strengthening of text relating to the Council’s commitment to the designation of cultural quarters in a select number of towns as part of the wider regeneration projects is supported and it is acknowledged that this might assist and influence locational investment decisions and potential funding opportunities. Additional text relating to the preparation of a public Art Strategy is also noted and supported in Chapter 16.</p>
<b>Chief Executive's Recommendation</b>	<p><a href="#">Proposed Amendments Nos. 1.3.7 and 1.3.8, 1.16.31 and 1.16.32.</a></p>
<b>Interested Party</b>	<p><b>Classic Lodges (Ireland) Ltd,</b></p>
<b>DCDP345122139</b>	<p><b>DCDP345122139</b></p>
<b>Submission Summary</b>	<p>A submission has requested that additional text be included to recognises the economic potential of brownfield sites in both urban and rural areas in the County and their contribution to more sustainable patterns of development.</p>
<b>Principal Issues Raised</b>	<p>Additional zoning category requested to address brownfield sites.</p>
<b>Chief Executive's Response</b>	<p>The strengthening of policy in relation to brownfield sites is aligned with the Council’s commitment to regeneration and climate action goals. Additional text is supported in Chapter 3 Settlements and Placemaking.</p>
<b>Chief Executive's Recommendation</b>	<p><a href="#">Proposed Amendment No. 1.3.10</a></p>

## 4 Chapter Housing

Table 1.4	Chapter Four Housing
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346160825</b>	DCDP346160825
<b>Submission Summary</b>	<p>The submission makes a number of comments and recommendations under the following themes:</p> <ul style="list-style-type: none"> <li>• Social and affordable housing – recommends a higher percentage should be earmarked in the Plan for this category.</li> <li>• Housing for older people – Text should expand how ‘housing for older people’ intersects with the principles of universal design.</li> <li>• Housing and persons with disabilities – requests that the text of the Plan include reference to: ‘In developments of 20 units or above, the development should achieve, where possible, a minimum of 5% of units designed and built to facilitate occupation by persons with a disability without structural changes.’</li> <li>• Applying density calculations – include reference to developable area when calculating density.</li> <li>• Densities/building typologies – Refine text in Higher Density Development, paragraph 4.7.9: to allow for terraced units. Also include greater support for the expansion of all settlements by higher density, urban fabric types and building typologies, as well as a move away from suburban development (which complements modal shift in transport).</li> <li>• Apartments – provide a definition of apartment typology. Additional text recommended to ensure that developments will be completed as planned – maybe appropriate in implementation Chapter.</li> <li>• Gated communities - Introduce a section outlining a presumption against the development of gated communities.</li> </ul>
<b>Principal Issues Raised</b>	Specialised housing, density and gated communities.
<b>Chief Executive's Response</b>	<p>The policy approach to Social and Affordable housing forms part of the Joint Housing Strategy. See Key Issues, Volume 1 of the CE Report.</p> <p>The approach to specialised housing is set out in Chapter 4 and is informed by the Joint Housing Strategy. The application of universal design for this cohort is addressed via the Building Regulations.</p> <p>Accommodation for Older People is set out in Chapter 6 of the Plan. The application of universal design for this cohort is addressed via the Building Regulations.</p> <p>The approach to housing density is in accordance with that set out in the current suite of Guidelines. Higher densities are encouraged in all areas of the settlement hierarchy. See Chapter 3 Settlements and Placemaking, Section 3.5 Encouraging Sustainable and Resilient Places (Delivering compact growth within the Built Envelope, Reuse of Upper floors, Infill Housing, Opportunity Sites) and Chapter 4, Section 4.7 Residential Density Background (including density approach in Main Settlements, Villages, Existing Residential/Mixed Residential Areas and Brownfield Sites).</p> <p>Paragraph 4.7.8 acknowledges that high and regulatory requirements for density can include a mix of terraces and apartment accommodation.</p>

	<p>Separate guidelines address the design and regulatory requirements for apartments.</p> <p>Table 3.1: Principles of Placemaking includes a section on Ease of Movement which are direct, overlooked and barrier-free. This would preclude the provision of gated communities.</p>
<b>Chief Executive's Recommendation</b>	No Amendment Required.
<b>Interested Party</b>	<b>Cllr Marcia D'Alton</b>
<b>DCDP346292092</b>	DCDP346292092
<b>Submission Summary</b>	<p>Requests that the County Development Plan would have defined aims towards providing housing options for ageing residents in County Cork. In particular, that Cork County Council would commit to carrying out an assessment of right-sized housing for the elderly, both public and private, currently available in each town in the county and that, arising from this assessment, Cork County Council would include the following policies in Chapter 4:</p> <ol style="list-style-type: none"> <li>1. To provide for right-sized housing for the elderly in every town in the county.</li> <li>2. For the range of right-sized housing to allow for both independent and supported living.</li> <li>3. For that right-sized housing to be situated close to the town centre and/or services and amenities.</li> <li>4. For the number of right-sized housing units to be an appropriate proportion of the population of each town.</li> <li>5. For Volumes 3, 4 and 5 to identify areas in each town appropriate for the provision of right-sized housing for those who are ageing.</li> </ol> <p>The age profile of the Irish population is increasing. The last Census (2016) saw an increase of over 19% in people aged over 65. There was also a 15.6% increase in the number of people aged over 85. Our housing delivery needs to reflect this in the County's communities.</p>
<b>Principal Issues Raised</b>	The County Development Plan would have defined aims towards providing housing options for ageing residents in County Cork
<b>Chief Executive's Response</b>	<p>The Plan addresses the needs of Specialised Housing Requirements in Chapter 4, Section 4.5 and Ageing in Place in 6, Section 6.6 of the Draft Plan as part of the County's policy response to the changing demographic profile and housing needs arising from this. Text and policy objectives PO1 (General) and PO15 (Support for Older People) already address these issues under Appendix E Policy Objectives for the Draft Cork Joint Housing Strategy 2022-2028.</p> <p>PO1: (General)</p> <p>It is the objective of Cork County Council and Cork City Council to aim for housing to be available to meet the needs of people of all needs and incomes in Cork, with an appropriate mix of housing sizes, types, and tenures in suitable locations. This will include the provision of new social and affordable housing of a high quality and appropriate to the specific needs of households. In support of this objective, and to ensure a suitable housing mix is provided within individual developments and within communities, planning applications for multiple housing units will be</p>

	<p>required to submit a Statement of Housing Mix detailing the proposed housing mix and why it is considered appropriate in meeting in the needs of an area</p> <p>AND</p> <p>PO15: (Support for older people)</p> <p>The Councils will support the delivery of housing options to meet the needs of older people and support older people to live independently where possible. The Councils will support the adaptation of existing homes to meet the needs of older people, including through provision of housing grant schemes, and will also support those who wish to downsize to more appropriate accommodation. The Councils will support and promote the delivery of Lifetime Homes and will support the provision of housing that is adaptable for an ageing population. The Councils will also support and promote the delivery of specialist accommodation appropriate to the needs of older people in co-operation with the voluntary sector, AHBs, the HSE, and other relevant bodies.</p>
<b>Chief Executive's Recommendation</b>	No Amendment required.
<b>Interested Party</b>	<b>Cork CS/BW International Group</b>
<b>DCDP345844765</b>	DCDP345844765
<b>Submission Summary</b>	<p>Outlines the biggest impediments to the excellent quality of life in Cork is the lack housing close to employment, retail and leisure opportunities and the poor public transport infrastructure. This is the number one impediment to recruiting and retaining high quality mobile international talent to Cork and Ireland.</p> <p>The quality of life in Cork is excellent and is what drives people to live here. They want to be able to walk or cycle to work and when longer journeys have to be taken they want reliable frequent public transport links.</p> <p>Request is made that the following actions to be taken;</p> <p>First that high density infill and brown field housing and commercial development be built rather than low-density out of town car-dependent developments which are impossible to reach by public or active transport.</p> <p>Second that new developments be built without parking and any small amount of parking that is allowed be sold separately. Eg. that the likes of supermarkets be required to charge the full commercial coat or more for parking so that customers who walk, cycle or take the bus do not subsidize driving customers.</p> <p>Car parking be taxed. Development contributions for car parking spaces be calculated separately to housing or offices, charged at a much higher rate and passed on to the purchaser of a car parking space not the people living or working there.</p> <p>The cost of residents on street parking should not cost less than the rent of a bedroom. Parking permits disabled drivers should not be affected and limited relief could be provided to those who drive for work or are elderly.</p> <p>That road pricing be put in place to reflect the social cost of driving.</p>

	<p>That streets be regarded as social spaces as the front garden of those who live in towns and villages rather than as motorways.</p> <p>That 30 km/hour is the maximum speed limit in all urban areas and well as on narrow or residential rural roads.</p> <p>That a hierarchy of road users be put in placing pedestrians at the top followed by cyclists then by public transport with private motorized vehicles considered the last resort and lowest priority at all times.</p> <p>That the permeability of all urban areas for pedestrians and cyclists be ensured, both in new developments and existing areas.</p> <p>That density minimums are put in place to ensure enough housing is built where it's needed and sprawl is prevented.</p> <p>That minimum floor space to site area ratios is introduced to ensure there is space as well as density and a grey space maximum put in place to reduce road, parking and wasted space.</p> <p>That the concept of a 5/10-minute town should be embraced where accommodation, work, education, services and entertainment all be available within a 5 or 10-minute walk.</p> <p>That the county supports the arts and culture sector with attracts so many people &amp; businesses to the region.</p>
<b>Principal Issues Raised</b>	Delivering higher density, parking, green modes and supporting The Arts.
<b>Chief Executive's Response</b>	<p>The Plan has a strong focus on high density infill and brown field development. See Chapters 3 Settlements and Placemaking, Section 3.5 Encouraging Sustainable and Resilient Places (Delivering compact growth within the Built Envelope, Reuse of Upper floors, Infill Housing, Opportunity Sites) and Chapter 4, Section 4.7 Residential Density Background (including density approach in Main Settlements, Villages, Existing Residential/Mixed Residential Areas and Brownfield Sites).</p> <p>The approach to parking is set out in Chapter 12 Transport and Mobility. Paragraph 12.12.10 sets out maximum parking standards and considers monetary contributions in lieu of on site provision in certain locations.</p> <p>Chapter 3 Settlements and Placemaking and Chapter 12 Transport and Mobility both recognise the role of the street as a social space and its function in supporting the 10 minute town concept.</p> <p>The Draft Plan places the most vulnerable road users at the top priority of road users. See Objective TM 12-2: Active Travel.</p> <p>The application of local speed limits is a reserved function of the Elected Members.</p> <p>Minimum floor spaces for buildings are set out in separate Residential and Apartment Guidelines and Building Regulations.</p> <p>Chapter 3 Settlements and Placemaking, Section 3.6 recognises the contribution of the Arts to Placemaking.</p>

<b>Chief Executive's Recommendation</b>	No Amendment required.
<b>Interested Party</b>	<b>Gannon Homes Ltd.</b>
<b>DCDP344536573</b>	DCDP344536573
<b>Submission Summary</b>	Submission welcomes that the Draft Cork County Development Plan has addressed the previous inconsistencies with the County and Town Council zoning with the proposed 'KS-R-03 Medium A Residential Development'. This will enable a comprehensive plan to enable the development of the site providing much needed residential units in close proximity to Kinsale town centre.
<b>Principal Issues Raised</b>	Support for residential zoning in Kinsale.
<b>Chief Executive's Response</b>	Noted.
<b>Chief Executive's Recommendation</b>	No Amendment required.
<b>Interested Party</b>	<b>Ingram Homes limited</b>
<b>DCDP346224211</b>	DCDP346224211
<b>Submission Summary</b>	<p>The submission states the approach to residential densities set out at pages 83-85 of the draft plan introduces new minimum densities. Paragraph 4.7.10 introduces the concept of a minimum threshold for medium A density at 30 units per/ha. However, table 4.1 settlement density location guide on page 85 conflicts with that threshold by providing that a minimum density of 35 units per hectare is required in key and large towns. It is unclear, therefore, as to what is the starting point for the density range medium A density.</p> <p>Also, objective HOU-4-7 requires in respect of Medium A zoned lands that they must include a higher proportion of terraced units and/ or apartment type units. This approach ignores the concerns raised by the construction industry to slavishly follow density targets set out in the 2009 Guidelines, despite they not being mandatory.</p> <p>It is noted that the Draft Plan was finalised before the Departments Circular letter, NRUP 02 2021 of 21st of April 2021, which clarifies that net densities of less than 30 per hectare are not precluded in large town locations and that it is necessary that planning authorities exercise discretion in the application and assessment of residential density on the periphery of large towns.</p> <p>It is intended that 5 developers the subject of various agreements including Section 47 agreements with the council will commence concurrent development of 5 housing sites at Water Rock. Each developer will produce at least 70 houses a year which will result in the delivery of approximately 350 units per annum. The application of minimum densities such as is proposed and delivering those permissions concurrently will lead in the main to the delivery of a large number of terraced houses, apartments and duplex's that will saturate demand for these house types in the initial stages of the development. This could have the effect of collapsing the market for this scale of development for a site on the periphery of Middleton, where the demand for such typologies is limited.</p> <p>Ingram are the owners of 19 hectares or thereabouts at Water- Rock and have been involved in detailed discussions with the Council's Planning Department over the past 5 years culminating the company signing a section 47 Agreement earlier this year. Those discussions were informed by the prevailing market conditions.</p>



	<p>The density provisions of the current proposed plan do not accord with the flexibility provided in the UDF and is in breach of agreements reached with the council having regard to the full matrix of correspondence surrounding the completion of that agreement. Implementation of two aspects of the Urban Design Framework drawn up for Water Rock are critical to ensuring phase 1 of the UEA is deliverable.</p> <p>A number of density scenarios desirable for the Waterrock Site are outlined.</p>
<b>Principal Issues Raised</b>	The application of minimum densities to Medium across a neighbourhood scale is not included in the existing suite of Guidelines. The Plan has a new suite of objectives in relation to the delivery of higher densities and compact growth framed within the 10-minute town concept. No change required.
<b>Chief Executive's Response</b>	<p>The issue of minimum densities has been clarified under Circular NRUP 02/2021. The Plan proposes to make some adjustment to the text in paragraph 4.7.10 to address issues of conflict that have arisen since the publication.</p> <p>The approach to the Waterrock set out in Draft Plan is considered the most appropriate density and deliverability model. No Amendment Proposed.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">See Amendments 1.4.7 and 1.4.8.</a>
<b>Interested Party</b>	<b>Irish Traveller Movement</b>
<b>DCDP346494767</b>	DCDP346494767
<b>Submission Summary</b>	<p>There is a crisis in accommodation for Travellers nationally. The Expert Review on Traveller Accommodation (2019) highlighted the need for Development Plans and Traveller Accommodation Programmes to be aligned. On this basis the following recommendations are made:</p> <ul style="list-style-type: none"> <li>• Traveller specific accommodation developments completed in the last Plan period should be outlined and recognition of Travellers as a priority group in addressing homelessness needs to be included in the Plan.</li> <li>• The landuse aspects of the Traveller Accommodation Programme (TAP) should be included in objectives and land-use zoning along with timelines for delivery. Projects committed under the 2019-2024 TAP along with zoning objectives for Traveller specific accommodation, transient accommodation should be spatially defined. Adequate open space needs to be considered and ensuring sites are located in areas that avoid undue segregation.</li> <li>• Plans for retrofitting Traveller accommodation including timelines for this should be included.</li> <li>• Baseline data on Traveller accommodation should form part of the Housing Needs Demand Assessment.</li> <li>• Reference should be made to the Expert Review on Traveller accommodation and commit to incorporating the decisions and work of the programme in future processes.</li> </ul>
<b>Principal Issues Raised</b>	Need to strengthen policy and zoning approach regarding Traveller Accommodation.
<b>Chief Executive's Response</b>	The Planning Authority will address gaps in policy framework. See Volume 1, Key Issues, Housing.
<b>Chief Executive's Recommendation</b>	<a href="#">. See Amendments 1.4.9, 1.18.9 and 1.18.16</a>
<b>Interested Party</b>	<b>Senator Tim Lombard</b>

<b>DCDP345877728</b>	DCDP345877728
<b>Submission Summary</b>	The County Development Plan should have a strong statement supporting childcare provisions in all large residential builds of 250 units or more in order to cater for the needs of the projected, incoming population.
<b>Principal Issues Raised</b>	Childcare provision.
<b>Chief Executive's Response</b>	Chapter 6, Section 6.3 deals with Childcare facilities and educational facilities including recognition of its role in community infrastructure. The Childcare Facilities Guidelines 2001 are still the relevant document in relation to provision in new residential schemes.
<b>Chief Executive's Recommendation</b>	No Amendment required.



## 5 Chapter Rural

<b>Table 1.5</b>	<b>Chapter Five Rural</b>
<b>Interested Party</b>	<b>Alan Hyde</b>
<b>DCDP345818082</b>	DCDP345818082
<b>Submission Summary</b>	<p>This submission requests the following provisions in the forthcoming development plan:</p> <ul style="list-style-type: none"> <li>• A more positive and flexible approach to home based businesses;</li> <li>• Introduction of additional text within the plan which sets out criteria/requirements for home-based business so that the development plan provides clarity on how to assess planning applications proposing a rural based business; and</li> <li>• Ensure the economic benefits associated with ‘start up businesses’ within the home throughout the County are recognised in the plan and positively considered.</li> </ul> <p>The planning policy context is discussed in relation to the NPF, RSES, and 2014 CCDP. The polices contained in the Draft CDP are also referenced with regard to the Core Strategy figures for lower order settlements. The context for the submission relates to land located in a rural area in the townland of Kileen, Fountainstown North. A planning application for a dwelling including the erection of 24 no. polytunnels for use as a rural business (market garden) and a storage shed was refused permission under 18/6875, on the basis that the applicant did not meet the criteria to build a house or full-time home based business in the area. The submission considers that there is very little uptake in applicants seeking permission for home-based businesses in rural areas due to the lack of clarity on how these applications are assessed. The submission expresses disappointment that Objective RP5-9 has not been updated to provide further clarity on these applications are assessed. The provision of a list of information required by applicants to allow an applicant to determine if they meet the criteria in advance of lodging an application is requested. Further guidance and clear criteria within objective RP5-9 is requested, noting that greater certainty is required in how these types of applications are being assessed.</p>
<b>Principal Issues Raised</b>	Should the Draft Plan be amended to include additional criteria/requirements in relation to home based businesses. It is suggested that this will enable an applicant to determine if they meet the criteria in advance of lodging an application for home-based business, and so as to provide further clarity on how planning applications proposing a home-based business are assessed.
<b>Chief Executive's Response</b>	Objective 5-9 sets out a clear policy to facilitate the housing needs of persons who can satisfy the Planning Authority of their long-term commitment to operate a ‘bone-fide’ full time business from their proposed home in a rural area. The criteria set out in Objective RP 5-9 is clear, avoiding an overly prescriptive approach. Applicants who wish to apply for planning permission under this policy can avail of a consultation with the local planning office in order to examine in more detail applications for such proposals to ensure that they are in accordance with this policy prior to making a planning application.
<b>Chief Executive's Recommendation</b>	No amendment required.

<b>Interested Party</b>	<b>Antoin Breathnach</b>
<b>DCDP345760009</b>	DCDP345760009
<b>Submission Summary</b>	<p>The submission from Ardgehane / Ballinglanna residents requests the following Objectives be included in the Plan:</p> <ul style="list-style-type: none"> <li>• To protect the scenic amenity of this scenic section of the West Cork coastline, ensuring any remaining sustainable capacity be retained for local housing need. Local being those working in the area.</li> <li>• to limit second home/ holiday home developments given that 50% of the existing housing stock is in this category.</li> <li>• protect the local agricultural industry, which cannot compete with speculators in the acquiring of scarce agricultural land. The local economy is considerably dependant directly and indirectly on agriculture for employment particularly through the agricultural cooperative at Barryroe and its associated activities.</li> <li>• Ardgehane / Ballinglanna is included in the 'scenic landscape' designation but recent planning history appears to ignore these protections</li> <li>• there is concern that Ballinglanna and its development boundary appears to have been omitted in this latest draft development plan.</li> <li>• to preserve the individual identities of each community and maintain a distinct transition from village to countryside.</li> </ul> <p>Other comments/observations in the submission are made in relation to Volume 1 and 2 as follows:</p> <ul style="list-style-type: none"> <li>• Plans, strategies and policies are largely ignored by the Council – leading to very disorderly environments and poorly designed urban environments which is responsible for the demand for one-off housing (a completely unsustainable form of development yet the most prolific in County Cork).</li> <li>• 30% target for new housing will require the Council to refuse applications for one off dwellings in the open countryside. Land zoned should be acquired by the Council and made available to citizens to construct individual houses along with other providers of housing.</li> <li>• Wild spaces, and access to them, are being spoilt by a proliferation of single dwellings. Permissions have been granted to developments which impede scenic views. Access tracks to Napoleonic Towers and World War 1 and 2 observation posts along the coastline are now blocked and signs prohibiting access erected.</li> <li>• Marine resources and associated amenity are underused and undervalued. Boating or sailing facilities are poor. Develop facilities which contribute an annual income through visitor and permanent berths.</li> <li>• Question the workability of the Rural Housing Policies in the Plan. Locals seeking permissions are in many cases urban generated housing need and work in the city. The resident's association have been successful in 11 of the 12 appeals taken to An Bord Pleanála on an 800m section of roadway in Ardgehane /Ballinglanna. Locals should not have to be guardians of planning policy. It is requested to devise a rural housing policy that meets National guidelines and policies and which will be implemented by Council staff.</li> <li>• Question the workability of policies on the Environment, Waste, Transport, Social Services and Water Management as all are impacted by the location of individual dwellings outside of towns, villages and hamlets.</li> <li>• Definition and application of 'ribbon development' queried. Does that mean that if you have 5 houses each with a road frontage of 20m and you space each 50m apart, you can continue 'ad infinitum'?</li> <li>• Policy on holiday home development should focus on renovation or demolition and new developments within rural settlements where facilities exist.</li> </ul>

	<ul style="list-style-type: none"> <li>• The Council needs to be more vigorous in enforcing screen planting planning conditions as most new builds in the area have failed to comply with this requirement.</li> <li>• Provide marine leisure facilities that are available to the general public and visitors using public investment/funding. Leisure boaters would seek to power their crafts using alternative energy supplies such as wind and solar. Welcome the Marine Planning and Development Management Bill, the National Marine Plan and 'The Safe Operation of Recreational Craft' guidelines.</li> <li>• The levels of empty living space over commercial premises is unacceptable. Current policies do not appear to encourage the conversion or use of such spaces.</li> <li>• Retail policies appear to conflict with the objectives to make town centres less accessible to motor vehicles and increase pedestrian and cycle zones. Such policies eliminate the siting of bulky goods stores within town centres which needs reconsideration.</li> <li>• Greenways should recognise that pedestrians are the biggest user (not cyclists) as it is open to those of all age groups and abilities.</li> <li>• Concern with overdevelopment of attractive places- tourism development should be confined to existing towns and villages.</li> <li>• No groundwater baseline data or intention to gather the data. The sum of all the individual houses in the county must be having an impact. The Council should gather the necessary data.</li> <li>• Increase in dairy herd sizes has resulted in impacts from runoff and pollution and farming practices can be non-compliant.</li> <li>• Species are disappearing which indicates a deterioration of water quality in the area in recent years.</li> <li>• Query the relevance of the Draft Water Services guidelines when water services traditionally have been insufficient to meet needs and where ongoing expansion of towns like Clonakilty continues despite a shortfall in terms of drinking water capacity.</li> <li>• Transport is greatest challenge - Active alternatives have limited suitability in rural wet cork with steep topography. Transport hubs are recommended e.g. park and ride facilities providing cheap and frequent links to other areas with free parking.</li> <li>• Chapter 12 is weak in relation to facilities for walking.</li> <li>• Support Objective TM 12-2 and the requirement for active transport facilities in all development works however there are many examples throughout the County where this is not implemented e.g. the Clonakilty Flood relief scheme at Fax Bridge made no provision for a cycle lane.</li> <li>• Support proposals for the ongoing development of Cork Port as it is vital for economic activity in Cork County. The Council and Cork Port should actively pursue other carriers rather than being reliant on Brittany Ferries.</li> <li>• The Car Parking standard of 2.4 metres in Chapter 12 is inadequate to accommodate modern vehicles. Request that the dimensions be reviewed to take account of the increasing width and length of cars.</li> <li>• For green and blue infrastructure, query what is considered an adequate quantity in a settlement or town? There does not appear to be any definitive measurement of a green area.</li> <li>• Green and Blue spaces should be accessible and usable as amenity space.</li> <li>• The provision of amenity space to clubs should not be the sole amenity space within settlements and public spaces also need to be provided. Club premises were not available to the public during the pandemic</li> <li>• Request that consideration be given to the construction of agricultural buildings and the planting of forestry in scenic areas or along scenic routes. The woodland area on the L4020 is an example of the loss of such views and prospects.</li> </ul>
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<p><b>Principal Issues Raised</b></p>	<p>Submission addresses a range of issues relevant to the Draft Plan Volume One. Should the Draft Plan policies and objectives be amended to address the following issues:</p> <ol style="list-style-type: none"> <li>1. To recognise the limited capacity of the coastal landscape and to recognise the need to limit housing developments to protect remaining scenic landscape capacity &amp; the agricultural sector to meet local housing needs.</li> <li>2. To recognise the need to preserve the individual identities of each community and maintain a distinct transition from village to countryside.</li> <li>3. Is the Council ignoring plans, strategies and policies and is this leading to disorderly environments?</li> <li>4. Should the Council acquire zoned land in order to meet the 30% target for new housing in urban areas?</li> <li>5. Is the proliferation of single rural dwellings impacting on access to wild spaces and coastal access tracks?</li> <li>6. Marine resources including boating and sailing facilities are poor and should be developed.</li> <li>7. Are the rural housing policies workable? Requests a rural housing policy be devised in accordance with national policy that is workable and implementable enabling towns and villages to be properly serviced with waste, transport etc:</li> <li>8. Should the definition of ribbon development be further clarified?</li> <li>9. Should the policy on holiday homes be revised to place an emphasis on renovation and demolition with new development in rural settlement where facilities exist.</li> <li>10. The council needs to be more vigorous enforcing the screen planting conditions</li> <li>11. Should the Marine Leisure policy be revised to support and promote the provision of these facilities for the general public.</li> </ol>



	<ol style="list-style-type: none"> <li>12. Do the Draft Plan policies promote conversion and use of overhead commercial spaces?</li> <li>13. Do the Retail policies need to be reconsidered to ensure bulky goods stores are not eliminated from town centres?</li> <li>14. Should the Draft Plan policies be revised to prevent the over-development of attractive tourism locations?</li> <li>15. With respect to water quality, does the Draft plan require collection of ground water baseline data, does it consider the impact of dairy herds runoff, does it take account of the Draft Water Services guidelines.</li> <li>16. Does the Draft Plan promote Transport hubs such as Park &amp; ride in places like West Cork which have steep topography?</li> <li>17. Objective TM 12-2 is supported but is not considered to be adequately implemented such as in recent development in Clonakilty.</li> <li>18. Should the parking standards be revised to take account of modern vehicles which are increasing in length and width</li> <li>19. Should the Draft Plan be revised to quantify the acceptable quantity of green and blue spaces in towns, town should not be dependent on the spaces provided by clubs, and public green areas should also be provided.</li> <li>20. Should the Draft Plan be amended to protect scenic routes from development?</li> <li>21. Queries the operation of waste management facilities.</li> <li>22. Should the Draft plan be amended to provide clear guidance on the planting of trees and hedgerows?</li> <li>23. Are there policies in the Draft plan which encourage the use of agriculture waste in the generation of power?</li> <li>24. Is the Draft Plan providing adequate protection to Ringforts from farming activities?</li> <li>25. Requests that the Council take a lead role in climate action initiatives such as community based alternative energy sources.</li> <li>26. Council needs to find meaningful ways of connecting with citizens. Citizens should also be provided with a full end of plan review outlining successes and failures of elements of the plan.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. RP 5-26 recognises the limited capacity of sensitive and scenic coastal, lakeside and uplands to carry significant levels of development which supports the Draft Plan rural housing policy to manage this pressure in order to meet the needs of rural communities including the agricultural sector.</li> <li>2. The Draft plan policies are consistent with this point.</li> <li>3. The drafting of all planning policies is consistent with government guidelines in place at the time and are aligned to the national guidelines such as the National Planning Framework and Regional Economic and Spatial Strategy. Cork County Council has a statutory obligation to secure the implementation of the policy objectives of the County Development Plan, including the provision of a 2-year progress report of the County Development Plan as required under the Planning &amp; Development Acts.</li> <li>4. Cork County Council is not required to acquire land in order to meet the Core Strategy aim to deliver at least 30% of the overall net new housing in or contiguous to the town centre. Cork County Council as a housing authority has a key role to play in the provision of housing and strives to meets these targets on an annual basis.</li> </ol>

	<ol style="list-style-type: none"> <li>5. Access to tracks and other walkways is a legal matter outside the scope of the development plan review.</li> <li>6. Noted. Considerable resources are invested in the management of ports, harbours and other marine facilities in conjunction with key stakeholders. Objectives MCI 7-5 and TO 10-5 of the Draft Plan recognises the need to improve marine leisure facilities further in a coherent and sustainable manner. TM 12-14 of 12 Transport and Mobility also promotes the development of the Port of Cork and other ports.</li> <li>7. The Draft Plan rural housing policies align to the current government guidelines. See also discussion on Chapter 5 Rural in the Section 12 (4) Chief Executive's report Volume One Part One: Key Issues, Responses and Recommendations.</li> <li>8. The definition of ribbon development as out in Section 5.7 of the Draft Plan is in accordance with the current rural housing guidelines.</li> <li>9. The Draft Plan encourages the utilisation of disused and derelict housing/building stock in towns and villages or the use of existing housing stock in the countryside for the use as second homes and holidays homes. RP 5-27 supports appropriately scaled holiday home development within existing settlements, where there is appropriate infrastructure and where they can contribute to the maintenance of rural services.</li> <li>10. The enforcement of planning conditions is an operational matter and is beyond the scope of the County Development Plan.</li> <li>11. Policies to promote the development of marine leisure facilities are provided for in the Draft Plan.</li> <li>12. Both Chapter 3 Settlements and Placemaking and Chapter 9 Town Centres and Retail include policies which support the use of upper floors for commercial development.</li> <li>13. The policies for retail development including the appropriate location of bulky goods type retail facilities are in accordance with the current retail planning guidelines.</li> <li>14. The Draft Plan policies are considered appropriate in achieving an appropriate balance between facilitating development which meets the housing needs of rural communities whilst at the same time recognising that scenic areas are limited in their capacity to carry significant levels of development which needs to be carefully managed.</li> <li>15. Groundwater baseline data is set out in Section 3.5.60-3.5.67 in the Strategic Environmental Assessment in Volume 6 of the Plan. Groundwater quality is monitored nationally by the EPA's groundwater monitoring programme. In addition, baseline data is available from Geological Survey of Ireland including Groundwater Vulnerability mapping. The Draft Plan has introduced a comprehensive suite of policies to protect groundwater in Sections 11.3.18-11.3.28. In addition, Objective WM 11-6: provides protection from agricultural pollution in accordance with the Nitrates Directive (91/676/EEC) through the implementation of the European Union (Good Agricultural Practice for Protection of Waters) Regulations 2017 (SI 605 of 2017). The Draft Plan alignment with the Draft Water Services guidelines is provided in Section 11.7.1.</li> <li>16. Chapter 12 Transport and Mobility contains policies and objectives to ensure an efficient transport system in the County,</li> </ol>
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	<p>supporting connectivity and meeting the travel needs of all communities in the County.</p> <p>17. Noted.</p> <p>18. There are no changes being proposed to the parking standards set out in the current Draft Plan.</p> <p>19. Chapter 14 Green Infrastructure and Recreation objective 14-2 enquires that all main towns have an adequate level of quality green and recreational infrastructure and other matters to be taken in consideration at each main town and settlement level.</p> <p>20. The policies for Scenic routes as set out in Chapter 14 Green Infrastructure and Recreation Objectives 14-13 and 14-14 are appropriate to ensure the protection of scenic routes in the county.</p> <p>21. The operation of public waste management facilities is a matter for each Municipal District.</p> <p>22. The Draft Plan provides clear guidance as set out in objectives BE 15-2 and BE 15-6.</p> <p>23. Policy in relation to this point is contained in Chapter 13, Energy and Telecommunications.</p> <p>24. Policy in relation to this is contained in Chapter 16 Built and Cultural Heritage.</p> <p>25. Noted.</p> <p>26. Cork County Council constantly strives to connect with citizens and is fully committed to communicating with citizens through many varied platforms. Cork County Council has a statutory obligation to secure the implementation of the policy objectives of the County Development Plan, including the provision of a 2-year progress report of the County Development Plan as required under the Planning &amp; Development Acts.</p>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	Barry Farrell
<b>DCDP346283637</b>	DCDP346283637
<b>Submission Summary</b>	<p>Submission agrees with the Draft Plan approach to deliver increased densities in towns and villages in a sustainable way in order to address Housing crisis. Submission considers there are anomalies in the Draft Plan relating to the NPF and EU Law.</p> <p>Having regard to NPO 19 of the NPF, which requires a distinction be made for rural areas under strong urban influence and other areas, section 5.4.5 of the Draft Plan is also referenced, relating to Tourism and Rural Diversification areas as not being under Urban pressure. However, the submission states that those who wish to build a permanent home on a suitable site in these areas are currently subject to strict local housing need despite not being under urban influence.</p> <p>The submission describes this as a clear contradiction of NPO19, and requests that the Council's policy on same should be addressed and clarified in the final development plan.</p> <p>In addition, a number of issues are raised with regards to the strict definitions of local housing need under RP 5-5. Items a) and b) Individuals applying to build a one-off on a suitable site are subject to explicit discrimination based on not having a familial relation to the farmer in the locality. Qualifying rural based occupations outlined in c). are considered to be out of touch with the modern day Irish workforce. The submission describes this as a discrimination against those in other professions and backgrounds.</p>

	<p>In relation to d.) Lack of rental supply in many rural areas makes it impossible to live in a village or town for the 7 years without a family tie.</p> <p>e). also considered to be discriminatory, difficulties in meeting 3 year requirement, no substantiated evidence to restrict individuals who have previously owned a home.</p> <p>g) and f). is also considered to be discriminatory. Remote workers are excluded, positive impact of volunteers also disregarded.</p> <p>Restriction on holiday homes as outlined in section 5.4.5 is supported States that rules that define who can be considered local actively contributes to the decline of towns and villages.</p> <p>Requests an expansion of the definitions of local housing need to encompass a more practical and modern definition to encourage a new generation of people to live and work in West Cork Communities.</p>
<b>Principal Issues Raised</b>	<p>Should the Draft Plan definitions of local housing need be expanded to address the following issues.</p> <ol style="list-style-type: none"> <li>1. Having regard to NPO 19, Section 5.4.5 &amp; Objective RP 5-5 - is the Plan correct in classifying the Tourism and Rural Diversification Areas as being areas under urban pressure where controls apply?</li> <li>2. Do the rural housing policies of the plan discriminate against applicants seeking a site, where those applicants do not have a familial relation to a farmer / landowner in the locality?</li> <li>3. With respect to RP 5-5 (c) are qualifying rural based occupations out of touch with modern day Irish workforces, discriminating against those in other professions and backgrounds, or those remote working?</li> <li>4. Does the lack of rental property in some rural areas prevent people who do not have a family tie to an area from being able to meet the 7-year rural residency requirement required by RP5-5 (d) and the three year requirement of parts (e ) or (f) ?</li> <li>5. Is the treatment of returning emigrants who may have been away from the area for a very long time discriminatory relative to policy in relation to other families rooted in the area facing difficulties with renting property to meet the residency requirements?</li> <li>6. Are the rural housing policies of the plan reasonable in discriminating against those who have previously built a home?</li> </ol>
<b>Chief Executive's Response</b>	<p>As outlined in the Draft Plan, new guidelines on rural housing are awaited and are expected in Q4 2021. The plan will be varied as necessary to comply with the updated Guidelines.</p> <p>See discussion in relation to Chapter 5 Rural Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</p>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	ClIr Alan O'Connor
<b>DCDP346161476</b>	DCDP346161476
<b>Submission Summary</b>	<p>The submission compliments the detail, positive objectives and ambition within the plan. In relation to Objectives RP 5-5 Tourism and Rural Diversification Area &amp; RP 5-26 Demand for Holiday and Second Home Development, submission seeks clarification as to whether permission will be given for holiday homes in rural areas? Submission expresses support for a policy of no longer allowing holiday homes, or second homes in such areas</p>

	<p>notes that the language around this issue seems to be stronger in objective MCI 7-10 (c).</p> <p>Submission seeks removal of the word 'strictly' from Objective RP 5-30 Redevelopment or replacement of an uninhabitable or ruinous dwelling. The submission refers to the sentence 'No damage shall be caused to sites used by strictly protected wildlife', and requests that the word 'strictly' be removed. Submission asks that Section 5.2 on National Policy be updated to detail how the 'Our Rural Future' document has informed the Rural Section of the Plan .</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the policies in relation to holidays homes need to be clarified?</li> <li>2. Is there a conflict between objectives RP 5-26 and MCI 7-10 (c) in the Draft Plan?</li> <li>3. Should the word 'strictly' be removed from objective RP 5-30 'No damage shall be caused to sites used by strictly protected wildlife'.</li> <li>4. Should Section 5.2 on National Policy in the Draft Plan be updated in the context of the 'Our Rural Future' Rural Development policy 2021-2025. Does the Chapter 5 policies and objectives align to this recently published policy framework document.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In terms of the development of new dwellings, rural housing controls refer to the provision of housing for permanent occupation only, and do not facilitate the development of new build one off holiday homes in the open countryside. RP 5-27 supports appropriately scaled new holiday home development within existing settlements. Holidays homes in rural areas may arise through the purchase of existing dwellings or the conversion of existing buildings into holiday accommodation. RP 5-26 acknowledges the limited capacity of sensitive and scenic coastal, lakeside and uplands to carry significant levels of development and supports the Draft Plan rural housing policy to manage this pressure in order to meet the needs of rural communities. These policies and objectives are considered appropriate.</li> <li>2. There is no conflict.</li> <li>3. The wording of objective RP 5-30 has been reviewed and is it considered appropriate to delete the word 'strictly' to address the issue raised.</li> <li>4. It is considered appropriate to update Section 5.2 of the Draft Plan to reflect the Government revised policy framework <i>Our Rural Future</i> to address the issue raised.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required</li> <li>2. No Amendment required</li> <li>3. Amendment required</li> <li>4. <a href="#">Amendment required See proposed amendment numbers 1.5.6. and 1.5.7.</a></li> </ol>
<b>Interested Party</b>	<b>Concerned Residents Ardgehane, Ballinglanna</b>
<b>DCDP345752881</b>	DCDP345752881
<b>Submission Summary</b>	<p>The submission from Ardgehane / Ballinglann residents requests the following Objectives:</p> <ul style="list-style-type: none"> <li>• To protect the scenic amenity of this scenic section of the west cork coastline, ensuring any remaining sustainable capacity be retained for local housing need. Local being those working in the area.</li> <li>• to limit second home/ holiday home developments given that 50% of the existing housing stock is in this category.</li> <li>• protect the local agricultural industry, which cannot compete with</li> </ul>

	<p>speculators in the acquiring of scarce agricultural land. The local economy is considerably dependant directly and indirectly on agriculture for employment particularly through the agricultural cooperative at Barryroe and its associated activities.</p> <ul style="list-style-type: none"> <li>• Ardgehane / Ballinglanna is included in the 'scenic landscape' designation but recent planning history appears to ignore these protections</li> <li>• there is concern that Ballinglanna and its development boundary appears to have been omitted in this latest draft development plan.</li> <li>• to preserve the individual identities of each community and maintain a distinct transition from village to countryside.</li> </ul> <p>Other comments/observations in the submission are made in relation to Volume 1, 2 and 5 as follows:</p> <ul style="list-style-type: none"> <li>• Plans, strategies and policies are largely ignored by the Council – leading to very disorderly environments and poorly designed urban environments which is responsible for the demand for one-off housing (a completely unsustainable form of development yet the most prolific in County Cork).</li> <li>• 30% target for new housing will require the Council to refuse applications for one off dwellings in the open countryside. Land zoned should be acquired by the Council and made available to citizens to construct individual houses along with other providers of housing.</li> <li>• Wild spaces, and access to them, are being spoilt by a proliferation of single dwellings. Permissions have been granted to developments which impede scenic views. Access tracks to Napoleonic Towers and World War 1 and 2 observation posts along the coastline are now blocked and signs prohibiting access erected.</li> <li>• Marine resources and associated amenity are underused and undervalued. Boating or sailing facilities are poor. Develop facilities which contribute an annual income through visitor and permanent berths.</li> <li>• Question the workability of the Rural Housing Policies in the Plan. Locals seeking permissions are in many cases urban generated housing need and work in the city. The resident's association have been successful in 11 of the 12 appeals taken to An Bord Pleanala on an 800m section of roadway in Ardgehane/Ballinglanna. Locals should not have to be guardians of planning policy. It is requested to devise a rural housing policy that meets National guidelines and policies and which will be implemented by Council staff.</li> <li>• Question the workability of policies on the Environment, Waste, Transport, Social Services and Water Management as all are impacted by the locations of individual dwellings outside of towns, villages and hamlets.</li> <li>• Definition and application of 'ribbon development' queried. Does that mean that if you have 5 houses each with a road frontage of 20m and you space each 50m apart, you can continue 'ad infinitum'?</li> <li>• Policy on holiday home development should focus on renovation or demolition and new developments within rural settlements where facilities exist.</li> <li>• The Council needs to be more vigorous in enforcing screen planting planning conditions as most new builds in the area have failed to comply with this requirement.</li> <li>• Provide marine leisure facilities that are available to the general public and visitors using public investment/funding. Leisure boaters would seek to power their crafts using alternative energy supplies such as wind and solar. Welcome the Marine Planning and Development Management Bill, the National Marine Plan and 'The Safe Operation of Recreational Craft' guidelines.</li> <li>• The levels of empty living space over commercial premises is unacceptable. Current policies do not appear to encourage the conversion or use of such spaces.</li> </ul>
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	<p>digesters for the treatment of farm animal waste with the power generated being fed into the national grid. There is one industrial size waste digester near Timoleague.</p> <ul style="list-style-type: none"> <li>• Many ring forts are suffering increasing erosion from farming activities. Consider addressing this in the Plan.</li> <li>• Request for the Council to lead climate action initiatives such as community based alternative energy sources e.g. community owned solar farms. A rebate system is considered to be long overdue.</li> <li>• Engagement with stakeholders needs to improve -the internet was the sole means of accessing elements of the Draft Plan. Local media does the informing. The Council needs to find meaningful ways of connecting with citizens. Citizens should also be provided with a full end of plan review outlining successes and failures of elements of the plan</li> </ul>
<p><b>Principal Issues Raised</b></p>	<p>Submission addresses a range of issues relevant to the Draft Plan Volume One. Should the Draft Plan policies and objectives be amended to address the following issues:</p> <ol style="list-style-type: none"> <li>1. To recognise the limited capacity of the coastal landscape and to recognise the need to limit housing developments to protect remaining scenic landscape capacity &amp; the agricultural sector to meet local housing needs.</li> <li>2. To recognise the need to preserve the individual identities of each community and maintain a distinct transition from village to countryside.</li> <li>3. Is the Council ignoring plans, strategies and policies and is this leading to disorderly environments?</li> <li>4. Should the Council acquire zoned land in order to meet the 30% target for new housing in urban areas?</li> <li>5. Is the proliferation of single rural dwellings impacting on access to wild spaces and coastal access tracks? .</li> <li>6. Marine resources including boating and sailing facilities are poor and should be developed.</li> <li>7. Are the rural housing policies workable? Requests a rural housing policy be devised in accordance with national policy that is workable and implementable enabling towns and villages to be properly serviced with waste, transport etc:</li> <li>8. Should the definition of ribbon development be further clarified?</li> <li>9. Should the policy on holiday homes be revised to place an emphasis on renovation and demolition with new development in rural settlement where facilities exist.</li> <li>10. The council needs to be more vigorous enforcing the screen planting conditions</li> <li>11. Should the Marine Leisure policy be revised to support and promote the provision of these facilities for the general public.</li> <li>12. Do the Draft Plan policies promote conversion and use of overhead commercial spaces?</li> <li>13. Do the Retail policies need to be reconsidered to ensure bulky goods stores are not eliminated from town centres?</li> <li>14. Should the Draft Plan policies be revised to prevent the over-development of attractive tourism locations?</li> <li>15. With respect to water quality, does the Draft plan require collection of ground water baseline data, does it consider the impact of dairy herds runoff, does it take account of the Draft Water Services guidelines.</li> </ol>

	<ol style="list-style-type: none"> <li>16. Does the Draft Plan promote Transport hubs such as Park &amp; ride in places like West Cork which have steep topography;</li> <li>17. Objective TM 12-2 is supported but is not considered to be adequately implemented such as in recent development in Clonakilty.</li> <li>18. Should the parking standards be revised to take account of modern vehicles which are increasing in length and width</li> <li>19. Should the Draft Plan be revised to quantify the acceptable quantity of green and blue spaces in towns, town should not be dependent on the spaces provided by clubs, and public green areas should also be provided.</li> <li>20. Should the Draft Plan be amended to protect scenic routes from developments</li> <li>21. Queries the operation of waste management facilities</li> <li>22. Should the Draft plan be amended to provide clear guidance on the planting of trees and hedgerows</li> <li>23. Are there policies in the Draft plan which encourage the use of agriculture waste in the generation of power?</li> <li>24. Is the Draft Plan providing adequate protection to Ringforts from farming activities?</li> <li>25. Requests that the Council take a lead role in climate action initiatives such as community based alternative energy sources.</li> <li>26. Council needs to find meaningful ways of connecting with citizens. Citizens should also be provided with a full end of plan review outlining successes and failures of elements of the plan.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. RP 5-26 recognises the limited capacity of sensitive and scenic coastal, lakeside and uplands to carry significant levels of development which supports the Draft Plan rural housing policy to manage this pressure in order to meet the needs of rural communities including the agricultural sector.</li> <li>2. The Draft plan policies are consistent with this point.</li> <li>3. The drafting of all planning policies is consistent with government guidelines in place at the time and are aligned to the national guidelines such as the National Planning Framework and Regional Economic and Spatial Strategy. Cork County Council has a statutory obligation to secure the implementation of the policy objectives of the County Development Plan, including the provision of a 2-year progress report of the County Development Plan as required under the Planning &amp; Development Acts.</li> <li>4. Cork County Council is not required to acquire land in order to meet the Core Strategy aim to deliver at least 30% of the overall net new housing in or contiguous to the town centre. Cork County Council as a housing authority has a key role to play in the provision of the housing and meets its targets on annual basis.</li> <li>5. Access to tracts and other walkways is a legal matter outside the scope of the development plan review.</li> <li>6. Noted. Considerable resources are invested in the management of ports, harbours and other marine facilities in conjunction with key stakeholders. Objectives MCI 7-5 and TO 10-5 of the Draft Plan recognises the need to improve marine leisure facilities further in a coherent and sustainable manner. TM 12-14 of 12 Transport and Mobility also promotes the development of the Port of Cork and other ports.</li> <li>7. The Draft Plan rural housing policies align to the current government guidelines. See also response to Key Issues set out in the Section 12 (4) Chief Executive's report Volume One Part One: Key Issues,</li> </ol>

	<p>Responses and Recommendations in the Chapter 5 rural issues raised.</p> <ol style="list-style-type: none"> <li>8. The definition of ribbon development as out in in Section 5.7 of the Draft Plan is in accordance with the current rural housing guidelines.</li> <li>9. The Draft Plan encourages the utilisation of disused and derelict housing/building stock in towns and villages or the use of existing housing stock in the countryside for the use as second homes and holidays homes. RP 5-27 supports appropriately scaled holiday home development within existing settlements, where there is appropriate infrastructure and where they can contribute to the maintenance of rural services.</li> <li>10. The enforcement of planning conditions is a matter for the Development Management Section.</li> <li>11. Policies to promote the development of marine leisure facilities are provided for in the Draft Plan.</li> <li>12. Both Chapters 3 Settlements and Placemaking and Chapter 9 Retail and Town centre, include polices which support the use of upper floors for commercial development.</li> <li>13. The policies for retail development including the appropriate location of bulky goods type retail facilities are in accordance with the current retail planning guidelines.</li> <li>14. The Draft plan policies are considered appropriate in achieving an appropriate balance between facilitating development which meets the housing needs of rural communities whilst at the same time recognising that scenic areas are limited in their capacity to carry significant levels of development which needs to be carefully managed.</li> <li>15. Groundwater baseline data is set out in Section 3.5.60-3.5.67 in the Strategic Environmental Assessment in Volume 6 of the Plan. Groundwater quality is monitored nationally by the EPA's groundwater monitoring programme. In addition, baseline data is available from Geological Survey of Ireland including Groundwater Vulnerability mapping. The Draft Plan has introduced a comprehensive suite of policies to protect groundwater in Sections 11.3.18-11.3.28 which includes Objective WM 11-3: Groundwater Protection and Objective WM 11-4: Groundwater Protection Schemes and Zones. In addition, Objective WM 11-6: provides protection from agricultural pollution in accordance with the Nitrates Directive (91/676/EEC) through the implementation of the European Union (Good Agricultural Practice for Protection of Waters) Regulations 2017 (SI 605 of 2017) or any future revised / additional requirements and ensuring that all agricultural development shall comply with those Regulations. The Draft Plan alignment with the Draft Water Services guidelines is provided in Section 11.7.1.</li> <li>16. Chapter 12 Transport and Mobility contains policies and objectives to ensure an efficient transport system in the County, supporting connectivity and meeting the travel needs of all communities in the County.</li> <li>17. Noted.</li> <li>18. There are no changes being proposed to the parking standards set out in the current Draft Plan.</li> <li>19. Chapter 14 Green Infrastructure and Recreation objective 14-2 enquires that all main towns have an adequate level of quality green and recreational infrastructure and other matters to be taken in consideration at each main town and settlement level.</li> </ol>
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	<p>20. The policies for Scenic routes as set out in Chapter 14 Green Infrastructure and Recreation Objectives 14-13 and 14-14 are appropriate to ensure the protection of scenic routes in the county.</p> <p>21. The operation of public waste management facilities is a matter for each Municipal District.</p> <p>22. The Draft Plan provides clear guidance as set out in objectives BE 15-2 and BE 15-6.</p> <p>23. Policy in relation to this is contained in Chapter 13, Energy and Telecommunications.</p> <p>24. Policy in relation to this is contained in Chapter 16 Built and Cultural Heritage.</p> <p>25. Noted.</p> <p>26. Cork County Council constantly strives to connect with citizens and is fully committed to communicating with citizens through many varied platforms. Cork County Council has a statutory obligation to secure the implementation of the policy objectives of the County Development Plan, including the provision of a 2-year progress report of the County Development Plan as required under the Planning &amp; Development Acts.</p>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	CORK IFA
<b>DCDP344654190</b>	DCDP344654190
<b>Submission Summary</b>	<p>Submission notes Cork IFA's commitment to ensuring a high-quality environment for food production and amenity use in County Cork and its willingness to work with the various local and national authorities to help ensure a high level of protection of the rural environment. The importance of agriculture and food production in the County is emphasised, creating employment, in food production and associated services. In addition, the submission notes that new rural dwellers may not have prior experience of living in an agriculture area and in close proximity to farming practices and notes that there must be an acceptance by new dwellers of the odours and noises associated with farming practices. The submission highlights various rural issues relevant to a number of chapters of the Draft Plan:</p> <p>In relation to Chapter 4 Housing, submission suggests that applications for rural housing should consider proximity of family members to ageing relatives, enabling the older person to remain living in their homes for longer.</p> <p>In relation to Chapter 5 Rural, section 5.1.3, submission proposes inclusion of additional text re the features of normal agricultural practices in rural areas to raise public awareness of same for people who may be thinking of moving to a rural area (long operating hours, odours, noise, traffic, livestock etc. )</p> <p>Submission suggests that 5.5.4 should be amended so that the distinction between green belt areas and non-greenbelt areas is removed for farmers.</p> <p>In relation to Chapter 10 Tourism submission recommends that full consultation must take place with farmers and landowners around any proposals for the Protection of Natural, Built and Culture, provision of walking routes , cycleways or greenways etc. It notes that farmers and landowners are supportive of such initiatives but must be included in all stages of such developments. Submission also queries if there are further opportunities in the Cork area to develop more Bridleways / Blueways etc.</p> <p>For Chapter 11 Water Management, the submission recommends full</p>

	<p>consultation and proper compensation must be put in place with Farmers and Landowners where farmland near a river has been identified as having a benefit to use as an area for storage and conveyance of floodwater thus reducing the need to provide flood defences in the future.</p> <p>In Chapter 13 the submission suggests adding a bullet point to objective ET 13.2: Renewable Energy around support for microgeneration of renewable energy in both communities and on farms. The submission notes that there is a large interest in the general public to contribute to decarbonising Ireland, but it must be made easier for everyone to contribute such as having an option to sell any excess energy into the grid.</p> <p>In Chapter 18 the submission suggests a small rewording to objective 18.3.35, so it will read “Agricultural development related to use of land for agricultural purposes and associated agricultural businesses, including dwelling for permanent occupancy in line with planning guidelines.”</p> <p>Submission includes a separate document detailing 9 key policy areas relating to the Islands:</p> <ul style="list-style-type: none"> <li>• Depopulation: Submission notes this is a problem for most Islands, requesting that Cork County Council produce population targets similar to those produced for West Cork towns and villages.</li> <li>• Planning: Submission notes the importance of farm families having the right to build on their own land for two reasons; (i) to look after stock, (ii) proximity to ageing relatives</li> <li>• Housing: Requests Cork County Council provide affordable housing to facilitate young people who wish to remain and work on the Islands and also to encourage young families who wish to settlement on the islands. The submission notes the knock-on effect on many aspects of Island life such as schools, creches, and after-school families which create jobs.</li> <li>• Broadband: Fibre optic broadband is necessary for all the islands especially with so many working from home.</li> <li>• Tourism: Requests assistance in the development of Blueways, noting the importance of water sports to coastal communities.</li> <li>• Recycling: Suggest that Cork County Council supports Island communities in the development of recycling centres. Bere Island is provided as an example of an ideal model for this, with a solar powered glass crushing facility, which can be used in drainage or in concrete mixes.</li> <li>• Education: Notes that users of the countryside need to take their litter home and dispose of appropriately.</li> <li>• Dogs: Submission notes that dogs must be on a lead at all times while visiting islands.</li> <li>• Aquaculture: Suggests that more support is required for farmers who wish to undertake land-based aquaculture and that licenses should be easier to obtain.</li> </ul>
<p><b>Principal Issues Raised</b></p>	<p>Should the Draft Plan policies be amended to address the following issues:</p> <ol style="list-style-type: none"> <li>1. Chapter 4 Housing: Should the Draft Plan be amended to enable applications for rural housing be considered on the basis of their proximity to an elderly relative, which might enable them to reside for longer in their home, reducing need for nursing home space and other housing.</li> <li>2. Should Section 5.1.3 include an additional point to reflect that rural areas are a living working environment where agricultural work is often seasonal and weather dependent, involves machinery and</li> </ol>

	<p>practices which may cause noise and smell on occasion, which is part of rural life?</p> <ol style="list-style-type: none"> <li>3. Should Section 5.5.4 be amended to include an additional bullet that that any applications for planning permissions on farms in Greenbelt areas shall be considered under the same criteria as farms in non-Greenbelt rural areas.?</li> <li>4. Should Chapter 10 Tourism objectives TO 10.5, 10.7, TO 10.8 and TO 10.9 be amended to request full consultation take place with farmers and landowners around routes and facilities before any planning applications are made.</li> <li>5. Should the Draft Plan contain policies to support further opportunities in the Cork area to develop Bridleways and more Blueways especially with many offshore islands in the county.</li> <li>6. Should Objective 11.13 be amended to promote consultation and proper compensation must be put in place with Farmers and Landowners where farmland near a river has been identified as having a benefit to use as an area for storage and conveyance of floodwater thus reducing the need to provide flood defences in the future?</li> <li>7. Does the Chapter 13 Energy and Telecommunications require an additional bullet point seeking support for microgeneration of renewable energy in both communities and on farms?</li> <li>8. Should Section 18.3.35 of the Chapter 18 Zoning and Land Use be reworded to read “Agricultural development related to use of land for agricultural purposes and associated agricultural businesses, including dwelling for permanent occupancy in line with planning guidelines.”</li> <li>9. Should Chapter 7 Marine, Coastal &amp; Islands be amended to address the 9 key policy issues raised; (i) The provision of population targets for the Islands similar to those provided for the West Cork Towns (ii) the importance of farm families having the right to build a house (iii) the provision of affordable housing to facilitate young people who wish to remain and work on the Islands (iv) the need for Fibre optic broadband (v) assistance with the development of Blueways (vi) support for the provision of Island Recycling centres (vii) better education on the issue of littering on the Islands (viii) the need for dogs to be kept on leads at all times (ix) greater support for land-based aquaculture and that licenses should be easier to obtain.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Section 5.4.2 details six categories of rural generated housing needs tailored to meet the rural housing needs of each rural area type in the County. This policy has been developed in accordance with national guidelines and responds in a positive way to meet the needs of rural communities. Details of a need to reside close to an elderly relative can be provided with an application as supplementary information in support of an application made under one of these categories.</li> <li>2. It is not considered necessary to amend the plan to refer to the potential impacts of agricultural practices ( odour, noise etc) as requested.</li> <li>3. The greenbelt areas of the County closest to the main towns and in the Metropolitan area are under the strongest pressure for development. The criteria for a rural dwelling as set out in RP 5-4 rural areas under Strong urban Influence and Town Greenbelts (GB 1-1) is considered to be appropriate, by facilitating the rural generated</li> </ol>

	<p>housing needs of farmers, and other persons working full-time in farming, along with a number of other categories.</p> <ol style="list-style-type: none"> <li>4. See Chapter 10 Tourism Amendments</li> <li>5. See Chapter 10 Tourism Amendments</li> <li>6. The point raised is outside the scope of the County Development Plan review.</li> <li>7. See Chapter 13 Energy Amendments</li> <li>8. An amendment to Section 18.3.35 of the Chapter 18 Zoning and Land Use is not required. The policy ensures that the housing needs of established landowners and their immediate family members are provided for. ZU 18-19 supports agricultural development related to use of land for agricultural purposes.</li> <li>9. (i) The population projections for rural areas includes the Islands, this is contained in Chapter 2 Core Strategy.  (ii) The policy for rural areas including the Islands facilitates the needs of those who are engaged in full time / part time farming.  (iii) This is an operational issue with is beyond the scope of the Plan.  (iv) Broadband is addressed in Chapter 13 of the Plan.  (v) Blueways are addressed in Chapter 10 Tourism.  (vi) Waste facilities are addressed in Chapter 15.  (vii) – (viii) These matters are outside the scope of the Development Plan review.  (ix) Policy which supports the development of aquaculture is already contained in Chapter 8 Economy.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p><a href="#">Amendment Required</a>  <a href="#">Chapter 10 Tourism see Amendments No' 1.10.18 and 1.10.20</a>  <a href="#">Chapter 13 Energy Chapters No 1.13.22</a></p>
<b>Interested Party</b>	<b>Denis Weathers</b>
<b>DCDP345971007</b>	DCDP345971007
<b>Submission Summary</b>	<p>This submission relates to rural housing and requests that the County Development plan be altered to address what is described as extremely unfair planning policy at present which prevents children building on farm land owned by the parent/s (land which is outside a village area) and where the family currently reside in the village. It describes a case where land outside the village area has been in the family for many generations and states that it is only fair that children of that landowner are granted the very same rights as the children of a family living in the countryside.</p> <p>In this case, the submission notes that the landowner has 22 acres of farm land approx. 1 mile outside Banteer village, and that the submitter's children are being refused planning permission on these lands, which has been in the family for generations. The submission states that the current policy is, forcing them to buy a house in another area where they do not want to live long-term, and is driving children away from their rural communities.</p> <p>Furthermore, it outlines, the serious financial strain being put on children to buy a site elsewhere when a free site is available to them. In addition, the submission states that the policy is preventing parents giving their children a site and is denying the basic right of children to build a house, rear their own family in an area like Banteer which has the many services to give a good quality of life. Finally, it is suggested that the policy does not treat the children of landowners who own land in the countryside in a fair and equal way.</p>
<b>Principal Issues Raised</b>	Should the rural housing policy of the plan be amended so that the housing needs of people who live in a village/ settlement (urban generated need) can



	be met in a rural area, if the applicant / applicant's family own land in a rural area?
<b>Chief Executive's Response</b>	<p>Rural housing policy in the County Development Plan is based on the Sustainable Rural Housing Guidelines for Planning Authorities 2005, which draws a clear distinction between urban and rural generated housing needs. This policy is considered appropriate. An applicant's connection to a rural area is assessed as part of the development management process.</p> <p>New Guidelines on rural housing are expected in Q4 2021. The plan will be varied as necessary to comply with the updated Guidelines.</p> <p>See discussion in relation to Chapter 5 Rural Volume One Part One of this report dealing with Key Issues, Responses and Recommendations. The Draft Plan Rural Housing Policy is considered appropriate.</p>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Dr Sarah Breen Lovett</b>
<b>DCDP346248076</b>	DCDP346248076
<b>Submission Summary</b>	<p>This submission makes the following points:</p> <p>The active promotion of off-grid self-sustaining eco-villages throughout rural areas, with a relaxation on local needs use, would address problems in the current CDP such as: 5.1.3 &amp; 5.2.2 population decrease in rural areas; 5.1.3 &amp; 5.2.1 mis-alignment where people live &amp; work; 5.2.3 insufficient rural enterprise; &amp; 5.10 reduced tourism in rural areas. Furthermore, the submission considers that it would also help build upon the considerations on new dwelling design as outlined in 5.6.5; &amp; expand upon list 5-22-b, to not just create "sustainable" dwellings but rather "ecologically rejuvenate" through: natural locally sourced building materials, off-grid energy supply, harvesting own water, natural plantation grey-water systems, composting toilets, own food production &amp; critically evaluating tendencies toward excessive consumption &amp; waste when designing &amp; building new homes.</p> <ul style="list-style-type: none"> <li>Existing eco-village models in Ireland include: Cloughjordan &amp; Hollies Centre for Practical Sustainability.</li> <li>A good framework for creating sustainable rural communities is: outlined by "One Planet Living" &amp; "One Planet Development"; detailed by organisations such as "Ecological Land Cooperative" &amp; "Global Eco-village Network"; &amp; has interest in Ireland through "Ecological Design Association Ireland" &amp; the "One Planet Uplift Campaign" which currently has over 4000 signatures.</li> </ul> <p>The submission considers that if Cork County Council was to actively promote eco-villages in rural areas it would be an innovative step toward more affordable and ecological housing and communities.</p>
<b>Principal Issues Raised</b>	Should the rural housing policy of the plan be amended to relax requirements for local needs use where development is of a type that promote 'off-grid self-sustaining eco-villages' in rural areas?
<b>Chief Executive's Response</b>	<p>The Draft Plan makes adequate provision within the settlement hierarchy to promote rural towns and villages as the appropriate location for rural cluster developments. The hierarchy of settlements as provided for in the Draft Plan is consistent with the NPF, RSES and government guidelines, supporting the role of rural towns and villages as the locations to direct future investment to sustain service delivery and population growth.</p> <p>The Draft Plan encourages appropriate low-density development within our existing rural town and village network as an alternative to rural one-off</p>

	housing. The Draft Plan supports innovative and sustainable approaches to dwelling design by encouraging proposals that are energy efficient in their design, layout, which have regard to the need to reduce reliance on fossil fuels and reduce carbon emissions.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Grace Healy</b>
<b>DCDP344474285</b>	DCDP344474285
<b>Submission Summary</b>	This submission provides details of the submitter's difficulty in obtaining planning permission for a dwelling in a rural area for her own occupation, approx. 300 metres from her family home. Specifically, the policy RCI 4.1 is referenced, stating that this policy which limits a landholding to just two planning applications, is an unfair, and a very blunt and rigid approach to planning. The submitter has outlined her own housing need circumstances and her desire to reside in the rural area where she was raised. She outlines that given the increasing house prices in her area, that building a house is her only option. The RCI 4-1 objective of the plan, is referenced which states "a nearby landholding should only be considered ...where the total number of houses within the Metropolitan Greenbelt, for which planning permission has been granted will not normally exceed two". It is requested that this be removed because the word normally is not being considered by the Council when making planning decisions. She outlines a situation whereby two grants of permission for dwellings on a particular landholding, 17/5591 & 14/6726 on different roads, and different townland to her proposed site is not sufficient to deviate from the two site rule. It is outlined that if there is no flexibility being exercised then the two site rule should be removed from the CDP. Map submitted to illustrate this point.
<b>Principal Issues Raised</b>	Should the provision of the Draft Plan (Objective RP 5-3), which place a limit of two one off housing permissions on a family farm in the Metropolitan Greenbelt area be revised / omitted?
<b>Chief Executive's Response</b>	The County Metropolitan Strategic Planning area is a rural area under the greatest pressure for rural housing in the County and accordingly it is considered appropriate to limit the scale of development that can take place on a farm holding.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>James O' Hea</b>
<b>DCDP346285825</b>	DCDP346285825
<b>Submission Summary</b>	This submission raises the issue of applicants who may live within a settlement boundary / urban area but own land in a rural area. Submission suggests that the location of the family home within a settlement boundary could be considered irrelevant and such applicants should be considered as qualifying applicants where they are applying for permission on a family farm/land, even where the applicant is not farming the land. Submission suggests a wider interpretation of rural connection / links to an area is needed, not limited by settlement boundaries. Submission further suggests

	that consideration should be given to accommodating some urban generated housing need in greenbelt areas where people grow up within a nearby settlement close to the site, but are on the “wrong side” of development boundaries.
<b>Principal Issues Raised</b>	Should the rural housing policy of the plan be amended so that the housing needs of people who live in a village/ settlement (urban generated need) can be met in a rural area, if the applicant / applicant’s family own land in a rural area, or can acquire a site nearby ?
<b>Chief Executive's Response</b>	Rural housing policy in the County Development Plan is based on the Sustainable Rural Housing Guidelines for Planning Authorities 2005, which draws a clear distinction between urban and rural generated housing needs. This policy is considered appropriate. An applicant’s connection to a rural area is assessed as part of the development management process.  New Guidelines on rural housing are expected in Q4 2021. The plan will be varied as necessary to comply with the updated Guidelines.  See discussion in relation to Chapter 5 Rural Volume One Part One of this report dealing with Key Issues, Responses and Recommendations. The Draft Plan Rural Housing Policy is considered appropriate.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Kevin McDonnell</b>
<b>DCDP344206895</b>	DCDP344206895
<b>Submission Summary</b>	This submission refers to Section RP 5 – 4, and requests that an additional 6th category be added as follows: “Persons running a small farm on a part time basis, and who can demonstrate the running of the farm for a minimum of 10 years previous to the application, who wish to build a first home on the farm for their permanent occupation. The proposed dwelling must be associated with the working and active management of the farm”.
<b>Principal Issues Raised</b>	Should the Draft Plan Rural Housing objective RP 5-4 – Rural Areas Under Strong Urban Influence and Town Greenbelt be amended to include a 6th category as suggested to facilitate Persons running a small farm on a part time basis, and who can demonstrate the running of the farm for a minimum of 10 years previous to the application, who wish to build a first home on the farm for their permanent occupation. The proposed dwelling must be associated with the working and active management of the farm”.
<b>Chief Executive's Response</b>	Chapter 5 Objective RP 5-4 already facilitates the housing needs of farmers and other persons working in full time farming (or part-time basis where it can be demonstrated that it is the predominant occupation. Accordingly, an additional 6th category is not required.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Lorraine Royal</b>
<b>DCDP345448803</b>	DCDP345448803
<b>Submission Summary</b>	The submission set outs a need to retain shipping containers for use as a home by a family member on their land. It provides details of a development comprising four shipping containers in use as a dwelling on land previously

	occupied by a ruin that could be used to provide a family home. Permission was refused for the retention of the development for reasons relating to inappropriate siting, scale and form of the development, and the submitter sets out why they disagree with this reason. The submitter is seeking help with the situation. They note that they are surrounded by metal farm buildings, and that theirs is small in comparison. They describe how the removal of the development would be expensive, that they didn't realize permission would be required, and that the removal would leave a family member in housing need. The submission notes that containers are used worldwide for accommodation successfully, can incorporate passive principals, are ideal in making use of existing waste, are less expensive, and can address the housing shortage in a very timely and cost effective manner. Some images of the development are also provided.
<b>Principal Issues Raised</b>	Should the Draft Plan Objective RP 5-22 in relation to the Design and Landscaping of New Dwellings in Rural areas be amended to support the use of alternative dwelling formats in rural areas.?
<b>Chief Executive's Response</b>	Chapter 5 Objective RP 5-22 already promotes an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases and safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental of sustainable design.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	Lorraine Royal
<b>DCDP345457652</b>	DCDP345457652
<b>Submission Summary</b>	The submission is a duplicate of submission DCDP345448803 above.
<b>Principal Issues Raised</b>	The submission is a duplicate of submission DCDP345448803 above
<b>Chief Executive's Response</b>	The submission is a duplicate of submission DCDP345448803 above
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	Michael Collins TD and Cllr Danny Collins
<b>DCDP345853247</b>	DCDP345853247
<b>Submission Summary</b>	This submission requests the following; That every 6 months the Senior Planner and Director of services in Cork County would meet Oireachtas and Council members in relation to rural and urban planning issues.
<b>Principal Issues Raised</b>	Does provision need to be made for regular meetings between Senior Planner and Director of services in Cork County and Oireachtas and Council members in relation to rural and urban planning issues.
<b>Chief Executive's Response</b>	Cork County Council currently holds regular meetings between representatives of the Planning Authority's Senior Management Team and the Planning and Strategic Development SPC and the Rural Housing Sub Committee to discuss rural housing and other rural development issues in a broader rural and urban settlement context. The planning authority seeks to address and resolve rural policy related matters at these meetings.

<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Michael Collins TD and Cllr Danny Collins</b>
<b>DCDP345854006</b>	DCDP345854006
<b>Submission Summary</b>	This submission makes the following comment, that “all planning applicants to be able to obtain a reasonable time with the local planner and his or her officials and on more than one occasion if required, prior to planning application being applied for, in rural communities, to iron out any difficulties the planning application may have, to save the applicant time and money”.
<b>Principal Issues Raised</b>	Does the public have adequate access to pre planning advice?
<b>Chief Executive's Response</b>	The Planning Authority applies considerable resources towards the provision of a comprehensive pre-application consultation service to anyone who has an interest in land who wishes to discuss a proposed development in accordance with Section 247 of the Planning and Development Act 2000.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Michael Collins TD Cork South West and Cllr Danny Collins</b>
<b>DCDP345845233</b>	DCDP345845233
<b>Submission Summary</b>	The submission states that people who can prove they want to live in the Rural Community that they seek once off planning permission in, should be fully allowed in a Scenic Landscape area or other once; Architectural, proper Foliage and a suitable system for Percolation are approved by the local planner and that no other obstacle be put before these people who want to get a start off in their lives.
<b>Principal Issues Raised</b>	Do the polices of the plan in relation to the development of rural housing in areas of Scenic Landscape need to be amended?
<b>Chief Executive's Response</b>	Guidance on the environmental and site suitability requirements for dwellings in rural area is given in section 5.6 of the Draft Plan (sixteen specific items listed as part of a non exhaustive list) and all applicants, in all parts of the county, need to consider these and other issues relevant to their site. This approach is considered reasonable and appropriate in terms of sustainable development.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Michael Moynihan</b>
<b>DCDP342910664</b>	DCDP342910664
<b>Submission Summary</b>	This submission states that the criteria for assessing planning applications in areas designated as Stronger Rural Areas needs to be reviewed to take greater consideration of applicant’s links to the rural area as a whole. Furthermore it states that the current criteria only looks at a specific townland, suggesting that this should be revised to include the surrounding townlands also. The submission considers the system unfair to deem an applicant as not having links to their rural community if they apply for planning permission on a site which forms part of that community, and suggest that narrow interpretation of a local rural area should be revised.

<b>Principal Issues Raised</b>	Should the Stronger Rural Areas Rural housing policy be reviewed and amended with respect to the interpretation of a local rural area?
<b>Chief Executive's Response</b>	Section 5.4.3 of the Draft Plan recognises the positive benefits for rural areas by allowing applicants to build a first home for their permanent occupation in a local rural area to which they have strong economic or social link. It defines the meaning of 'local rural area' as generally defined by reference to the townland, parish or catchment of the local rural school to which the applicant has as strong social and/or economic link out the meaning of 'local rural area'. The definition of local rural area is considered appropriate for Stronger Rural Areas.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Micheal Collins TD and Cllr Danny Collins</b>
<b>DCDP345837798</b>	DCDP345837798
<b>Submission Summary</b>	This submission makes the following point "That Planning permission be allowed in Cork County, village Nucleus style where there is an existing Shop or Church in the Community so to rebuild a strong local rural Community in surrounding of these buildings".
<b>Principal Issues Raised</b>	Should the Draft Plan Rural Settlement policies be amended to make provision for the development of 'village nucleus style developments' anywhere there is an existing shop or Church?
<b>Chief Executive's Response</b>	The hierarchy of settlements as provided for in the Draft Plan is consistent with the NPF, RSES and government guidelines. Table 2.6 sets out the County Cork settlement typology within this framework. This typology supports the provision of clustered housing developments within the County's town and village network to strengthen and support service provision and sustainable placemaking. The promotion of dispersed uncoordinated nucleus type development in unserved rural locations would be contrary to this approach and undermine the role of rural towns and villages as the locations to direct future investment to sustain service delivery and population growth.
<b>Chief Executive's Recommendation</b>	No amendment required
<b>Interested Party</b>	<b>Micheal Collins TD, Cllr Danny Collins, Cllr Ben Dalton O'Sullivan</b>
<b>DCDP345830391</b>	DCDP345830391
<b>Submission Summary</b>	This submission requests that people who can prove they want to live in the Rural Community where they seek once off planning permission in, be fully allowed, once Architectural and a suitable system for Percolation are approved by the local planner and that no other obstacle be put before these people who want to get a start off in their lives.
<b>Principal Issues Raised</b>	Should the assessment of the acceptability of housing in rural areas be limited to criteria relating to architecture and waste water disposal?
<b>Chief Executive's Response</b>	Guidance on the environmental and site suitability requirements for dwellings in rural area is given in section 5.6 of the Draft Plan (sixteen specific items listed as part of a non exhaustive list) and all applicants, in all parts of the county, need to consider these and other issues relevant to their site. This

	approach is considered reasonable and appropriate in terms of sustainable development.
<b>Chief Executive's Recommendation</b>	No amendment required
<b>Interested Party</b>	Paul Barry
<b>DCDP332155620</b>	DCDP332155620
<b>Submission Summary</b>	This submission refers to Rural Housing Policy. Submitter considers it a shame that Cork County Council is acknowledging that it will remain in defiance of EU legislation on the illegality of the "locals only" rule. Submitter considers that it would perhaps be more progressive to encourage NZEB (Nearly Zero Energy Building) , green home construction for new rural homes built by all (not just non-locals).
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Do the rural housing policies of the plan comply with EU policy in relation accommodating non locals?</li> <li>2. Should the draft plan include a policy on NZEB/green construction of new rural homes ?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Planning authority is satisfied that its rural housing policy meets the requirements of government policy on rural housing and such a view has been upheld by the Office of the Planning Regulator in their submission to the draft Plan. New Guidelines on rural housing are expected in Q4 2021. The plan will be varied as necessary to comply with the updated Guidelines.</li> <li>2. Objective RP 5-22 in relation to the Design and Landscaping of new dwellings in rural areas promotes sustainable approaches to dwelling design, and encourages energy efficiency, having regard to the need to reduce reliance on fossil fuels and carbon emissions. Furthermore, in accordance with the <i>Draft Development Plan Guidelines 2021</i>, planning authorities are required to avoid dealing with issues that are governed by other legislative codes, including for example, the Building Regulations or the Building Control Acts. This includes objectives that refer to specific building standards or methods, such as NZEB.</li> </ol>
<b>Chief Executive's Recommendation</b>	No amendment required
<b>Interested Party</b>	<b>SORC (Save Our Rural Communities)</b>
<b>DCDP346259034</b>	
<b>Submission Summary</b>	<p>Submission details that Save our Rural Communities (SORC) is a voluntary group that has come together with concerns regarding policies that they consider have been drafted without meaningful discussion with the community. It is considered that such policies can have adverse implications for future generations of those communities. The group seek to sustain a rural way of life and cultural identity of their area.</p> <p>The submission has a particular focus on West Cork with concerns that proposed changes to planning guidelines will impact negatively on many townlands across West Cork.</p> <ul style="list-style-type: none"> <li>• The group is requesting that the overall policy objectives for West Cork be re-examined to reverse population decline and the loss of</li> </ul>



	<p>employment opportunities due to what the submission describes as ‘restrictive planning policies’ proposed in the Draft County Development Plan.</p> <ul style="list-style-type: none"> <li>• They seek a meaningful consultation with all rural communities after the new Ministerial/Government guidelines on Sustainable Rural Housing are published. They see a need for a rural housing policy that is less restrictive for West Cork and can attract population to rural areas and take account of local circumstances.</li> <li>• Rural Housing Guidelines 2005: It is considered that housing development should be encouraged in rural areas where there is population decline and in weaker /coastal areas , in parallel with development in towns and villages. It is noted that the plan supports development in towns and villages but places no emphasis on development in other rural areas of West Cork.</li> <li>• Submission notes that there is often significant population growth in rural areas surround urban areas with an associated decline within urban areas themselves and suggests there is a need to examine why this is the case, with supportive polices for rural areas adjoining urban areas.</li> <li>• Submission further notes that SORC are not against growth in towns and villages but that such growth should not be at the expense of growth in the rural population or the development of housing in rural / coastal communities which supports the local community and helps retain services etc.</li> <li>• Submission highlights the poor demographic vitality of West Cork. The West Cork MD has a high number of households with an older age profile which requires a clear framework for the delivery of services and to address rural isolation. Broadband and the ability to work remotely are seen as developments which offer more people the opportunity to live in a rural area in West Cork and reverse the trend of declining population. Submission suggests that rural housing policy needs to be tailored to facilitate people wishing to set up home in rural countryside of West Cork, submission notes that urban living is not for everyone.</li> <li>• Submission does not support the idea of housing in towns and villages being promoted ‘as an alternative’ to individual housing in the countryside as it suggests that rural housing is a problem. Submission disagrees with planning policy encouraging people to seek a home in an urban setting. It is considered that this approach militates against vibrant rural communities.</li> <li>• Submission questions the reference to sensitive water catchments and the protection of water quality in structurally weak areas, noting that water quality should not be an issue with a properly installed WWTP. It is considered that pollution is coming from towns and villages where there has been a lack of investment in wastewater treatment infrastructure.</li> <li>• Submission cautions against the mindset that rural housing is bad for the environment.</li> <li>• Submission acknowledges the efforts of the Planning Authority to support small scale rural business and tourism initiatives as set out in section 5.10 of the Plan.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Submission would like to see Section 5.12 of the plan dealing with renovation or replacement of uninhabitable or ruinous dwellings relaxed further so they such opportunities are open to all, not such people with a connection to the area.</li> <li>• The submission notes that all of the Bantry electoral area has CLAR designation .</li> <li>• Submission seeks an amendment to the rural area housing types so that the Bantry Electoral region is classified as Structurally Weak.</li> <li>• More emphasis needed on the needs of rural and coastal communities, in parallel with those of Towns and Villages.</li> <li>• Planning Authority so seek to ensure that new rural housing guidelines will support the reversal of decline in parts of West Cork.</li> <li>• Develop policies objectives in the Draft Plan in consultation with stakeholders .</li> <li>• Retention of Villages Nuclei status and associated text or recognition as Other Location in the Draft Plan.</li> </ul>
<b>Principal Issues Raised</b>	<p>Should the Draft Plan Rural housing policy be amended to address the following issues:</p> <ol style="list-style-type: none"> <li>1. Should rural housing policy re revised so that is less restrictive in West Cork and to ensure a reversal of population decline in rural communities of West Cork?</li> <li>2. Does the plan place too much emphasis on the development of towns and villages, to the detriment of development in the countryside and rural communities?</li> <li>3. Should population decline on its own be a justification for allowing one off housing in the countryside?</li> <li>4. How can the plan address the ageing of the population and the risk of rural isolation?</li> <li>5. Clarification sought on whether options to renovate or replace a dwelling are available for all persons even from those outside the area?</li> <li>6. Should all of the Bantry Electoral region be designated a Structurally Weaker Area in terms of rural housing policy?</li> <li>7. Does the planning authority adequately consult with local communities before adopting new policy?</li> <li>8. Should Village Nuclei settlements be retained?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In addition to the requirements of the National Planning Framework and the Regional Spatial and Economic Strategy, the rural housing policy in the Draft Plan is based on the Sustainable Rural Housing Guidelines for Planning Authorities 2005. In line with the provisions of these guidelines the Planning Authority has identified a typology of rural area types and tailored housing policy to each area type, distinguishing between urban and rural generated housing need. These polices take account of a range of factors, including demographics. This policy is considered appropriate.</li> </ol> <p>New guidelines on rural housing are expected in Q4 2021 and at that point the current policies will be reviewed and revised as appropriate. The plan will be varied as necessary to comply with the updated Guidelines. Public consultation on the new housing guidelines is a matter for the Department and is outside the control of the Planning Authority. Any Variation of the</p>

	<p>County Development Plan will be subject to a statutory process which includes public consultation.</p> <ol style="list-style-type: none"> <li>2. The Planning Authority strives to balance the needs of urban and rural areas and is guided by government policy in such matters. The allocation of growth across the County is explained in Chapter Two of the Plan as part of the Core Strategy. The National Planning Framework highlights the need for compact, employment led growth and for greater alignment between where people live and work, in addition to the regeneration of towns and villages and supporting rural communities.</li> <li>3. Rural housing policy has to consider a wide variety of social, economic, and environmental considerations, not just population decline. The Rural Area Types identified in the Draft Plan are defined using the criteria in the Sustainable Rural Housing Guidelines 2005, using data from the Census, Geo-directory, journey time mapping, environmental sensitivity, and rural housing pressure areas.</li> <li>4. The County Development Plan recognises the many social and economic challenges associated with the ageing of the population. The Planning authority is committed to working with other stakeholders and service provider to support communities, including older persons.</li> <li>5. Objectives 5-29 and 5-30 support the replacement of rural dwellings and redevelopment/replacement of Uninhabitable or ruinous dwellings. For development covered by both these objectives applicants for planning permission do not need to demonstrate a local rural housing need or a rural connection to the area.</li> <li>6. These issues will be considered as part of the review of the rural housing policy referred to in item (1) above.</li> <li>7. The Planning Authority actively engages with communities in the development of new planning policy, in line with its statutory requirements.</li> <li>8. The Planning Authority reviewed the settlement network of the County as part of the review of the plan and it was decided to discontinue some of the smaller settlements across the county. The rationale for this is detailed in Background Document No. 4 Settlements and Placemaking, published as part of the pre draft stage of the review of the plan. This document is available at this link.. <a href="https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf">https://www.corkcoco.ie/sites/default/files/2020-03/background-document-no-4-settlements-and-placemaking.pdf</a></li> </ol> <p>See discussion in relation to Chapter 5 Rural in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</p>
<b>Chief Executive's Recommendation</b>	No amendment required

## 6 Chapter Social and Community

<b>Table 1.6</b>	<b>Chapter 6 Social and Community</b>
<b>Interested Party</b>	<b>Children &amp; Young People’s Services Committee Cork</b>
<b>DCDP346060201</b>	DCDP346060201
<b>Submission Summary</b>	The submissions states that the purpose of Children and Young People’s Services Committees (CYPSC) is to secure better outcomes for children and young people, through more effective integration of existing services and intervention at a local level. It notes Cork CYPSC have a 3 year strategic plan 2019- 2021 and that the development of a new Cork County Council Development Plan will provide them with an opportunity to work towards an alignment of the plans, to ensure that children & young people have a voice, to encourage further engagement with young people regarding decisions that affect their lives . The submission states there are representatives on CYPSC from a wide range of State, semi state and non-profit organisations, including representation from Cork County Council. It notes Child and youth participation is a key principle of Cork CYPSC including hearing the voice of seldom heard young people to ensure an inclusive approach, and that the impact of COVID on Young people has been immense and particularly for those who face greater barriers to accessing supports and services. The submission states it is essential to hear directly from these young people regarding how this has affected them, what improvements and supports they would like to see in Cork to improve their wellbeing and quality of life. This submission requests further engagement/consultation with CYPSC to consider how they can work collaboratively to align plans to improve outcomes for children and young people and to ensure active participation in the decisions that affect the quality of their lives in the County.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Requests to hear directly from young people regarding what is affecting them, and what improvements and supports they would like to see in Cork to improve their wellbeing and quality of life.</li> <li>2. Requests engagement/consultation with CYPSC to consider how they can work collaboratively to align plans to improve outcomes for children and young people and to ensure active participation in the decisions that affect the quality of their lives in the County.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Objective SC 6-2 includes the provision for Social and Community Engagement to recognise the diversity of needs of all citizens of various life stages, cultural and ethnic minorities, and ensure all have the opportunity to contribute to the development of their communities.</li> <li>2. Noted. Objective SC 6-2 addresses this issue also. The Planning Authority encourages an inclusive and engaged planning system so that a diversity of voices can be integrated into the planning process and be encouraged to become more involved in their community.</li> </ol>
<b>Chief Executive's Recommendation</b>	1 and 2: See amendment 1.6.3.
<b>Interested Party</b>	<b>CIlr Alan O'Connor</b>
<b>DCDP346161931</b>	DCDP346161931
<b>Submission Summary</b>	The submission thanks everyone involved in putting the plan together and states great experiences were had when interacting with the planning team. The

	<p>submissions makes the following comments and proposals under the following headings:</p> <p>1. The role of education: The submission references paragraph 6.4.2: ‘Schools and educational facilities also have a crucial role in the development of an educated and skilled workforce capable of meeting the demands of a modern economy.’ It noted the curriculum, at primary level at least, is child-centred insofar as the aim is to attend to the needs of the child before you in the here and now, forming a rounded individual and citizen, not an economic worker of the future. It states that the general aims of primary education, as per the Introduction to the Curriculum documents (primary school) are:</p> <ul style="list-style-type: none"> <li>• to enable the child to live a full life as a child and to realise his or her potential as a unique individual</li> <li>• to enable the child to develop as a social being through living and cooperating with others and so contribute to the good of society</li> <li>• to prepare the child for further education and lifelong learning.</li> </ul> <p>The submissions requests to relegate the economic/future workforce development role of education to secondary, at best. It states it will always be an offshoot of the education process and is not worth mentioning.</p> <p>2. SC 6-6: Provision of Educational Facilities in Large Residential Developments and Table 6.1: School Requirements in Main Settlements: It states notwithstanding that the goal of our inclusive education system to integrate pupils with special education needs into mainstream classes as far as possible is an excellent one. It requests to mention how the objectives/targets for educational infrastructure relate to the potential provision of special schools, or e.g. autism units. The submissions proposes to include the following wording in SC 6-6: b) "Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided, including adequate provision for special needs education facilities, such as dedicated autism units, special schools, etc., where necessary."</p> <p>3. It was stated that SC 6-7 was a great objective and would like to mention parking for bicycles within the objective, regardless that there are several objectives elsewhere in the document related to the provision of bicycle parking. It states the following wording should be included: SC 6-7: ‘Support the Health Service Executive and other statutory and voluntary agencies and private healthcare providers in the provision of healthcare facilities to all sections of the community, at appropriate locations, with good public transport links and parking facilities for motor vehicles as well as bicycles.’</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Issue raised regarding the role of education and requests to relegate the economic/future workforce development role of education to secondary, at best. It states it will always be an offshoot of the education process and is not worth mentioning.</li> <li>2. Requests additional wording in SC 6-6 to include provision for special needs educational facilities.</li> <li>3. Requests additional wording in SC 6-7 to include the provision for parking for bicycles.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Paragraph 6.4.2 refers to all educational facilities, from primary to third level education and recognises the future potential that can be achieved</li> </ol>

	<p>by attending these facilities and the benefit for the individual and the economy.</p> <ol style="list-style-type: none"> <li>2. Additional wording will be included to emphasise the inclusive nature of our education system. Amend wording to SC 6-6 to incorporate including adequate provision for special needs education facilities, such as dedicated autism units, special schools, etc., where necessary.</li> <li>3. The plan encourages the use of sustainable transport and promotes healthy and active living. Additional wording will be included to provide provision for parking for bicycles. Amend wording to Objective SC 6-7 to include the provision of parking for bicycles</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No Amendment Required</li> <li>2. <a href="#">See amendment No. 1.6.1</a></li> <li>3. <a href="#">See amendment No. 1.6.2</a></li> </ol>
<b>Interested Party</b>	<b>Cork County Comhairle na nÓg</b>
<b>DCDP346265614</b>	DCDP346265614
<b>Submission Summary</b>	<p>Cork County Cork County Comharile na nÓg have made a submission on the draft Cork County Development plan to ensure that youth voices are heard. Their submission centres around the Sustainable Development Goals (SDG's) and they make the following recommendations relevant to the Draft Development Plan:</p> <ul style="list-style-type: none"> <li>• Improve youth engagement especially those from economically disadvantaged backgrounds.</li> <li>• Increase the amount of social housing and ensure this is dispersed throughout the area</li> <li>• Increase support for Farmers Markets which would assist the transition to sustainable agriculture.</li> <li>• Increased number of wind farms especially on mountains but ensuring landowners are consulted.</li> <li>• Increased number of fast chargers for electric cars in petrol stations and outside public buildings.</li> <li>• Increased amount of affordable, regular public transport especially in rural Ireland.</li> <li>• Increased production of renewable energy.</li> <li>• Increase planting of native trees, wildflowers and reforestation and encourage conservation and rewilding.</li> <li>• Encourage zero waste through deposit return schemes, mattress recycling, and more public bins including at coastal locations.</li> <li>• Encourage sustainable fishing and address marine litter.</li> <li>• Tidal barrier in Cork harbour for climate adaption.</li> <li>• Improve roads.</li> <li>• Protect heritage sites.</li> <li>• Increase number and safety of bike lanes.</li> <li>• Gender neutral bathrooms in public spaces such as schools.</li> <li>• Request ban on anti-homeless architecture and prevent future use.</li> <li>• Emphasise sustainability at the core of all development in Cork.</li> <li>• Request better and increased community engagement with youth groups and community groups.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Improve youth engagement especially those from economically disadvantaged backgrounds.</li> <li>2. Increase the amount of social housing and ensure this is dispersed throughout the area</li> </ol>

	<ol style="list-style-type: none"> <li>3. Increase support for Farmers Markets which would assist the transition to sustainable agriculture.</li> <li>4. Increased number of wind farms especially on mountains but ensuring landowners are consulted.</li> <li>5. Increased number of fast chargers for electric cars in petrol stations and outside public buildings.</li> <li>6. Increased amount of affordable, regular public transport especially in rural Ireland.</li> <li>7. Increased production of renewable energy.</li> <li>8. Increase planting of native trees, wildflowers and reforestation and encourage conservation and rewilding.</li> <li>9. Encourage zero waste through deposit return schemes, mattress recycling, and more public bins including at coastal locations.</li> <li>10. Encourage sustainable fishing and address marine litter.</li> <li>11. Tidal barrier in Cork harbour for climate adaption.</li> <li>12. Improve roads.</li> <li>13. Protect heritage sites.</li> <li>14. Increase number and safety of bike lanes.</li> <li>15. Gender neutral bathrooms in public spaces such as schools.</li> <li>16. Request ban on anti-homeless architecture and prevent future use.</li> <li>17. Emphasise sustainability at the core of all development in Cork.</li> <li>18. Request better and increased community engagement with youth groups and community groups.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Chapter 6 Social and Community, objective SC 6-2 addresses this issue also. The Planning Authority will encourage a more inclusive and engaged planning system so that a diversity of voices can be integrated into the planning process and be encouraged to become more involved in their community. Objective 6.2 has been amended to include reference that the Planning Authority will continue to actively engage with citizens in order to encourage involvement in their community so people get a voice in the decisions that affect their quality of life in their county, where appropriate.</li> <li>2. Chapter 4 Housing address this issue and provides numerous references to social housing and affordable housing.</li> <li>3. Chapter 9 Town Centres and Retail, paragraph 9.4.14 references the need to encourage Farmers Markets.</li> <li>4. Chapter 13 Energy and Telecommunications, Section 13.6 Wind Energy addresses the need to facilitate increased levels of renewable energy production.</li> <li>5. This is beyond the remit of the plan.</li> <li>6. Chapter 2 Core Strategy, outlines the need for public transport in all the Strategic Planning Areas in the County.</li> <li>7. Chapter 13 Energy and Telecommunications, Section 13.4 Cork Energy relates the renewable energy and the need to facilitate increased levels of renewable energy production. Renewable energy is mentioned throughout numerous chapters in the Draft plan.</li> <li>8. Chapter 8 Economic Development, EC 8-14 Forestry refers to sustainable forestry. Chapter 5 Rural and Chapter 14 Green Infrastructure and Recreation and Chapter 15 Biodiversity and Environment also reference biodiversity, forestry and conservation.</li> <li>9. Chapter 15 Biodiversity and Environment , Section 15.12 Waste addresses this issue.</li> <li>10. Chapter 7, Marine, Coastal and Islands addressed fisheries.</li> <li>11. Chapter 11 Water Management addresses flooding and flood defences.</li> </ol>



	<p>12. Chapter 12 Transport and Mobility, and Table 12.1 Integrated Land Use and Transport Strategy addresses road upgrades in County Cork.</p> <p>13. Chapter 16 Built and Cultural Heritage and Volume Two recognises the importance of identifying, valuing and safeguarding our archaeological, architectural and cultural heritage for future generations through appropriate protection, management and enhancement measures or via the sensitive development of this resource.</p> <p>14. Chapter 12 Transport and Mobility addresses provision for bicycles facilities.</p> <p>15. This issue is beyond the remit of the plan.</p> <p>16. This issue is beyond the remit of the plan.</p> <p>17. The new Cork County Development Plan sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the plan period from 2022 to 2028.</p> <p>18. Chapter 6 Social and Community, objective SC 6-2 addresses this issue also. The Planning Authority will encourage a more inclusive and engaged planning system so that a diversity of voices can be integrated into the planning process and be encouraged to become more involved in their community.</p> <p>The Sustainable Development Goals are mentioned in Chapter 12 Transport and Mobility and Chapter 17 Climate Action.</p>
<b>Chief Executive's Recommendation</b>	<p>1. See <a href="#">Amendment 1.6.3</a>.</p> <p>2-18. No Amendment Required.</p>
<b>Interested Party</b>	<b>Cork North Central Ógra Fianna Fáil</b>
<b>DCDP346256877</b>	DCDP346256877
<b>Submission Summary</b>	<p>The submission recognises the significant role that this plan will have in operationalising the NDP and RSES and provides feedback for the planning unit of Cork County Council in fulfilling the visions as proposed in this policy eco-system, under the following headings:</p> <p>City/County Co-Ordination</p> <p>It states Ógra is happy to see that the Cork Metropolitan Area Strategic Plan is given due consideration. It notes this plan is ambitious and inter-agency collaboration is required. Ógra endorses the proposal in the plan's delivery section to continue actively collaborating with other stakeholders including Cork City Council to facilitate the MASP's implementation.</p> <p>Rail Infrastructure Development</p> <p>It states Ógra is pleased to see the recently announced 184 million euro plan being factored into the development plan, and that with this funding, Ógra looks forward to seeing the plans for a rail network being fulfilled by Cork County Council as a senior stakeholder in the Cork Region.</p> <p>Road Infrastructure Development</p> <p>It states Ógra welcomes the prioritisation of the Cork North Ring road project linking the N40 to Dunkettle. however, as a supplement to this project, the provision of improved public transport to areas newly added to the remit of Cork City Council should also be a priority. It notes to maximise the benefit of such large infrastructure projects, it will be necessary to intertwine them with public transport.</p> <p>Social Inclusion</p> <p>The submission notes that Ógra endorses Cork County Council's commitments to the principle of social inclusion, and it is essential that all of the County Council's proposals will be underpinned with a commitment to building a county that has a more socially inclusive society, that provides good quality affordable housing, community infrastructure and improved access to information and resources.</p>

	<p>Care for the Elderly: The submission states Ógra is pleased to see the proposal to factor in housing opportunities for the elderly. It notes in the submission the council’s proposal to encourage private developers to incorporate the principles of universal design into new residential properties through the application of the Universal Design Guidelines for Homes in Ireland, and also notes the Dementia Friendly Dwellings for People with Dementia, their Families and Carers guidelines.</p> <p>Childcare: It states while Childcare is a competency not directly applicable to Cork County Council, Ógra Fianna Fáil wishes to acknowledge the County Council’s discussion of Childcare in Section 6.3 of the plan. It notes that this section is a reflection of the national legislation and does not provide concrete plans or ambitions for the local government’s role in facilitating the construction of childcare facilities, outside of its role as a planning body.</p> <p>Education: It states Ógra is happy to see that Cork County Council has acknowledged that the planning system needs to keep pace with the scale of new residential development by ensuring that adequate school places are available or provided in a timely manner, and that the commitment by the council to require all residential developments to have a report identifying the demand for school places likely to be generated by the development is welcome.</p> <p>Youth services: It states Ógra welcomes the emphasis placed on recreational spaces for young people. It notes the Covid-19 pandemic has highlighted the value of green spaces, however, it highlights that the placement of these services must be strategically concentrated in areas with more demographically youthful populations. It states this implies a greater need for service provision on the outskirts of the city to provide newer housing developments where appropriate.</p> <p>Tourism</p> <p>The submission states Ógra is happy to see that the County Council has begun to discuss classification of tourists into relevant sub-categories including “Culturally Curious, Social Energisers and Great Escapers” per Fáilte Ireland’s branding, however, Ógra would like to see more commitment from the council to engage with its peers in Cork City Council and Fáilte Ireland to develop package trips for the tourism market.</p> <p>It notes the discussion on Greenways is welcome, however, further environmental and ecological investigations may reveal the true feasibility of these projects. It states Ógra supports the County’s proposals and objectives relating to these greenways. It states the commitment to developing a county-wide greenway strategy in Cork, building on the feasibility studies that have already been carried out to date is especially welcome.</p> <p>The submission states they look forward to working with the stakeholders in the constituency of Cork North Central on these matters and more in concert with Fianna Fáil’s public representatives.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. City/County Co-Ordination - It notes this plan is ambitious and inter-agency collaboration is required.</li> <li>2. Shows support for Rail Infrastructure Development in the County.</li> <li>3. Road Infrastructure Development- as a supplement to this Cork North Ring Road Project, the provision of improved public transport to areas newly added to the remit of Cork City Council should also be a priority. It notes to maximise the benefit of such large infrastructure projects, it will be necessary to intertwine them with public transport.</li> <li>4. Social Inclusion - It states this implies a greater need for service provision on the outskirts of the city to provide newer housing developments where appropriate.</li> <li>5. Tourism - more commitment from the council to engage with its peers in Cork City Council and Fáilte Ireland to develop package trips for the tourism market.</li> </ol>

<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The plan is a collaborative process that requires inter-agency collaboration. The Planning Authority will continue to actively collaborate with other stakeholders including Cork City Council to facilitate the MASP's implementation.</li> <li>2. Objective TM12.3 addresses Rail Transport in County Cork. Rail The plan provides a detailed framework to provide provision for transport, rail and road network infrastructure to be fulfilled. There are many environmental and social benefits to be gained from utilising rail to transport goods.</li> <li>3. Strategic road infrastructure investment projects are necessary to unlock certain development opportunities. The plan facilitates improvements in road infrastructure and safeguards efficiency in the network. Chapter 12 Transport and Mobility sets out the Plan's objectives in this regard.</li> <li>4. Chapter 6 and Chapter 4, Section 4.5 addresses all the issue raised regarding education, care for the elderly, childcare and youth services. The plan supports the location of social and community services in appropriate locations within the county.</li> <li>5. It is an operational issue for the Economic Directorate and beyond scope of CDP. Chapter 10 Tourism addresses the issues regarding Greenways raised in this submission.</li> </ol>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Department of Education</b>
<b>DCDP346245201</b>	DCDP346245201
<b>Submission Summary</b>	<p>The submission states the Department of Education welcomes the Draft Plan and the work undertaken by Cork County Council in reflecting on the school needs for County Cork and anticipating emerging demographics in the various settlements of County Cork. It notes the Department welcomes the explicit support for the provision of school accommodation and the inclusion of objective ZU 18 - 12 which promotes the provision of educational development in Community/Utility areas.</p> <p>It states there are currently 352 schools in Co. Cork. The submission refers to the planned level of growth in the County Cork, particularly within the main towns. It notes the Department welcomes that population projections for the three expansionary areas of Carrigtwohill, Middleton and Cobh and for Monard SDZ are provided beyond the lifetime of the plan, up to 2031. It states this is of assistance to the Department as the Department works to a long-term horizon in order to make sufficient provision for the planning and construction of school accommodation.</p> <p>It states there is currently a national trend whereby the numbers of young people nationally aged 0 -15 years are declining on an annual basis at present. It notes this overall decline in numbers is feeding into a decline in primary school enrolment levels which is projected to continue beyond the lifetime of this plan (until at least 2034). It states this decline in enrolment levels is resulting in generally increased availability of primary school places, but, notwithstanding that, as Cork County Development Plan indicates, there will be areas of planned concentrated population growth which may necessitate either expansion of existing primary schools or provision of new schools. It notes at post-primary level, enrolment levels generally are currently on an upward trajectory for the lifetime of this plan (until 2027), and thereafter, enrolment levels are projected to decline, mirroring the current position at primary level. The submission outlines the three ways in which the provision of primary or post primary level schools can be met: Utilising existing unused capacity within a school (or schools), Extending the capacity of the school(or schools), or Provision of a new school (or schools).</p>

	<p>The submission outlines the steps the Department takes when projecting school place requirements. The Department make contrast to a report referenced in Chapter 6 of Volume 1 of the Draft Plan issued by a local interest group which details historic information concerning East Cork population trends. It states the Department is satisfied that their approach represents a vastly more robust methodology for the projection of school place requirements than the consideration of historic data on which the referenced report is based. It notes a number of projects are in the pipeline in the area and the Department’s most current analysis does not indicate a requirement for additional school accommodation provision in the Midleton/Carrigtwohill or Youghal school planning areas above that which is currently being planned and delivered. It states the Department will continue to monitor the relevant metrics, including the volume, pace and location of residential development activity and keep school place requirements in Midleton under review.</p> <p>The submission states the Department has examined the overall population targets and the targets per settlement and makes the following observations:</p> <ul style="list-style-type: none"> <li>• It is not immediately apparent that the sum of the numbers for all settlements in each of the strategic planning areas equates exactly with the overall projected target for the strategic planning area. (This could be addressed in the final draft). Nevertheless, in assessing the implications for school place requirements in the various settlements, the Department used the settlement population targets identified in the draft plan.</li> <li>• In assessing the implications for school requirements, the Department projected forwards to a ten year horizon, i.e. 2031. Account was taken of underlying demographic trends, known information concerning projected growth (including the information provided in the draft plan), known information concerning existing school capacity and approved capital projects for individual schools. Based on all factors, a view has been formed concerning how future requirements can best be met at each settlement and commentary is provided in this regard.</li> <li>• For the bulk of settlements, in existing developed areas, (apart from the expansionary new residential areas), it is clear that there is going to be a strong reliance on the existing school facility ( or an extension to it) in order to cater for the future educational need of the settlement. The Department notes the commitment in the plan to adhere to the NPF objective of compact growth, urban renewal and the utilisation of re-generation sites. For this reason, the Department seeks to protect any opportunity for potential longer-term requirements in established communities. The Department requests the inclusion of buffer zones and land-use designations that support education development adjacent to existing and established schools as these will be critical in meeting school accommodation requirements in existing built-up areas. In some instances, such provision may be the only viable solution for the provision of school places to meet local need.</li> <li>• Objective ZU 18-9 promotes increased residential densities in existing residential areas, in accordance with the NPF principle of compact development. The Department requests that this is also qualified with a reference to an assessment of educational capacity in the area and whether it can meet the requirements arising from the increased density. The Department requests that the capacity of existing schools and any planned schools, as published by the Department, be considered as “supporting infrastructure and facilities” and given high priority in Cork County Council’s assessment of the suitability of specific lands for residential development.</li> <li>• Support for urban-design schools in established areas would be welcome. In particular, measures to facilitate reduced requirements for on-site parking and set-down and to support access to off-site public amenities and facilities is essential to achieving the delivery of schools in the urban carbon-neutral model promoted in the NPF.</li> </ul>
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<ul style="list-style-type: none"> <li>• The Department welcomes the statement at 6.4.15 that Cork County Council will consider potential synergies with adjacent public (and commercial) facilities in the proposed siting of schools or vice versa, particularly opportunities to locate schools adjacent to open space or recreation amenities, childcare provision and/or other community facilities.</li> <li>• The Department welcomes that the plan supports the proposed development of a number of sites (which have already been identified for school provision to meet immediate school place requirements) by means of an appropriate zoning and/or by a Specific Local Objective on the subject site.</li> <li>• The Department welcomes plan objective SC 6- 6 Provision of educational facilities in large residential developments. The Department suggests that this be further strengthened by a statement that where a designated school site forms part of a wider development it is critical that the granting of permission for that wider development be contingent upon the provision of infrastructure and services to the school site as part of that development and such infrastructure and services must be specified to the standard which is required for any future school provision at that location.</li> <li>• Some settlements are just inside Cork City boundary and directly adjoin Cork County boundary. Ballincollig is an example. In these settlements, it can prove difficult to source a suitable school site on the city side of the settlement boundary, but there may be an option on the county side. The Department asks that Cork County Council would collaborate with Cork City Council if requested in such cases.</li> </ul> <p>The Department notes the four strategic planning areas within the submission. The Department then carries on to provide some commentary on the settlements in each of the four strategic planning areas in Co Cork:</p> <p>Metropolitan area</p> <p>Carrigaline</p> <p>The submission references the projected growth for Carrigaline, and that there are six mainstream primary schools, two special schools (one of which opens in September 2021), and three post-primary schools, and references the sites zoned for the provision of schools, CL-C-01 and CL-C-02. It states CL-C-01 is under construction for three schools (Gaelscoil and Gaelcholaiste Carraig Ui Leighinn and Sonas Special Junior Primary School), and a Special School is due to be open in September 2021 in the building currently occupied by the Gaelscoil which is relocating to the new campus in CL-C-01. It discusses the site of CL-C-02 and the possible flood risk on the site, which would require an assessment in terms of its suitability, and requests that another site be zoned for the provision of a primary school in the town, based off the projected growth in Carrigaline. It states at post-primary level there are no currently identified expansion or new school requirements (other than what is already planned for delivery).</p> <p>Carrigtwohill</p> <p>The submission references the projected growth for Carrigtwohill and that there are currently three mainstream primary schools and two post-primary schools. It notes at primary level, there is an anticipated potential requirement for an additional future primary school (and there is a site zoned in the draft plan at CT-C-03), subject to the projected population growth materializing, and the timing of same relative to the current downward trend in primary enrolments, and at post-primary level, the projected need will be met by the construction of Carrigtwohill Community College. It states it is to be constructed on a campus site owned by the Department, (zoned CT-C 01). It notes to meet shorter term post-primary needs in the settlement, additional accommodation is being provided to St. Aloysius College to enable it to expand to cater for an increased enrolment. It states the campus site will also cater for Scoil Chliodhna Community National School (established in 2015) and Scoil Mhuire Naofa. The Department welcomes the objectives CT-C-03 primary school and CT-C-04 which are to cater for the future educational requirements of</p>
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	<p>a growing community in Carrigtwohill which is projected to grow further beyond the lifetime of this plan.</p> <p><b>Midleton</b></p> <p>The submission references the projected growth for Midleton and that there are five mainstream primary schools and four post-primary schools. It states the level of population expansion envisaged in Midleton may generate a requirement for new schools over the medium to long term, subject to the timing and location of the growth. At a maximum, the Department estimates that up to two new primary schools could be required and up to one post-primary school. The draft plan meets these projected potential requirements. It notes two primary school sites are identified in Phase 1 and Phase 2 of the Water-rock UEA. It states the delivery of both of these sites is dependent on the provision of infrastructure as described in Tables 4.3.5 and 4.3.6. The sites' objectives are MD-C-01 (3.3ha) &amp; MD-C-02 (2.8ha). A site for a post-primary school is identified as part of Phase 2 of the Water-Rock UEA MD-C-03 (5.3ha). It notes the development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6. It notes the plan also provides land to allow for the expansion of the post-primary adjoining school, but this is identified as having a possible flood risk MD-C-04 (2.1ha). It states in order to meet post-primary requirements in the settlement in the short to medium term, increased capacity is being provided at two of the post-primary schools (St. Mary High School and St. Colman's Community College).</p> <p><b>Cobh</b></p> <p>The submission references the projected growth for Cobh and that the settlement of Cobh there are six mainstream primary schools and two post-primary schools. It states at primary level, the Department considers that there may be a requirement for an additional primary school to cater for the additional population growth in Cobh, subject to the timing of same, and welcomes the zoning of a site for a future school at Ballynoe (CH-C-03), and at post-primary level, a relatively modest increase in enrolment may materialise which it is considered could be accommodated by expansion of existing facilities.</p> <p><b>Monard</b></p> <p>The submission references the projected growth for Monard and that Monard is a completely new town and SDZ on the railway line running from Mallow into Cork City. The Department notes the provisions of the SDZ plan to cater for the intended ultimate population of Monard (13,000 people) with a total of four primary schools suitable for two streams in each of the four villages. It states all 4 proposed primary schools are served by pedestrian routes. A post-primary school is to be provided in the Southern end of the Country Park. It notes the plan is that this school will be accessible by a variety of pedestrian routes, including one running through the Country Park.</p> <p><b>Other smaller settlements in the metropolitan area</b></p> <p>The submission states population growth is projected in a number of the smaller settlements in the metropolitan area., and that the growth estimates were examined for each of the settlements in terms of their implications at primary school level. It states the Department is of the view that any increase in primary school educational requirements in the smaller settlements can be met either by the existing facilities or by relatively minor expansion of the existing facilities. It notes there is not any identified case for new school provision, nevertheless, the reliance on utilizing or expanding the existing facilities further underscores the necessity to zone all existing facilities (including their full sites) for educational use and where possible to have buffer zones around them to aid future expansion. It states in terms of the post-primary requirements arising from the smaller settlements, the projected growth in these smaller settlements has been considered in relation to the post-primary schools in the area which serves them. (These schools are mostly in the larger settlements).</p>
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	<p>Greater Cork Ring Mallow</p> <p>The submission references the projected growth for Mallow and that there are six mainstream primary schools and three post-primary schools. It states the projected underlying demographic fall in primary school aged children in Mallow is such that there is little or no expected increase in primary school capacity required in Mallow over the lifetime of the plan. It requests the following text at para 2.3.2 at page 111 of Volume 4 be removed: "The Department of Education previously identified a need for three additional primary schools and two additional post primary schools to cater for the planned levels of growth in the town. A primary school has since been constructed at Castlelands (Scoil Aonghusa CNS). Over the life of the plan the Council will liaise with the Department to identify suitable sites for the additional schools."</p> <p>It notes this statement was made in 2011 in response to the draft Mallow LAP which projected that the population of Mallow would grow to 20,000 people by 2020. This level of growth did not materialize as evidenced by the current draft plan which projects a target population growth to just over 16,000 people by 2028 (from a level of 12,459 people in 2016). It notes the requirement for two school sites in Mallow should also be removed from the table at page 117 of Volume 1. It noted at post-primary level, a relatively modest increase in enrolment is projected which could be accommodated by expansion of existing facilities.</p> <p>Fermoy</p> <p>The submission references the projected growth for Fermoy and that there are six mainstream primary schools and three post-primary schools. It states at primary level, there is no anticipated requirement for additional capacity in Fermoy, and at post-primary level, a relatively modest increase in enrolment is projected which it is considered could be accommodated by expansion of existing facilities.</p> <p>Macroom</p> <p>The submission references the projected growth for Macroom and that there are two mainstream primary schools and three post-primary schools. It states at primary level, a very marginal requirement for increased school places may arise and this could be accommodated by expansion at existing facilities, and that there is no anticipated requirement for increased provision in post-primary school places.</p> <p>Youghal</p> <p>The submission references the projected growth for Youghal and that there are three mainstream primary schools and one post-primary school. It states at primary level, there is no anticipated requirement for additional capacity in Youghal, and at post-primary level, a relatively modest increase in enrolment is projected which could be accommodated by expansion of existing facilities.</p> <p>Kinsale</p> <p>The submission references the projected growth for Kinsale and that there are four mainstream primary schools and one post-primary school. It notes that primary level, there is no anticipated requirement for additional capacity in Kinsale. It states at post-primary level, a combination of strong underlying demographic growth as well as the effect of the projected increased population may contribute to a requirement for a capacity increase, and depending on the extent of the increase that emerges, the existing school may not be expandable enough to meet the increase. It notes therefore, it is considered prudent to zone a site for a possible future post-primary school.</p> <p>Bandon</p> <p>The submission references the projected growth for Bandon and that there are four mainstream primary schools and four post-primary schools (one of which is fee-paying). It notes at primary level, there is an indication of potential increased requirement for school places, that it is of a level that it could be met by expansion of existing facilities. It notes there is no anticipated post-primary requirement when account is taken of planned projects at post-primary schools in Bandon.</p>
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	<p><b>North Cork</b></p> <p><b>Buttevant</b> The submission references the projected growth for Buttevant and that there is one mainstream primary school and one post-primary school. It states at primary level, there is no anticipated requirement for additional capacity in Buttevant, and at post-primary level, there are plans to expand the existing school and this should cater for any potential increase in requirements for school places.</p> <p><b>Kanturk</b> The submission references the projected growth for Kanturk and that there are two mainstream primary schools and two post-primary schools. It notes at primary level, there is no anticipated requirement for additional capacity in Kanturk, and at post-primary level, there is a projected increase in school place requirements which could be met by expansion of existing facilities.</p> <p><b>Charleville</b> The submission references the projected growth for Charleville and that there are three mainstream primary schools and two post-primary schools. It notes at primary level, there is an indication for a potential increased requirement for school places. It states depending on the level of increase, it suggests it should be possible to cater for it by expansion of existing facilities. It notes it could be the case that a new site would be required if existing facilities are not capable of expansion, and for this reason, it would be prudent to zone a primary school site in Charleville. It notes at post-primary level, it is anticipated that any increase in requirements could be met by the existing facilities.</p> <p><b>Millstreet</b> The submission references the projected growth for Millstreet and that there are two mainstream primary schools and one post-primary school. It notes at primary level, there is no anticipated requirement for additional capacity in Millstreet, and at post-primary level, there is a projected potential increase in school place requirements which could be met by expansion of the existing facility if necessary.</p> <p><b>Newmarket</b> The submission references the projected growth for Newmarket and that there are two mainstream primary schools and one post-primary school. It notes at primary level, there is no anticipated requirement for additional capacity, and at post-primary level, there is a potential very marginal projected increase in school place requirements which could be met by expansion of the existing facility (if required).</p> <p><b>Mitchelstown</b> The submission references the projected growth for Mitchelstown and that there are two mainstream primary schools and three post-primary schools. It notes at primary level, there is no anticipated requirement for additional capacity in Mitchelstown, and at post-primary level, there is a potential moderate projected increase in school place requirements which could be met by expansion of existing facilities in the town, if required.</p> <p><b>West Cork</b></p> <p><b>Bantry</b> The submission references the projected growth for Bantry and that there are four mainstream primary schools and one post-primary school. It notes at primary level, there is no anticipated requirement for additional capacity, and at post-primary level, there is a potential projected increase in school place requirements which could be met by expansion of the existing school, if required.</p> <p><b>Clonakilty</b> The submission references the projected growth for Clonakilty and that Clonakilty is designated by the RSES as a key town in West Cork. It notes that there are four mainstream primary schools and two post-primary schools. It notes at primary level, there is no anticipated requirement for additional capacity, and at post-primary level, there is a potential projected increase in school place requirements which could be met by expansion of existing facilities, if required.</p>
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	<p>Dunmanway The submission references the projected growth for Dunmanway and that there are four mainstream primary schools and one post-primary schools. It notes there is no identified requirement to increase school capacity in Dunmanway.</p> <p>Skibbereen The submission references the projected growth for Skibbereen and that there are four mainstream primary schools and one post-primary school. It notes at primary level, there is no anticipated requirement for additional capacity, and at post-primary level, there is a potential projected increase in school place requirements which could be met by expansion of the existing school, if required.</p> <p>Schull The submission references the projected growth for Schull and that there are two mainstream primary schools and one post-primary school. It notes there is no requirement to increase school capacity in Schull.</p> <p>The submission states the Department thank Cork County Council for the consideration given to the Department’s submission to the Issues Paper in July 2020. Its states the changes since the adoption of the County Development Plan 2014, and that Cork County Council have embraced these new principles, such as compact growth, climate resilience and sustainable neighbourhoods, within the Draft Plan. It notes this submission demonstrates the critical importance of protecting the existing educational infrastructure so that it can be purposed to meet future educational needs in established settlements of Co Cork that are going to be further developed. The submission states the Department look forward to continued co-operation and engagement with Cork County Council in regard to school planning for County Cork.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. States East Cork a number of projects are in the pipeline in the East Cork area and the Department’s most current analysis does not indicate a requirement for additional school accommodation provision in the Midleton/Carrigtwohill or Youghal school planning areas above that which is currently being planned and delivered</li> <li>2. It notes that it is not immediately apparent that the sum of the numbers for all settlements in each of the strategic planning areas equates exactly with the overall projected target for the strategic planning area. Nevertheless, in assessing the implications for school place requirements in the various settlements, the Department used the settlement population targets identified in the draft plan. In assessing the implications for school requirements, the Department projected forwards to a ten year horizon, i.e. 2031.</li> <li>3. The Department seeks to protect any opportunity for potential longer-term requirements in established communities.</li> <li>4. The Department requests the inclusion of buffer zones and land-use designations that support education development adjacent to existing and established schools as these will be critical in meeting school accommodation requirements in existing built-up areas.</li> <li>5. Regarding Objective ZU 18-9 which promotes increased residential densities in existing residential areas, in accordance with the NPF principle of compact development, the Department requests that this is also qualified with a reference to an assessment of educational capacity in the area and whether it can meet the requirements arising from the increased density.</li> <li>6. The Department requests that the capacity of existing schools and any planned schools, as published by the Department, be considered as “supporting infrastructure and facilities” and given high priority in Cork</li> </ol>

	<p>County Council’s assessment of the suitability of specific lands for residential development.</p> <ol style="list-style-type: none"> <li>7. Support for urban-design schools in established areas would be welcome. In particular, measures to facilitate reduced requirements for on-site parking and set-down and to support access to off-site public amenities and facilities is essential to achieving the delivery of schools in the urban carbon-neutral model promoted in the NPF.</li> <li>8. The Department suggests a statement to strengthen objective SC 6-6.</li> <li>9. The Department asks that Cork County Council would collaborate with Cork City Council regarding provision of school sites adjacent to the city boundary settlements, if requested in such cases.</li> <li>10. The Department of Education and Skills outlines where school sites/extensions of schools is required in settlements throughout the county.</li> <li>11. Carrigaline, Kinsale and Charleville require an additional school site to be zoned.</li> <li>12. Cobh, Carrigtwohill, Midleton and Monard indicate the need for a new school site but the requirement can be met within existing zonings in the settlements.</li> <li>13. Mallow, Fermoy, Macroom, Youghal, Bandon, Buttevant, Kanturk, Millstreet, Newmarket, Mitchelstown, Clonakilty, Bantry, Skibbereen, Cobh, and Other smaller settlements in the metropolitan area indicate the need for an extension of school sites or that projected growth can be meet by extending existing school sites.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<p>The Department of Education and Skills (DES) is responsible for the delivery of educational facilities and services. The role of the Council in education provision is to ensure that adequate serviceable land is available in appropriate locations to meet both current and future requirements.</p> <p>The new Cork County Development Plan will have regard to the Section 28 Guidelines entitled “The Provision of Schools and the Planning System” (2008). In terms of these Guidelines, the importance of the provision of space for recreational and sports activities, which help support an effective learning environment and physical and mental well-being, is recognised.</p> <ol style="list-style-type: none"> <li>1. Paragraph 6.4.4 will be amended to reflect the Departments proposals on the provision of school sites in East Cork.</li> <li>2. Noted. The Planning Authority will incorporate the Department of Education and Skills proposals for school requirements projected up to the year 2031.</li> <li>3. Noted. The Planning Authority will seek to protect any opportunity for potential longer-term requirements in established communities.</li> <li>4. Paragraph 6.4.14 in Chapter 6 Social and Community addresses the need for the inclusion of buffer zones and land use designations that support education development, particularly adjacent to existing and established schools.</li> <li>5. Objective SC 6-6 will be amended to include text regarding existing residential and new residential areas.</li> <li>6. Supporting infrastructure and facilities for the capacity of existing schools and any planned schools will be given high priority in the Planning Authority’s assessment of the suitability of specific lands for residential development.</li> <li>7. An amendment will be provided to include support for urban-design schools in established areas, noting having access to off-site public amenities and facilities is essential in achieving the delivery of schools in the urban carbon-neutral model promoted by the NPF.</li> </ol>

	<ol style="list-style-type: none"> <li>8. An amendment will be incorporated to objective SC 6- 6 regarding where a designated school site forms part of a wider development it is critical that the granting of permission for that wider development be contingent upon the provision of infrastructure and services to the school site as part of that development and such infrastructure and services must be specified to the standard which is required for any future school provision at that location. The Plan supports the proposals outlined by the Department of Education and Skills.</li> <li>9. Noted. The Planning Authority will continue to work collaboratively and engage with Cork City Council regarding the provision of school sites in settlements adjacent to the city boundary.</li> <li>10. Regarding Childcare and Education Facilities it is intended to include the proposals given by the Department of Education and Skills based on the need and demand of schools/extensions of schools and school sites in settlements throughout the County</li> <li>11. Additional school sites have been zoned in Carrigaline, Kinsale and Charleville for a school site. CL-C-02 after assessment has minimal risk of flooding and is deemed suitable for the provision of a school in Carrigaline. The requested text regarding school sites in Mallow has been amended.</li> <li>12. Noted. These zonings will be retained in the new Cork County Development Plan.</li> <li>13. Noted. The extension of school sites will be supported in the plan to meet the demand for school places as a result of the project growth targets in settlements throughout the county. The plan will incorporate the proposals outlined by the Department of Education and Skills regarding the provision of school sites and school expansions.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">See amendment No. 1.6.6.</a></li> <li>2. No amendment required.</li> <li>3. No amendment required.</li> <li>4. No amendment required.</li> <li>5. <a href="#">See amendment No. 1.6.8.</a></li> <li>6. No amendment required.</li> <li>7. <a href="#">See amendment No. 1.6.9.</a></li> <li>8. <a href="#">See amendment No. 1.6.8.</a></li> <li>9. No amendment required.</li> <li>10. <a href="#">See Amendment No. 1.6.4.</a></li> <li>11. No amendment required.</li> <li>12. No amendment required.</li> <li>13. <a href="#">See amendment 1.6.4.</a></li> </ol>
<b>Interested Party</b>	<b>Green Party Cork South West</b>
<b>DCDP346288997</b>	DCDP346288997
<b>Submission Summary</b>	<p>This submission addresses the future housing requirements and care needs of the ageing population.</p> <p>The submission states a central characteristic of long-term care is being able to provide a 'home from home' setting for residents with a high degree of personalised service. It states their vision is to ideally match the needs and requirements of the public through a less institutionalized model, where the preconceived image of a soulless, sterile, hospital type environment will be avoided.</p> <p>The submission details an alternative and successful nursing home model - known as The 'Green House Project,' or 'Small House Model,' which has proven to be</p>

	<p>successful in the US and some Scandinavian countries. Included was an extract from the 'Green House Project' website. It notes this particular style of residential care could have the same successes if introduced here in Ireland, especially since there is an identifiable need for more nursing home care and specialised accommodation for the elderly.</p> <p>The submission makes reference to Cork County Development Plan 2014 (making reference to People and Places - Reference - 3.3.14 Cork County Development Plan) and discusses in detail nursing home care, respite care and current trends and alternatives for housing the elderly. For example, it states the percentage of older people (65+) in the county is 13.8%, which is up 19.3% from 2011. It notes that ALONE Ireland estimates that at any one time 20% of older people require some level of support intervention. In 2018, ALONE, in its housing report, advocates community support for older people to age in place, however, this may not always be possible due to physical or other health restrictions. It notes for many elderly people the prospect of moving to a nursing home is associated with a lack of freedom and choice as well as the feeling of becoming institutionalized.</p> <p>It states the 'Green House Project' or 'Small House Model' offers small clusters/satellite modules of one or more self-contained nursing home or residential units for groups of 10-12 residents. It states the buildings are usually independent of each other, in order to architecturally blend with other existing residential dwellings in the locality, and that the focal point of the 'green house project' is a more communal open plan living/dining area where residents are encouraged to passively or proactively partake in day to day activities experienced within a more familiar intimate family unit. It states where appropriate statutory regulations permit, they are also given the opportunity of carrying out basic day to day household activities which has proven to be extremely therapeutic, particularly for those who suffer with mild dementia or similar disabilities, thus large nursing stations, long hallways and wide corridors are virtually eliminated giving a less institutionalized and more homely feel to the environment.</p> <p>It states only four Covid - 19 cases were reported across 266 Green House facilities in the US, with no fatalities reported, proving that smaller assisted living homes are successful at controlling coronavirus and other future virus outbreaks.</p> <p>The submissions asks that future planning policies strive to create a residential care model similar to the Green House concept which is based on a communally orientated facility, where residents are given an improved quality of life, with a greater sense of self-worth, and social inclusion through a more intimate, 'homelike' family unit.</p> <p>It states an integral housing policy would help to reduce the incidence of older people requiring nursing home provision and would also encourage the elderly to move to accommodation better suited to their needs, while still remaining within their own community.</p> <p>The submission proposes that the Council explore the potential for public or private development of a series of alternative 'Green House' style Residential Facilities for the Elderly - to be located strategically throughout the Cork region.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. The principle issue raised regards the future housing requirements and care needs of the ageing population.</li> <li>2. A new housing option is suggested for housing for the ageing, The Green House Project.</li> </ol>

	<ol style="list-style-type: none"> <li>3. It notes an integral housing policy would help to reduce the incidence of older people requiring nursing home provision and would also encourage the elderly to move to accommodation better suited to their needs, while still remaining within their own community.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Chapter 4, Section 4.5 and Ageing in Place in 6, Section 6.6 addresses the issues raised in this submission.</li> <li>2. The current policies Objectives HOU 4-3: Housing for Older People, and HOU 4-6: Housing Mix address this issue.</li> <li>3. Noted. As above.</li> </ol>
<b>Chief Executive's Recommendation</b>	No amendment required.





## 7 Chapter Marine Coastal and Islands

<b>Table 1.7</b>	<b>Chapter 7 Marine, Coastal and Islands</b>
<b>Interested Party</b>	<b>Christopher O'Sullivan</b>
<b>DCDP346250105</b>	DCDP346250105
<b>Submission Summary</b>	This submission suggests that there should be a specific objective in the plan to protect our coastal dune systems from accelerated erosion caused by human activity.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Can the CDP include a specific objective to protect our coastal dune systems from accelerated erosion caused by human activity?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Objective MCI 7-4 Coastal Protection includes a requirement to (a) Ensure the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, are protected and are not compromised by inappropriate works or development.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346163360</b>	DCDP346163360
<b>Submission Summary</b>	This submission requests further clarification on which current Government Department is responsible for the functions set out in paragraph 7.6.2. Regarding the Development of Cork Harbour, the submission queries whether there is a place within objective MCI 7-3 to incorporate a figure on the limits of development and whether the inverse may also inform this i.e. how much undeveloped land do we want around the harbour which would then inform spatial planning in the terrestrial zone. The submission also requests that objective MCI 7-6 Coastal Amenities is amended to include 'facilities such as bathrooms and changing rooms.'
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Can the CDP provide further clarification on which Government Department is responsible for the functions set out in paragraph 7.6.2?</li> <li>2. Should objective MCI 7-3 regarding Cork Harbour incorporate a figure on the limits of future development?</li> <li>3. Should MCI 7-6 regarding Coastal Amenities be amended to include 'facilities such as bathrooms and changing rooms.'?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Since the publication of the Draft CDP, the Government has passed the National Marine Planning Framework. Appendix A of that document outlines all Public Bodies with Marine Responsibilities. This will inform and be reflected in the drafting of a supporting amendment to the draft plan.</li> <li>2. The future development of Cork Harbour needs to be planned for in a balanced, holistic way in accordance with the policies and objectives of</li> </ol>

	<p>this development plan. It would not be appropriate to include a figure to limit development.</p> <p>3. Yes, it is considered that objective MCI 7-6 can be amended to include ‘facilities such as public toilets.’</p>
<b>Chief Executive's Recommendation</b>	<p>1. <a href="#">Proposed Amendment Required. Refer to Amendment Reference 1.7.9 and 1.7.10</a></p> <p>2. <b>No amendment required</b></p> <p>3. <a href="#">Proposed Amendment Required Refer to Amendment Reference 1.7.6</a></p>
<b>Interested Party</b>	<b>Keep Ireland Open</b>
<b>DCDP342561684</b>	DCDP342561684
<b>Submission Summary</b>	<p>This submission from Keep Ireland Open states that the Draft CDP fails to comply with, have regard to or take into account the Planning &amp; Development Acts, other Plans in counties within the Southern Region RSES (including Draft Kilkenny and Wexford Plans) the Department Guidelines, the National Heritage Act 1995 and the Development Plan Guidelines.</p> <p>The submission notes that the plan must conform with the provisions of the Southern RSES and the strategy of the NTA.</p> <p>The submission suggests that as all objectives have financial implications that the line ‘subject to the availability of financial resources’ should be omitted.</p> <p>It is also stated that there are some excellent provisions in the current 2014 Plan which should be revisited and reinstated. It also notes that this draft plan has distanced itself from the provisions in the City Plan.</p> <p>In relation to the layout of the plan it suggests that an index should be provided and that the page numbers where topics are primarily dealt with should be bolded. In addition, it suggests that the layout can be improved by sub-numbering or sub-lettering lists of points with Chapter Numbers at the top of each page.</p> <p>The submission then includes a series of comprehensive proposals which relate mainly to achieving access to and protection of the County’s heritage, countryside and to support and implement the provision of walking and cycle routes for recreational purposes. In most instances the submission makes suggestions for additional text / objectives in the following Draft CDP Chapter’s:</p> <p>Chapter 7: Marine, Coastal and Islands  Chapter 8: Economic Development  Chapter 10: Tourism  Chapter 11: Water Management  Chapter 12: Transport and Mobility  Chapter 13: Energy and Telecommunications  Chapter 14: Green Infrastructure and Recreation  Chapter 15: Biodiversity and Environment and Chapter 16: Built and Cultural Heritage.</p>
<b>Principal Issues Raised</b>	<p>1. Does the Draft Plan fail to comply with the Planning &amp; Development Acts, other Plans in counties within the Southern Region RSES (including Draft Kilkenny and Wexford Plans) the Department Guidelines, the NTA, the National Heritage Act 1995 and the Development Plan Guidelines.</p> <p>2. Should the line ‘subject to the availability of financial resources’ be removed from all objectives?</p> <p>3. Can the layout of the plan be improved by including indexing and sub numbering / lettering and including Chapter Numbers at the top of each page?</p> <p>4. Can the plan be amended to include more comprehensive proposals which relate mainly to achieving access to and protection of the County’s</p>

	<p>heritage, countryside and to support and implement the provision of walking and cycle routes for recreational purposes?</p> <ol style="list-style-type: none"> <li>5. Does the CDP prohibit inappropriate development, including the prohibition of mineral extraction along the coast, or fishing and leisure developments along the coastline where they would cause adverse environmental impacts? Should Objective MCI 7-4 be amended to strengthen this protection?</li> <li>6. Can paragraph 7.6.18 regarding Coastal Protection be upgraded to an objective?</li> <li>7. Can the CDP plan, develop and support in conjunction with neighbouring authorities the development of a strategic waymarked coastal path / greenway along its entire coastline?</li> <li>8. Does the plan provide for the protection and improvement of public access to the coast, beaches and established rights of way to coastal areas?</li> <li>9. Should the uninhabited, inhabited and all islands be distinguished in the objectives of the development plan?</li> <li>10. Should the plan include a paragraph that commonage and other rough grazing are important recreational as well as environmental and amenity resource and farmers should be recognised as custodians of the countryside?</li> <li>11. Should the CDP include an objective that would require that all existing public rights of way be kept free from development pending a complete listing of public rights of way etc?</li> <li>12. Can greater emphasis be given to appropriate mitigation and the visual impact on development proposals regarding in particular mineral extraction, forestry and tourism development?</li> <li>13. Can the plan's provisions for Long Distance Walks include reference to the relevant agencies both private and public involved in the use and delivery of such walks and also allow for consultation with adjoining councils with a view to promoting routes extending beyond the county boundary? Can these walks be off road wherever possible?</li> <li>14. Does the plan afford protection to the former railway lines to be used as greenway routes and also give consideration to possible greenways on routes other than disused railways?</li> <li>15. Should the CDP include a table of Existing or potential riverside walks / cycle routes?</li> <li>16. Does the plan contain objectives which recognise the importance of all inland waterways, both in terms of their protection and management?</li> <li>17. Does the plan promote the creation of greenways, trails and linear parks along rivers in cooperation with landowners, WI, NPWS and the local community allowing a reserved set aside for public access?</li> <li>18. Should the plan adopt bye laws prohibiting or restricting jet skiing, water skiing and other noise generating activities?</li> <li>19. What role does the CDP play in protecting, enhancing and improvement of existing and new public rights of way? Can the Council use compulsory powers to attain such routes?</li> <li>20. Does the CDP promote an integrated approach to the future development of the Rivers so that it includes all aspects of use, recreational and economic etc?</li> <li>21. Should the CDP include a table with maps of way marked ways and following the adoption of the plan introduce a temporary register of additional routes for the next plan?</li> <li>22. Does the CDP protect, promote and facilitate the continuing development of a regional and local network of ways and permissive access routes to provide long distance walking running and hiking trails?</li> </ol>
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	<ol style="list-style-type: none"> <li>23. Does the CDP promote SII na Slainte and safe walking trails particularly those that provide access to scenic uplands?</li> <li>24. Can the CDP recommend that a Walks Officer and a Cycling Officer be employed?</li> <li>25. Can the CDP include a Table of Cycle routes with Maps and following the adoption of the plan introduce a temporary register of additional routes for the next plan?</li> <li>26. Does the CDP acknowledge and support strategic cycling links in the county and support the National Cycle Framework 2009?</li> <li>27. Should the CDP develop and promote a walking and cycling policy / strategy within two years of the adoption of the plan working in partnership with statutory bodies private and voluntary sectors?</li> <li>28. Does the CDP make provision for ancillary requirements for walkers including car parks, signposting and way marking?</li> <li>29. Should the CDP support the development of a renewable energy strategy within two years of the adoption of the plan?</li> <li>30. Does the CDP include policies to protect our landscape, particularly our more sensitive landscapes?</li> <li>31. Will the CDP revise, if required the Wind Energy Development Strategy and publish it as a Variation to this plan?</li> <li>32. Does the CDP adequately address the need to underground HV and other powerlines including existing powerlines?</li> <li>33. Does the CDP include objectives to promote green and blue infrastructure principles?</li> <li>34. Does the CDP set out its intentions regarding the inclusion of Public Rights of Way and are they in accordance with the requirements in the Planning and Development Acts?</li> <li>35. Should the CDP include an objective to require that should the extinguishment of an existing right of way become necessary that an alternative should be proposed?</li> <li>36. Does the CDP support the promotion and implementation of the County Heritage Plan, including the appointment of a Heritage Forum on a permanent basis?</li> <li>37. Can the CDP publish a list with maps of the heritage sites which are open to the public?</li> <li>38. Should the CDP actively propose the designation of Glengarriff Nature Reserve and Gougane Barra as Special Amenity Areas under the Planning and Development Acts?</li> <li>39. In addition, can the CDP promote sites for inclusion in the Tentative List of World Heritage Sites and undertake a feasibility study to report on same?</li> <li>40. Does the CDP include objectives and proposals to protect groups of trees, TPOs and recognise the recreation potential of forestry?</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Every effort has been taken to ensure that the Draft CDP is consistent with all relevant legislation, guidelines and other relevant plans and programmes. Appendix A of the Draft plan also sets out the Ministerial Guidelines As applied to the Cork County Development Plan 2022.</li> <li>2. In circumstances while the Planning Authority is committed to an objective in principle, but it is subject to the availability of financial resources it is considered appropriate to state this as part of the objective.</li> <li>3. Yes, these issues will be considered in the publication of the final plan.</li> <li>4. It is considered that the plan and particularly Chapter 16 Built and Cultural Heritage addresses the issue raised regarding the protection of the County's Heritage. In addition, there are a range of objectives which support the creation of walking and cycling routes as contained in</li> </ol>

	<p>Chapter 2, Core Strategy, Chapter 3, Settlements and Place Making, PL 3-3: Delivering Quality and Inclusive Places, Chapter 10, Tourism, Chapter, (Section 10.6 Protection of Tourist Assets, TO 10-8: Walking/Cycling and Greenways) Chapter 12 Transport and Mobility (TM 12-1: Integration of Land Use and Transport Section 12.4 Integration of Land Use and Transport Planning)</p> <ol style="list-style-type: none"> <li>5. Part (d) of objective CS 2-6: West Cork Strategic Planning Area recognises the international importance and the importance to the region's tourism economy, of the scenic and landscape qualities of the coastal and upland areas, particularly along the peninsulas in the southwest and to protect these landscapes from inappropriate development. The Rural Chapter, (5) includes the following principle that many coastal areas are an important tourism asset and have limited capacity to accommodate large-scale development and their environmental assets should be protected. Other coastal areas are more robust, but they can still be threatened by inappropriate development. These objectives together with the proposed MCI 7-4 all contribute to the protection of our coastline.</li> <li>6. It is intended that the wording of MCI 7-5: Marine Leisure reflects and includes paragraph 7.6.18.</li> <li>7. The Programme for Government intends to further develop the Wild Atlantic Way Brand by creating a continuous walking route from Malin Head to Mizen Head. Fáilte Ireland has begun a feasibility study of Long-Distance Coastal trail along the Wild Atlantic Way. There are several existing long-distance walkways on the Cork Coastline that have the potential to be further developed such as Sheep's Head trail (88km), Beara Way in Cork/Kerry (206kms). Greenways are an excellent resource to help provide long distance walks around the County Cork.</li> <li>8. Yes, this is set out in paragraph 7.6.19 in so far as it is possible to do so. Policy Objective MCI 7-6 Coastal Amenities (a) also seeks to Maintain and improve County Cork's beaches to a high standard and develop their recreational potential as publicly accessible seaside amenity facilities, in accordance with the principles of proper planning and sustainable development.</li> <li>9. The list of Inhabited Islands off the Coast of County Cork is provided in Table 7.2 as set out in the Census (2016). A full list and or other supporting information could be given further consideration in the preparation of a Sub Regional Coastal Plan following the adoption of the NMPF.</li> <li>10. Paragraph 10.3.2 of the Draft Plan notes that the National Planning Framework highlights how agriculture and tourism are linked in many ways and tourism can have a direct impact on sustaining communities.</li> <li>11. The Draft CDP includes a paragraph (14.6.9 and 11) which states that 'The retention of existing public rights of way is a material planning consideration in assessing any proposals for development' In addition, The Planning Authority recognises the importance of maintaining established rights of way and supporting initiatives for establishing walking routes and general accessibility.</li> <li>12. It is considered that Chapter 8 (section 8.16 and 17) contains appropriate objectives to promote appropriate mitigation and the visual impact on development proposals regarding in particular mineral extraction, forestry and tourism development. In addition, Chapter 10, Objective TO 10-10 Tourism Facilities includes a part (b) which seeks to Carefully consider tourism - related developments outside settlements at an appropriate scale and balance having regard to the pertaining environmental conditions and sensitivities, scenic amenity, availability of</li> </ol>
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	<p>services and the cumulative impact of such developments on the environment.</p> <ol style="list-style-type: none"> <li>13. The Planning Authority will through its Business Growth Hub, work with Fáilte Ireland in its feasibility study of Long-Distance Coastal trail along the Wild Atlantic Way.</li> <li>14. While 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, it is also agreed that an objective is necessary to ensure the protection of existing disused rail infrastructure.</li> <li>15. It is considered that the detail of these existing and potential walks are located in Volumes 3, 4, and 5 of the plan.</li> <li>16. Yes, the plan contains a number of objectives which support the development of sustainable recreation and activity-related marine tourism developments at appropriate locations along the coastline and in the vicinity of the inland waterways and lakes where these are compatible with the environmental and heritage sensitivities of identified sites (TO 10-4).</li> <li>17. Yes, the plan supports the preparation of a greenway strategy for the County (see Issue 14) The preparation of any strategy involves close consultation and cooperation with all key stakeholders.</li> <li>18. This is outside the scope of the CDP Review.</li> <li>19. Generally, the Planning Authority will seek to progress these matters on a co-operative partnership basis.</li> <li>20. The implications and requirements of the Water Framework Directive as regards protecting and enhancing water quality, particularly with regard to securing the objectives of the River Basin Management Plans, have been incorporated into the Plan thereby ensuring full integration and consideration of environmental issues throughout the plan making process.</li> <li>21. This is considered to be outside the scope of the CDP Review, however such an initiative has been introduced through the Explore Cork' app which is the first of its kind by any Local Authority in Ireland and was developed following the success of the web-based 'Rediscover Cork County' GIS Tourism Map, launched by the Council last Summer. The free app, which is available in both the English and Irish languages, has replicated key elements of the web-based GIS map, but with additional functionality and user-friendly features of note is the dedicated 'Trails' section offers extensive information on County Cork's many spectacular walking trails.</li> <li>22. Yes, through TO 10-7, the Planning Authority aims to Support and promote the development of long-distance walkways at appropriate locations around the County, while having consideration for any environmental, social, and economic impacts. b) Promote cross boundary linkages and walkways to develop a network of wider routes and long walkways beyond the county boundary.</li> <li>23. Please refer to response under Issue 21.</li> <li>24. This is outside the scope of the CDP Review.</li> <li>25. Again, this initiative is promoted and supported through the Apps which have been developed by the Planning Authority, both the Rediscover Cork County' GIS Tourism Map and Explore Cork App which includes Walking and Cycling Activities.</li> <li>26. This Plan supports the implementation of the Cork Cycle Network Plan for the metropolitan area originally published in 2017 and now included in CMATS which provide more locally defined initiatives and projects and are considered more relevant to the CDP Process.</li> </ol>
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	<p>27. See above, regarding implementation and also TM 12.2.2 which provides a wide range of objectives aimed to Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists.</p> <p>28. This is provided for in the CDP at site specific locations where considered appropriate.</p> <p>29. The CDP includes a Strategy, which is illustrated in Figure 13.1, Chapter 13, which was developed in accordance with the “Planning for Wind Energy Development Guidelines 2006” and the SEAI Manual ‘A Methodology for Local Authority Renewable Energy Strategies’ April 2013.</p> <p>30. Yes, the CDP includes a number of Landscape protection policies, including GI 14-9, which aims to protect the visual and scenic amenities of County Cork’s built and natural environment.</p> <p>31. The Council’s Wind Strategy has been reviewed in light of the requirements of the Draft Revised Wind Energy Development Guidelines 2019, particularly the sieve mapping exercise outlined in the Draft Guidelines. It is considered that the strategy remains applicable and appropriate.</p> <p>32. Yes, the ET 13.22: Transmission Network, deals with this issue in detail.</p> <p>33. Yes, this CDP highlights our green and blue infrastructure resources and includes objectives and advances measures (both within this section and throughout the Plan) to provide for their protection, enhancement and sustainable management.</p> <p>34. Yes, it is recognised that public rights of way are an important amenity, economic and tourism asset to the County. The Planning Authority recognises the importance of maintaining established rights of way and supporting initiatives for establishing walking routes and general accessibility. See GI 14-8 – Rights of Way</p> <p>35. The plan states that the retention of existing public rights of way is a material planning consideration in assessing any proposals for development. Such a consideration would be resolved on a case by case basis given local considerations.</p> <p>36. Yes, through objective HE 16-1: County Heritage Plan which aims to continue to implement the current County Heritage Plan (2005) in partnership with relevant stakeholders and any successor of this document.</p> <p>37. Again, this initiative is promoted and supported through the Apps which have been developed by the Planning Authority, both the Rediscover Cork County’ GIS Tourism Map and Explore Cork App which includes Culture and Heritage Sites open to the public.</p> <p>38. The process of making a Special Amenity Area is set out in Part XIII, section 202 of the Planning and Development Act, 2000 as amended. While it is outside the scope of the County Development Plan it is a project that can be given further consideration where an area is considered to be a n area of special amenity by reason of either (a) is outstanding beauty or (b) its special recreational value.</p> <p>39. This matter is outside the remit of the County Development Plan. World Heritage Sites are designated by UNESCO for having cultural, historical, scientific, or other significance, and encourage the protection and preservation of cultural and natural heritage worldwide considered to be of outstanding value to humanity. Sites must first be approved and placed on Ireland's Tentative List. The Department of Housing, Local Government and Heritage then decides which sites should be submitted forward as World Heritage nominations to UNESCO.</p>
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	<p>40. Yes, objective BE 15-8 Trees and Woodlands includes the policy regarding TPOs and the Planning Authorities application of same and EC 8-14 Forestry relates to Forestry policy generally for the County recognising that forestry development should be compatible with the protection of the environment and nature conservation areas including sensitive areas, water supplies and fisheries.</p>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required</li> <li>2. No amendment required</li> <li>3. No amendment required</li> <li>4. No amendment required</li> <li>5. No amendment required</li> <li>6. No amendment required</li> <li>7. No amendment required</li> <li>8. No amendment required</li> <li>9. No amendment required</li> <li>10. No amendment required</li> <li>11. No amendment required</li> <li>12. No amendment required</li> <li>13. No amendment required</li> <li>14. <a href="#">Proposed Amendment Required Refer to Proposed Amendment No. 1.12.52</a></li> <li>15. No amendment required</li> <li>16. No amendment required</li> <li>17. No amendment required</li> <li>18. No amendment required</li> <li>19. No amendment required</li> <li>20. No amendment required</li> <li>21. No amendment required</li> <li>22. No amendment required</li> <li>23. No amendment required</li> <li>24. No amendment required</li> <li>25. No amendment required</li> <li>26. No amendment required</li> <li>27. No amendment required</li> <li>28. No amendment required</li> <li>29. No amendment required</li> <li>30. No amendment required</li> <li>31. No amendment required</li> <li>32. No amendment required</li> <li>33. No amendment required</li> <li>34. No amendment required</li> <li>35. No amendment required</li> <li>36. No amendment required</li> <li>37. No amendment required</li> <li>38. No amendment required</li> <li>39. No amendment required</li> <li>40. No amendment required</li> </ol>
<b>Interested Party</b>	<b>Senator Tim Lombard</b>
<b>DCDP345973733</b>	DCDP345973733
<b>Submission Summary</b>	This submission calls for greater focus on permanent housing (rather than short-term/tourism) to allow for growth and sustainability of long-term residential populations on our offshore islands.

<b>Principal Issues Raised</b>	1. Can the CDP provide greater focus on permanent housing (rather than short-term/tourism) on our offshore islands?
<b>Chief Executive's Response</b>	1. The current Rural Housing Policy does put focus on providing permanent housing on our offshore islands, as set out in CS2-7 West Cork Island Communities, where the policy seeks to support island communities in their sustainable economic, social and cultural development, to preserve and enhance their unique cultural, linguistic, built and natural heritage and support viable socio-economic island communities in order that the permanent population will be maintained and where possible further increased in a sustainable manner.
<b>Chief Executive's Recommendation</b>	1. No amendment required.



## 8 Chapter Economic Development

Table 1.8	Chapter 8 Economic Development
Interested Party	An Post
DCDP346025316	DCDP346025316
Submission Summary	<p>This submission by An Post requests that Cork County Council provide a supportive policy framework for the future provision of postal infrastructure, in line with An Post’s operational requirements to ensure that the needs of a growing market and an expanding population can continue to be met.</p> <p>The submission considers that the enhancement of An Post’s facilities and the future provision of new facilities could generate employment in the County, increase economic development; reinvigorate redundant and underutilised lands; and support climate change mitigation with the transition to e-vehicles in An Post’s fleet.</p> <p>The following points are raised in the submission.</p> <p>Flexible Zoning Objectives; The submission requests that Cork County Council provide flexibility under land use zonings and objectives in relation to An Post’s facilities and operational requirements. It is important that appropriate zoning objectives are included as part of the Cork County Development Plan, to allow for the enhancement of existing facilities and the development of new postal infrastructure.</p> <p>It is requested that Cork County Council include provisions for both An Post Retail and An Post Mails &amp; Parcels operations as permissible or open for consideration land uses across all zoning objectives in the Cork County Development Plan 2022-2028.</p> <p>It is specifically requested that Cork County Council zone the established An Post mail services located at the Ballinacurra Business Park in Midleton in order to protect and enhance the existing postal services at this location. The Business Park is currently outside the Midleton settlement boundary and is not zoned.</p> <p>Supportive Policies: The submission requests that Cork County Council include supportive policies to facilitate enhanced postal services, for both An Post Retail and An Post Mails and Parcel services, in the County over the 6-year Development Plan period.</p> <p>An Post welcomes the inclusion of County Development Plan Objective ‘SC 6-1: Social and Community Infrastructure. However, the submission states that it is important that a supportive policy framework is in place that could assist An Post as they invest in mails and parcels infrastructure, as well as postal retail, in Cork over the next decade. The submission proposes the following policy;</p> <ul style="list-style-type: none"> <li>• “To support An Post in the provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the County.”</li> <li>• “To facilitate the provision of postal infrastructure at suitable locations in the County.”</li> <li>• “To promote the integration of appropriate post office facilities within new and existing communities that are appropriate to the size and scale of each settlement.”</li> </ul>

	<p>It also requested that the Local Authority recognise the specific operational requirements of An Post with regards the operation of post offices and mail sorting offices. These facilities are central to the operation of a reliable public postal service and their long-term viability should be protected. Specific requirements primarily relate to car parking, access and deliveries.</p> <p><b>Car Parking:</b> It is requested that Cork County Council provide flexibility with car parking standards for postal facilities which require sufficient car parking spaces to operate in an efficient manner. It is also important to note that Postal facilities may require a greater quantum of car parking spaces going forward as postal trends continue to evolve, making it imperative that facilities are future proofed to ensure the long-term viability of An Post's operations.</p> <p><b>Deliveries &amp; Access:</b> Access is typically required to premises on a 24-hour basis. In this regard, any restrictions on the times of deliveries/collections to/from An Post facilities could have a serious impact on the ability of An Post to meet the postal needs of the public and agreed service legal agreements with the State.</p> <p>The submission requests that during the preparation of any future public realm and movement strategies, Cork County Council consult with An Post to ensure sustainable solutions are considered to maintain a sufficient level of access whilst also improving the appearance and function of town centre areas for the public.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Should the Plan be amended to provide a supportive policy framework for the future provision of postal infrastructure throughout the County as follows; <ul style="list-style-type: none"> <li>• To support An Post in the provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the County.</li> <li>• To facilitate the provision of postal infrastructure at suitable locations in the County.</li> <li>• To promote the integration of appropriate post office facilities within new and existing communities that are appropriate to the size and scale of each settlement.</li> </ul> </li> <li>2. Should the land use zoning provisions be amended to allow for An Post Retail and An Post Mails &amp; Parcels operations to be considered as 'permissible or open for consideration' land uses across all zoning objectives in the Cork County Development Plan 2022-2028?</li> <li>3. Should the Plan be amended to include a specific zoning objective for the established An Post mail services development located at the Ballinacurra Business Park in Midleton? The Business Park is currently outside the Midleton settlement boundary and is not zoned. The business park is located in the Metropolitan Green Belt.</li> <li>4. Should the plan be amended to ensure the protection of specific operational requirements of An Post primarily relating to car parking, access and deliveries as follows; <ul style="list-style-type: none"> <li>• To provide flexibility of car parking standards for postal facilities which require sufficient car parking spaces as postal trends continue to evolve.</li> <li>• To maintain a sufficient level of access to An Post premises on a 24-hour basis.</li> </ul> </li> </ol>

	<p>5. Should the plan be amended to specify that, planning any future public realm and movement strategies, Cork County Council will consult with An Post to ensure sustainable solutions are considered to maintain a sufficient level of access whilst also improving the appearance and function of town centre areas for the public?.</p>
<b>Chief Executive's Response</b>	<p>The points raised by An Post in this submission are noted.</p> <ol style="list-style-type: none"> <li>1. The Planning Authority is always supportive of the provision of public services at appropriate locations, subject to normal considerations of proper planning and sustainable development and the wider provisions of the Development Plan. Such services are essential in order to support the functioning of towns and villages, while also maintaining and nurturing a sense of community at local level. While the Planning Authority will continue to support the provision of An Post facilities across the County to meet the current and future needs of the population, the specific operational requirements are best considered at a site and project level through the development management process.</li> <li>2. It is considered that the specific operational requirements of An Post are best considered at a site and project level through the development management process and it would not be appropriate to amend the plan as suggested.</li> <li>3. The Ballinacurra Business Park is an existing development located to the south of Middleton in the Metropolitan Green Belt . No changes are proposed to the zoning at this stage. Paragraph 8.7.7 of the Draft Plan supports the continuation of business uses in the open countryside and their expansion where appropriate and in keeping with the proper planning and sustainable development of the area.</li> <li>4. It is considered that the specific operational requirements of An Post, including parking and access, are best considered at a site and project level through the development management process and it would not be appropriate to amend the plan as suggested.</li> <li>5. The Council will always consult with the public and stakeholders in preparing public realm and movement strategies for an area and An Post can make submissions as part of that stage of a plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346163792</b>	DCDP346163792
<b>Submission Summary</b>	<p>This submission by Cllr. Alan O'Conor makes a number of points in relation to Chapter 8 Economic Development as follows;</p> <ol style="list-style-type: none"> <li>1) Update Figure 8.3 to reflect the new City boundary.</li> <li>2) Include the 'multi directorate analysis' of Cork Harbour undertaken by Cork County Council as referred to in Paragraphs 8.5.7 and 8.5.17 as an appendix in the plan.</li> <li>3) In relation to the Cork Harbour Economy and sustainability in general the submission proposes that Sustainability needs to be seriously addressed in this chapter and in particular in the context of NPO 52 in the National Planning Framework.</li> <li>4) Remove the word 'more' from paragraph 8.8.1 in relation to circular economy.</li> </ol>

	<p>5) Introduce an objective around the circular economy, which places Cork County Council on a more truly sustainable footing in terms of future development. e.g.: ‘Support proposals for economic development only if they can demonstrate that activities related to the operation of the site either are, or will be within a period of five years, circular, meaning that their products will be long-life, and based on principles of renewability and reusability, this being done in order to align with the core concept of sustainability.’</p> <p>6) To acknowledge the limits to growth in relation to Data Centres. The submission states that Data centres demonstrate inbuilt unsustainability, and their proliferation is at odds with sustainability goals particularly in relation to energy use.</p> <p>7) The implication of current farming practices for nutrient loading of rivers, for example, in the context of the Water Framework Directive, is well known. The submission states it could be acknowledged in the plan that when it comes to sustainability and influence on the environment, there is work to be done.</p> <p>8) Insert the word ‘practices’ after agricultural in Objective EC-8-12.</p> <p>9) Insert wording around sustainability in objective EC-8-13 E.g. ‘Manage and develop the extractive industry in a sustainable manner.’</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Can Figure 8.3 be updated to reflect the new City Boundary?</li> <li>2. Should the report on the ‘multi directorate analysis’ of Cork Harbour as referred to in Paragraphs 8.5.7 and 8.5.17 be included as part of the Plan documentation – e.g. as an Appendix ?.</li> <li>3. Do the economic development policies of the plan, in promoting economic growth, give adequate weight to the broader issues of environmental sustainability?</li> <li>4. Have the proposals for the Cork Harbour Economy been assessed in the wider context of the environmental sensitivity of the Harbour?</li> <li>5. Should be chapter be expanded to further consider the issue of Sustainability, and in particular in the context of NPO 52 of the NPF.</li> <li>6. Should the word ‘more’ be removed from Para 8.8.1.?</li> <li>7. Should the plan be amended to include an objective around the circular economy? (Suggested text as follows: ‘Support proposals for economic development only if they can demonstrate that activities related to the operation of the site either are, or will be within a period of five years, circular, meaning that their products will be long-life, and based on principles of renewability and reusability, this being done in order to align with the core concept of sustainability.’)</li> <li>8. Do the policies of the Plan in relation to Data Centres align with wider sustainability goals and climate targets? Should the plan acknowledge the limits to growth in relation to Data Centres?</li> <li>9. In relation to the agricultural sector, current farm practices and nutrient loading on rivers, for example, should the CDP acknowledge that there is more work to be done when it comes to sustainability of the sector and its impacts on the environment ?</li> <li>10. Should the word ‘practices’ be inserted after agricultural in Objective EC-8-12.</li> <li>11. Should the plan be amended to include additional wording around sustainability in objective EC-8-13 E.g. ‘Manage and develop the extractive industry in a sustainable manner.’</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In the Municipal Districts which altered following the city boundary expansion in 2019 the number of jobs in 2016 may only be estimated.</li> </ol>



	<p>Therefore, this map cannot be updated until new data is released from the CSO.</p> <ol style="list-style-type: none"> <li>2. The multi directorate analysis undertaken is still at a draft report stage and not yet publicly available. The overall findings of the analysis were presented at the Cork Harbour Economy Webinar on Thursday June 3rd 2021 and that presentation is available on the Cork County Council website.</li> <li>3. It is considered that the plan is appropriately balanced in terms of encouraging economic growth and protecting the environment.</li> <li>4. Yes, the plan has been subject to Strategic Environmental Assessment. Site specific proposals will be assessed at the project stage through the development management process.</li> <li>5. It is considered that the CDP as a whole adequately addresses the issue of sustainability.</li> <li>6. Noted. The word “more” will be removed from Para 8.8.1.</li> <li>7. The CDP supports the move to a circular economy and it is the intention of the plan overall to move towards a circular economy.</li> <li>8. Chapter 13 – objective 13.29 (b) on Data Centres acknowledges the limits to growth in relation to Data Centres. ‘Data centres are significant consumers of energy. Proposals should address the likely impact of the development, individually and cumulatively with other data centres.’</li> <li>9. At the strategic level, agricultural policy and growth in the sector is determined at a national level by government policy and in line with wider European policy on the issue. The land use aspects of agricultural activity, where they come within scope of the Planning Act, are assessed and managed through the development management process.</li> <li>10. The wording of the objective is considered acceptable and no change is proposed. A sustainable agricultural sector includes sustainable practices.</li> <li>11. It is the intention of the Planning Authority to prepare a Minerals Strategy, which will support a sustainable extractive industry, during the lifetime of the plan (see Draft Plan Objective EC-8-13 b).</li> </ol>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Cllr Marcia D'Alton</b>
<b>DCDP346300323</b>	DCDP346300323
<b>Submission Summary</b>	This submission states that it is essential that the Economic Role of Cork Harbour as proposed in the Draft Plan would be considered or advanced only alongside a comprehensive Integrated Zone Management Plan or Special Local Area Plan for Cork Harbour. The submission proposes that a special plan for Cork Harbour should have a specific aim of protecting the Harbour’s internationally acclaimed, highly sensitive landscape, its residential function, its areas designated as habitats for bird life of local, county and national importance and its magnificent built heritage which is both individually and collectively of local, regional and national value.
<b>Principal Issues Raised</b>	Is there a need to prepare a comprehensive Integrated Zone Management Plan or Special Local Area Plan for Cork Harbour?
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Objective EC-8-1 a states that it is the intention to ‘Promote Cork Harbour as a unique and strategic asset in the County Metropolitan Cork Strategic Planning Area and the Region and seek investment in the sustainable development of projects that will strengthen the potential for Cork Harbour to continue its role as a key economic driver within the region while also ensuring the need to balance the desire for growth and development with the need to protect natural and other (built and cultural) heritage,</li> </ol>

	<p>residential amenity and environmental assets through the implementation of Integrated Coastal Zone Management.</p> <ol style="list-style-type: none"> <li>2. Objectives EC-8-1 B and C also refer to the sustainable future management of different uses in the Cork Harbour area and state that consideration will be given to the most appropriate policy approach in managing the future development of the Cork Harbour Economy.</li> <li>3. Objective MCI 7-3 in Chapter 7 Marine, Coastal and Islands also supports the development of an integrated approach to coastal zone management in Ireland generally and in particular to foster the application of this concept in appropriate coastal zones throughout the County including Cork Harbour.</li> </ol>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Cllr. Deirdre Kelly</b>
<b>DCDP346011483</b>	DCDP346011483
<b>Submission Summary</b>	This submission states that in line with the aims as set out in Chapter 8 Economic Development, it is important to receive definitive timelines in relation to the roll out of Broadband in rural Ireland and that this should be included as part of the new County Development Plan.
<b>Principal Issues Raised</b>	Is there a need for definitive timelines in relation to the roll out of Broadband in rural Ireland and the inclusion of this in the CDP?
<b>Chief Executive's Response</b>	<p>The Planning Authority has no direct role or responsibility for the delivery of broadband and this matter is beyond the control of the County Development Plan. The policy of the plan already supports the delivery of broadband:</p> <ul style="list-style-type: none"> <li>• A key aim of the CDP (para 13.18.9) is to prioritise the delivery of high-speed broadband infrastructure, in consultation with service providers to ensure that the aims and objectives of this Plan can be delivered in a timely and efficient manner.</li> <li>• It is also an objective of the plan (13.28) to support the rollout of the national broadband plan.</li> </ul> <p>In addition, National Broadband Ireland publish their deployment plans on a rolling 24 month basis. The website (<a href="http://www.nbi.ie">www.nbi.ie</a>) is updated to reflect the progress and provides indicative timelines on survey, design and go-live dates at an individual Eircode level.</p>
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>IDA Ireland</b>
<b>DCDP346245297</b>	DCDP346245297
<b>Submission Summary</b>	<p>Submission notes that the Ringaskiddy peninsula remains one of IDA's most strategic locations nationally for the attraction of a range of Foreign Direct Investment opportunities, principally in the pharmaceutical, biopharmaceutical and related life science manufacturing sectors, and acknowledges that the Draft Plan recognises this.</p> <p>Submission stresses the importance of maintaining and enhancing the attractiveness of Ringaskiddy as a location of choice for continued multi-national investment in the high-technology sectors. Crucial to this will be the successful and expedient delivery of the new M28 primary access route, which will be pivotal in attracting projects from the next wave of Foreign Direct Investment to the Ringaskiddy location.</p>

	<p>It is critical that the Draft Plan provides sufficient viable and attractive site options to prospective new FDI projects in Ringaskiddy and provides a highly compatible setting for all facets of the Ringaskiddy ecosystem including; existing and new industrial and business operations, established residential communities, Port of Cork operations, third level education facilities, Haulbowline Naval Base and key utility facilities (power, water, wastewater etc.)</p> <p>While plan notes there is currently 353ha of land zoned for business use in Ringaskiddy of which approximately 234ha of this remained undeveloped much of this land is constrained by a number of factors (land severance for M28, power lines and utilities, flood risk, accessibility issues, topography and proximity to protected/designated areas) which significantly reduces the net area available for development.</p> <p>Consideration therefore needs to be given to identifying additional lands for development in the area. Submission suggest that a strategic review of the area covered by the Ringaskiddy development boundary be undertaken during the first year of the plan, to evaluate the impact of a number of key factors influencing the attractiveness of Ringaskiddy as a location of choice for future FDI in the high technology sectors. These factors include;</p> <ul style="list-style-type: none"> <li>• Changes in the profile of nature and scale of international FDI projects in the life science sectors, and related requirements for serviced sites to meet the needs of these projects.</li> <li>• The final route of the new M28, and the impact the route has on (i) the prominence of certain greenfield lands over others, (ii) the means of accessing these industrial zoned lands, and (iii) the natural north/south severance of the peninsula that will be created by the motorway infrastructure.</li> <li>• The long-term strategic development of the Port of Cork facilities at Ringaskiddy, including the relocation of the container operations from Tivoli.</li> </ul> <p>Ideally, this review would provide a framework for a new masterplan for the peninsula that would address the above factors in the context of the strategic role that Ringaskiddy has to play in the future of the 'Cork Harbour Economy' (CHE).</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the CDP adequately address the importance of maintaining and enhancing the attractiveness of Ringaskiddy as a location of choice for continued multi-national investment in the high technology sectors?</li> <li>2. Does the Draft Plan provide sufficient viable and attractive site options to prospective new FDI projects in Ringaskiddy?</li> <li>3. Should a strategic review of the Ringaskiddy area be undertaken or should a new masterplan be prepared?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In general, it is considered that the plan adequately recognises the strategic role of Ringaskiddy. Additional text will be included in paragraph 8.7.15 in relation to continuing to support the High Technology Sector.</li> <li>2. See response No. 3 below.</li> <li>3. The Planning Authority intends to undertake a review of all the employment lands in the County, including lands in the Strategic Employment locations lick Ringaskiddy, within two years of the adoption of the Plan. Cork County Council will also continue to work with all the key stakeholders to ensure that Ringaskiddy maintains its attractiveness as an employment location and also maintaining its prominent role as the main FDI location in Ireland.</li> </ol>

	5.
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment Required. See Amendment No. 1.8.3</a></li> <li>2. <a href="#">Amendment Required. See Amendment No. 1.8.4</a></li> <li>3. <a href="#">Amendment Required. See Amendment No. 1.8.4</a></li> </ol>
<b>Interested Party</b>	<b>Port of Cork</b>
<b>DCDP345869619</b>	DCDP345869619
<b>Submission Summary</b>	<p>This submission from the Port of Cork Company (POCC) outlines the strategic significance of the port to the national economy and the Southern Region and details the role of the company in facilitating and contributing to inward investment, indigenous industry clustering and growth across the entire Southern Region. Since Brexit its role as a direct link to European markets has become more significant. Overall, the representation of POCC activities, policy framework and zoning objectives provided by the draft CDP are considered to be positive and supportive of the Port's future operational requirements. However, POCC request the following amendments to the draft CDP to provide for the Port's future operational and expansion requirements:</p> <p>(1) Ringaskiddy - Industrial Zoning. The Ringaskiddy terminal deals with a significant volume of POCC's trade. A significant element of port activities, in terms of logistics and distribution of goods is reliant on having sufficient land available for the temporary lay down of goods, or the storage of port related plant, machinery and vehicles. The extension of Port activities at Ringaskiddy requires more land for the lay down and storage than is available within the immediate terminal boundary and additional lands are required. POCC is the owner of most of the landholding to the east of the village, zoned RY-I-19 and planning permission was granted in 2018 for temporary use of POCC lands within this site for open storage related cargo. The lands are a critical part of the Port's logistics and POCC do not own any other industrial zoned lands within Ringaskiddy and have no alternatives in terms of lands for open storage. The lands are currently zoned to facilitate the extension of the adjacent 3rd level Educational Campus and enterprise related development including marine related education, enterprise, research, and development. Ancillary office accommodation for established operators in Ringaskiddy and for Research and Development facilities can also be considered. This zoning restricts POCC's potential to use its own lands for port related uses. It is considered that adequate land remains within the RY-I-09 site (also zoned for an educational campus) to accommodate the expansion of the educational campus should the demand arise. Submission therefore requests that Zoning Objective RY-I-19 is amended to provide for general industrial activities, including port related uses.</p> <p>(2) Special Conservation Interest Bird Species: It is requested that the objectives related to use of existing industrial sites at Ringaskiddy by Special Conservation Interest bird species are reviewed for consistency across all the industrial sites in the area, and removed for RY-I-19, given that previous site-specific assessment for RY1-19 has determined that the site it is not an important area for Special Conservation interest bird species and the site is in active industrial use and fully under hardcore.</p> <p>(3) Marino Point. POCC welcome the proposed zoning objectives for Marino Point and the objective</p>

for the upgrading of the R624 regional road to national road status, including Belvelly and Slatty Bridges. A partnership approach with Cork City Council and POCC is likely to be key to unlocking national level support and funding for the upgrading of the R624 and it is therefore requested that Objective TM 12.14 (b) is amended to include reference to the Council working in active partnership with Cork City Council and the Port of Cork to achieve the objective.

(4) Cobh.

Cobh Cruise terminal is an important element of POCC 's activities. Cobh Terminal has capacity to berth one large cruise liner at a time. POCC has a medium-term objective to develop additional cruise liner capacity at Cobh and the plans support for this. Submission notes that the draft CDP states that the Port of Cork has taken a strategic decision to develop a second berth for cruise liners at Lynch's Quay to complement existing facilities. Detailed commercial, environmental and planning appraisals of the site are yet to be undertaken. A detailed appraisal of alternatives will have to be undertaken to determine the most suitable location for an additional cruise berth facility in Cobh. The most appropriate location for further development may yet prove to be the extension of the existing cruise berth to the west of the town.

It is therefore requested that paragraph 2.4.50, Volume 4, and zoning objective CH-X-02 are amended to allow flexibility in respect of the possible location of the second cruise terminal at Cobh.

(5) Bantry:

Port and marine activities are major part of Bantry's economic success and future growth potential. While the draft CDP recognises the town's important marine related role, submission requests that references to port activities and the commercial significance of Bantry Bay should be strengthened, with further support provided for a partnership approach in the delivery of initiatives to further develop Bantry Bay. The following changes are requested:

(a) Paragraph 2.6.1, Volume 5 to be amended to emphasis the port, maritime and fishing significance of Bantry, and the importance of Bantry as a key service point for Whiddy Island Oil Terminal.

(b) Paragraph 2.6.29, Volume 5 to be amended to reflect the work undertaken to date on the Inner Harbour Regeneration Project and to support future phases of this development, including the potential to develop a marine centre within the Inner Harbour area, on adjacent to the Abbey slipway.

(c) BT-GO-04 to be amended to reference the fact that Cork County Council will actively promote the implementation of the Inner Harbour Regeneration Project.

(d) BT-X-02 to be amended to:

- Reference that Cork County Council will actively promote the redevelopment of the Inner Harbour.
- Reference the role of port uses in the Inner Harbour, and
- Reference the important service connectivity between Bantry and Whiddy Island Oil Terminal.

(e) Paragraph 2.6.29, Volume 5, and Objective BT-GO-04 to be amended to recognise the potential of Bantry as an Active Marine Leisure tourism destination.

(6) Whiddy Island

Submission notes that Whiddy Island Oil Trans-shipment Terminal is of national importance, as part of Ireland's oil reserve. The island has an important role as a national energy hub and is of international significance as a trading port for oil. In the long term, the established energy hub has the potential to be a focus for emerging energy sources and should be protected not only for its existing role, but

	<p>as a suitable location for future energy solutions, following increased focus on decarbonisation policies, such as potential development of green hydrogen, as reference in objective ET 13.18. Submission requests the plan be amended to :</p> <p>(a) Recognise the significant national and international role of the oil terminal within Volume 5 of the draft CDP.</p> <p>(b) Support the potential for Whiddy Island to act as an Energy Hub for emerging decarbonised energy solutions in Volume 1 of the draft CDP.</p> <p>(c) Provide a general development objective in Volume 5 to support the south-western portion of the island as an energy hub, with potential for redevelopment for emerging decarbonised energy solutions.</p>
<p><b>Principal Issues Raised</b></p>	<p><b>Ringaskiddy</b></p> <ol style="list-style-type: none"> <li>1. Should the zoning objective RY-I-19 be amended to provide for general industrial activities, including port related uses?</li> <li>2. Should the wording of zoning objective RY-I-19 be amended to remove reference to the site being used by bird species of Special Conservation Interest?</li> </ol> <p><b>Marino Point</b></p> <ol style="list-style-type: none"> <li>3. Should objective TM 12.14 (b) be amended to include reference to the Council working in active partnership with Cork City Council and the Port of Cork to achieve the objective?</li> <li>4. Support for Marino Point objective.</li> </ol> <p><b>Cobh</b></p> <ol style="list-style-type: none"> <li>5. Should paragraph 2.4.50, Volume 4 and zoning objective CH-X-02 be amended to allow flexibility in respect of the possible location of the 2<sup>nd</sup> cruise terminal at Cobh?</li> </ol> <p><b>Bantry</b></p> <ol style="list-style-type: none"> <li>6. Should Paragraph 2.6.1, Volume 5 to be amended to emphasis the port, maritime and fishing significance of Bantry, and the importance of Bantry as a key service point for Whiddy Island Oil Terminal?</li> <li>7. Should Paragraph 2.6.29, Volume 5 to be amended to reflect the work undertaken to date on the Inner Harbour Regeneration Project and to support future phases of this development, including the potential to develop a marine centre within the Inner Harbour area, on adjacent to the Abbey slipway.</li> <li>8. Should BT-GO-04 be amended to reference the fact that Cork County Council will actively promote the implementation of the Inner Harbour Regeneration Project.</li> <li>9. Should BT-X-02 be amended to: <ul style="list-style-type: none"> <li>• Reference that Cork County Council will actively promote the redevelopment of the Inner Harbour.</li> <li>• Reference the role of port uses in the Inner Harbour, and</li> <li>• Reference the important service connectivity between Bantry and Whiddy Island Oil Terminal.</li> </ul> </li> <li>10. Should Paragraph 2.6.29, Volume 5, and Objective BT-GO-04 to be amended to recognise the potential of Bantry as an Active Marine Leisure tourism destination?</li> </ol> <p><b>Whiddy Island</b></p>

	<ol style="list-style-type: none"> <li>11. Does the plan recognise the significant national and international role of the oil terminal within Volume 5 of the draft CDP?</li> <li>12. Should the plan be amended to support the potential for Whiddy Island to act as an Energy Hub for emerging decarbonised energy solutions in Volume 1 of the draft CDP?</li> <li>13. Is there a requirement for a general development objective in Volume 5 to support the south-western portion of the island as an energy hub, with potential for redevelopment for emerging decarbonised energy solutions.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Retain RY-I-19 as per the draft plan. The provision for Third Level Educational Campus and enterprise related development including marine related education, enterprise, research and development on the site still stands.</li> <li>2. The inclusion of the text regarding Special Conservation Interest bird species was raised through AA and SEA assessment. Their protection is imperative to supporting ecological and biodiversity sustainability. Notwithstanding the fact that there are no natural surfaces on this site, the area could have the potential now or in the future to be used by roosting birds, including species which are identified to be special conservation interest species for which the Cork Harbour SPA is designated. Given the proximity of the site to the SPA, it is considered prudent and appropriate to flag this in the objective and to clearly state that account will be taken of this when considering new development proposals in the area.</li> <li>3. As indicated in the submission, the Draft Plan provides strong commitment to the upgrading of the R624 to national road status. Consultation regarding same will be undertaken as required and as appropriate.</li> <li>4. The support for the Marino Point objective is noted. It is proposed to amend the Marino Point objective X-01 to reference that there is an area of flood risk associated with the site. See Proposed amendment Volume 2, Part 2, Cobh MD, Cobh.</li> <li>5. As a detailed appraisal of the development potential of Lynch's Quay and a detailed appraisal of alternatives has yet to be undertaken by Port of Cork with regard to the development of an additional cruise liner facility it is considered appropriate to amend paragraph 2.4.50, Volume 4, Cobh MD and zoning objective CH-X-02, Cobh to allow flexibility in respect of the possible location of the 2nd cruise terminal at Cobh. See proposed amendments, Volume 2, Part 2, Cobh MD, Cobh.</li> <li>6. The Draft Plan is considered to reflect the key role of Bantry in the West Cork MD and no change is proposed.</li> <li>7. An Amendment has been prepared to update paragraph 2.2.29.</li> <li>8. The text of the Plan outlines the role of the Inner Harbour Project in supporting marine and tourism activities in Bantry in Section 2.6.29.</li> <li>9. No change to the text of the BT-X-02 Zoning is proposed.</li> <li>10. No change proposed.</li> <li>11. Volume One Chapter 13 Objective 13.26 already states that Whiddy Island plays a strategic role in safeguarding the energy needs of the county and the state.</li> <li>12. See objective ET-13-26 in Chapter 13 in relation to Whiddy Island. No change proposed.</li> <li>13. See Objective 13.26 in Volume 1 of the Draft Plan. No change proposed.</li> </ol>



<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No Amendment Required.</li> <li>2. No Amendment Required.</li> <li>3. No Amendment Required.</li>   <li>4. See Proposed amendments, Volume 2, Part 2, Cobh MD, Cobh.</li> <li>5. See proposed amendments, Volume 2, Part 2, Cobh MD, Cobh.</li> <li>6. No Amendment Required.</li> <li>7. Amendment Required. See Amendment No. 5.2.6.19.</li> <li>8. No Amendment Required.</li> <li>9. No Amendment Required.</li> <li>10. No Amendment Required.</li> <li>11. No Amendment Required.</li> <li>12. No Amendment Required.</li> <li>13. No Amendment Required.</li> <li>14.</li> </ol>
<b>Interested Party</b>	Roadstone Ltd.
<b>DCDP346036965</b>	DCDP346036965
<b>Submission Summary</b>	<p>This submission on behalf of Roadstone Ltd. sets out the importance of the extractive industries to the wider economy and the need to protect the operations of working quarries and proven aggregate resources. The submission states that the importance of this industry is firmly established in national and regional planning policy including the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy. The submission outlines the following points;</p> <ol style="list-style-type: none"> <li>1. The planning authority should consider the recently published Essential Aggregates – Providing for Ireland’s Needs to 2040, prepared by the Irish Concrete Federation (copy of document attached with submission). The objective of this document is to highlight to Government the need for a national planning policy for aggregates which will underpin local and regional planning policy and ensure the sustainable supply of aggregates for Project Ireland 2040 and beyond.</li> <li>2. In relation to the Draft County Development Plan 2021 the submission refers to Chapter 2 Core Strategy and Chapter 8 Economic Development. The submission welcomes Section 8.1.16 and Objective EC 8-13 of the Draft Plan. The submission states that the preparation of a Minerals Strategy would offer an opportunity to ensure a successful quarry and extractive industry within the county.</li> <li>3. The submission proposes that the CDP should allow for the provision of adequate aggregate resources to meet the future growth needs of the county and to facilitate the exploitation of such resources where there is a proven need for a certain mineral/aggregate.</li> <li>4. The submission refers to standard planning practice in England and Wales in relation to the ‘safeguarding of reserves’ (<a href="https://www.gov.uk/guidance/minerals#minerals-safeguarding">https://www.gov.uk/guidance/minerals#minerals-safeguarding</a>). In reference to this the submission suggests that the CDP highlights areas containing proven deposits on a map, in order to protect them from the future development of incompatible land use. This should be facilitated, whilst ensuring that environmental, rural, scenic and residential amenities are protected.</li> <li>5. The submission states that the importance of the quarry and extractive sector and its related socio-economic benefits to the county and wider region should be stressed within the proposed Minerals Strategy Plan, highlighting the sectors significance with regard to construction and</li> </ol>

	development supply chains, as well as county and regional growth objectives.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the Draft Plan adequately recognise the importance of the quarry and extractive sector and its related socio-economic benefits to the county and wider region , or give sufficient emphasis to the need to protect the operations of working quarries and proven aggregate resources?</li> <li>2. Does the CDP give consideration to the recently published ‘Essential Aggregates’ prepared by the Irish Concrete Federation which highlights the need for a National Planning Policy for aggregates.</li> <li>3. Does the CDP allow for the provision of adequate aggregate resources to meet the future growth needs of the county and to facilitate the exploitation of such resources where there is a proven need for a certain mineral/aggregate?</li> <li>4. Does CDP highlight areas containing proven deposits on a map, in order to protect them from the future development of incompatible land use?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The CDP recognises that that minerals are a non-renewable resource which must be managed sustainably. See paragraph 8.16.1 and EC-8-13 (a). It is an objective of the plan (EC-8-13) to safeguard the County’s natural mineral reserves from inappropriate development and to prepare a Minerals Strategy Plan to support a sustainable extractive industry during the lifetime of the plan. It is intended that this strategy would recognise the importance of the quarry and extractive industry and its related socio-economic benefits to the county and the wider region as is already recognised in the Draft Plan</li> <li>2. The plan will give consideration to ‘Essential Aggregates’ prepared by the ICF.</li> <li>3. The Draft CDP recognises the importance of the mineral extraction and aggregate industry to the rural and wider economy in terms of employment generation and providing new materials for the construction industry.</li> <li>4. Existing Quarries across the County are mapped and are available on the Cork County Council website.</li> </ol>
<b>Chief Executive's Recommendation</b>	2. <a href="#">Amendment Required, See Amendment No. 1.8.5</a>



## 9 Chapter Town Centres and Retail

<b>Table 1.9</b>	<b>Chapter 9 Town Centres and Retail</b>
<b>Interested Party</b>	<b>CIlr Alan O'Connor</b>
<b>DCDP346164258</b>	DCDP346164258
<b>Submission Summary</b>	<p>The submission outlines a number of proposals for chapter 9: Town Centres and Retail:</p> <ol style="list-style-type: none"> <li>1. Table 9-1: Include wording, either in the objective or the preceding text, outlining why out of town/edge retail is not effusively supported. Generally the cautious approach for edge and out of town retail centres is welcomed.</li> <li>2. TCR 9-17: Aligning Retail Development and Transport: Include wording around encouraging a modal shift in transport away from the private car.</li> <li>3. Paragraph 9.11.12 in relation to retail outlet centres – proposes that wording in relation to assessments takes into account environmental sustainability concerns, particularly in light of a desire to encourage modal shift, and also in terms of consumption patterns etc.</li> <li>4. The objectives in chapter 9 jump from TCR 9-2 to TCR 9-13 which needs to be corrected.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Clarify why out of town retailing should be treated cautiously.</li> <li>2. Include wording to encourage modal shift in Retail and Transport objective</li> <li>3. Environmental concerns and retail outlet centres</li> <li>4. Need to correct objective sequence</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered that there is already much reference in this chapter to the need to promote town centre vitality. The sequential approach plays a very important role in this decision making process. However in order to better align with the wording of the 5 Retail Planning Guidelines key policy objectives more clearly it is proposed to replace existing text in second bullet point in 9.5.5 'promoting a sequential approach to development' to 'promote town centre vitality through a sequential approach to development'.</li> <li>2. Some revisions to the section on Retail and Transport have now been carried out in order to better align it with Chapter 12 Transport and Mobility. Improving modal shift is very much in line with National and County Development Plan policy.</li> <li>3. In terms of environmental impact Development Plan content (including retail strategy) is required to undergo a high level Strategic Environmental Assessment. Alongside this retail developments at certain thresholds are required to undergo their own individual Environmental Impact Assessments. The current retail planning guidelines place a strong emphasis on the need to facilitate a general shift towards sustainable transport modes. Future requirements to prepare climate plans may consider further concerns regarding sustainability, consumptions patterns, etc.</li> <li>4. Make non material formatting corrections to chapter.</li> </ol>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend the Draft Plan - See Proposed Amendment No 1.9.10, 1.9.11, 1.9.12, and 1.9.13.</a>

<b>Interested Party</b>	<b>Tesco Ireland Limited</b>
<b>DCDP345957984</b>	DCDP345957984
<b>Submission Summary</b>	<p>The submission notes that Tesco, as a primary convenience retailer in the County, is committed to meeting the needs of its customers and positively contributing to the physical and social environment of the County’s primary settlements.</p> <p>As the County’s population continues to increase over the next decade, it is important that the Local Authority supports existing retailers and provides for additional retail convenience floorspace at appropriate locations that serve the needs of current and future residents.</p> <p>In this regard, it is requested that the Council:</p> <ol style="list-style-type: none"> <li>1. Provides flexible land use zoning objectives that will allow sites to be brought forward in the County’s towns and settlements for convenience retail development over the lifetime of the Plan.</li> <li>2. Includes policies and objectives that can spur investment in the convenience retail sector and provides for adequate convenience floorspace to be allocated in settlements across the County that have been identified in the Plan as growth areas including inter alia Carrigaline, Fermoy, Clonakilty, Bandon, Kinsale, Skibbereen, Carrigtwohill, Passage West and Mallow – in particular a new large format store in Clonakilty where it is requested that a supermarket be declared a permissible use on a site zoned for Business Uses on the Park road.</li> <li>3. Recognises and supports the role that a convenience retail anchor such as Tesco can play in contributing to the revitalisation and regeneration of towns and settlements across the County.</li> <li>4. Acknowledges the requirements of modern retailers including appropriate floorplates, car parking and servicing access, where possible, and the Cork County Development Plan and associated Retail Strategy should include reference to these requirements.</li> <li>5. Supports and accommodates the growth of ‘Click and Collect’ retail services and Grocery Home Shopping by addition of new policy “To support and accommodate the growth of ‘Click and Collect’ retail services and grocery home shopping.”</li> </ol> <p>Other points of note in the submission:</p> <ul style="list-style-type: none"> <li>• A high-level comparative analysis shows that some settlements are currently underserved by convenience retail floorspace and that there is potential for additional convenience retail given their projected population growth. Request that the County Council consider the future provision of retail convenience floorspace holistically and ensure that settlements are adequately served by such floorspace.</li> <li>• That the Council should support the continued growth of local convenience retailing in the forthcoming Development Plan with supportive policies, objectives, and flexible zonings to ensure the continued vibrancy and viability of towns across the County.</li> <li>• In order to accrue all the benefits of the central distribution system model, from product availability to a reduction in the number of delivery vehicles on the roads, restrictions on deliveries must be avoided and the plan should ensure that there are no policies introduced that could lead to any restrictions on deliveries. Also request that the delivery requirements of convenience food store operators are acknowledged.</li> <li>• Alternative lands that are sequentially appropriate should be identified for retail convenience uses. Flexible land-use zonings should also be considered when identifying potential sites for retail convenience developments. A Town Centre location may not always be a viable option when pursuing a new site and other</li> </ul>

	<p>locations such as edge of centre sites may have to be considered.</p> <ul style="list-style-type: none"> <li>• The needs of the modern convenience retailing model are outlined particularly in relation to back of house area requirements and the need to comply with different regulations, etc. The plan should fully recognise these detailed requirements.</li> </ul>
<b>Principal Issues Raised</b>	<ul style="list-style-type: none"> <li>• Need for flexible land use zoning objectives that allows sites to be brought forward. In particular a request that a supermarket be declared a permissible use on a site zoned for Business Uses in Clonakilty</li> <li>• Recognise role that a convenience retail anchor can play in contributing to the revitalisation and regeneration of towns and settlements</li> <li>• Acknowledge requirements of modern retailers</li> <li>• Consider the future provision of retail convenience floorspace holistically and ensure that settlements are adequately served by such floorspace.</li> <li>• Support the continued growth of local convenience in the Development Plan</li> <li>• Request that the delivery requirements of convenience food store operators are acknowledged and not restricted</li> <li>• A Town Centre location may not always be a viable option when pursuing a new site and other locations such as edge of centre sites should be considered.</li> </ul>
<b>Chief Executive's Response</b>	<p>It is considered that text in the draft plan already strongly supports convenience retailing. In line with the Retail Planning Guidelines the preferred location for retail development is generally within town centres and/or edge of centre sites. Retail development proposals will be considered in accordance with Retail Planning Guidelines and the scale and function of the particular retail location in which they are proposed. The key will be a Retail Impact Assessment and the suitability of the location (sequential test) which is critical to determining the acceptability of the proposal. Additional matters raised in the submission can be further considered once the retail strategy process has been concluded.</p>
<b>Chief Executive's Recommendation</b>	<p>No amendment required.</p>





## 10 Chapter Tourism

<b>Table 1.10</b>	<b>Chapter 10 Tourism</b>
<b>Interested Party</b>	<b>Barry Boland</b>
<b>DCDP346225991</b>	DCDP346225991
<b>Submission Summary</b>	Submission is interested in learning more about the proposed (unspecified) greenway cycle route and supports the development.
<b>Principal Issues Raised</b>	Submission supports the development of a particular unspecified greenway.
<b>Chief Executive's Response</b>	Noted. The draft plan includes details of different greenway proposals around Cork.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Barry O'Connor</b>
<b>DCDP345721441</b>	DCDP345721441
<b>Submission Summary</b>	The submission is seeking for the Lee2Sea Greenway to be a short-term objective in the CDP. The submission suggests that the Lee2Sea would be the foremost active travel project in the county and would be a wonderful leisure amenity that thousands of people could enjoy. It suggests that it would be a gateway attraction and would be the best-connected greenway in Ireland. The submitter notes that it is very achievable because many parts already exist, and it just requires joining them together. Submission requests that the greenway should be in the CDP because it was identified as a deliverable in higher order planning documents such as CMATS and RSES.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>Carrigrohane Union of Parishes (Eco-Congregation Group)</b>
<b>DCDP345705753</b>	DCDP345705753
<b>Submission Summary</b>	The submission made by Carrigrohane Union of Parishes (CUP) focuses on the interest in the development of greenways and supports the development of the Lee2Sea. CUP straddles the western boundary of the County and the City, with much of the centre of the parish lying within the area of the Lee Valley. CUP has initiated active work in the eco-management of its land, as well as developing keen interests in the development of other environmentally sustainable actions. Submission notes the active support and promotion in the Draft Plan for Greenways, yet it is concerned by the lack of promotion for the Lee2Sea. It is of the view that the Lee2Sea would provide great value to the people and communities that live within the River Lee catchment. Submission suggests that the Lee2Sea should receive more centre stage support. Submission acknowledges the Greenway would straddle the areas of both County and City, however, is of the view it would give both local authorities an excellent opportunity to show integrated planning by local government in action as encouraged in the NPF.

<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>Cathal Kerrigan</b>
<b>DCDP345846847</b>	DCDP345846847
<b>Submission Summary</b>	The submission notes that cycling around the county is an important resource and is disappointed the Lee2Sea Greenway is not being progressed in a timely manner in the CDP. The submission is of the view that the infrastructure needs to be made deliverable in the short to medium term and highlighted in an objective in the plan. Submission is also requesting an objective to be included in the plan committing to carry out a feasibility study for the entire route.
<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>Cathal O'Boyle</b>
<b>DCDP345759717</b>	DCDP345759717
<b>Submission Summary</b>	Submission is requesting the Lee2Sea Cycle route becomes a core objective in the CDP and outlines the various reasons to support the project. Submission notes there are numerous Greenway projects being funded centrally by the government around the country and the case for the Lee to Sea could not be clear or more positive.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be a core objective in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendation in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>City View Wheels</b>
<b>DCDP344869773</b>	DCDP344869773
<b>Submission Summary</b>	This submission refers to the Lee to Sea Greenway and the potential it has to be a strategically crucial active travel and active leisure route for the people of County Cork. Submission acknowledges the references to the Lee2Sea in the draft plan, however, questions the lack of urgency to deliver the project. It outlines the advantages of the project and highlights the demand for the greenway to be completed. Submission is disappointed to see no short-term objectives dedicated

	to making the greenway happen and requests that the plan prioritise the full completion of the route as an active amenity and active travel route for Cork.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?</li> <li>2. Is there a need to include an objective in the plan to support the Lee2Sea?</li> </ol>
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346164699</b>	DCDP346164699
<b>Submission Summary</b>	<p>Submission refers to the Tourism Chapter of the Draft CDP. It notes that there is a synergy between the local needs and the needs of the tourist. It suggests if we improve the built and natural environment for locals and if we build better settlements, then in turn they'll attract tourists. Submission is of the view that tourism is a by-product of the things we do to make our county better for those living there already and not just the key tourism assets highlighted in Fig.10.1. The submitter is of the view that growth of motorhome-based tourism would not align with the goal of promoting sustainable tourism in Cork (e.g. TO 10-1). Submission makes the following proposals:</p> <ol style="list-style-type: none"> <li>1. Include in the chapter that the vision of tourism as a secondary offshoot/ by-product arises from a built and natural environment which is sustainable and well developed for local inhabitants.</li> <li>2. Remove the support for motor home tourism from the draft plan/ objective TO 10-11 and to include wording in TO 10-1 specifically discouraging the further growth of motorist-based tourism.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should Tourism be seen as a by-product which arises from the built and natural environment?</li> <li>2. Is it appropriate for the plan to remove the support for motor home tourism?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Planning Authority agrees with the suggestion that tourism should be seen as a by-product which arises from the built and natural environment.</li> <li>2. It is considered not appropriate for the plan to remove support for motor home tourism. Fáilte Ireland has highlighted it is a growing market in Ireland that is sufficiently under catered for and Cork County Council published a motor home policy paper in 2018 to promote this form of accommodation.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. Propose to add an additional sentence in section 10.1 of the draft plan. see amendment no. 1.10.1</li> <li>2. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Coillte CGA</b>
<b>DCDP346186858</b>	DCDP346186858
<b>Submission Summary</b>	The submission has been made on behalf of Coillte. Submission describes the company as the largest forest company in Ireland and indicates that it plays a critical role in contributing to the reduction in greenhouse gas emissions, enhancing energy security and contributing to a carbon neutral society.

	<p>Submission includes descriptions of the work carried out by Coillte since it was established in 1989 (developing a forest estate of approximately 396,000 ha and a total land bank of 440,000 ha; provides recreational facilities in forests/parks/trails, developments in area of energy, infrastructure and biodiversity support etc.) etc. Submission notes the forestry sector supports 12,000 jobs nationally and contributes €2.3billion to the economy annually. Submission notes that Coillte is committed to the development of the sector and to working with communities and stakeholders in a manner that is aligned with the vision for the county.</p> <p>Submission makes the following requests to the Council in the preparation of the draft CDP:</p> <ol style="list-style-type: none"> <li>1. Include reference to the forestry regulatory framework established by the Department of Agriculture, Food and Marine.</li> <li>2. Would welcome a leave no trace initiative to manage litter.</li> <li>3. Coillte is committed to protecting the recreational infrastructure within the county that forms part of its estate (forest parks, trails etc,) and would welcome the opportunity to explore further provision in partnership with others, e.g. thematic tourism / active recreational projects and forest based tourism accommodation. Coillte would support objectives for the provision of forest-based tourism accommodation.</li> <li>4. Recognition of Coillte’s ability to provide locations for infrastructure and services -water, waste water, telecommunications, transport etc.</li> <li>5. With reference to a permitted Integrated Constructed Wetland ( to support waste water treatment) for Saleen, the submission requests that be lands associated with this zoned in the plan , and the development potential of other adjoining lands owned by Coillte for community, commercial, tourism or other uses be recognised.</li> <li>6. Seeks amendments to Chapter 8 Economic Development to recognise the role of the renewable energy sector in sustaining the rural economy, particularly in weaker areas.</li> <li>7. Plan should maximise the potential or wind energy in the county. Seeks review of and changes to the Wind Energy Strategy to address the use of wind speed and grid connections as criteria in determining which parts of the county wind farms area considered ‘Acceptable in Principle.</li> <li>8. Encourages the Council work with the Regional Assembly to seek a regional approach to the spatial planning for renewable energy in line with the Regional Spatial and Economic Strategy.</li> <li>9. Seeks review of and changes to the Wind Energy Strategy to reconsider the role of visual impacts on the landscape in assessing wind farm proposals and recommends changes to the text of objective ET13-7 to reference the capacity of the landscape to absorb wind turbines, and to the wording of GI 14-14 re development on Scenic Routes .</li> <li>10. Ensure the policies and objectives the in Appendix A of draft plan refer to the ‘Wind Energy Guidelines 2006 to avoid any conflict between it and the finalised Wind Energy Guidelines when published.</li> <li>11. Coillte would welcome the opportunity to work in partnership with the Local Authority to deliver on climate targets.</li> <li>12. The policies and objectives of the Plan should promote the use of sustainable timber products.</li> </ol>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Do the policies of the plan re recreational infrastructure / tourism accommodation need to be expanded further to address facilities in forest parks?</li> <li>2. Does the Plan need to acknowledge the varied potential of the Coillte Estate?</li> </ol>

	<ol style="list-style-type: none"> <li>3. Should the draft plan provide a specific zoning objective to safeguard the future delivery of the integrated constructed wetland at Saleen, or to zoned additional land for development?</li> <li>4. Is there a need for an additional section in Chapter 8 on renewable energy?</li> <li>5. Does the wind energy strategy be reviewed?</li> <li>6. Does Appendix A reference the guidelines need to be updated?</li> <li>7. Should the draft plan include an objective to promote the use of sustainable timber products?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered that the existing policies and objectives of the plan make adequate provision for the development of recreational facilities and tourism accommodation, and such proposals will be assessed on their merits as part of the development management process.</li> <li>2. It is not considered necessary for the plan to acknowledge the varied potential of the Coillte landbank.</li> <li>3. The ICW facility has already been permitted. Delivery of water services infrastructure in the village of Saleen is a matter for Irish Water. It is considered that the Draft Plan makes adequate provision for development within the development boundary of Saleen village and it would not be appropriate to zone specific sites for specific uses at this level of the settlement hierarchy. Development proposals will be assessed on their merits as part of the development management process.</li> <li>4. An additional section of renewable energy will be included after section 8.18 of the Plan.</li> <li>5. The Planning Authority has committed to the preparation of a renewable energy strategy.</li> <li>6. Both draft and current wind energy guidelines need to be referenced</li> <li>7. Promoting the use of sustainable timber products is beyond the remit of the County Development plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. No amendment required</li> <li>3. No amendment required</li> <li>4. <a href="#">Amendment proposed as part of Chapter 8 of the Plan. See amendment no. 1.8.10 and no. 1.8.11</a></li> <li>5. <a href="#">An amendment is proposed as part of Chapter 13 to include an objective committing to the preparation of a renewable energy strategy for the county. See amendment no 1.13.1</a></li> <li>6. Non material amendment required to reference both current and draft wind energy guidelines in the draft plan.</li> <li>7. No Amendment required.</li> </ol>
<b>Interested Party</b>	<b>Darragh Enright</b>
<b>DCDP345972081</b>	DCDP345972081
<b>Submission Summary</b>	The submission is requesting the Council prioritise the Lee to Sea Greenway and elevate it as a short-to-medium term deliverable in the CCDP. Submission suggests now is the time for an ambitious vision for green mobility and tourism.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.

<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>David Teixeira-Lynch</b>
<b>DCDP344624004</b>	DCDP344624004
<b>Submission Summary</b>	<p>The submission is disappointed there is not a significant mention of the Lee to Sea as a short-term project. It suggests the route would make daily commuting more pleasant, safe, massively boost tourism and schools could use it for active travel routes. The submission states it could be a flagship project between city and county councils.</p> <p>The submission suggests a safe and direct cycling connection between Douglas and Carrigaline is needed along with walking/cycling routes into each and every major town in the County. Submission is of the view that the Lee2Sea should be fast tracked to future proof our towns and cities and sustainable travel needs to be prioritised.</p> <p>Submission is also seeking the following:</p> <ul style="list-style-type: none"> <li>- Adopt a 30km/h speed limit in towns in the County for road safety.</li> <li>- Enforcement of red lights with red light traffic cameras.</li> <li>- Increase pedestrianisation in towns and remove inner town parking.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?</li> <li>2. Is there a need for 30km/h speed limit in towns?</li> <li>3. Is there a need to increase pedestrianisation in towns and remove parking?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</li> <li>2. Speed limits are beyond the remit of the plan.</li> <li>3. Operational decisions are pedestrianisation / removal of car parking are beyond the remit of the plan</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</li> <li>2. No amendment required.</li> <li>3. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Declan Crowley</b>
<b>DCDP346075371</b>	DCDP346075371
<b>Submission Summary</b>	The submission expresses support for the Lee2Sea initiative and notes the benefits are numerous from the commuting, leisure, and travel. The submission specifically focuses on the road between Ballincollig and Inniscarra Dam, noting the dangers posed to cyclists who use the road. The submission is of the view the Lee2Sea proposal will provide a safe alternative to this busy commuting route.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be prioritised the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations

<b>Interested Party</b>	<b>Dervla O'Malley</b>
<b>DCDP344650887</b>	DCDP344650887
<b>Submission Summary</b>	<p>The submission is disappointed that the Lee to Sea Greenway has not been prioritised by the CDP. The submission is seeking for it to be made a short-to-medium term deliverable project and included in an objective in the plan. Additionally, submission requests the following:</p> <ol style="list-style-type: none"> <li>1. the Lee2SEA Greenway be included in the core strategy along with the associated map as a strategic transport commuting route.</li> <li>2. Include a commitment to do a full feasibility study of the entire route.</li> <li>3. Include use the Lee2Sea to promote active travel around the region to support transition to a low carbon society.</li> <li>4. Develop a consistent universal design approach, placemaking sections to connect to cultural assets/transport interchange points/parks/open space, consistent strong brand identity for the Lee to Sea Greenway and to market it as a major attraction.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?</li> </ol>
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>Donal Coakley</b>
<b>DCDP345956005</b>	DCDP345956005
<b>Submission Summary</b>	<p>The submission requests the following:</p> <ul style="list-style-type: none"> <li>• The Lee 2 Sea Greenway be included as a short to medium term deliverable.</li> <li>• The development plan should have an objective committing to carry out a feasibility study for the entire route.</li> <li>• The CDP should commit to providing athletics facilities such as athletics tracks and 2km cross country loops on grass. It suggests Athletics facilities should be available in every town or within 25km of every town.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?</li> <li>2. Is there a need to include a commitment in the plan to provide athletics facilities in every town?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</li> <li>2. The need for athletic facilities can be considered as part of the review of the Recreation and Amenity Strategy, as proposed in section 14.5.5. of Chapter 14 of the Draft Plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</li> <li>2. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Edel Sullivan</b>



<b>DCDP345728721</b>	DCDP345728721
<b>Submission Summary</b>	The submission requests the Council prioritise the goal of delivering the Lee2Sea during the lifetime of the forthcoming CDP, given the potential it has to provide environmentally friendly transport connectivity for the people of Cork and visiting tourists.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Eric Lucking</b>
<b>DCDP344682473</b>	DCDP344682473
<b>Submission Summary</b>	This submission is seeking for a higher emphasis placed on the "Lee2Sea" as a short-medium term deliverable. It notes the route has many functions in that it provides for tourism, it is viable for daily commuting and provides recreational opportunities for locals.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Fáilte Ireland</b>
<b>DCDP345345348</b>	DCDP345345348
<b>Submission Summary</b>	<p>This submission is made on behalf of Fáilte Ireland and is seeking to build on the well-established relationship between the County Council and the National Tourism Development Authority. The submission welcomes and is generally supportive of the draft plan and notes many of the suggestions included in their Issues Paper submission have been included. Submission welcomes the inclusion of a dedicated tourism chapter and is supportive of the overall aim of chapter and the reference to the Fáilte Ireland Brands. Fáilte Ireland have multiple proposals in this submission drawing on existing strategies for the enhancement and management of tourism in the County. The proposals are as follows:</p> <ol style="list-style-type: none"> <li>1. Fáilte Ireland are preparing Regional Tourism Plans to identify the sustainable tourism development priorities that will help to unlock the commercial potential of the region. Submission requests the inclusion of an objective supporting the preparation and implementation of Regional Tourism Plans in the CDP.</li> <li>2. Requests a dedicated Food Tourism section to be inserted in Chapter 10 and a specific objective supporting and encouraging the growth of Food Tourism in Cork.</li> <li>3. Submission notes that as part of the €15.5million 'Destination Towns' initiative launched in 2019 by Fáilte Ireland, funding was allocated for Bantry to enhance public spaces such as squares, streetscapes and markets in a way that will engage visitors and enhance their experience in key towns.</li> </ol>

	<p>Submission requests reference to Destination Towns to be made in both Vol 1-Chapter 9- Town Centres and Retail and in Vol 5- Section 2.6.</p> <ol style="list-style-type: none"> <li>4. Submissions suggests in order to improve the experience of those who live and visit Cork County, the Council should promote accessible tourism in the county. It acknowledges the inclusion of Accessible Tourism in Policy Objective GI 14-4 and 14-5, however is seeking an Accessible Tourism objective to be included in the Tourism Chapter.</li> <li>5. Suggests the reference to 'Eco-tourism' is a niche segment of tourism and a more accurate reference may be to say, 'Sustainable Tourism'.</li> <li>6. Core strategy: Requesting minor amendments to the objectives CS 2-3, CS 2-4, and CS 2-6 to have greater alignment with tourism objectives.</li> <li>7. Settlements and Placemaking: focuses on Objective PL 3-1: Building Design, Movement and Quality of the Public Realm. Submission notes a key pillar of Fáilte Ireland's strategy is to open up the outdoors by reimagining urban spaces and therefore included a proposed amendment to part f) and to also include an additional part o) encouraging the use of outdoor spaces.</li> <li>8. Marine, Coastal and Islands: Requests a part d) to objective MCI 7.6 to support both the enhancement of existing and development of new access to water locations in the County for recreational purposes.</li> <li>9. Economic Development: Requests that 'People, Place and Policy - Growing Tourism to 2025' is added to the list of national, regional, and local policy initiatives which have been considered in the preparation of this chapter in Section 8.3.1.</li> <li>10. Town Centres and Retail focuses on Section 9.2 Reinventing the Town Centre and requests an additional part J) to objective TCR9-1 encouraging improved permeability in town centres including the connection of Blueway's and Greenways to adjacent towns. Secondly in relation to the night time economy, submission seeks an amendment to part f) of objective TCR9-1: Town Centres to include cultural, food and beverage uses.</li> <li>11. Tourism: makes the following proposals: <ul style="list-style-type: none"> <li>• Include an objective in TO10-1 to support the investment in digital economy in the tourism sector.</li> <li>• Amendment to the wording of section 10.4 Fáilte Ireland Regional Brands and objective TO 10-2. The submission suggests their preferred text to include in the chapter.</li> <li>• Suggests noting Kinsale as the start/end of the Wild Atlantic Way to be included in the list in Section 10.6.1 of nationally significant tourism assets.</li> <li>• Under Walking and Cycling, include the 'Seven Heads Walks' and also request an objective supporting Coastal Tourism as well as the continued safeguarding and development of the Wild Atlantic Way Coastal Route.</li> <li>• Submission makes several different proposals to strengthen the Greenway and Blueway section of the tourism chapter.</li> <li>• Highlights that West Cork is one the biggest spots for Whale and Dolphin watching and the text in Section 10.14.8 should be amended to maximise the potential of this asset.</li> <li>• Proposes a new objective to be included under Managing the Provision of Tourist Accommodation to support various accommodation types.</li> </ul> </li> <li>12. Kanturk Mallow MD: Requests section 2.3.57 to be updated to reference the recent URDF funding received for Mallow Town Centre Regeneration and is seeking a specific policy objective.</li> <li>13. Cobh MD: Requests a stronger reference to the URDF public realm plan.</li> </ol>
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	<p>14. West Cork MD: Requests that in Schull two general objectives to be included to support the improvement of public realm and placemaking and secondly to continue to support and advance the Schull Harbour Development Project.</p> <p>15. Bandon Kinsale MD: Suggests additional text in the Tourism Section of Section 1.5. referring to the 'Reconnect in Kinsale 2021 Recovery Strategy' prepared by the Kinsale Chamber of Tourism &amp; Commerce.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the draft plan need an objective supporting the preparation of Regional Tourism Plans?</li> <li>2. Is there a need for a dedicated food tourism section?</li> <li>3. Should the draft plan make reference to 'Destination Towns'?</li> <li>4. Should an objective be included in the draft plan referring to Accessible Tourism?</li> <li>5. Should the term 'Eco-tourism' be changed to 'Sustainable Tourism'?</li> <li>6. Should the core strategy objectives better align with tourism objectives?</li> <li>7. Should Objective PL 3-1: Building Design, Movement and Quality of the Public Realm be amended to encourage the use of outdoor spaces?</li> <li>8. Should objective MCI 7.6 be amended to support both the enhancement of existing and development of new access to water locations?</li> <li>9. Should 'People, Place and Policy - Growing Tourism to 2025' be added to the list of policy initiatives which have been considered in the preparation of this chapter in Section 8.3.1.?</li> <li>10. Should the town centres and retail section of the plan make reference to blue ways and greenways?</li> <li>11. Should reference be made to the night-time economy?</li> <li>12. Is there a need to amend objective TO10-01 to support the investment in digital economy?</li> <li>13. Is there a need to amend the wording to the regional brands section?</li> <li>14. Should it be noted that Kinsale is the start/ end of the Wild Atlantic Way?</li> <li>15. Should there be an objective to support Coastal Tourism?</li> <li>16. Should the 'Seven Heads Walks' be referenced?</li> <li>17. Should the Blueway's and greenways sections be strengthened?</li> <li>18. Should the plan note that the best spot for Whale and Dolphin watching is in west cork?</li> <li>19. Should the plan include a new objective under Managing the Provision of Tourist Accommodation to support various accommodation types?</li> <li>20. Should the URDF be acknowledged in the Kanturk/ Mallow MD and the Cobh MD?</li> <li>21. Should additional objectives be included for Schull to support the improvement of public realm and placemaking and secondly to continue to support and advance the Schull Harbour Development Project?</li> <li>22. Should there be reference made to 'Reconnect in Kinsale 2021 Recovery Strategy' in the Bandon Kinsale MD?</li> <li>23. Has the Plan prioritised the development of the Mallow/ Fermoy Greenway ahead of the Lee to SEA.?</li> <li>24. Greenways and Blueway's.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Noted. The Council supports the principle of Regional Plans being prepared. No Amendment Required.</li> <li>2. Food tourism is a significant part of the tourism product and the plan should include an additional paragraph highlighting the food tourism industry in the County.</li> <li>3. West Cork MD will be amended to include reference to Bantry as a Destination town.</li> <li>4. The Planning Authority acknowledges the need for Accessible Tourism where possible to be provided around the County. An amendment will be made to objective TO10-01 and Paragraph 10.14.2.</li> </ol>

	<ol style="list-style-type: none"> <li>5. References made to Ecotourism have been removed from the plan and replaced with Sustainable Tourism.</li> <li>6. It is proposed the Tourism objectives should align with Core Strategy objectives and not the other way round.</li> <li>7. The Planning Authority welcomes the additional wording to objective PL3-1. Amendment required.</li> <li>8. The Planning Authority agrees there is a need to support both the enhancement of existing and development of new access to water locations.</li> <li>9. It is considered appropriate to include People, Place and Policy - Growing Tourism to 2025' be added to the list of policy initiatives which have been considered in the preparation of this chapter in Section 8.3.1.</li> <li>10. The Planning Authority considers it appropriate to amend the text of the plan to address this issue.</li> <li>11. The Planning Authority considers it appropriate to amend the text of the plan to address this issue.</li> <li>12. It is considered appropriate to support the digital technology in the tourism sector.</li> <li>13. The Planning Authority welcomes the additional wording changes to the Fáilte Ireland section in the draft plan. Amendments to be made to this section.</li> <li>14. It is not considered necessary to note Kinsale as the start/finish of the Wild Atlantic Way.</li> <li>15. The Plan acknowledges the importance of coastal tourism considering the length of the coastline in Cork extends over 1100kms and is noted as a Tourist asset that would require protection in section 10.6 of the plan.</li> <li>16. The Planning Authority acknowledges there are many difference long walks around the county. Amendment will be made to reference the Seven Head Walks.</li> <li>17. Strengthen blue ways and greenways.</li> <li>18. The plan recognises the importance of coastal tourism. It is considered appropriate to mention whale watching as tourism attraction in Cork.</li> <li>19. It is not considered appropriate to include an additional objective for tourism accommodation. This issue is adequately addressed in objective TO10-10 and section 10.15.</li> <li>20. The text will be updated to reflect progress in these towns.</li> <li>21. The Plan will be amended to include additional objectives in Schull.</li> <li>22. The Plan will include an amendment to the Bandon/ Kinsale MD.</li> <li>23. The Planning Authority is of the view that Mallow/ Fermoy Greenway has not been prioritised ahead of the Lee to Sea. however, there will be amendment proposed to support the Lee to Sea in the transport chapter of the final plan.</li> <li>24. It is considered appropriate to include additional text on the development of Blueway's in the county.</li> </ol>
<p><b>Chief Executive's Recommendation</b></p>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. <a href="#">Amendment required to include a paragraph on the importance of food tourism. See amendment number 1.10.3.</a></li> <li>3. <a href="#">Amendment required to the West Cork MD. See amendment no. 1.9.3 and No. 5.2.6.14.</a></li> <li>4. <a href="#">Amendment will be made to objective TO10-01 and Paragraph 10.14.2 to support Accessible Tourism. See amendment no. 1.10.2 and 1.10.7</a></li> <li>5. <a href="#">Amend plan to remove references to Ecotourism. See amendment no. 1.10.5.</a></li> <li>6. No amendment required.</li> <li>7. <a href="#">Amendment required to PL 3-1. See amendment no. 1.3.1</a></li> <li>8. <a href="#">Amendment required to MCI 7-6 Part c). See amendment no 1.7.6</a></li> </ol>

	<p>9. Amendment required to section 8.3.1. see amendment no 1.8.20</p> <p>10. Amendment required. See amendment no 1.9.9</p> <p>11. Amendment required. See amendment no 1.9.4</p> <p>12. Amendment required to section 10.3.7. See amendment no 1.10.19</p> <p>13. Amendments required to the Fáilte Ireland Brands Section. See amendment no. 1.10.8</p> <p>14. No amendment required.</p> <p>15. No amendment required.</p> <p>16. Amendment required to refer to the Seven Heads Walks. See amendment no. 1.10.10</p> <p>17. Amendment required to include a section on Blueway's. see amendment no. 1.10.18</p> <p>18. Amendment required to reference Whale watching in section 10.6.1 of the plan. See amendment no. 1.10.14.</p> <p>19. No amendment required.</p> <p>20. Amendment required. See amendment no. 3.2.3.2 and</p> <p>21. Amendment required. See amendment no. 5.2.10.4</p> <p>22. Amendment required. See amendment no. 5.1.5.14</p> <p>23. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</p> <p>24. Amendment required. See amendment no. 1.10.8.</p>
<b>Interested Party</b>	<b>Frank Daly</b>
<b>DCDP346291772</b>	DCDP346291772
<b>Submission Summary</b>	The submission is seeking for the Lee2Sea to be developed to promote active travel, combat climate change, help prevent poor mental health and fight obesity and to give young people the independence to get around without relying on a car. Submission is of the view that the route will be brilliant for the people of Cork and for tourists to explore the County.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Gavin Mauder</b>
<b>DCDP345703397</b>	DCDP345703397
<b>Submission Summary</b>	The submission would like to see a much higher priority given to the Lee to Sea Greenway. It notes the facility would be of huge benefit to residents and visitors and should become one of the Councils most urgent targets. The submission outlines the main benefits of the route and requests that the Council make immediate plans to further develop this Greenway.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be given a higher priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations

<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Green Party Cork South West</b>
<b>DCDP346289951</b>	DCDP346289951
<b>Submission Summary</b>	<p>The submission refers to the promotion of Recreational Ecotourism to ensure best practices in environmental sustainability for future tourism within Kinsale and West Cork. Submission would encourage support for such developments by ensuring that suitable land is made available for outdoor recreation and leisure activities. It requests more camping / glamping facilities to act as small-scale alternatives to larger tourism developments.</p> <p>Submission makes reference to the pre-draft plan Chief Executives report on Key issues relating to Tourism within the County to support the above proposals and outlines the recommendations made in the Chief Executives report. It notes the EU commission report on Tourism (Feb 2020) states that National and European policies have intensified their focus on sustainable tourism and likewise in a report commissioned by sustainable tourism operator notes that this type of alternative accommodation significantly reduces carbon footprint.</p> <p>Submission suggests West Cork and Kinsale are lacking camping / self-catering facilities and a series of local glamping facilities would directly address this shortfall.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should provision be made in the plan for the promotion of more outdoor recreation?</li> <li>2. Should the plan make provision for more camping/ glamping facilities in west cork and Kinsale?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The tourism chapter provides adequate provision for outdoor recreation.</li> <li>2. Camping / Glamping facilities in west cork and Kinsale are noted in the draft plan and no amendment is required.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Helen Guinan</b>
<b>DCDP344570650</b>	DCDP344570650
<b>Submission Summary</b>	<p>This submission expresses concern that the Lee to Sea Greenway is not prioritised in the Draft Cork County Development Plan and argues that while it gets some mention in various parts of the plan, that the approach isn't joined up or focused and there are no objectives dedicated to making it happen.</p> <p>The submission requests that the project be identified within the Core Strategy (and associated map) as a strategic transport commuting route and also to include a plan objective to support it as a short to medium term deliverable (in line with CMATS), with a commitment to carrying out a feasibility study for the entire route (Phase 1 Passage West to Crosshaven and Phase 2 Inniscarra to Ballincollig).</p> <p>The submission also requests an additional objective committing to seek funding for this project and to include planning and delivery/implementation of the Lee to Sea Greenway in the short to medium term as a strategic active travel, leisure, and tourism amenity in Cork harbour and to Inniscarra Dam in line with CMATS and CMASP.</p> <p>The submission also suggests adding an objective which would use the Lee2Sea to promote active travel to work, school, and business and retail around the region to support transition to a low carbon society in line with national targets to be carbon neutral by 2050. It also supports an objective which would include coordination with Fáilte Ireland, Cork City Council and National Transport Authority to develop a consistent universal design approach accessible to all ages and abilities, with a</p>

	segregated route future proofed to accommodate growth up to 2040 as per NPF, CMASP and Cork County targets, enable place-making sections to connect to cultural assets/ transport interchange points/ parks and open space, allow for a consistent strong brand identity for the Lee to Sea Greenway, and to market Lee to Sea Strategic Greenway as a Gateway attraction to Cork Metropolitan Area, Munster and Ireland.
<b>Principal Issues Raised</b>	1. Should the Lee2Sea Strategic Greenway be given a higher priority in the County Development Plan?
<b>Chief Executive's Response</b>	1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Hugh Killen</b>
<b>DCDP342691142</b>	DCDP342691142
<b>Submission Summary</b>	<p>This submission firstly sets out the many environmental and social benefits associated with the promotion and construction of the Lee to Sea Strategic Greenway and requests a number of additional objectives and actions regarding the Greenway. Firstly, it requests that the project be identified within the Core Strategy (and associated map) as a strategic transport commuting route and also to include a plan objective to support it as a short to medium term deliverable (in line with CMATS), with a commitment to carrying out a feasibility study for the entire route (Phase 1 Passage West to Crosshaven and Phase 2 Inniscarra to Ballincollig).</p> <p>The submission also requests an additional objective committing to seek funding for this project and to include planning and delivery/implementation of the Lee to Sea Greenway in the short to medium term as a strategic active travel, leisure, and tourism amenity in Cork harbour and to Inniscarra Dam in line with CMATS and CMASP.</p> <p>The submission also suggests adding an objective which would use the Lee2Sea to promote active travel to work, school, and business and retail around the region to support transition to a low carbon society in line with national targets to be carbon neutral by 2050. It also supports an objective which would include coordination with Fáilte Ireland, Cork City Council and National Transport Authority to develop a consistent universal design approach accessible to all ages and abilities, with a segregated route future proofed to accommodate growth up to 2040 as per NPF, CMASP and Cork County targets, enable place-making sections to connect to cultural assets/ transport interchange points/ parks and open space, allow for a consistent strong brand identity for the Lee to Sea Greenway, and to market Lee to Sea Strategic Greenway as a Gateway attraction to Cork Metropolitan Area, Munster and Ireland.</p>
<b>Principal Issues Raised</b>	1. Should the Lee2Sea Strategic Greenway be given a higher priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Jan Hayes</b>
<b>DCDP346037856</b>	DCDP346037856



<b>Submission Summary</b>	<p>This submission states that the CCDP has no specific objectives regarding the Lee 2 Sea Greenway, nor does it recognise the unique characteristics and the strategic potential of the Lee to Sea, or its capacity to deliver multiple policy objectives in transport, leisure, placemaking, tourism, economic competitiveness, and the transition to a low carbon society.</p> <p>The submission notes the key features of the Lee 2 Sea, its multifunctional nature, serving the largest population centre in Cork, connecting many heritage sites, relieving congestion around the harbour, its achievability and its ability to be a key enabler for growth in Carrigaline, Passage West, Ringaskiddy and Crosshaven. The submission notes that the CCDP does not seem to recognise that greenways could promote active travel for general transport nor does it address the sustainability and climate implications of high car-dependence in the county.</p> <p>The submission states that the Development Plan is misaligned with both the spirit and the letter of Regional Spatial and Economic Strategy (RSES), Cork Metropolitan Area Transport Strategy (CMATS), Cork Metropolitan Area Strategic Plan (CMASP), and other planning documents and it requests that the project be identified within the Core Strategy (and associated map) as a strategic transport commuting route and also to include a plan objective to support it as a short to medium term deliverable (in line with CMATS), with a commitment to carrying out a feasibility study for the entire route (Phase 1 Passage West to Crosshaven and Phase 2 Inniscarra to Ballincollig).</p> <p>The submission also suggests adding an objective which would use the Lee2Sea to promote active travel to work, school, and business and retail around the region to support transition to a low carbon society in line with national targets to be carbon neutral by 2050. It also supports an objective to develop a consistent universal design approach accessible to all ages and abilities, allow for a consistent strong brand identity for the Lee to Sea Greenway, and to market Lee to Sea Strategic Greenway as a Gateway attraction to Cork Metropolitan Area, Munster and Ireland.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be given a higher priority in the County Development Plan?</li> </ol>
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>IHF Cork Branch</b>
<b>DCDP345909792</b>	DCDP345909792
<b>Submission Summary</b>	<p>The submission is disappointed that there is a lack of specific objectives around the Lee to Sea (L2S) Greenway proposal in the CDP. It is of the view that the project is eminently achievable since many parts of the route are in place and only require small connections. Submission outlines the benefits of the project and is seeking for the Council to elevate it as a short-to-medium term deliverable in the CDP. The submission also requests:</p> <ul style="list-style-type: none"> <li>-to identify the flagship L2S Greenway within the Core Strategy,</li> <li>-To include a Plan Objective for the L2S Greenway as a short to medium term deliverable,</li> <li>-To include within the objective a commitment to carry out a feasibility study for the entire route,</li> <li>-To include use of the L2S to promote active travel to work, school, and shopping around the region to support transition to a low carbon society.</li> </ul>

<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>James Butler</b>
<b>DCDP344987947</b>	DCDP344987947
<b>Submission Summary</b>	The submission is disappointed by the lack of detailed planning for the Lee2Sea Greenway and finds it hard to understand how this project is not a key aspect of the plan. Submission is requesting for the Lee2Sea Greenway to be revisited.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be a key aspect in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Jarrod Mullins</b>
<b>DCDP345764936</b>	DCDP345764936
<b>Submission Summary</b>	The submission is fully in support of the Lee to Sea and would like to see it be made a priority. Submission suggests Cork needs safe active travel options for all users and this project would be an amazing resource for locals and tourists.
<b>Principal Issues Raised</b>	Should the Lee2Sea be made a bigger priority in the County Development Plan for a safe active travel option?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>John Fuller</b>
<b>DCDP346071540</b>	DCDP346071540
<b>Submission Summary</b>	The submission encourages the amount of material referring to the development of greenways in the CDP, however the submitter is disappointed that the delivery of the Lee to Sea Greenway is viewed as a medium to long term goal. Submission is of the view that the Lee2Sea should be a short-term priority and notes linking these areas would have major benefits in relation to active travel, sustainability, and tourism.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations

<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>John Paul O'Gorman</b>
<b>DCDP345950408</b>	DCDP345950408
<b>Submission Summary</b>	The submission is seeking for the Lee2Sea initiative to be implemented to support a safe infrastructure for commuting, recreation, and tourism. It notes the economic benefits along with reduced dependence on road infrastructure are justification for the investment. Submission requests this initiative will be prioritised.
<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>John Reynolds</b>
<b>DCDP345125855</b>	DCDP345125855
<b>Submission Summary</b>	The submission suggests the Lee to Sea Greenway is a fantastic idea to connect Inniscarra Dam to Crosshaven passing through several settlements along its proposed route and highlights several reasons to support this statement. Submission notes that many sections of the route are already in place and all that is required is to fill in the blanks. Submission requests that the CDP makes this Greenway proposal a priority and ensure it is delivered.
<b>Principal Issues Raised</b>	Should the Lee2Sea Greenway be given a higher priority in the in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Joshua Copage</b>
<b>DCDP345736113</b>	DCDP345736113
<b>Submission Summary</b>	The submission is disappointed to see the CDP has not included specific objectives relating to the Lee2Sea project following the recently published Carrigaline TPREP. The submission states that there is a lack of dedicated cycling infrastructure beyond the 5-8kmn of the Crosshaven greenway in the Carrigaline area. Submission requests specific objectives relating to developing the Lee to Sea transport network be included in the CDP.
<b>Principal Issues Raised</b>	Should the Plan include an additional objective relating to the development of the Lee to Sea transport network?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations

<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Julie Crowley</b>
<b>DCDP346086763</b>	DCDP346086763
<b>Submission Summary</b>	The submission supports the Lee2Sea initiative. It suggests the greenway will be a huge benefit to the people of Cork for everyday life, health, and leisure.
<b>Principal Issues Raised</b>	Support the delivery of Lee2Sea Strategic Greenway in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Karen Gunn</b>
<b>DCDP345866057</b>	DCDP345866057
<b>Submission Summary</b>	The submission fully supports the Lee2Sea Greenway project and is of the view it will help us grow to a Happier Healthier Ireland. The submission lists the many positives for the Lee2Sea and notes it is the answer to some of our long-standing problems. Submission requests the Council set positive Objectives for the Lee2Sea project and make it a short-term deliverable project in the CDP.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan? Is there a need to include an objective in the plan to support the Lee2Sea?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Kjeld van den Heuvel</b>
<b>DCDP343989877</b>	DCDP343989877
<b>Submission Summary</b>	<p>This submission refers to the Lee to Sea Strategic Greenway connecting the Inniscarra Dam to Crosshaven while passing many other county settlements along the way. It notes the Lee2Sea is supported in CMATS and CMASP as a project with a short to medium term deliverable. Submission outlines the multiple advantages of completing this route and how it would serve commuting, leisure, and tourism functions for thousands of users.</p> <p>Submission is disappointed that the Draft CDP provides no objectives to support the Lee2Sea Greenway and highlights the various benefits this project would have for Cork County. Submission requests the Council prioritises the Lee2Sea Greenway with the following:</p> <ul style="list-style-type: none"> <li>• Identify the Lee2Sea Greenway in the Core Strategy along with the associated map.</li> <li>• Include a plan objective for the Flagship Lee2Sea and elevate it as a short-to-medium term deliverable in the CDP in line with CMATS / CMASP.</li> </ul>

	<ul style="list-style-type: none"> <li>• Include in the objective a commitment to carry out a feasibility study for the entire route.</li> <li>• Include in the objective criteria committing to applying for funding to deliver this project.</li> <li>• Criteria to include planning/delivery/ implementation of the lee2sea greenway.</li> <li>• Objective criteria to include using the Lee2Sea to promote active travel to work, school, and shopping around the region to support transition to a low carbon society</li> <li>• Objective criteria to include coordination with relevant bodies to develop a consistent universal design approach, placemaking sections to connect to cultural assets/transport interchange points/parks/open space, consistent strong brand identity for the Lee to Sea Greenway and to market it as a major attraction.</li> </ul>
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Larry Cummins</b>
<b>DCDP346290515</b>	DCDP346290515
<b>Submission Summary</b>	The Submission is seeking for the Lee to Sea Greenway to make a short to medium term priority within the CCDP. Submission outlines the benefits of delivering this project and highlights that so much of the greenway already exists, making the overall project very achievable within a short to medium term. It highlights the success of the Mayo and Waterford Greenways and is of the view that the Lee2SEA could match or surpass other counties if the project is moved forward as a priority.
<b>Principal Issues Raised</b>	Should we make the Lee2Sea a bigger priority in the draft plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Lee Engineering &amp; Environment Forum</b>
<b>DCDP345978196</b>	DCDP345978196
<b>Submission Summary</b>	The submission highlights Cork has the potential to provide world class cycling infrastructure which would benefit the tourism sector and the local economy as a whole. It notes the key to improving quality of life is reducing car dependence. The submission suggests that by developing a world class segregated cycling infrastructure, particularly along former rail lines (Greenways), towns and regions can be connected independent of roads and vehicular traffic.
<b>Principal Issues Raised</b>	Highlights the importance of cycling infrastructure.

<b>Chief Executive's Response</b>	Noted.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Lee to Sea Greenway</b>
<b>DCDP346007442</b>	DCDP346007442
<b>Submission Summary</b>	The submission is of the view the CDP does not recognise that greenways could promote active travel for general transport and does not address the sustainability and climate implications of high car-dependence in the county. Submission lists the many benefits of the Lee2Sea Greenway and notes that it is eminently achievable since many parts of the route are already in place and will only require short connections which can be delivered over a short time frame.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Lee to Sea Greenway Organising Committee</b>
<b>DCDP343217577</b>	DCDP343217577
<b>Submission Summary</b>	<p>This submission refers to the Lee to Sea Strategic Greenway connecting the Inniscarra Dam to Crosshaven while passing many other county settlements along the way. It notes the Lee2Sea is supported in CMATS and CMASP as a project with a short to medium term deliverable. Submission outlines the multiple advantages of completing this route and how it would serve commuting, leisure, and tourism functions for thousands of users.</p> <p>Submission is disappointed that the Draft CDP provides no objectives to support the Lee2Sea Greenway and highlights the various benefits this project would have for Cork County. Submission requests the Council prioritises the Lee2Sea Greenway with the following:</p> <ul style="list-style-type: none"> <li>• Identify the Lee2Sea Greenway in the Core Strategy along with the associated map.</li> <li>• Include a plan objective for the Flagship Lee2Sea and elevate it as a short-to-medium term deliverable in the CDP in line with CMATS / CMASP.</li> <li>• Include in the objective a commitment to carry out a feasibility study for the entire route.</li> <li>• Include in the objective criteria committing to applying for funding to deliver this project.</li> <li>• Criteria to include planning/delivery/ implementation of the lee2sea greenway.</li> <li>• Objective criteria to include using the Lee2Sea to promote active travel to work, school, and shopping around the region to support transition to a low carbon society.</li> <li>• Objective criteria to include coordination with relevant bodies to develop a consistent universal design approach, placemaking sections to connect to cultural assets/transport interchange points/parks/open space, consistent strong brand identity for the Lee to Sea Greenway and to market it as a major attraction.</li> </ul>

<b>Principal Issues Raised</b>	1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.
<b>Interested Party</b>	<b>Lee2Sea Greenway Committee</b>
<b>DCDP345768256</b>	DCDP345768256
<b>Submission Summary</b>	Submission is in support of the full delivery of the Lee2Sea proposal and is seeking for it to be a short to medium term deliverable in the CDP. It suggests a reliable cycle greenway from Inniscarra to Crosshaven “would significantly reduce transport emissions. It would reduce traffic congestion and parking demand around the Cork metro by creating an attractive active travel corridor connecting Cork’s major retail, educational and employment hubs with its residential areas”. Submission is of the view if the project is delivered, it will have the potential to be world renowned for cycling tourists.
<b>Principal Issues Raised</b>	1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Louis Kelleher</b>
<b>DCDP345952282</b>	DCDP345952282
<b>Submission Summary</b>	The submission requests that the council prioritise the completion of the Lee to Sea Greenway in its entirety. It suggests this would be a world class facility that would bring many inter-related intangible benefits to Cork.
<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Marta Neto</b>
<b>DCDP345800169</b>	DCDP345800169
<b>Submission Summary</b>	Submission acknowledges the work the Council has done to upgrade infrastructure e.g. the commencement of construction of the Midleton- Youghal Greenway. However, the submission is surprised the Lee2Sea project is being considered as a long-term project and does not understand why there is a delay given the benefits of the development if constructed and the number of people it would serve. The submitter would prefer to use a local greenway rather than travelling to



	Dungarvan. Submission requests the Lee2Sea project be pushed forward to a shorter-term project to improve the quality of life.
<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Martha Halbert</b>
<b>DCDP345671636</b>	DCDP345671636
<b>Submission Summary</b>	<p>The submission requests that the Lee to Sea Greenway be identified within the Core Strategy (and associated map) as a strategic transport commuting route and also to include a plan objective to support it as a short to medium term deliverable (in line with CMATS), with a commitment to carrying out a feasibility study for the entire route.</p> <p>The submission also requests an additional objective committing to seek funding for this project and to include planning and delivery/implementation of the Lee to Sea Greenway in the short to medium term.</p> <p>The submission supports an objective which would use the Lee to Sea to support transition to a low carbon society in line with national targets to be carbon neutral by 2050. In addition, the submission supports the incorporation of soft running surfaces in both directions within the greenway as per Chicago 606 greenway, with a universal design approach, a segregated route, with nodes of interest (cultural heritage assets, wildlife vantage points, scenic viewing areas, places to eat and drink incorporated and that it would be future proofed to accommodate growth up to 2040+.</p>
<b>Principal Issues Raised</b>	Should the Lee2Sea be made a bigger priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Michael Devery</b>
<b>DCDP345709069</b>	DCDP345709069
<b>Submission Summary</b>	The submission is disappointed to see that the Lee to Sea Greenway is not being prioritised. Submitter suggests it would be a major benefit for both tourism and the health and wellbeing of anyone along its path.
<b>Principal Issues Raised</b>	Should the Lee2Sea be made a bigger priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Michael Logan</b>

<b>DCDP345752051</b>	DCDP345752051
<b>Submission Summary</b>	The submission is disappointed that the CDP gives very little attention to the Lee2Sea project since there are great plans to link up some of the good infrastructure already available. Submission is seeking for an improvement to infrastructure for the safety of walking and cycling and highlights the safety issues of cycling during peak times. The submission wishes to highlight that active travel is really important for older people and is a key enabler to maintain an active and independent life. It notes the Lee2Sea will benefit the whole community and enable significant change in travel and lifestyle. Submission requests that the plan brings the Lee2Sea to the fore and prioritise it in the plan.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Michael O Callaghan</b>
<b>DCDP346258347</b>	DCDP346258347
<b>Submission Summary</b>	The submission requests that the Council prioritise the Lee to Sea Greenway and to elevate it as a short-to-medium term deliverable in the CDP. The submission also requests: <ol style="list-style-type: none"> <li>1. The Lee2Sea is identified within the Core Strategy (and associated map) as a strategic transport commuting and leisure route.</li> <li>2. To include a Plan Objective for the Flagship Lee to Sea Greenway as a short to medium term deliverable,</li> <li>3. To include an objective to commit to carry out a feasibility study for the entire route.</li> <li>4. Include Objective criteria committing to applying for funding to deliver this project for the residents, employers, employees, students, and visitors to Metropolitan Cork.</li> </ol>
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Michael Prentice</b>
<b>DCDP343332529</b>	DCDP343332529
<b>Submission Summary</b>	The submission questions why the Lee to Sea Greenway project has been mentioned only as a "longer term project" in the Tourism Chapter and states that there is no reason for putting the project on the long finger. The submission argues that other than the Midleton-Youghal Greenway, there is no other specific long-distance Greenway mentioned for County Cork. In volume four for South Cork, the submission notes that there is no hesitancy or a mention of environmental assessment in the development of the M28 motorway in the plan, while the Lee to Sea is mentioned as only supported "subject to

	environmental assessment and planning". The submission questions why Greenway priorities are on the go slow and why there is a hesitancy with the Lee to Sea project. Submission wishes to highlight that the Lee to Sea Greenway needs to be made an urgent priority for Transport in County Cork to help address Climate Change, Active Mobility and Covid Precautions.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>mike spillane</b>
<b>DCDP345896084</b>	DCDP345896084
<b>Submission Summary</b>	The submission refers to the lack of specific objectives around the Lee to Sea proposal in the Draft CDP. Submission requests the following: 1. Identify the Lee to Sea Greenway within the Core Strategy as a commuting route. 2. Include an objective committing to carry out a feasibility study for the entire route. 3. Use the Lee2Sea to promote active travel to work, school, and shopping around the region to support transition to a low carbon society. 4. To develop a consistent universal design approach, placemaking sections to connect to cultural assets/transport interchange points/parks/open space, consistent strong brand identity for the Lee to Sea Greenway and to market it as a major attraction.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Noreen Buttimer</b>
<b>DCDP345641292</b>	DCDP345641292
<b>Submission Summary</b>	This submission is disappointed to see the lack of specific objectives for the Lee2Sea proposal. It suggests that the route will provide safe sustainable healthy transport, support the Department of Transport Safe Routes to School Project and help schools encourage walking and cycling to school.
<b>Principal Issues Raised</b>	Should specific objectives be included in the County Development Plan supporting the Lee2Sea proposal?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations

<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Prasanna Ramaswamy</b>
<b>DCDP346107651</b>	DCDP346107651
<b>Submission Summary</b>	The submission requests the inclusion of a detailed plan regarding the Lee2Sea greenway as a short to medium term deliverable and make the project a priority in the CDP.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Ruth Peters</b>
<b>DCDP344569379</b>	DCDP344569379
<b>Submission Summary</b>	The submission states that the Lee2Sea Greenway is an important element of quality of life and requests it is ranked much higher in importance than it currently is. Submission is seeking for the implementation to be fast-tracked.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be fast tracked to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Sam McCormack</b>
<b>DCDP345990950</b>	DCDP345990950
<b>Submission Summary</b>	Submission is disappointed that the Lee2Sea Greenway is not mentioned as a priority in the CDP. It notes if the greenway is delivered properly, it will provide endless benefits to the 250,000+ residents / communities it serves as well as tourists. The submission requests that the Council include the Lee2Sea in their final plans as a top priority for transport, mobility and tourism.
<b>Principal Issues Raised</b>	Should the Lee to Sea be included as a top priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Sean O Malley</b>
<b>DCDP345941082</b>	DCDP345941082

<b>Submission Summary</b>	The submission is disappointed with the lack of recognition the benefits of delivering the Lee2Sea greenway would bring to the greater Cork metropolitan region. It highlights that due to the Pandemic there has been a big increase in people wanting easy access to green areas and suggests the greenway needs to be made a priority. Submission requests the plan be updated to include set objectives to make the Lee2Sea Greenway a reality as soon as possible.
<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Senator Jerry Buttimer</b>
<b>DCDP345875140</b>	DCDP345875140
<b>Submission Summary</b>	The submission is very disappointed to see that the Lee to Sea Greenway is not given any prioritisation in the County Development Plan. It lists the many benefits the project will have if delivered. Submission requests the Lee to Sea be prioritised as a short to medium term deliverable in the CDP and also requests the following: <ul style="list-style-type: none"> <li>- identify the Lee to Sea Greenway within the core strategy.</li> <li>- include a plan objective for the L2S Greenway.</li> <li>- include within the objective a commitment to carry out a feasibility study for the entire route.</li> <li>- use the L2S to promote active travel to work, school, Shopping.</li> <li>-develop a consistent Universal Design Approach, placemaking sections to connect to cultural assets/transport interchange points/parks/open space, consistent strong brand identity for the Lee to Sea Greenway and to market it as a major attraction.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?</li> <li>2. Is there a need to include an objective in the plan to support the Lee2Sea?</li> </ol>
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Shane Calnan</b>
<b>DCDP345833033</b>	DCDP345833033
<b>Submission Summary</b>	The submission is disappointed to see the lack of emphasis on the proposed Lee to Sea greenway and the lack of ambition in relation to this. Submission notes decarbonising our economy is essential and facilitating active travel should be a top priority. Submission highlights many parts of the route already exist and it should be a no brainer to like the gaps in the short term.
<b>Principal Issues Raised</b>	Should the Lee to Sea be made a priority in the County Development Plan?

<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Siobhan O'Leary</b>
<b>DCDP345962799</b>	DCDP345962799
<b>Submission Summary</b>	Submission suggests the proposed Lee2Sea Greenway would provide a welcome addition to the Lee Valley and could be used for transport to work/school as well as recreational uses. It provides a safe link between Inniscarra and Cork Harbour and add to the tourism of the area. It notes greenways in other parts of the country have proven to be very successful and suggests building it and they will come.
<b>Principal Issues Raised</b>	Should the completion of the Lee to Sea be made a priority in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Stephen Spillane</b>
<b>DCDP345137802</b>	DCDP345137802
<b>Submission Summary</b>	<p>Submission is disappointed by the lack of mention of the Lee 2 Sea Greenway in the DCDP. It states the following key features are not mentioned in the plan:</p> <ul style="list-style-type: none"> <li>• Multifunctional nature for different services.</li> <li>• Serves largest population centres in Co. Cork.</li> <li>• Local, National and International connectivity and would be a gateway attraction.</li> <li>• Eminently achievable since many parts of the route are already developed.</li> <li>• Key enabler for growth for many settlements.</li> <li>• Greenways could promote active travel and address sustainability and Climate Change.</li> </ul> <p>Submission is seeking for the Lee2Sea Greenway to be prioritised and elevate to a short to medium deliverable in the CDP. It also requests:</p> <ul style="list-style-type: none"> <li>• Identify the Flagship Lee to Sea Greenway within the Core Strategy.</li> <li>• Include a Plan Objective for the Flagship Lee to Sea Greenway as a short to medium term deliverable,</li> <li>• Include within the objective a commitment to carry out a feasibility study for the entire route.</li> <li>• To include use the Lee2Sea to promote active travel to support transition to a low carbon society.</li> <li>• Develop a consistent universal design approach, placemaking sections to connect to cultural assets/transport interchange points/parks/open space, consistent strong brand identity for the Lee to Sea Greenway and to market it as a major attraction.</li> <li>• Support a tidal barrier for Cork Harbour.</li> </ul>
<b>Principal Issues Raised</b>	1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?

	2. Is there a need to include an objective in the plan to support the Lee2Sea?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Tamo Duske</b>
<b>DCDP345828611</b>	DCDP345828611
<b>Submission Summary</b>	The submission is disappointed that the CCDP does not explicitly prioritise the Lee-to-Sea greenway as a short- and medium-term development priority. It notes the social, economic, and health benefits that this greenway will deliver are enormous. Submission highlights it would align well with the CDP strategic vision and therefore should be treated with the utmost priority.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>The Kingsley Hotel</b>
<b>DCDP345906350</b>	DCDP345906350
<b>Submission Summary</b>	The submission is disappointed that there is a lack of specific objectives around the Lee to Sea (L2S) Greenway proposal in the CDP. It is of the view that the project is eminently achievable since many parts of the route are in place and only require small connections. Submission outlines the benefits of the project and is seeking for the Council to elevate it as a short-to-medium term deliverable in the CDP. The submission also requests: -to identify the flagship L2S Greenway within the Core Strategy, -To include a Plan Objective for the L2S Greenway as a short to medium term deliverable, -To include within the objective a commitment to carry out a feasibility study for the entire route, -To include use of the L2S to promote active travel to work, school, and shopping around the region to support transition to a low carbon society.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Tom Hennessy</b>
<b>DCDP345754948</b>	DCDP345754948



<b>Submission Summary</b>	<p>The Submission refers to the Lee2Sea Greenway suggesting it could be a world-class leisure and tourism route connecting Inniscarra Dam to Crosshaven while passing through many different settlements along the way. It highlights the project is supported by CMATS, RSES and CMASP. Submission outlines the many different benefits the route would have if achieved and would help deliver multiple of the Draft CDP objectives.</p> <p>The submission is disappointed the CDP does not include objectives in support of the Lee to Sea given the numerous supports at pre-draft stage, the existing support in CMASP and CMATS to deliver it as a short to medium term deliverable. Submission outlines the multiple benefits for Cork if the Greenway is delivered and is seeking the Council to include provisions within the Adopted Development Plan for the short delivery of the Lee to Sea Greenway.</p>
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Trevor Mahoney</b>
<b>DCDP345386634</b>	DCDP345386634
<b>Submission Summary</b>	<p>Submission notes CMATS has the Lee2Sea as short term to medium term as highlighted in Transport chapter while in the Tourism chapter it is referred to as a long-term project. Submission questions why there is not joined up thinking with CMAT and the CDP.</p> <p>Submission highlights that 12.7.14 also acknowledges that the Lee2Sea is a “transport priority” for Metropolitan Cork in the RSES, yet this development plan has no specific objectives for the Lee2Sea as a transport asset for the county.</p> <p>The submission requests the Lee2Sea be made a short term deliverable in the CDP and that it should have specific Active Travel (TM) objectives like the Middleton-Youghal Greenway (TM12.2.4).</p>
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Virginia Giglio</b>
<b>DCDP345631724</b>	DCDP345631724
<b>Submission Summary</b>	Submission is seeking for the Lee2Sea greenway project to become a reality in the short term. It wishes to highlight that if developed, it would be a safe, seamless, attractive walking route from Inniscarra Dam to Crosshaven enabling people to traverse the route little by little until completed.

<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Walter Higgins</b>
<b>DCDP345854926</b>	DCDP345854926
<b>Submission Summary</b>	The submission requests that the Council prioritise development of the Lee to Sea greenway and make it a short-term goal rather than a long-term goal.
<b>Principal Issues Raised</b>	Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?
<b>Chief Executive's Response</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Chief Executive's Recommendation</b>	See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations
<b>Interested Party</b>	<b>Watergrasshill Athletics Club</b>
<b>DCDP345905664</b>	DCDP345905664
<b>Submission Summary</b>	The submission supports the Lee to Sea Strategic Greenway and suggests it could be a world-class leisure and tourism route connecting Inniscarra Dam to Crosshaven. The submission requests the CDP should: <ul style="list-style-type: none"> <li>- Identify the Flagship Lee to Sea Greenway within the Core Strategy as an active travel route.</li> <li>- Include within the objective a commitment to carry out a feasibility study for the entire route.</li> <li>- add an objective criteria to seek funding for this project,</li> <li>- Add an objective criteria to include delivery of the Lee to Sea Greenway over the short term.</li> <li>- Add an objective criteria to include using the Lee2Sea to support transition to a low carbon society.</li> <li>- Add an objective criteria to incorporate soft running surfaces, adopt a universal design approach, segregate the route, incorporate nodes of interest and future proof the greenway.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Lee2Sea Strategic Greenway be elevated to a short to medium term deliverable in the County Development Plan?</li> <li>2. Should objective criteria be incorporated for soft running surfaces in the plan?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</li> <li>2. This issue is beyond the remit of the plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. See discussion and recommendations in relation to Chapter 10 Tourism in Volume One Part One of this report dealing with Key Issues, Responses and Recommendations.</li> <li>2. No amendment required.</li> </ol>

## 11 Chapter Water Management

<b>Table 1.11</b>	<b>Chapter 11 Water Management</b>
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346165481</b>	DCDP346165481
<b>Submission Summary</b>	States that we are behind in our commitment to 'good ecological status' as required by the Water Framework Directive and requests that the Plan emphasise that a deadline has been missed and giving reasons why. Questions the measurement of the assimilative capacity of the county's waterbodies, whether maximum exploitation of assimilative capacity is correct and species dependent, and what the capacity for development in population equivalent is considering the assimilative capacity of waterbodies. Requests that the plan flesh out the implications of the assimilative capacity of Cork's water bodies, with calculations. As regards flooding, it is requested that large scale flood relief schemes be placed under the same obligations to use SuDS rather than hard engineering solutions in a specific objective for Major Flood Relief Schemes as some recent schemes have destroyed the environmental and aesthetic integrity of waterbodies with hard engineering solutions. Asks that there be encouragement of flood resilient / repairable housing in areas where residual flood risk applies – references 2017 DEFRA report – includes suggested change to text and WM 11-14. Asks that word 'important' be removed from WM 11-13 as it is superfluous.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Commitments to good ecological status required by Water Framework Directive (WFD) are not being met and Plan should emphasise that deadline has been missed and give reasons why.</li> <li>2. Requests that the plan flesh out the implications of the assimilative capacity of Cork's water bodies, with calculations.</li> <li>3. Large scale flood relief schemes should be placed under the same obligations to use SuDS rather than hard engineering solutions.</li> <li>4. Encouragement for flood resilient/ repairable housing.</li> <li>5. Remove word 'important' from objective WM11-13 (b).</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The policies and objectives of the Plan are considered to fully support the implementation of the objectives of the WFD. The broad number of factors which influence water quality, including agricultural and forestry practices, do not all lie within the regulatory framework of the Plan, nor do the Council have sole responsibility for oversight of water quality targets.</li> <li>2. In considering the distribution of population growth, the capacity of water services to cater for such growth, and therefore indirectly the assimilative capacity of waterbodies is assessed. Assimilative capacity of individual waterbodies would also be assessed at project level through normal development management practice. Detailed assimilative capacity calculations would be best produced at a catchment level and are beyond the scope of this Plan.</li> <li>3. When undertaking a major FRS there is a requirement to consider all forms of flood management measures (including green and nature based) but in many cases, the benefits of natural solutions are not enough to provide the required standard of flood protection (generally the 1% AEP fluvial or 0.5% AEP tidal). Although these 'softer' solutions should always be considered, and be part of the final option where</li> </ol>

	<p>possible, they are unlikely to remove the need for hard engineering solutions altogether.</p> <ol style="list-style-type: none"> <li>4. Flooding policy will be updated to reflect the updated Strategic Flood Risk Assessment. Inclusion of additional text in relation to flood resilient design would be beneficial.</li> <li>5. All wetland sites require protection and the removal of the word 'important' as suggested is considered appropriate.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan to include additional text in relation to flood resilient design. – See proposed amendment no. 1.11.12.</p> <p>Amend the Draft Plan to remove the word 'important' from Objective WM 11-13 (b). – See proposed amendment no. 1.11.8.</p>
<b>Interested Party</b>	<b>Inland Fisheries Ireland Macroom</b>
<b>DCDP339619466</b>	DCDP339619466
<b>Submission Summary</b>	<p>Outlines the history, mandate, role and jurisdiction of Inland Fisheries Ireland. Considers the protection of the quality of the aquatic environment must address not only water quality but also include the protection of the physical environment, hydrological processes and biodiversity. Maintenance of habitat and protection of the food chain are particularly important objectives and the requirements of the Water Framework Directive are stated.</p> <p>Highlights the need for sufficient treatment capacity both within the receiving sewerage systems locally and downstream of wastewater treatment plants over the full duration of the plan. Considers that in areas where treatment facilities necessary for development do not exist, planning permissions should either be refused on the grounds that such development is premature, or the developer should be constrained by an appropriate condition requiring that connections to sewer will not be permitted until sewage works upgrading is completed and operational.</p> <p>Welcomes the installation of wetland systems intended to treat wastewaters and improve the quality of discharges to the environment and such wetlands must be viewed as an adjunct to good agricultural practice and not as a low cost way of getting rid of farm waste. Due to the extensive size and water demands of integrated constructed wetlands it may be necessary to consider the implications such as assimilative capacity of the waterbody, of surface water abstractions, to sustain the wetlands during periods of dry weather.</p> <p>Requests a policy in relation to aquatic habitat protection, including protection of Riparian Habitat, be included in the Development Plan. Highlights the disparity between protection of watercourses and those protections offered for a single mature tree such as Tree Preservation Orders, and requests this disparity be addressed in the plan.</p> <p>The role and importance of riparian buffer zones is outlined, and it is stated that it is essential that riparian buffer zones are managed in a manner which will lessen impacts to aquatic habitats. The riparian buffer zone must be sufficiently wide to protect the watercourse and can require riparian buffer zones of up to 50m. The 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. Urges all local authorities to acknowledge and address the need for riparian habitat protection. Requests IFI be consulted in relation to any development (greenfield development or redevelopment of brownfield sites) that could potentially impact on the aquatic ecosystems and associated riparian habitat at which stage they can provide guidance on site specific measures to enhance, protect, rehabilitate or establish riparian and aquatic habitats. IFI is opposed to any development on floodplain lands.</p> <p>States the Plan should include policies to ensure that developments do not lead to the spread of invasive species and landscaping proposals should require the use of</p>

	<p>native species from local stock.</p> <p>The impacts of poorly designed river/ stream crossing structures are outlined and recommends that the Plan include a clear policy on the use of clear span structures where possible on fisheries waters and that IFI be consulted on any such proposed developments.</p> <p>Highlights that the Development Plan is an opportunity to promote policies and awareness of water conservation and best practice should be promoted in respect of water conservation in all developments through methods such as rainwater harvesting.</p> <p>Welcomes the inclusion of requirement for SUDS for surface water disposal.</p> <p>States that River Management Policies should be an integral part of any development programme and suggests the following mechanisms for inclusion in Area Strategic Management - River Corridor Management Areas, Special Preservation Orders and Special Amenity Areas. The reliance of the Development Plan on designated sites, such as Special Areas of Conservation, solely, will exclude significant numbers of waterways which are in need of protection and requests that the Plan provide for the maintenance and preservation of all watercourses and associated riparian habitats.</p> <p>In determining the likely significant effects of plans or programmes, states that regard should be given to the need for the sustainable development of the inland and marine fisheries resource.</p> <p>Requests that the Plan, be consistent with River Basin Management Plans and comply with the requirements of the EU Water Framework Directive (WFD) (2000/60/EC); include policies which preclude developments in areas where the sewage infrastructure facilities necessary for development do not exist; advocates an assumption against river corridor interference; promotes the integration and improvement of natural watercourses in urban renewal and development proposals; encourage Local participation in urban and rural renewal and includes provision for consultation with IFI on developments which may impact on the aquatic environment.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Considers the protection of the quality of the aquatic environment must address not only water quality but also include the protection of the physical environment, hydrological processes and biodiversity.</li> <li>2. Need sufficient treatment capacity within receiving treatment systems but also downstream.</li> <li>3. Wetland systems are welcome but consideration needs to be given to the impact on assimilative capacity due to the surface water abstraction that may be required to sustain such wetlands in periods of dry weather.</li> <li>4. A policy to protect aquatic habitat and riparian habitat is required.</li> <li>5. Should include policies to ensure that developments do not lead to the spread of invasive species.</li> <li>6. The Plan should include a clear policy on the use of clear span structures where possible on fisheries waters.</li> <li>7. The Plan is an opportunity to promote policies and awareness of water conservation and best practice should be promoted in respect of water conservation in all developments through methods such as rainwater harvesting.</li> <li>8. Reliance on designated sites, such as Special Areas of Conservation, solely, will exclude significant numbers of waterways which are in need of protection.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. The Draft Plan recognises the holistic approach required to protect and enhance the aquatic environment and the approach taken in the Plan has seen water related policy integrated in a single chapter, Water Management, that takes account of the full water cycle. Objectives in the Plan provide for the protection of river channels (WM 11-11), flood plains</li> </ol>

	<p>and wetlands (WM 11-13) and there are extensive policies and objectives to protect Biodiversity set out in Chapter 15 Biodiversity and Environment.</p> <ol style="list-style-type: none"> <li>2. Objective WM11-1 provides for the protection of the County’s water resources, requiring that development does not contravene the objectives of the Water Framework Directive and meets the requirements of the River Basin Management Plan. The objective also specifies that development may only proceed where appropriate wastewater treatment is available that meets the requirements of environmental legislation, the WFD and Habitats Directive.</li> <li>3. Integrated Constructed Wetlands are addressed in section 11.9 of the plan however, additional text in relation to wetland systems is considered appropriate to address issues raised.</li> <li>4. Objective WM11-11 and preceding text provides for the protection of riparian habitat, including specific reference to the IFI publication ‘Planning for Watercourses in the Urban Environment’. The Plan would benefit from additional text in relation to the factors that contribute to determining the width of the riparian zone requiring protection.</li> <li>5. Policy in relation to Invasive Species is already contained in Chapter 15 Biodiversity and Environment.</li> <li>6. River channel protection is dealt with in objective WM11-11. Additional text and wording to the objective would be beneficial.</li> <li>7. Water Conservation in relation to drinking water is dealt with under section 11.8 of the Plan and a specific objective in relation to rainwater harvesting and other water recycling is set out under Objective WM11-7 (b).</li> <li>8. Water protection policies of this plan are not focused only on designated sites but encompass all watercourses.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan to include additional text and/ or wording to objectives in relation to Wetland systems. – See proposed amendment no. 1.11.6.</p> <p>Amend the Draft Plan to include additional text and wording in relation to clear span structures and river crossings. See proposed amendment no. 1.11.9.</p> <p>Amend the Draft Plan to include additional text in relation to factors that may determine the appropriate width of the riparian buffer zone and refine the wording of Objective WM11-11 (a) accordingly. See proposed amendment 1.11.4.</p>
<b>Interested Party</b>	<b>Irish Water</b>
<b>DCDP346217140</b>	DCDP346217140
<b>Submission Summary</b>	<p>Welcomes the opportunity to comment on the Plan and provides a series of updates in relation to plans and projects as follows:</p> <p>Irish Water Capital Investment Plan 2020-2024 – has received final determination from the regulator. Developing a communication plan for stakeholders with details of planned investments in each county.</p> <p>National Water Resource Plan – Framework Plan was adopted in Spring 2021. Four regional water resource plans being developed, consultation on which will commence later in 2021. Full Options Assessment stage is progressing and close to finalisation.</p> <p>Climate Change – IW are preparing a strategy to respond to national climate change legislative and policy frameworks.</p> <p>Drinking Water Source Protection – Drinking Water Safety Plans seek to protect human health by identifying, scoring and managing risks to water quality and quantity and Irish Water are involved in pilot drinking water source protection projects, which aim to trial catchment scale interventions to reduce the risk of</p>

	<p>pollution in water supplies. Some objectives for inclusion in the plan are suggested in relation to protection of ground and surface water sources and support for the implementation of Drinking Water Safety Plans.</p> <p>River Basin Management Plan – Support for the RBMP implementation Strategy through a variety of activities, participation on committees/ working groups, provision of data and inclusion of objectives in IW investment Plans which will continue in the third cycle.</p> <p>Sustainable Drainage and Green-Blue Infrastructure – Welcomes policies in the Draft Plan in relation to implementation of SuDS. Attention is drawn to the Menu of Objectives which is included as an attachment to the submission and includes a suite of appropriate objectives and policies in relation to Water Services generally and Water Supply and Wastewater services specifically. Specific objectives highlighted for inclusion in the plan are outlined relating to discharge of surface water to combined sewers, provision of adequate storm water infrastructure and flood management measures and requirement to provide separate foul and surface water drainage systems and sustainable urban drainage systems.</p> <p>Zoning and Zoned Lands – Irish Water is available to assist the Council in identifying suitable zoned land in accordance with Appendix 3 and NPO 72 of the NPF. Sequential development is encouraged. Where network reinforcements such as upgrades or extensions are required, these shall be developer driven unless there are committed IW projects in place to progress such works. All new residential and commercial/ industrial developments wishing to connect to an Irish Water network are to be assessed through Irish Water’s New Connections process which will determine the exact requirements in relation to network and treatment capacity. New connections to Irish Water networks are subject to our Connections Charging Policy. Where Irish Water assets are within a proposed development site, these assets must be protected or diverted.</p> <p>Small Towns and Villages Growth Programme – provides funding for Water and Wastewater Treatment Plant growth capacity in smaller settlements which are not otherwise provided for in the Capital Investment Plan 2020 to 2024. IW is currently reviewing the nominations of local authorities to determine which projects will be funded taking into account the order of priority provided by the local authority, the allocation available and the potential solutions and cost estimates. Successful projects will be notified to local authorities from Q2 2021 onwards.</p> <p>Wastewater Infrastructure – Capacity Register: Details on available capacity at each WWTP is outlined in Irish Water’s 2019 Wastewater Treatment Capacity Register (WWCR) which was issued to Cork County Council in June 2020. The 2020 Wastewater Treatment Capacity Register is currently being prepared and will be issued to LAs once finalised in the coming months; in the interim the 2019 WWCR can be used to provide indications of available treatment capacity. In addition, capacity has been reviewed and compared to the projected population targets in the Draft CDP and an update on capacity is provided on larger settlements. Updates included for the following locations – settlements connecting to the Cork Lower Harbour Scheme, Middleton, Carrigtwohill, Killumney, Mallow, Macroom, Castlemartyr, Kinsale, Mitchelstown, Dunmanway, Skibbereen, Charleville and Castletownbere. Details are also provided in relation to upgrade projects, new wastewater treatment plants and untreated agglomerations in relation to the following locations – Mallow, Middleton, Whitegate-Aghada, Ballycotton, Castletownbere, Inchigeelagh, Castletownshend, Ballymakeera, Coachford, Dripsey and Innishannon. Highlights that local networks upsizing, networks extensions and pump station upgrading are likely to be required in various parts of</p>
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	<p>a number of settlements, namely Carrigtwohill, Midleton, Glounthaune, Mallow, Little Island, Carrigaline and Cobh amongst others and that in the absence of planned IW projects these works would need to be customer funded. Details of planned projects of note in respect of Mallow, Dunmanway, Bandon, Midleton and Fermoy are provided. Notes that Irish Water and the Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc, and will continue to monitor the performance of the networks to ensure urgent works are prioritised as required.</p> <p>Water Infrastructure - It is envisaged that the water resource zones (WRZs) serving the following settlements can accommodate the projected population targets - the Metropolitan towns, Mallow (Key Town), and other larger towns like Fermoy, Kinsale, Macroom, (among others). Reference is made to Table 1 in an attachment to the submission which details the available capacity, current constraints, and planned projects for each water resource zone. In terms of the larger towns, constraints are identified in Clonakilty, Youghal and Castletownbere Water Resource Zones. Preferred approaches for dealing with these constraints are being assessed through the National Water Resource Plan (NWRP). The NWRP is progressing with the development of preferred solutions for all public water supplies in Co. Cork, and preferred approaches through the Full Options Assessment (FOA) stage for numerous schemes are anticipated to be available in Q3 2021, further details of which are given in Table 1 attachment. IW is also assessing the need for storage in all WRZs. Details are provided on Skibbereen Regional Water Supply Scheme which is stated to be nearing completion. Local networks upsizing/extensions, and possibly pump station upgrades, are likely to be required in various parts of settlements such as Carrigtwohill, Midleton, Glounthaune, Mallow, Little Island, Carrigaline and Cobh, among others. Notes that Irish Water and the Council are continually progressing leakage reduction, mains rehabilitation and capital maintenance activities in various settlements and will continue to monitor the performance of the networks to ensure urgent works are prioritised as required.</p> <p>A suggested suite of policies and objectives for inclusion in the plan and a capacity assessment of water supply for settlements in Cork accompanies the submission.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Updates are given in relation to a number of Irish Water Plans and Programmes. Updates on water services capacity for settlements is outlined.</li> <li>2. Objectives for protection of ground and surface water sources and for the management of surface water are suggested.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Planning and Water Services staff have liaised extensively with Irish Water in the preparation of this Plan to provide the best alignment possible between water services capacity and the growth envisaged in the plan period. The updates in relation to Irish Water programmes are welcome and where required will be reflected in the text of the Plan as factual updates. As delivery of programmes is always progressing, the Plan has sought to use the best available information in assessing water services capacity. Capacity updates for settlements will be reviewed to reflect latest available information.</li> <li>2. Objectives - The objectives suggested in relation to Drinking Water Source Protection are considered to already be addressed in the current objectives of the Draft Plan relating to implementation of the Water Framework Directive (WM 11-1), surface water protection (WM 11-2), Groundwater Protection (WM11-3), Groundwater protection schemes</li> </ol>

	and Zones (WM 11-4) and Protection from Agricultural Pollution (WM 11-6). Objectives suggested in relation to Stormwater are considered to be addressed in the existing objectives of the Draft Plan, specifically WM 11-10 Surface Water and SuDS. The menu of appropriate objectives provided with the submission are broadly covered by the objectives already included in the Draft Plan. Those relating to operational matters of Irish Water are not considered to come within the remit of this Plan and have not been included. It is recognised that the Plan would benefit from clarity on the funding of network improvements.
<b>Chief Executive's Recommendation</b>	No Amendment Required
<b>Interested Party</b>	<b>John Kennelly</b>
<b>DCDP346029578</b>	DCDP346029578
<b>Submission Summary</b>	States it should be recognised that no further development should take place in Belgooly without considering an upgrade to the treatment plant and a new wastewater treatment plant is required to accommodate replacement of the existing plant, alleviation of discharges to the Estuary, diversion of sewers from Cramers Close and any new development. Highlights that the existing treatment plant located in the Riverbank Estate has a malodour issue and dosing chemical is not a permanent solution and the plant is not fit for purpose. Asks that identification of a site for a new sewerage plant be considered. Also requests a footpath linking Riverbank estate to the village.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. No further development should be allowed in Belgooly without an upgrade to the existing wastewater treatment plant.</li> <li>2. There are malodour issues in relation to the existing treatment plant.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. This issue is already addressed by Objective WM11-1 (g) which requires that development only proceed where appropriate wastewater treatment facilities are available and meet the requirements of environmental legislation, the Water Framework Directive and the Habitats Directive.</li> <li>2. Issues in relation to malodour from the existing operation of the plant not a Development Plan matter and are best addressed to Irish Water.</li> </ol>
<b>Chief Executive's Recommendation</b>	No Amendment Required
<b>Interested Party</b>	<b>OPW</b>
<b>DCDP344229803</b>	DCDP344229803
<b>Submission Summary</b>	<p>Submission welcomes commitments to managing flood risk in line with Guidelines and address surface water and the needs for nature base solutions and SuDS. Objectives in relation to protection of watercourses and floodplains and coastal areas are also welcomed.</p> <p>It would be useful if the dataset used to create flood zone mapping in each settlement were noted in the SFRA document. It notes that pluvial or groundwater flooding should be identified separately to flood zone mapping. Highlights the need for a Sequential Approach to managing flood risk and states that land use zoning within Flood Zones that would be considered inappropriate or require application of the Justification Test, in accordance with Table 3.2 of the Guidelines, has been proposed in a number of settlements.</p> <p>Notes that Plan making Justification Tests do not appear to have been applied but notes the intention to do these once updated mapping is complete and specifies the requirements of the Guidelines. There are areas of the Existing</p>

	<p>Residential/Mixed Residential &amp; Other Uses zonings and Existing Mixed/General Business/Industrial Use zonings, for all settlements, that are located in Flood Zone A and B, which have not been identified as requiring Justification Tests and some of the contents of Circular PL 2/2014 on this issue are stated.</p> <p>Re-iterates that Guidelines state that all criteria of the Justification test must be satisfied and that Justification tests only apply to urban centres and not peripheral sites. Where Planning Permission has been granted, should the proposed development not go ahead or planning lapses with no submission to renew it, then the Council should consider zoning the flood risk lands as a water-compatible type zoning such as Open Space. If an existing developed site / zoning does not satisfy Criteria 3 of the Justification Test then the Council may consider including objectives as part of the zonings in these areas to limit development in the area to minor development only.</p> <p>It is suggested that for sites that are intended to be zoned for development following the application of a Justification Test where only a small proportion of the site is at risk of flooding, a policy objective might be attached to such zoning and advocating a sequential approach following a detailed FRA.</p> <p>Cautions and limitations of both Preliminary Flood Risk Assessment (PFRA) and National Indicative Fluvial Mapping (NIFM) are stated. It is requested that the Council has full regard to the proposed development of flood relief schemes, and the ongoing design, planning and implementation of a flood relief schemes, to ensure that zoning or development proposals support and do not impede or prevent the progression of these measures with consideration being given to specific policy objectives and including the need for maintenance of these schemes. It is also requested that consideration be given to including a register of key flood risk infrastructure. Access requirements for maintenance of Arterial Drainage Schemes should also be considered.</p> <p>It is recommended that the Draft Plan addresses how climate change has been considered in the production of this development plan noting that flood maps prepared under the CFRAM, ICPSS and NIFM Programmes include maps for two potential future scenarios taking account of different degrees of climate impact. A precautionary approach is advocated where analysis of potential future coastal change, including potential climate effects, has not been carried out.</p> <p>The recommendation of the Guidelines in relation to application of the SuDs techniques and managing surface water run-off is highlighted. There are restrictions on the construction, replacement or alteration of bridges and culverts over any watercourse is stated and that appropriate consent is required.</p> <p>References in relation to websites should be updated to flood events and CFRAM website in the SFRA.</p> <p>Site specific issues across a number of settlements are highlighted.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. There is a need for a sequential approach to managing flood risk.</li> <li>2. Plan Justification Tests have not been applied as required by the Guidelines and that all criteria of the Justification test must be satisfied.</li> <li>3. Full regard should be had to the proposed development of flood relief schemes.</li> <li>4. Plan should address how climate change has been considered.</li> <li>5. Attention is drawn to how the Guidelines deal with application of SuDS techniques.</li> </ol>
<b>Chief Executive's Response</b>	See Water Management Key Issues in Volume One, Part One of this Report.
<b>Chief Executive's Recommendation</b>	See Water Management Key Issues in Volume One, Part One of this Report.
<b>Interested Party</b>	<b>Pádraig O Sullivan TD</b>
<b>DCDP346292242</b>	DCDP346292242

<b>Submission Summary</b>	Expresses serious concerns about the lack of investment and forward planning in terms of delivering appropriate water and waste water infrastructure across the county and that villages like Carrignavar, Whitechurch, Watergrasshill, Knockraha and Glenville are being held back from appropriate development on account of the lack of improvements in this sphere. A number of new WWTP's and upgrades of existing WWTPs have been mooted, contingent on funding and believes further additional funding will be forthcoming. Requests that the Council factor these upgrades into their assessments of potential growth and development in to these villages rather than severely restricting growth.
<b>Principal Issues Raised</b>	The lack of appropriate water and wastewater infrastructure in villages of the County to allow for their growth and that planned upgrades to existing plants be factored into growth potential.
<b>Chief Executive's Response</b>	See Water Management Key Issues in Volume One, Part One of this Report. Planned upgrades as outlined in the various Irish Water plans and programmes have been factored into the assessment of water services capacity.
<b>Chief Executive's Recommendation</b>	No Amendment Required.



## 12 Chapter Transport and Mobility

<b>Table 1.12</b>	<b>Chapter 12 Transport and Mobility</b>
<b>Interested Party</b>	<b>Cllr Liam Madden</b>
<b>DCDP345008989</b>	DCDP345008989
<b>Submission Summary</b>	Raises the issue of schools and traffic management. States that new schools should not be granted planning permission without proper traffic management control. States that this should also be taken into account in relation to existing schools and extensions.
<b>Principal Issues Raised</b>	Traffic management and safety around schools.
<b>Chief Executive's Response</b>	It is proposed that additional text supporting the Safe Routes to Schools Programme be included in the Plan – see proposed amendment in Volume 2, Part 1, Chapter 12 Transport and Mobility. There is also a comprehensive objective in the CDP, TM-12-2 Active Travel to support a high level of priority and permeability for walking and cycling. In addition, objective TM 12.8c) requires the preparation of mobility management plans for educational facility developments. The operational issue of traffic management is largely outside the remit of the County Development Plan.
<b>Chief Executive's Recommendation</b>	Amend text to include additional text supporting the Safe Routes to Schools Programme.
<b>Interested Party</b>	<b>Transport Infrastructure Ireland</b>
<b>DCDP345848927</b>	DCDP345848927
<b>Submission Summary</b>	<p>Advocates that the plan policies should reflect and safeguard the strategic role of national roads and associated interchanges/junctions and submits that it will appeal any decisions to grant planning permission in cases where this strategic function or safety would be compromised.</p> <p>Highlights that Cork County is very reliant on the national road network, a finite capacity which will require demand management measures to maintain its functional capacity. Welcomes inclusion of objective TM12-1 in plan regarding integration of land use planning and transport.</p> <p>In the context of NDP critical enabler national road schemes being developed by the Council and TII it advises that TII guidelines require that a CDP/LAP should identify any land required for future national road projects and include specific objectives that retain required lands free from development and ensure that measures are put in place so that any adjacent development of sensitive uses (e.g. housing, schools, nursing homes) are compatible with the construction and long term operation of the road.</p> <p>It advises that development objectives must not compromise the route selection process, particularly where road scheme planning is underway and potential route corridors or upgrades have been identified and brought to the attention of the planning authority.</p> <p>It recommends consideration of the following:</p> <p>Volume 1</p> <ul style="list-style-type: none"> <li>• Policy provision similar to that in Housing Chapter, under Rural Housing Guidelines Section, to be also included in Transport Chapter.</li> <li>• Ensure that mitigation measures and costs associated with providing or upgrading of public infrastructure elements including national road improvements are included in the Council's general development contribution scheme.</li> <li>• Amendment of section 12.16.4 (protecting route corridors) to remove reference to</li> </ul>

	<p>‘where the route selection process has been completed/approved and where preferred route corridors have been identified.</p> <ul style="list-style-type: none"> <li>• Inclusion of additional references to M20 in the Plan as well as identification of scheme corridor on mapping.</li> <li>• Zonings in Carrigaline (CL-HT-01, CT-RR-01 and CL-B-02 which it considers at variance with national policy and which it recommends omitting or revising) proximate to existing N28 and impinging on future N28 corridor. Questions indication in CL-HT-01 that a transport assessment is to be undertaken. Notes preparation of transportation plan for Carrigaline with NTA and states it has not been consulted regarding same.</li> <li>• Inclusion of Dunkettle scheme on mapping.</li> <li>• Revision of reference to specific scheme access strategy regarding N25 Carrigtwohill/Midleton due to prematurity.</li> <li>• Inclusion of additional reference to N72/N73 Mallow Relief Road and inclusion on mapping.</li> <li>• Review of Local Transport Plans thresholds, reference to the Area Based Transport Assessment Guidance Notes and consultation with TII regarding preparation of Local Transport Plans</li> <li>• Incorporation of reference to TII standard ‘Treatment of Transition Zones to Towns and Villages on National Roads’.</li> <li>• Amendment of objective TM12.10 to include intention to liaise with TII regarding Park and Ride Implementation Plan.</li> <li>• Amendment to include requirements of section 2.8 of the DoECLG Spatial Planning and National Roads Guidelines relating to the provision of service areas and roadside facilities to reflect national policy.</li> <li>• New objective regarding safeguarding of national road network drainage schemes.</li> <li>• Revision of approach in plan for retail (making reference to section 9.11 of draft), submitting that it is at variance with requirements to maintain capacity and safety of national roads, with Retail Planning Guidelines general presumption against large out-of-town retail centres, and with the existing constraints on capacity and safety of the national road network infrastructure in Cork.</li> <li>• New objective regarding renewable energy in relation to safeguarding the national road network (re grid connection routing options).</li> </ul> <p>Volume 3: North Cork</p> <ul style="list-style-type: none"> <li>• Fermoy: Removal of FY-U-01</li> <li>• Fermoy: Re FY-B-05 consideration to be given to future requirements to improve road network at this location.</li> <li>• Mitchelstown: Review of access proposals to MH-B-02, MH-I-01 and MH-I-01</li> <li>• Mallow: Reflection of N72/N73 Mallow Northern Relief Road</li> <li>• Charleville: inclusion of M20 on mapping</li> <li>• Banteer: removal of former Duhallow Park Hotel zoning.</li> <li>• New Twopothouse: inclusion of wording regarding access from lands to be provided within reduced urban speed limit area.</li> </ul> <p>Volume 4: South Cork</p> <ul style="list-style-type: none"> <li>• Carrigaline: see volume 1 above</li> <li>• Ringaskiddy: Undertake a fully integrated land use and transportation study for port and industrial area in consultation with stakeholders</li> <li>• Carrigtwohill: CT-I-01 – expresses concern with extension of zoning, in association with existing employment zonings, accessed by existing congested Cobh Cross junction.</li> <li>• Little Island: consultation and collaboration re LI-X-03 to ensure Dunkettle interchange is not impacted.</li> <li>• Monard: inclusion of acknowledgement of Norther Ring Road junction strategy.</li> <li>• Midleton: clarification or amendment re MD-B-01 – notes that this is dependent on revised/improved access arrangements to N25 and advises that an N25 scheme is highly unlikely to facilitate access for private development lands to the national road</li> </ul>
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	<p>network.</p> <ul style="list-style-type: none"> <li>• Castlemartyr: review access proposals to B-01</li> <li>• Killeagh: review or amend B-01</li> <li>• Macroom: Amend KO-R-04</li> </ul> <p>Volume 5: West Cork</p> <ul style="list-style-type: none"> <li>• Bandon: test existing and additional employment and retail lands with the requirements of DoECLG’s Spatial Planning and National Road Guidelines</li> <li>• Bantry: test existing and additional employment and retail lands with the requirements of DoECLG’s Spatial Planning and National Road Guidelines, particularly re BT-I-01, BT-B-03, BT B-04 and BT-B-05</li> <li>• Ballydehob: amend placemaking/public realm/movement/village centre section to state that access to be provided within reduced urban speed limit area.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. National road schemes being developed by the Council and TII – TII guidelines require that a CDP/LAP should identify any land required for future national road projects and include specific objectives that retain required lands free from development and ensure that measures are put in place so that any adjacent development of sensitive uses (e.g. housing, schools, nursing homes) are compatible with the construction and long term operation of the road.</li> <li>2. Ensure that mitigation measures and costs associated with providing or upgrading of public infrastructure elements including national road improvements are included in the Council’s general development contribution scheme.</li> <li>3. Identification of M20 scheme corridor on mapping.</li> <li>4. Zonings in Carrigaline, CL-HT-01, CT-RR-01 and CL-B-02 are considered at variance with national policy and which it recommends omitting or revising.</li> <li>5. Inclusion of Dunkettle scheme on mapping.</li> <li>6. Inclusion of N72/ N73 Mallow Relief Road on mapping.</li> <li>7. Macroom: Can more detailed mapping for the N22 Ballyvourney to Macroom Scheme be included on the final mapping?</li> <li>8. Killumney Ovens: Should Objective KO-R-04 be reconsidered?</li> <li>9. Review of Local Transport Plans thresholds, reference to the Area Based Transport Assessment Guidance Notes and consultation with TII regarding preparation of Local Transport Plans.</li> <li>10. Reference to The Treatment of Transition Zones to Towns and Villages on National Roads.</li> <li>11. Amendment required relating to the provision of service areas and roadside facilities to reflect national policy.</li> <li>12. Revision of approach in plan for retail (making reference to section 9.11 of draft), submitting that it is at variance with requirements to maintain capacity and safety of national roads, with Retail Planning Guidelines general presumption against large out-of-town retail centres, and with the existing constraints on capacity and safety of the national road network infrastructure in Cork.</li> <li>13. A suite of other specific comments on settlements and volume 1 chapters.</li> </ol>
<b>Chief Executive’s Response</b>	<ol style="list-style-type: none"> <li>1. Due to uncertainty regarding route corridors not all anticipated route upgrades may be identified on maps. Those that are known will be identified. The Spatial Planning and National Roads Guidelines are strongly supported in the plan, are referenced in Chapter 12, and are also listed in Appendix A Ministerial Guidelines as applied to the Cork County Development Plan 2022. This reference is also of relevance to a number of settlement specific comments in the submission.</li> <li>2. The review of the Council’s general development contribution scheme is a separate process outside the remit of the County Development Plan.</li> </ol>

	<p>3. See 1 above. Reference to the N/M20 is to be added to section 12.16 of Chapter 12 Transport and Mobility. It is also proposed to amend each reference to the M20 so that it refers to N/M20 – see proposed amendments, Volume 2, Part 1, Chapt 12. Transport and Mobility.</p> <p>4. Carrigaline is the largest town in the County and has experienced significant population and housing growth over a long period of time. Also, there is a lack of sufficient employment land within the town which influences the high car dependency. IDA have indicated that there is a requirement to identify additional employment lands in the area. The proposal to develop the Fernhill UEA is a prudent and strategic response to these issues ensuring that future housing and employment land supply is properly planned for over the lifetime of the Plan. The proposal has been fully assessed as part of the preparation of the Carrigaline Transport and Public Realm Strategy (TPREP) to ensure that it has strong sustainable walking and cycling links with the town and the town centre to encourage modal shift away from cars. Development of these lands will be subject to other lands been developed or shown not to be available and subject to the opening of the M28 and the preparation of a Framework Plan which will address the issues raised.</p> <p>The Local Authority consider the identification of these lands for more detailed planning over the lifetime of the Plan as the prudent proper planning approach to help guide the future development of Carrigaline in a sustainable manner.</p> <p>It is intended to revise the requirements of the Framework Plan to ensure that the future development of the site makes provision for a strategic landscape corridor with Ringaskiddy to be retained.</p> <p>The Framework Plan will include proposals from the TPREP and will take into consideration any local transport plan of the town. See amendment to Chapter 2 Core Strategy No. x.</p> <p>5. The Dunkettle scheme will be added to the Little Island zoning map and CDP map browser – see proposed amendment see proposed amendment, Volume 2, Part 2, Cobh MD, Little Island. Transport and Mobility.</p> <p>6. The N72/N73 Mallow Northern relief Road will be added to objective TM 12.12 and reflected in the zoning map – see proposed amendments, Volume 2, Part 1, Chapt 12. Transport and Mobility and Volume 2, Part 2, Kanturk Mallow MD</p> <p>7. Macroom: Although an indicative line is included (MM-U-01) in the Macroom Zoning Map, it is proposed to include an appropriate mapping of the scheme including junctions in the final mapping of the CDP Browser in particular. Propose an amendment to remove the MM-U-01 from the Macroom Map Volume 4 and include a more detailed presentation including junctions and that this will be incorporated in the final mapping in both Volume 4 (South Cork Macroom MD) and Volume 7 (Map Browser).</p> <p>8. Killumney Ovens: Objective KO-R-04 has permission for 24 houses and has had a live application in one form or another going back to 2006. Given that the zoning objective is just outside of the N22 Corridor, it is considered that an additional line should be included in the objective taking on board the references made by TII in their submission. It is recommended that objective KO-R-04 be amended to reference that the southern boundary of the site is contiguous with the N22 Proposed Corridor and that this needs to be taken into consideration in any further determination of the site layout.</p> <p>9. The commitment in the Draft Plan to the preparation of Local Transport Plans is discussed further in part one of volume 1. There are eight separate amendments proposed which relate to Local Transport Plans. See proposed amendments, Volume 2, Part 1, Chapt 12. Transport and Mobility.</p>
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	<p>10. Reference to TII Standard DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Roads' will be added to the CDP in association with reference to DMURS – see proposed amendment, Volume 2, Part 1, Chapt 12. Transport and Mobility.</p> <p>11. Paragraph 12.16.5 of the Draft Plan makes reference to TII's Service Area Policy (2014). In addition it is proposed to include additional text referring to section 2.8 of Spatial Planning and National Roads in relation to motorway service areas. See proposed amendment, Volume 2, Part 1, Chapt 12. Transport and Mobility.</p> <p>12. Retail – see Key Issues, Volume I, Part 1, Town Centre and Retail.</p> <p>13. In addition, note the following:</p> <ul style="list-style-type: none"> <li>• it is proposed to amend Objective TM 12.10 Park and Ride to include a reference to liaison with TII. See proposed amendment, Volume 2, Part 1, Chapt 12. Transport and Mobility.</li> <li>• A new objective regarding national road drainage schemes will be added to Chapter 11 Water Management – see proposed amendment. See proposed amendment, Volume 2, Part 1, Chapt 11. Water Management.</li> <li>• It is proposed to amend CT-I-01 to reduce the area of the zoning and the specific objective text regarding same – See proposed amendment, Volume 2, Part 2, Cobh MD, Carrigtwohill and discussion in Volume 1.</li> <li>• A review of the Monard Planning Scheme is not part of this Plan. In any future review the junction strategy for the Northern Ring Road will be taken into account.</li> <li>• It is proposed that paragraph 2.5.35, relating to objective LI-X-03 will be amended to include text regarding consultation with TII – See proposed amendment, Volume 2, Part 2, Cobh MD, Little Island.</li> <li>• Midleton: clarification or amendment re MD-B-01 – it is proposed to include new text in MD-B-01 so that direct access will not be permitted from these lands onto the N25. See proposed amendment, Volume 2, Part 2, East Cork MD, Midleton.</li> <li>• Castlemartyr: review access proposals to B-01: The Spatial Planning and National Roads Guidelines are strongly supported in the plan (paragraph 12.16.4), are referenced in Chapter 12, and are also listed in Appendix A Ministerial Guidelines as applied to the Cork County Development Plan 2022, and as such will apply to the objective.</li> <li>• Killeagh: review or amend B-01: The Spatial Planning and National Roads Guidelines are strongly supported in the plan (paragraph 12.16.4) , are referenced in Chapter 12, and are also listed in Appendix A Ministerial Guidelines as applied to the Cork County Development Plan 2022, and as such will apply to the objective.</li> <li>• It is proposed to amend objectives in Bandon, where necessary, to include requirement for a Traffic Impact Assessment.</li> <li>• Comment regarding FY-B-05 is noted – no amendment required.</li> <li>• It is not proposed to remove the FY-U-01 slip road objective.</li> <li>• Query regarding Mitchelstown is noted – as this is a development management issue no amendment is required.</li> <li>• Banteer, former Duhallow Park Hotel: These lands are not zoned in the Draft Plan but paragraph 2.9.12 allows for favourable consideration of 'appropriate proposals which seek to promote the redevelopment of the site' It is not proposed to expand any further than the existing text in paragraph 2.9.12 which allows for favourable consideration of 'appropriate proposals which seek to promote the redevelopment of the site of the former Duhallow Park Hotel'. This text and any proposals for the site also needs to be considered in the context of the Government's Spatial Planning and National Roads Guidelines (2012).</li> </ul>
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	<ul style="list-style-type: none"> <li>• New Twopothouse is a small village in the settlement network. Like all proposals in close proximity to national routes, developments will be expected to comply with official policy concerning access. Objective TM12.12 of the draft plan in particular is particularly relevant as it seeks to avoid the creation of additional access points outside of the 50kph speed limit.</li> <li>• It is proposed to include the additional text in the criteria for grid connection in the solar farm and wind energy sections to state that 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. See proposed amendment, Volume 2, Part 1, Chapt 13 Energy and Communications.</li> <li>• It is proposed to omit the reference to access junctions from item 6 of Table D1, Appendix D, Volume 1. See proposed amendment, Volume 2, Part 1, Chapter 12 Transport and Mobility.</li> </ul>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as proposed in Chief Executive's Response above.</p> <p>See Amendments 1.12.1 to 1.12.59.</p>
<b>Interested Party</b>	<b>Adam D'Arcy</b>
<b>DCDP344575580</b>	DCDP344575580
<b>Submission Summary</b>	Submits that the Lee2Sea should be given more emphasis and be progressed by all County Council departments as a main part of the County's contribution to the flagship project. States that it will be used by tourists and locals, walking and cycling, as well as being a great way to commute by bike to work, school, college and between local amenities.
<b>Principal Issues Raised</b>	Delivery of Lee to Sea Greenway
<b>Chief Executive's Response</b>	<p>The Planning Authority fully recognises the advantages of greenways in supporting active travel, recreation and tourism, and Section 10.2, of Chapter 10 of Volume One of the Draft Plan, provides the up to date position regarding several different greenway projects that are being considered in different areas of county. (see <a href="https://www.corkcoco.ie/sites/default/files/2021-05/volume-1-main-policy-material-2.pdf">https://www.corkcoco.ie/sites/default/files/2021-05/volume-1-main-policy-material-2.pdf</a> ). See also support for greenways in paragraphs 12.7.15 to 12.7.17 in Chapter 12 Transport and Mobility.</p> <p>CMATS recognises the Ballincollig to Crosshaven section of the 'Lee to Sea' route as a short to medium term project and the RSES also identifies this as a transport priority for Metropolitan Cork. CMATS identifies the western section of the 'Lee to Sea' route, from Inniscarra to Ballincollig, is a longer-term project as part of the secondary cycle network. Further studies are needed to assess the feasibility of the route.</p> <p>As noted in the Chapter 12 Transport and Mobility, the development of greenway strategy for the County is needed to guide consideration and prioritisation of future greenway development. In this context, the reference to the 'Lee to Sea' as a long-term project in paragraph 10.12.10 of Chapter 10 of the Draft Plan will be removed.</p> <p>It is further considered that the objectives of the Plan (TM 12.12 ) could be amended to include an objective re the delivery of the Cork Harbour Greenway, as a component of the Lee to Sea Greenway, subject to environmental assessment and to develop a greenway strategy for the County to guide consideration of future greenway identification and development in a plan-led approach. The objectives will</p>

	also acknowledge that cycleways/ greenways and upgrades to same should be sensitively designed having regard to environmental, nature conservation, landscape and other heritage considerations, and include appropriate set-backs from water courses
<b>Chief Executive's Recommendation</b>	<ul style="list-style-type: none"> <li>• The reference to the 'Lee to Sea' as a long-term project in paragraph 10.12.10 of Chapter 10 of the Draft Plan will be removed. See proposed amendment</li> <li>• Objective TM 12.12 of the Plan will be amended to include an objective re the delivery of the Cork Harbour Greenway, as a component of the Lee to Sea Greenway, subject to environmental assessment. See proposed amendment. See Amendments No. 1.12.5</li> <li>• Objective TM 12.2 of the Plan shall be amended to include reference to the development a greenway strategy for the County to guide consideration of future greenway identification and development in a plan-led approach. See proposed amendment. See Amendments No. 1.10.9.</li> <li>• Objective TM 12.2 of the Plan shall be amended to ensure that cycleways/ greenways and upgrades to same should be sensitively designed having regard to environmental, nature conservation, landscape and other heritage considerations, and include appropriate set-backs from water courses. See Amendment No. 1.10.9</li> </ul>
<b>Interested Party</b>	<b>Circle K Ireland</b>
<b>DCDP346148831</b>	DCDP346148831
<b>Submission Summary</b>	<p>The submission provides background information on Circle K and gives an overview of its operations in Ireland as a retail fuel business. Relevant legislative and national policy provisions and planning appeals for motorway services are also detailed.</p> <p>Overall, the submission highlights the strategic importance of motorway service areas on the Cork County's road network and requests particular recognition of the Circle K Motorway Service Area at Junction 14 on the M8 Motorway outside Fermoy via an appropriate designation to support its continued operation and potential for future expansion.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Consistency of Draft Plan with TII Motorway Service Area Policy (2014).</li> <li>2. Circle K Motorway Service Area at Junction 14 of the M8</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered that the Draft Plan is consistent with TII Motorway Service Area Policy (2014) which is also referenced in the Draft Plan. The MSA policy documents identifies locations where future offline facilities could be provided, identifying the area between Junction 13 and 14, and it makes reference to a proposal for a MSA near junction 14 of the M8, which was subsequently developed (as Circle K). In response to a submission from TII it is considered that additional text could be added to paragraph 12.16.5 to highlight that section 2.8 of the Spatial Planning and National Roads Guidelines relates to motorway service areas and that motorway service area proposals are to comply with same. See proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>2. Objective RP 5-16 of the Draft Plan recognises the requirements of long established commercial uses located entirely within the greenbelt which may make proposals for the expansion/intensification of existing uses. It is not considered necessary to amend the greenbelt zoning.</li> </ol>

<b>Chief Executive's Recommendation</b>	<p>Amend paragraph 12.16.5 to add that section 2.8 of the Spatial Planning and National Roads Guidelines relates to motorway service areas and that motorway service area proposals are to comply with same.</p> <p>See proposed Amendment 1.12.53</p>
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346165878</b>	DCDP346165878
<b>Submission Summary</b>	<p>Submission makes a number of comments and proposals in relation to the Transport and Mobility Chapter of the Draft Plan including the following:</p> <ul style="list-style-type: none"> <li>• Proposes the inclusion of text regarding the economic benefits of modal shift away from the private car;</li> <li>• Proposes replacement of paragraph 12.4.5 with a statement that higher density is needed to support public transport service;</li> <li>• Proposes rewording of objective TM 12-1 f) to replace 'Higher residential development densities will be promoted in settlement centres benefitting from high quality provision of public transport services' with 'Higher residential development densities will be promoted in order to facilitate the high quality provision of public transport services, and to assist in achieving the 10-minute concept''</li> <li>• Proposes, possibly in objective TM-12-1, a description of the overall change in attitude towards parking – reduced provision etc.;</li> <li>• Proposes statement of ambition to reduce speed limits for built-up areas in the county to 30kph;</li> <li>• Proposes use of modal shift targets that are more ambitious than CMATS targets, suggesting specific car mode targets, and also proposes rewording of objective TM 12.7 to support, as a minimum level of ambition for sustainable transport, the implementation of CMATS;</li> <li>• Seeks description of what is meant by sustainable transport. Highlights that electric cars are not a sustainable travel mode;</li> <li>• Seeks inclusion of specific objective, with regard to active travel, to support retrospective implementation of permeability;</li> <li>• In relation to DMRUS and objective TM 12.1.1 b), seeks removal of wording ' unless precluded by space or other constraints' as it is suggested that this implies that cars are still a priority;</li> <li>• Seeks inclusion of text regarding how DMURS could also be applied to the evolution of existing settlements, or retrospectively, rather than just in new developments;</li> <li>• In relation to rail, seeks the inclusion of an objective to support the expansion of the rail network, through the provision of new lines, or by a general support for the re-opening of lines which have fallen into disuse;</li> <li>• In relation to EV charging seeks wording in objective TM 12.11 to ensure that new charging points in the public realm do not take space away from pedestrians or cyclists, e.g. by being installed on the footpath;</li> <li>• Proposes the following text within paragraph 12.16.3: 'Road construction also has implications for climate change, in terms of the embedded greenhouse gases in construction, and emissions over its lifetime use. It is important that environmental (including embedded and life-time emissions, in the context of climate mitigation,....';</li> <li>• Proposes the addition of the following wording to objective TM12.12 k) regarding road upgrades: '.... As well as addressing likely climate implications of the development, individually and cumulatively with other road infrastructure.';</li> <li>• Submits that the emergent option for the NM20 may be a new road, upgrade of the existing road, rail, or any combination of each, plus active travel infrastructure, and asks that text 'proposed M20 and rail' be deleted and that reference to M20 motorway be replaced with NM20 Transport Improvement Scheme;</li> </ul>

	<ul style="list-style-type: none"> <li>• Regarding future expansion of Port activities seeks the addition of text requiring addressing likely climate implications of the development;</li> <li>• Proposes increased ambition in terms of reducing maximum parking requirements;</li> <li>• Seeks that the ideal size of a standard accessible parking bay/disabled car parking bay is increased to 6m x 4.8m, acknowledging certain limiting factors;</li> <li>• Seeks the inclusion of wording about the preferred spatial arrangement of parking on public roads to be so-oriented that the parking is parallel with the direction of the road – linear rather than herringbone or perpendicular to the footpath.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. economic benefits of modal shift away from the private car;</li> <li>2. higher density is needed to support public transport service;</li> <li>3. overall change in attitude towards parking – reduced provision etc.;</li> <li>4. speed limits for built-up areas in the county to 30kph;</li> <li>5. modal shift targets and CMATS;</li> <li>6. electric cars are not a sustainable travel mode;</li> <li>7. retrospective implementation of permeability;</li> <li>8. In relation to DMURS and objective TM 12.1.1 b), - removal of wording ‘ unless precluded by space or other constraints’ as it is suggested that this implies that cars are still a priority;</li> <li>9. DMURS and the evolution of existing settlements;</li> <li>10. support the expansion of the rail network, through the provision of new lines, or by a general support for the re-opening of lines which have fallen into disuse;</li> <li>11. ensure that new charging points in the public realm do not take space away from pedestrians or cyclists, e.g. by being installed on the footpath..</li> <li>12. Road construction/road upgrades and implications for climate change</li> <li>13. M20 motorway to be replaced with NM20 Transport Improvement Scheme.</li> <li>14. Port activities and climate implications;</li> <li>15. Increased ambition in terms of reducing maximum parking requirements</li> <li>16. standard for accessible parking bay/disabled car parking bay</li> <li>17. preferred spatial arrangement of parking on public roads.</li> </ol>
<b>Chief Executive’s Response</b>	<ol style="list-style-type: none"> <li>1. The economic benefits of modal shift are referenced within the context of the 10 minute town (Significant economic, health, climate action and social benefits are to be derived from realising the 10 minute town concept). Additional text is proposed to paragraphs 12.6.2 and 12.1.4. See two proposed amendments, Volume 2, Part 1, Chapter 12.</li> <li>2. Comments regarding paragraph 12.4.5 are noted – see proposed amendment, Volume 2, Part 1, Chapter 12 to recognise that in towns outside of Metropolitan Cork application of similar level of densities to those required to be achieved in County Metropolitan Cork may support enhanced public transport provision in those towns outside the Metropolitan area. Objective TM 12-1 f) is considered appropriate and it is not proposed to amend it.</li> <li>3. While overall changes in attitude towards parking (reduced provision etc.) are acknowledged it is considered that the text in the section Car Parking is appropriate to support the car parking policy and objectives of the plan.</li> <li>4. It is proposed to amend the plan to support the principle of reduced speed limits in towns and villages and to outline the benefits of same. See proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>5. While the mode share targets used in the plan were, to an extent, informed by those of CMATS, they differ from CMATS. For example CMATS uses a general am peak time cycle mode share target of 4% to 2040 in metropolitan cork while the Draft Plan uses a commuting mode share target for cycling of 4% to 2028 for the towns. Mode share targets are discussed in the Transport and Mobility Key Issues in volume 1 of this report. The</li> </ol>



	<p>suggestion regarding rewording of objective TM 12.7 is noted however it is considered that the objectives regarding sustainable transport in the Draft Plan promote a maximum shift to sustainable transport modes and that efforts to achieve this will not be limited or restricted by mode share targets or CMATS.</p> <ol style="list-style-type: none"> <li>6. Comments regarding sustainable transport and electric vehicles are noted. The Draft Plan reflects national policy regarding the promotion of EV use. Evs could be considered to fall under the 'improve' element of the Avoid, Shift, Improve framework approach that underpins transport policy in the Draft Plan. The Draft Plan highlights that the A-S-I framework follows a hierarchy: "avoid" measures having the greatest focus, secondly "shift" and finally the "improve" measures.</li> <li>7. The Draft Plan outlines, in paragraph 12.6.7 that it focuses on facilitating and promoting liveable, compact towns, primarily through setting out guiding policy for new development but also through promoting retrospective enhancement of permeability and public realm in our settlements. Also, Objective TM 12.2 Active Travel, a) states that 'New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.'</li> <li>8. It is considered to be necessary to retain the wording 'unless precluded by space or other constraints' in objective TM 12.1.1 b).</li> <li>9. Regarding DMURS and the evolution of existing settlements, or retrospectively, it is proposed to add text to require DMURS to be implemented in statutory plans (LAPS), non statutory plans (Master plans etc.) and through the development management process. See proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>10. It is proposed to include additional text in the Plan so that where there is a strong case supporting the potential reopening of an existing or disused railway station (or railway infrastructure) for service, it will be 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. There is text in the Draft Plan to encourage the enhancement of rail service provision in tandem with planned population and employment growth ( objective TM12.3)as well as to advocate for the examination of the feasibility of reopening former stations along the Charleville to Cork City railway line (paragraph 12.8.7). See proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>11. In relation to EV charging in the public realm and space for pedestrians or cyclists see proposed amendment to objective TM 12-11 EV Charging, a) in Volume 2, Part 1, Chapter 12.</li> <li>12. Climate Action considerations underpin the policies of the Draft Plan. As outlined in paragraph 12.1.5, the Plan emphasises sustainable, and particularly, active travel. However, providing for the sustainable movement of goods, services and people will necessarily include some travel by road. Maintaining, improving and protecting the strategic function of the road network is therefore critical to the County's economic and social health. Additionally, strategic road infrastructure investment projects are necessary to unlock certain development opportunities. The Plan therefore facilitates improvements in road infrastructure and safeguards efficiency in the network. In addition, following an SEA recommendation, it is proposed to add new text to paragraph 12.16.3 to highlight that many of the new</li> </ol>
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	<p>/upgrade roads projects identified in this plan are in environmentally sensitive areas and that 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. See proposed amendment, Volume 2, Part 1, Chapter 12.</p> <p>13. The suggestion to replace references to M20 with NM20 Transport Improvement Scheme are noted. It is proposed to amend the reference to M20 to N/M20 on the advice of the N/20 project team and to be consistent with TII references. See proposed amendment, Volume 2, Part 1, Chapter 12.</p> <p>14. Climate Action considerations underpin the policies of the Draft Plan and the plan seeks to both mitigate climate change and adapt to climate change in the application and delivery of its objectives. Given that the plan does not include carbon budgeting it is not considered appropriate to reference the climate impacts of various types of activities. The preparation of a local Climate Action Plan, as required by the Climate Action and Low Carbon Development (Amendment) Bill 2021 may address such issues.</p> <p>15. The maximum car parking requirements are not a target and it is anticipated that the delivery of modal shift through the application of the sustainable transport objectives set out in Chapter 12 will reduce the demand for car parking. Note 4 of Table 12.6 Car Parking Requirements for New Developments outlines that a reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development. In addition, the Council may apply car parking caps in certain areas as outlined in the Draft Plan and it is proposed to include new text at the end of paragraph 12.12.8 to outline that where a Local Transport Plan exists, it may determine the appropriate level of car parking provision. This overall approach contrasts strongly with Note 2 of the 2014 CDP which stated that the parking requirement for residential development is a minimum standard and can be exceeded at the discretion of the developer. In addition, it is proposed to delete notes 2 and 3 of Table 12.6 Car Parking Requirements for New Developments which allowed for exceptions to the maximum parking requirement in areas outside of metropolitan cork not located within walking distance of a high quality public transport service.</p> <p>16. The issue of disabled parking has been given further consideration and it is considered appropriate to amend the disabled parking bay dimension to include a specific minimum circulation area as required (this circulation area may not always be required – for example if an adjoining disabled parking bay already contains such a circulation area that may be shared). See proposed amendment, Volume 2, Part 1, Chapter 12.</p> <p>17. Regarding spatial arrangement of parking on public roads, DMURS gives guidance regarding parallel parking provision and circumstances where perpendicular or angles spaces may be provided. The Draft Plan supports the implementation of DMURS.</p>
<b>Chief Executive’s Recommendation</b>	<p><a href="#">Amend the Draft Plan as proposed in Chief Executive’s Response above.</a></p> <p><a href="#">See Proposed Amendments 1.12.1. to 1.12.59</a></p>
<b>Interested Party</b>	<b>CIlr Marcia D’Alton</b>
<b>DCDP346281684</b>	DCDP346281684

<b>Submission Summary</b>	<p>Requests that Cork County Council would aim to introduce a speed limit of 30 km/h in all town and village centres, supporting safer movement of pedestrians and cyclists, supporting local businesses by increasing shopper dwell time, and supporting a more pleasant and healthier town centre environment.</p> <p>References increased time spent outdoors and sense of freedom in the streets associated with reduced traffic during Covid-19 lockdowns.</p> <p>Outlines that towns are for people – for shopping and socialising. Points out that cars don't shop or socialise yet they dominate town centres. States that while people must co-exist with cars there is a greater balance of influence in a town centre when vehicles travel at lower speeds.</p> <p>Makes reference to quieter streets and improved air quality as benefits of a 30km/h urban speed limit.</p> <p>Makes reference to the Stockholm Declaration on Road Safety – a resolution that emerged from the conclusion of the 2020 international UN summit on Road Safety that a speed limit of 30 km/h should become “the new normal” in all places where cars, cyclists, and pedestrians cross each other. Details countries and Irish Local Authorities where this has been introduced or proposed.</p> <p>Suggests that the proposal is the perfect partner to Cork County Council's Project ACT, which is about rebuilding the economy and community, and to the aims of Chapter 12 of the Draft Plan to promote liveable, compact towns, encouraging walkability and promoting active travel choices.</p>
<b>Principal Issues Raised</b>	A speed limit of 30 km/h in all town and village centres.
<b>Chief Executive's Response</b>	<p>Chapter 12 Transport and Mobility contains a range of comprehensive objectives to support active travel and liveable towns – see in particular TM12-2. Chapter 3 Settlements and Placemaking and Chapter 8, Town Centres and Retail also strongly support liveable towns.</p> <p>It is considered that reduced speed limits in towns and villages will create more pleasant urban environments and will increase the safety of our most vulnerable road users such as pedestrians, cyclists and children which is critical to the delivery of objectives to promote active travel and also complements other objectives in the development plan to create more attractive urban environments. Accordingly it is proposed to amend the Plan to support the principle of reduced speed limits in towns and villages. Also of relevance, it is proposed that additional text supporting the Safe Routes to Schools Programme be included in the Plan. See). See proposed amendments, Volume 2, Part 1, Chapter 12.</p> <p>The application of speed limits in particular towns and villages is a separate legislative and procedural process outside the remit of this plan.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend the Plan to support the principle of reduced speed limits in towns and villages and to include additional text supporting the Safe Routes to Schools Programme. Amendment No.1.12.49</a>
<b>Interested Party</b>	<b>Colette Finn</b>
<b>DCDP345812639</b>	DCDP345812639
<b>Submission Summary</b>	The submission focuses on how cycling as a form of transport can assist in achieving aims around active travel, modal shift and climate action. The provision of proper cycling infrastructure is key to this and can be delivered at a fraction of the cost of

	<p>other infrastructure projects such as roads and children can choose to cycle to school over the use of private vehicles.</p> <p>Submission supports transport objectives in section 17.7.7. Cycling can play a major role in achieving the 15 min town concept and segregated cycle infrastructure and sheltered/ secure bike parking can assist this. The creation of 'Safe Routes' and 'School Zones' is advocated.</p> <p>Concern is expressed at the level of ambition for cycling mode share targets and that this is contrary to national and regional planning policy.</p> <p>The improvement of the N28 to include dedicated bus and cycle lanes should be considered a high priority, including fully segregated cycle lanes, traffic calming measures and liaison with businesses to provide facilities for those commuting by bicycle. Potential improvements to the Cobh-Glenbrook Cross River Ferry are outlined.</p> <p>Disappointment is expressed that the Plan does not provide objectives in support of the Lee to Sea Greenway, potential benefits of which are outlined including, it gives 10% of the County population easy access to work, school, shops etc., provide a visitor attraction, reduce carbon footprint, can be delivered in the short term and its a non-vehicular route to school and college.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Safe Routes to Schools Programme.</li> <li>2. Mode share targets.</li> <li>3. Lee to Sea Greenway.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is proposed that additional text supporting the Safe Routes to Schools Programme be included in the Plan. See proposed amendments, Volume 2, Part 1, Chapter 12.</li> <li>2. See Key Issue, Chapter 12, Volume One of this report.</li> <li>3. See Key Issue, Chapter 10, Volume One of this report.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p><a href="#">Amend the Plan to support the Safe Routes to Schools Programme. See recommendations under relevant Key Issues also. See Amendments No. 1.12.50</a></p>
<b>Interested Party</b>	<b>Cork County Age Friendly Alliance</b>
<b>DCDP345223310</b>	DCDP345223310
<b>Submission Summary</b>	<p>This submission provides background to the Age Friendly Programme established to support society to prepare for population aging outlining that the programme supports counties and cities across Ireland to prepare for the rapid ageing of our population by paying increased attention to the environmental, economic, cultural, and social factors that influence the health and well-being of older people, and that it is supported at national level by an advisory group which includes members drawn from various government departments.</p> <p>Outlines projected increase of older population, with considerable social and economic implications, and the increasing need to ensure that Ireland becomes a great country in which to grow old.</p> <p>Sets out that the Programme initiatives focus on areas such as housing, transport, caregiving, community engagement, volunteering, social inclusion and combating isolation among older citizens.</p> <p>Describes the Cork County Age Friendly Alliance, with representation from the Council and other key agencies, as a strategic partnership for the County that brings together the statutory, private, voluntary and community sectors to create new initiatives and services and enhance those that already exist for older people in their communities.</p> <p>Sets out the 9 strategic goals of the Cork Age Friendly County Strategy 2016-2021 (Transportation, Outdoor Spaces and Buildings, Communication and Information, Community Support and Health Services, Civic Participation and Employment, Social Participation, Respect and Social Inclusion, The Islands and Housing) requesting that</p>

	<p>they are supported by the Cork County Development Plan 2022-2028 and that the plan also references the Cork County Age Friendly Strategy.</p> <p>Submits that the Cork County Age Friendly Alliance and the Cork County Older People's Council have identified 4 broad, interconnected themes within which policy and practice need to be given particular consideration in the context of age friendly design and planning for our ageing population: Place-making and public realm; transportation; housing; and mobility and accessibility. Detailed considerations are set out under each of these themes.</p> <p>In relation to Transport and Mobility a number of detailed points are made including the importance of quality accessible public transport, the importance of access to essential services, difficulties older people can experience in getting around, Age Friendly Programmes aiming to provide seamless, affordable transport systems as well as making it possible for older people to use personal forms of transport. It details what older people want in relation to transport and what the Age Friendly Programmes are doing to respond. It details mobility and accessibility aims of age-friendly programmes.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Assess for older people to services including public transport.</li> <li>2. Inclusivity and public realm.</li> <li>3. Inclusivity and housing.</li> <li>4. Mobility and accessibility aims of age-friendly programmes.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Draft Plan outlines that 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 (paragraph 12.7.2). It is proposed to add text to this paragraph to outline that the National Disability Inclusion Strategy includes specific actions assigned to Local Authorities. Chapter 12 it also highlights that 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 (paragraph 12.8.4). It is also proposed to include additional text regarding the 'whole journey' approach. See proposed amendments in volume 2, Part 1, Chapter 12 Transport and Mobility.</li> <li>2. Objectives PL 3-1 (Building Design, Movement and Quality of the Public Realm) and PL 3-3 (Delivering Quality and Inclusive Places) of Chapter 3 Settlements and Placemaking, as well as objectives SC 6-9 Cork an Age Friendly County and SC 6-10 Services and Infrastructure for Older Persons Strategy.</li> <li>3. Objectives HOU 4-3 Housing for Older People are of relevance. The relevant regulations (Building Regulations) are applied as part of the normal development management process.</li> <li>4. The contents of the submission are noted. It is considered that the Plan supports delivery of these aims.</li> </ol>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend the Draft Plan as outlined in Chief Executive's Response above. See Amendments No. 1.6.11, 1.12.9, 1.12.6</a>
<b>Interested Party</b>	<b>Cork Cycling Campaign</b>
<b>DCDP346155128</b>	DCDP346155128
<b>Submission Summary</b>	<p>Submits that cycling has a central role to play in mitigating climate change by helping society transition to low energy mobility, and that cycling is a viable alternative to many trips currently taken by car in the County, particularly in the settlements. States that, with the correct infrastructure in place, cycling can also become a viable alternative in more rural areas. States that increasing the cycling share among communities in Cork County will have benefits for the environment and climate</p>

	<p>change, air quality, personal health, personal finances and general well-being among the population. Points to the importance of analysing policy failures and in this context seeks an opportunity to pro-actively engage with the Council.</p> <p>Makes a number of specific proposals for consideration for the CDP including the following:</p> <ul style="list-style-type: none"> <li>- Seeks a particular focus on the promotion of cycling in order to achieve the 10 minute town concept. Feels there are no proposed metrics towards achieving such 10-minute towns, in the Draft Plan.</li> <li>- Requests the provision of segregated cycling routes and sheltered / secure bike parking facilities in settlements.</li> <li>- Seeks for the Council to take the lead on the establishment of Safe Routes to school and School Zones.</li> <li>- Submits that the Council need to create the environment where it is possible for people to choose to cycle over driving stating that it will need to be as comfortable, more convenient and more direct than driving, and proposes running a pilot project.</li> <li>- Raises concern, with reference to Inter-Urban Cycle Route IU-1, that lack of segregation between pedestrians and cyclists has a significant impact on quality of service and suggests that the objective for delivery of the route is more relevant to tourism in the absence of modification to achieve segregation.</li> <li>- Raises a concern regarding the cycle mode share targets in the Draft Plan and finds them to be contrary to national and regional planning policy. Proposes that the cycle mode share target should be in alignment with those of the 2017 Cork Cycle Network Plan, specifically 5% minimum for Carrigaline, Carrigtwohill, Cobh, little Island and Ringaskiddy, and 8% minimum for Midleton, Passage West &amp; Monkstown. Supports the reference in the plan to the exploration of other data sources to measure mode share.</li> <li>- Submits that projects such as the N28 Active Travel Route and the Cross River Ferry should be prioritised to promote transport cycling in the County.</li> <li>- Fears that a number of proposals within the Draft County Development Plan directly undermine and contradict the 10-minute neighbourhood concept, making particular reference to Carrigtwohill business zonings, possible retail outlet village and Bury's Bridge to Carrigtwohill greenway.</li> <li>- Requests that the Council include provisions within the CDP for the short to medium time delivery of the Lee2Sea Greenway.</li> </ul>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Seeks engagement with Cork Cycling Campaign.</li> <li>2. Support for 10 minute town and prioritisation of active travel</li> <li>3. Secure bike parking</li> <li>4. Segregated cycling routes</li> <li>5. Safe Routes to School</li> <li>6. Mode share targets</li> <li>7. Traffic calming (regarding N28)</li> <li>8. CT-B-02 objective to optimise connectivity with the proposed rail station.</li> <li>9. Retail outlet.</li> <li>10. Lee to Sea Greenway.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. This may relate to engagement regarding the delivery of active travel infrastructure. This is an operational issue outside the remit of the County Development Plan Process. Public consultation is undertaken where a Part 8 Planning Process is undertaken for the delivery of active travel infrastructure.</li> <li>2. Support for the 10 minute town concept set out in Chapter 12 is noted. A range of metrics may assess progress in achieving this such as the quantum of new development within a ten minute walk of town/village centres or key public transport nodes, modal shift towards walking/cycling, mix of</li> </ol>

	<p>development, etc. Mode share data will also be of relevance – see paragraph 12.5.6 of the Draft Plan. A ten minute walk is generally understood to be within approximately 800 metres. Objective PL 3-1: Building Design, Movement and Quality of the Public Realm, of Chapter 3 Settlements and Placemaking also supports the 10 minute town through achieving permeability and connectivity. It is an objective of the Plan to prepare Local Transport Plans for larger settlements which will assist in delivering the 10 minute town. There are a number of amendments proposed to the Draft Plan regarding Local Transport Plans. It is also proposed to include additional text in the plan to support the principle of reduced speeds in settlements – further facilitating the 10 minute town. See proposed amendments, Volume 2, Part 1, Chapter 12.</p> <p>The Plan emphasises prioritisation of sustainable travel. Paragraph 12.2.1 of the Draft Plan outlines that the plan seeks to achieve Sustainable travel choices, stating the need to provide for and prioritise sustainable modes of transport, acknowledging the wider benefits to society and minimising the environmental impacts of travel. Objective TM 12-1: Integration of Land Use and Transport, will deliver prioritisation of active travel in relation to new development: b), ‘Residential development will, where possible, be carried out sequentially, whereby lands which are within or contiguous with the existing urban areas, and which are, or will be, most accessible by walking cycling or public transport - including infill and brownfield sites – are prioritised’.</p> <p>Paragraph 12.7.10 outlines that to encourage more sustainable travel patterns and higher quality environments, pedestrian and cyclist use must be prioritised. Paragraph 12.7.11 outlines that Cycling is a key component of a sustainable transport system and it can become a realistic choice for daily short or medium trips throughout the County in both urban and rural areas if we provide an environment which protects and prioritises this mode of transport. Cycling needs to become the norm for short trips and the presence of cyclists on our roads and streets needs to be expected.</p> <ol style="list-style-type: none"> <li>3. There are a number of objectives in the plan for secure bike parking. See paragraph 12.7.12 and section 12.12 Parking, of Chapter 12 in particular.</li> <li>4. The plan supports the provision of cycle specific infrastructure (see paragraph 12.7.12) in order for cycling to become a safe and attractive option. It highlights, in paragraph 12.7.7 that 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. The identification, design and construction of new cycling and walking routes will be subject to Ecological Impact Assessment at the project stage.</li> </ol> <p>However, 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. It is proposed to amend the plan to highlight this. See proposed amendment, Volume 2, Part 1, Chapter 12.</p> <p>It is not proposed to require that cycleways be segregated.</p> <p>It is envisaged that Inter-Urban Cycle Route IU-1 (CMATS), to provide high-quality pedestrian cycle connectivity between Dunkettle and Midleton, will</p>
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	<p>fulfil a commuting and broader travel role and as such it is not proposed to relocate this to Chapter 10, Tourism.</p> <ol style="list-style-type: none"> <li>5. It is proposed to amend the Draft Plan to reflect the Council’s support for the Safe Routes to Schools Programme. See proposed amendments, Volume 2, Part 1, Chapter 12.</li> <li>6. See key issue, Volume 1, Transport</li> <li>7. Traffic calming is an operation issue outside the remit of the County Development Plan process. However, of relevance, and as referenced above, It is also proposed to include additional text in the plan to support the principle of reduced speeds in settlements – further facilitating the 10 minute town. See proposed amendments, Volume 2, Part 1, Chapter 12.</li> <li>8. While the rail station at Carrigtwohill West is not currently being progressed Irish Rail state that, as part of the new stations envisaged in CMATS, it is under consideration. It would therefore seem short-sighted not to plan to optimise this future rail offering.</li> <li>9. Retail outlet – see key issue, Volume 1, Retail.</li> <li>10. See Key issue, Volume 1, Tourism.</li> </ol>
<b>Chief Executive’s Recommendation</b>	<a href="#">Amend draft plan as outlined in Chief Executive’s Response above. See Amendments No. 1.12.50</a>
<b>Interested Party</b>	<b>Cork Cycling Campaign</b>
<b>DCDP346153245</b>	DCDP346153245
<b>Submission Summary</b>	Submission makes a number of comments specifically in relation to the Carrigaline Transportation and Public Realm Enhancement Plan. Submitter’s submission reference DCDP346155128 relates to the Draft CDP.
<b>Principal Issues Raised</b>	Carrigaline Transportation and Public Realm Enhancement Plan.
<b>Chief Executive’s Response</b>	This is outside the remit of the County Development Plan.
<b>Chief Executive’s Recommendation</b>	No amendment proposed.
<b>Interested Party</b>	<b>Cork Transport and Mobility Forum</b>
<b>DCDP346249366</b>	DCDP346249366
<b>Submission Summary</b>	<p>Comprehensive submission, and supporting appendices, which makes a number of comments and proposals primarily concentrating on the wider aspects of transport and travel but also looking at the determining factors that shape transport patterns - housing, densities of developments, locations of targeted growth, location of schools etc.</p> <p>Welcomes the commitment to transition development to compact urban communities and sustainable truly rural communities and to 10-minute communities. Outlines that we are at a critical point in carbon emissions (climate), and public health (air quality, lack of physical activity) but that there is little action to support improvements on these fronts contained within the Draft Plan. Submits the following key points in its introduction:</p> <ul style="list-style-type: none"> <li>- that a cross sectoral approach (environment, climate, health, economy, housing, connectivity) is needed which can achieve the social benefit of public transport and active travel combatting social isolation;</li> <li>- that compact growth, must be walkable and that walkability requires density, permeability, safe, attractive &amp; direct pedestrian routes and mixed use communities.</li> <li>- that need concrete targets for traffic reduction and modal shift which are challenging and will affect real change.</li> <li>- that we need concrete targets on permeability to achieve either compact growth or</li> </ul>

	<p>5/10-minute communities.</p> <ul style="list-style-type: none"> <li>- that public realm needs to prioritise social streets in line with “The hierarchy of provision”;</li> <li>- that there needs to be more measures to discourage the provision of parking to ensure parking maximums do not become targets, including preventing parking being included in the cost of new homes and free parking and increased development levies of parking in new developments;</li> <li>- that greenways such as the “Lee to Sea” be seen as strategic infrastructure vital to the health, welfare and competitiveness of the region;</li> <li>- that no new development should contribute to forced car ownership and that cost factors for the state of car centric development such as the health cost (obesity, cardiovascular, respiratory, etc.), carbon emissions, productivity losses etc. are not adequately addressed;</li> <li>- that permeability audits are required of all towns and villages.</li> <li>- that, as the Draft Plan proposes to concentrate the majority of housing and employment development in the Cork Metro, submitter feels compelled to primarily respond in submission to issues of the commuter belt but also feels the CDP should also give answers regarding how to develop rural living outside the metro area.</li> </ul> <p>Expands on the above points under the following headings:  Transport not just the morning commute; Compact growth; Parking; Forced car ownership; Modal Share targets; Public Transport; Local Mobility Hubs; Streets for people and roads for traffic; Density and Permeability; Active Travel; Schools; Car Pooling; Water Transport.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Supports 10-minute town concept.</li> <li>2. Need action to support improvements regarding active travel and climate action.</li> <li>3. Need cross sectoral approach required to achieve social benefit of sustainable transport.</li> <li>4. Compact growth and mixed use communities.</li> <li>5. Modal Shift - National Cycle Policy Framework - 10% modal share target - consider</li> <li>6. Seeks high density</li> <li>7. permeability - permeability audits, permeability targets</li> <li>8. location of schools</li> <li>9. greenways - strategic infrastructure</li> <li>10. discourage (car) parking provision</li> <li>11. seeks CDP guidance regarding rural living outside Metropolitan Cork</li> <li>12. public realm to prioritise social streets.</li> <li>13. Other issues</li> </ol>
<b>Chief Executive’s Response</b>	<ol style="list-style-type: none"> <li>1. Support for 10-minute town / liveable town concept is noted.</li> <li>2. The plan contains comprehensive objectives to ensure that new development delivers improvements regarding sustainable travel, including active travel, and climate action. It also sets out a range of actions such as the delivery of specified active travel infrastructure and the preparation of Local Transport Plans. See Chapter 12 and see related proposed amendments, Volume2, Part 1, Chapter 12 arising from other submissions. No further amendment is considered necessary.</li> <li>3. The plan supports a cross sectoral approach to achieving the social benefit of sustainable transport. Paragraph 12.1.1 outlines that our transport policy needs to enhance quality of life and social inclusion. Paragraph 1.7.2 outlines that 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. Arising from the</li> </ol>

	<p>Department of Transport submission it is proposed to expand text regarding Local Link to highlight a key priority of reducing social inclusion. See also Objectives PL 3-1 (Building Design, Movement and Quality of the Public Realm), PL 3-3 (Delivering Quality and Inclusive Places) of Chapter 3 Settlements and Placemaking.</p> <p>Social inclusion is also identified as a key development plan principle in Appendix G, Key Indicators for Monitoring, applicable to most Transport objectives and indeed most of the objectives of the Draft Plan generally. No additional amendment is proposed.</p> <ol style="list-style-type: none"> <li>4. Designing and planning for compact growth is considered a key climate action measure underpinning the plan. The need for mixed use communities, to deliver liveable towns, is recognised in paragraph 12.6.1</li> <li>5. Modal shift and mode share targets – see discussion in Key Issue, Chapter 12 Transport and Mobility in Volume 1 of this report.</li> <li>6. Note that high density is defined in the Draft Plan as 50+ units per hectare. This does not preclude the delivery of densities higher than 50 units per hectare. See discussion in Key Issue, Chapter 3 Settlements and Placemaking in Volume 1 of this report.</li> <li>7. Objective TM 12-2 Active Travel specifically promotes pedestrian and cyclist permeability. See paragraph 12.6.7 regarding permeability and future studies. See also commitment to preparation of Local Transport Plans which will examine permeability and proposed amendments in relation to these. There are multiple references in the Chapter 12 text to the need for pedestrian routes to be safe, attractive, convenient, etc. See also Objective PL 3-1 Building Design, Movement and Quality of the Public Realm, J, in Chapter 3 Settlements and Placemaking. Paragraphs 3.4.6 and 3.4.7 of Chapter 3 address the importance of undertaking a permeability analysis within each settlement.</li> <li>8. Paragraph 6.4.12 of Chapter 6 Social and Community states that Primary Schools in the first instance should be located in as close proximity as possible to existing or planned communities. Secondary schools should in the first instance consider locating on town centre or edge of centre sites. Paragraph 6.4.15 outlines that Cork County Council will consider potential synergies with adjacent public (and commercial) facilities in the proposed siting of schools or vice versa, particularly opportunities to locate schools adjacent to open space or recreation amenities, childcare provision and/or other community facilities. Also of relevance, objective TM 12-8 of Chapter 12 sets out the requirement for 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 proposals for the development of educational facilities. Arising from other submission it is proposed to amend the Draft Plan to include support for the Safe Routes to Schools Programme.</li> <li>9. Paragraph 12.7.15 outlines the following: 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. See also Chapter 10 Tourism.</li> <li>10. The maximum car parking requirements set out in the plan are not a target and it is anticipated that the delivery of modal shift through the application of the sustainable transport objectives set out in Chapter 12 will reduce the demand for car parking. Note 4 of Table 12.6 Car Parking Requirements for</li> </ol>
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	<p>New Developments outlines that a reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development. In addition, the Council may apply car parking caps in certain areas as outlined in the Draft Plan and it is proposed to include new text at the end of paragraph 12.12.8 to outline that where a Local Transport Plan exists, it may determine the appropriate level of car parking provision. This overall approach contrasts strongly with Note 2 of the 2014 CDP which stated that the parking requirement for residential development is a minimum standard and can be exceeded at the discretion of the developer. In addition, it is proposed to delete notes 2 and 3 of Table 12.6 Car Parking Requirements for New Developments which allowed for exceptions to the maximum parking requirement in areas outside of metropolitan cork not located within walking distance of a high quality public transport service. Note also bicycle parking standards set out in the Draft Plan.</p> <p>11. See Chapter 5 Rural. In relation specifically to transport, there are a range of policies and objectives in the plan to achieve modal shift that are applicable to rural as well as urban areas. It is recognised however that both the public transport offering and active travel infrastructure provision is weaker in rural areas. The Plan supports the Local Link programme and it is also proposed to amend the Plan to include reference to Connecting Ireland. A key focus of the Plan is also reducing the need to travel, or the distance travelled, in the first instance (the 'Avoid' element of the ASI framework) and this is supported in the plan through revision of the settlement hierarchy, compact growth approach to development, support for remote working and provision of E-Centres/Digital Hubs is given in the Economy and Employment Chapter of the Plan – see section 8.7 and 8.8. The Council will continue to monitor travel patterns through use of Census POWSCAR data and a commitment is given in the Plan to exploring other data sources including the generation of additional primary transport data. It will also monitor use of digital/remote working hubs. It is intended that the Council will consult with the NTA with a view to scoping additional travel pattern profiling. This will assist monitoring of modal shift in rural areas. While specific targets for modal shift in rural areas have not been set out in the Plan this does not preclude promoting modal shift as much as possible, through implementation of the objectives of the plan, and monitoring the extend of modal shift achieved. See proposed amendment, Volume 2, Part 1, Transport and Mobility regarding Connecting Ireland.</p> <p>12. This is supported in the policy of Chapter 3 Settlements and Placemaking – in particular see objective PL 3-1 Building Design, Movement and Quality of Public Realm which promotes a shared use of space with a priority on pedestrian usage and seeks to achieve inclusive public realm working from the centre of a town / village setting which minimizes clutter and maximises opportunities for active mobility. In addition, The Draft Plan, in Chapter 12, highlights that the A-S-I framework follows a hierarchy: “avoid” measures having the greatest focus, secondly “shift” and finally the “improve” measures. TM 12.2: Active Travel outlines that Public realm upgrades will be promoted to enhance walking and cycling provision in settlements. An amendment is proposed to objective TM 12-11 so that 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</p>
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	<p>priority. Proposed amendments regarding r and the potential for enhancing public realm. See proposed amendments, Volume 2, Part 1, Chapter 12 Transport and Mobility. See also proposed amendment to support the principle of reduced speed limits in our settlements.</p> <p>13. Additional issues:  It is considered that the draft plan makes adequate provision for new mobility services but that it could include new text in relation to smart mobility and encouraging innovation in sustainable mobility to facilitate multi-modal travel and mobility as a service. See proposed amendment, Volume 2, Part 1, Chapter 12 Transport and Mobility.  Points regarding local mobility hubs, cargo bikes and secure parking are noted - see proposed amendments, Volume 2, Part 1, Chapter 12 Transport and Mobility.  Points regarding connectivity and greenways are noted and are considered to be reflected in the plan.  The appointment of staff is an operation issue outside the remit of the CDP. Local Transport Plans may identify car pooling sites. See a number of proposed amendments in relation to Local Transport Plans.  The Plan supports the provision of water-based public transport services</p>
<b>Chief Executive's Recommendation</b>	Amend plan as per proposed amendments outlined in Chief Executive's Response above. <a href="#">See Amendments No. 1.12.15, 1.12.16 and 1.12.18, 1.12.29.</a>
<b>Interested Party</b>	<b>DAA</b>
<b>DCDP344733454</b>	DCDP344733454
<b>Submission Summary</b>	Submission outlines the significance of Cork Airport International gateway in terms of connectivity and economic importance. Frames submission with reference to Cork Airport's strategic role and the NPF NSO of High Quality International Connectivity. Highlights 3 goals for the Irish aviation sector and reiterates its request made in previous submission for the inclusion of national aviation policy in the CDP. It sets out specific objectives that it proposes for inclusion in the CDP relating to support for aviation policy through support of the airport's role, recognition of Cork Airport's economic significance and support of the airport as a gateway, and the restating of RSES RPO 143. It also seeks the inclusion of specific text in the CDP regarding safeguarding for safe operation of aircraft and airport operations.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Support for the role of the airport, recognition of Cork Airport's economic significance and support of the airport as a gateway, and the restating of RSES RPO 143.</li> <li>2. Proposes specific text in the CDP regarding safeguarding for safe operation of aircraft and airport operations.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The economic value of Cork Airport to the Southern Region is recognised (paragraph 12.23.1) and additional text is proposed to be added to state that the Plan supports the role of Cork Airport as a key tourism and business gateway to Cork and the wider Southern Region. - see proposed amendment Volume 2, Part 1, Chapter 12 Transport and Mobility.</li> <li>2. The specific reference to glint and glare assessment of solar energy developments is noted and it is proposed to amend objective ET13.14 Solar Farm Development part f), of the Energy chapter, to require such assessments for solar energy developments in close proximity to the airport. Other issues raised with regard to safeguarding for safe operation of aircraft and airport operations, such as bird attractants and object projection are dealt with as part of development management operations.</li> </ol>

	see proposed amendment Volume 2, Part 1, Chapter 13 Energy and Communications.
<b>Chief Executive's Recommendation</b>	Include additional text stating that the Plan supports the role of Cork Airport as a key tourism and business gateway to Cork and the wider Southern Region. Amend objective ET13.14 Solar Farm Development part f), of the Energy chapter, to require glint and glare assessments for solar energy developments in close proximity to the airport. See Amendments No. 1.12.39
<b>Interested Party</b>	<b>Department of Transport</b>
<b>DCDP337829819</b>	DCDP337829819
<b>Submission Summary</b>	The Department of Transport references its forthcoming new national sustainable mobility policy and indicates that many of the high level objectives on sustainable mobility in the Transport and Mobility chapter of the Draft Plan align with key areas being considered in the development of their new policy. It lists relevant policy documents that have been published since the 2014 plan in relation to disability, inclusion, DMURS and Local Link and considers that they should be reflected in the County Development Plan. It welcomes the section of the Draft Plan's Transport and Mobility Chapter which relate to inclusivity and active travel. It also welcomes the reference to the need for a Greenway Strategy for the County.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Are relevant policy documents, in relation to Transport and Mobility and inclusion, adequately reflected in the Draft Plan?</li> <li>2. High level sustainable mobility objectives in the Draft Plan are largely aligned with emerging national sustainable mobility policy.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered that the relevant policy documents are adequately reflected in the Plan, and, in relation to those mentioned in the submission, these are reflected in section 12.7 (Active Travel Choices) and objective TM12.2 (Active Travel) of Chapter 12 Transport and Mobility, and also in Objectives PL 3-1 (Building Design, Movement and Quality of the Public Realm), PL 3-3 (Delivering Quality and Inclusive Places) of Chapter 3 Settlements and Placemaking. However it is proposed to expand text in Chapter 12 Transport and Mobility, in relation to these as follows: The reference to Local Link (paragraph 12.8.14) could be expanded to state that its key priorities include the reduction of social exclusion and the integration of rural transport services with other public transport services. In addition, 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. It is also proposed to add the following text to paragraph 12.8.4 regarding the 'whole journey approach': The ratification by Ireland in 2018 of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) puts obligations on State Parties to ensure access for persons with disabilities to, inter alia, the physical environment and transportation in both urban and rural areas. It is proposed to add the text after paragraph 12.8.4 regarding compliance with actions of the National Disability Inclusion Strategy (NDIS) 2017-2022 as appropriate is supported by the Council. The reference in paragraph 12.7.7 to DMURS could be expanded on to also include a reference to the DMURS Interim Advice Note – Covid 19 Pandemic Response that was published in 2020.</li> </ol>

	<p>See Proposed Amendments, Volume 2, Part 1, Chapter 12 Transport and Mobility.</p> <p>2. Noted.</p>
<b>Chief Executive's Recommendation</b>	Amend the Draft Plan to include the additional text referred to above in Chief Executive's Response. See Amendments No. 1.12.7
<b>Interested Party</b>	Iarnród Éireann / Irish Rail
<b>DCDP346175770</b>	DCDP346175770
<b>Submission Summary</b>	<p>Acknowledges the challenges the Draft Plan is looking to address and investment in the Cork Metropolitan Area rail network would represent a significant investment in transport infrastructure by the State. The heavy rail network will be able to achieve its full mass transit potential through the implementation off the rail elements of the Cork Metropolitan Area Transport Strategy. Welcomed by Iarnród Éireann that the Council, throughout the draft Development Plan, sees the value rail can bring to the County in terms of its ability to support compact commercial and residential growth and to efficiently move existing and future populations with specific reference made to CS2-3 d) and k).</p> <p>Outlines the benefits of a sustainable integrated transport system for County Cork including a modern mobility system to support growth, increased interchange between modes, integrated ticketing, enables modal shift, reduces congestion, improvements to quality of life, accessibility for aging population and a commitment to sustainable mobility transformation.</p> <p>Heavy rail can play a role in supporting the sustainable growth, notably;</p> <ul style="list-style-type: none"> <li>• A number of established corridors – Cobh, Midleton and Mallow.</li> <li>• Transport hub at Kent Station where all three corridors converge.</li> <li>• Support for large volumes of passengers and potential for denser development.</li> <li>• Segregated system, avoiding congestion.</li> <li>• 28g Greenhouse gas emissions per rail passenger versus 102g for road vehicles.</li> </ul> <p>Sets out the strategic vision for heavy rail as articulated in Cork Metropolitan Area Transport Strategy (CMATS) including full electrification and outlines the support in the Plan for railway in Objective TM12.3.</p> <p>Highlights the recently published Iarnród Eireann Strategy 2027 and preparation of an All-Ireland strategic rail study, the outcomes of which should be supported by the Plan.</p> <p>Key Priorities for the Cork Area to 2027 are outlined as follows:</p> <ol style="list-style-type: none"> <li>1. Implementation of CMATS – outlines importance of CMATS. The Plan should prioritise enhancements such as full electrification, infrastructure upgrades and new stations. Objective TM12.7 is welcomed. An update is provided on the progress in implementing the rail elements of CMATS including the funding application for three key projects, namely, Kent Station Through Running Platform, Glounthaune-Midleton Double Tracking and Cork Area Re-signally. TM12-3 is supported and welcomes the support in the Plan for integration of transport modes.</li> <li>2. The development of Kent Station Transport Hub - The development of Kent Station is a key component to unlock the potential of rail and other public transport modes, not only in the City Docklands area, but also the wider Metropolitan Area and County.</li> <li>3. Intercity Service Expansion - The final Development Plan should support improvements to Intercity and inter-regional services.</li> <li>4. Electrification – Intercity and Suburban Services - The promotion and priority of electrified rail services in Intercity routes must be considered a key component of this and should supported in the Development Plan.</li> <li>5. Re-introduction of Rail Freight - There is a possibility for the reintroduction of rail</li> </ol>



	<p>freight in the Cork area with the Goulding and Belvelly Marino Development Company (BMDC) redevelopment of Marino Point, between Fota Station and Carrigaloe Station. There is also the possibility of another freight terminal within Cork. The acknowledgement and support for rail freight in Section 12.18 in the draft Development Plan is welcomed and supported.</p> <p>6. Park and Ride Strategy - Iarnród Éireann is currently engaging with Councils and the National Transport Authority to develop a Park and Ride Strategy, which will be implemented in line with growing demand. The Development Plan should support the implementation of this Park and Ride Strategy when it is agreed by all parties. Iarnród Éireann supports the Council's Objective TM12.3 to secure the delivery of Park and Ride facilities where appropriate including at Carrigtwohill and Dunkettle/North Esk.</p> <p>7. Customer Information Services - The development of Customer Information Services (CIS), should be supported by the Development Plan when they are developed and finalised in 2021.</p> <p>8. Development of Multimodal facilities - aims to develop a Sustainable Interchange Programme which will enable more sustainable end-to-end journeys to be made by rail. Believes that this programme supports the Development Plan's objective TM12.3.</p> <p>Regarding the M20 project, notes that Phase 2 Option Selection assessment for the N/M20 is ongoing, with a number of rail options being considered for this scheme. The preferred option could be a combination of road and rail elements. Would encourage any road options progressed to be integrated with the railway along the route where possible, especially at Mallow and at the Park &amp; Ride at Blarney/Stoneview. Connectivity to Limerick directly by rail should be explored by the Council.</p> <p>North Esk - While the Council's aim of maximising the use of the North Esk site is welcomed by Iarnród Éireann, a decision on what the most appropriate future for the site is, is yet to be determined and they will continue to engage with the Council.</p> <p>Carrigtwohill East/ Ballyadam - Iarnród Éireann has no plans currently for a station at Ballyadam/Carrigtwohill East. Carrigtwohill West, as part of the new stations envisaged in CMATS, is the only additional station under consideration in the Carrigtwohill area and would welcome discussion with the Council.</p> <p>Re-opening of Stations: Charleville to Cork - There are no plans presently to reopen any additional stations along the Charleville to Cork City railway line or to progress developments which could potentially strengthen such business cases but are happy to engage with the Council or any parties proposing such projects and will ensure that no action is undertaken which would preclude any future reopening of the stations. States they are not in a position to finance any capital infrastructure.</p> <p>Greenways - Supports the development of greenways. It is important in the context of achieving sustainable mobility that the integration of cycleway and walkways with the existing rail stations along this eastern corridor is maximised.</p> <p>Protected Structures - has not received notice of any new structures to be added to the Register of Protected Structures and presume that there are no additions on railway property.</p> <p>Ecology – Objective MW- B-01 is noted and would welcome a discussion with the Council on this matter to better understand its intentions.</p> <p>Acknowledges the on-going impacts and challenges from the Covid-19 pandemic but also the opportunity to change habits and promote sustainable transport.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Support for implementation of rail elements of CMATS.</li> </ol> <p>Key Irish Rail Priorities for the Cork Area to 2027 are outlined as follows:</p> <ol style="list-style-type: none"> <li>2. Implementation of CMATS</li> <li>3. The development of Kent Station Transport Hub</li> <li>4. Intercity Service Expansion</li> <li>5. Electrification</li> <li>6. Re-introduction of Rail Freight</li> </ol>

	<ol style="list-style-type: none"> <li>7. Park and Ride Strategy</li> <li>8. Customer Information Services</li> <li>9. Development of Multimodal facilities</li> <li>10. Currently no plans for a station at Ballyadam/Carrigtwohill.</li> <li>11. N/M20 Phase 2 Option Selection assessment for the N/M20 is ongoing, with a number of rail options being considered for this scheme - the preferred option could be a combination of road and rail elements.</li> <li>12. The most appropriate future for the North Esk site is yet to be determined.</li> <li>13. There are no plans presently to reopen any additional stations along the Charleville to Cork City railway line.</li> <li>14. Support of Greenways. They protect closed/disused railways while keeping former rail routes in public ownership and keep the asset utilised, whilst also retaining the option to reinstate to rail use at a future point, subject to business case.</li> <li>15. Objective MW-B-01</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Noted and, as mentioned in the submission, Objective TM 12.7 of the draft Development Plan supports the implementation of CMATS. No amendment proposed.</li> <li>2. Noted – see above. No amendment proposed.</li> <li>3. Noted. No amendment proposed.</li> <li>4. Noted. No amendment proposed.</li> <li>5. Noted. No amendment proposed.</li> <li>6. Noted that the acknowledgement and support for rail freight in Section 12.18 in the draft Plan is welcomed and supported by Iarnród Éireann. It is also noted that Iarnród Éireann is considering what network enhancements would be required, to cater for 9'6" containers, and increase train lengths as part of developing its future rail freight system. This is of relevance to sub-sections 12.18.3-4 of the Draft Plan. No amendment proposed.</li> <li>7. Noted that Iarnród Éireann is currently developing a Park and Ride Strategy.</li> <li>8. It is proposed to amend the plan to specifically support smart mobility. This will be of relevance to the development of Customer Information Services by Iarnród Éireann. See proposed amendment, Volume 2, Part 1, Chapter 12 Transport and Mobility.</li> <li>9. Noted that Iarnród Éireann believe that their sustainable interchange programme supports Objective TM12-3 of the Plan. The proposed amendment to the Plan to specifically support smart mobility, see above, will support this programme through the support of mobility as a service.</li> <li>10. While it is noted that Iarnród Éireann do not have current plans for the development of a station at Ballyadam, Carrigtwohill it is also noted that Iarnród Éireann would welcome a discussion with the Council on this matter to better understand the rationale for the proposed station. Significant population and employment growth is planned for Carrigtwohill a town identified as a Strategic Employment Area in the County. In particular, significant employment growth will be delivered on the Ballyadam site, CT-I-03. In line with the Plan's policy to integrate land use and transport planning it would seem prudent to strategically plan for a future rail station on the existing rail corridor, at Ballyadam, so that this large employment area may benefit from a high quality, sustainable transport offering. No amendment proposed.</li> <li>11. Noted. It is proposed to amend the reference to M20 to N/M20 on the advice of the N/M20 project team and to be consistent with TII references. See proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>12. It is noted that the aim of the Draft Plan of maximising the use of the North Esk site is welcomed by Iarnród Éireann and that a decision on the most appropriate future for the site is yet to be determined. The Planning</li> </ol>

	<p>Authority feels that this strategic site is suitable as a multimodal transport hub and that it is prudent to reserve it for same. No amendment proposed.</p> <p>13. Noted but it is considered prudent to retain this objective. See also related proposed amendment to protect 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. See proposed amendment, Volume 2, Part 1, Chapter 12 Transport and Mobility.</p> <p>14. It is noted that Iarnród Éireann support the development of greenways. Iarnród Éireann's comments that it is important in the context of achieving sustainable mobility that the integration of cycleway and walkways with the existing rail stations along this eastern corridor is maximised is noted along with comments that Iarnród Éireann must be engaged throughout the process, in particular at the proposed greenway integration with the cycle route at Middleton. Text will be added to the Plan to paragraph 12.7.15 to state that Council will engage with Iarnród Éireann regarding any integration of cycleways and walkways with the existing rail stations along the eastern corridor. See proposed amendment, Volume 2, Part 1, Chapter 12 Transport and Mobility.</p> <p>15. Comment regarding objective MW-B-01 is noted. The Council will engage with Iarnród Éireann. No amendment proposed</p>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend Plan as outlined above in Chief Executive's Response. See Amendments No. 1.12.3, 1.12.1, 1.12.12</a>
<b>Interested Party</b>	<b>Katy Lane</b>
<b>DCDP344910768</b>	DCDP344910768
<b>Submission Summary</b>	Raises concerns regarding the proposed Bandon Transportation Public Realm Enhancement Plan in relation to Kilbrogan Hill in Bandon. States that trucks being diverted on this route will make it unsafe for children going to and from schools in the vicinity and will cause huge traffic disruptions to those who need to travel from north to south Bandon and back each morning dropping children to schools and then making it to work in time. Submits that it is a ridiculous plan and will cause more harm than any good.
<b>Principal Issues Raised</b>	Relates to Bandon Transportation Public Realm Enhancement Plan
<b>Chief Executive's Response</b>	This is outside the remit of the County Development Plan process.
<b>Chief Executive's Recommendation</b>	No amendment proposed.
<b>Interested Party</b>	<b>Kevin Long</b>
<b>DCDP345894474</b>	DCDP345894474
<b>Submission Summary</b>	<p>An update on the status, support measures and timeline for delivery of specific cycling and greenway projects should be given in the Development Plan (Lee2Sea greenway, the Cork Bandon greenway, and the Cork Urban Greenway etc.).</p> <p>The minimum cycling modal share target should be increased to 10% in line with national recommendations.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Status, support measures and timeline for active travel projects.</li> <li>2. Mode share targets.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Plan supports a number of specific active travel projects and also provides support for the development of active travel infrastructure, including greenways, generally – see Chapter 12. Other support measures such as funding and the timeline for delivery of the projects is an</li> </ol>

	<p>operational issue outside the remit of the County Development Plan Process. Where the planning process for delivery of a specific project has been completed this is generally referenced in the Plan.</p> <p>2. See key issue, Volume 1, Chapter 12 Transport and Mobility.</p>
<b>Chief Executive's Recommendation</b>	No amendment proposed.
<b>Interested Party</b>	<b>Martin Hogan</b>
<b>DCDP346282723</b>	DCDP346282723
<b>Submission Summary</b>	<p>Specific amendments are requested for Chapters 12, 15 and 18 as follows:</p> <ul style="list-style-type: none"> <li>• Recommendations for Chapter 12 seek to improve active travel infrastructure, public transport (rail, buses, local link) and modal targets for cycling. Other recommendations seek changes to mobility management plan and cycle parking requirements for residential developments and EV charging provision within settlements.</li> <li>• Recommendations for Chapter 15 include a new Cork County Biodiversity Action Plan and a number of new/amended objectives that require a more ambitious level of intervention by the Council in protecting, managing and enhancing areas of biodiversity value.</li> <li>• Recommendations for Chapter 18 relate to protecting places of biodiversity value and limiting the development of residential reserves to areas that have active travel and public transport infrastructure in place.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. General suggestions regarding restructuring of text to emphasise active travel.</li> <li>2. Clarification regarding table 12.4.7</li> <li>3. Reordering of text in TM 12-1 c.</li> <li>4. Mode share target for cycling.</li> <li>5. Clarification regarding future study referenced in paragraph 12.6.7</li> <li>6. Inclusion of additional wording 'and connecting residential areas to schools' to objective TM 12.2.2 d.</li> <li>7. Additional detail proposed for 12.8.7 and TM 12.3 regarding the reopening of former stations along the Chareleville to Cork City railway line to include a reference to Mallow.</li> <li>8. Additional text in objective TM 12.3 to prioritise new residential zoning and developments on land that is within 10 minutes walk of a train station.</li> <li>9. Suggested text regarding bus services.</li> <li>10. Inclusion of 'cycling' in TM 12.5.2</li> <li>11. Suggests additional text regarding Local Link.</li> <li>12. Objective TM 12-8 c) residential development threshold.</li> <li>13. Include residential development as a trip destination.</li> <li>14. Supporting taxi charging infrastructure in towns (EV charging).</li> <li>15. Commit to carrying out a new Cork County Biodiversity Action Plan. Reference to National Biodiversity Plan and any update of same.</li> <li>16. Connect Glengarriff Woods Nature Reserve, to Gougane Barra National Forest Park.</li> <li>17. More ambitious level of intervention that is now necessary for the climate and biodiversity emergency we are in.</li> <li>18. Restoration and expansion of habitats, as well as the creation of new protected areas.</li> <li>19. Amended wording for the County Development Plan Objective BE 15-5 Biodiversity on Council owned and managed land.</li> <li>20. Clarification regarding 'Residential Reserve'.</li> </ol>

**Chief Executive's Response**

1. Climate Action and sustainable development underpins the Plan. This is evident in the approach in the Transport Chapter to integrate transport and land use planning, deliver compact growth, deliver the 10 minute town. Sustainable transport is strongly supported in the Plan - this includes active travel as well as public transport modes. The essence of the text suggested in the submission is considered to be adequately emphasised in the plan already throughout Chapter 12 (see in particular TM 12-2). See also Chapter 3 Settlements and Placemaking. No amendment proposed.
2. Active travel infrastructure improvements will deliver a shift from use of the private car and as such belong under the 'shift' element of the A-S-I framework under its generally accepted understanding. No amendment proposed.
3. The suggested rewording of the objective and the inclusion of the word 'infrastructure' after 'walking and cycling' would not appear to change its meaning and is not considered necessary. No amendment proposed.
4. See key issue, Volume 1, part 1.
5. The undertaking of a more detailed analysis of connectivity and walkability within our larger towns reflects the intention to prepare Local Transport Plans which are referenced and described in the preceding objective TM 12-1 g. Arising from other submissions there are proposals to include additional text in relation to Local Transport Plans. No amendment proposed to paragraph 12.6.7.
6. The Draft Plan outlines, in paragraph 12.6.7 that it focuses on facilitating and promoting liveable, compact towns, primarily through setting out guiding policy for new development but also through promoting retrospective enhancement of permeability and public realm in our settlements. Also, Objective TM 12.2 Active Travel, a) states that 'New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.' This is considered to sufficiently address the submission proposal. No amendment proposed.
7. The additional text is considered unnecessary. Sufficient text is already included in paragraph 12.8.7 and it is not considered necessary to include it in TM 12.3 also. TM 12.3 references key initiatives such as those supported by CMATS. No amendment proposed.
8. The 10-minute town is supported in the Plan – see Liveable Towns 12.6.1 – 12.6.7. This concept already promotes the prioritising of new development on land within a 10 minute walk of a train station. See also 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.' No amendment proposed.
9. This text is already addressed in objective TM 12.5. No amendment proposed.
10. This is already addressed in other objectives such as in TM 12.2.1, 12.2.1a, 12.2.1h. No amendment proposed.
11. The objective to support Local Link reflects the wording of the Local Link Rural Transport Programme Strategic Plan 2018 to 2022 . No amendment proposed.
12. The objective TM 12-8 c) residential development threshold is considered to be appropriate. No amendment proposed.

	<p>13. Agreed. It is proposed to amend the plan so that the reference to the provision of bicycle parking at trip destinations is to include residential development. This will allow for visitor bicycle parking. See proposed amendment, Volume 2, Part 1, Chapter 12 Transport and Mobility.</p> <p>14. Taxi EV charging may be considered within the provisions of the existing objective TM 12.11 and it is not considered necessary to specify taxis or other types of 'Mobility as a Service'</p> <p>15. Amendments are recommended to Section 15.2.3 to commit to delivering a new County Biodiversity Action Plan which will provide greater detail on community actions and operational matters. Reference to "any future updated Plan" in Objective BE 15-1 would apply to a new Biodiversity Action Plan once adopted.</p> <p>16. The designation of Special Areas of Conservation, Nature Reserves and National Parks is a matter for the Minister of Housing, Local Government and Heritage. It is not within the powers of the Local Authority or Planning Authority to apply any such designations. A significant portion of the uplands between Glengarriff and Gougane Barra lie within land which is designated of proposed to be disgnated for nature conservation. This includes Glengarriff Harbour and Woodlands SAC, Derryclogher Bog SAC, Conigar Bog NHA, Ballagh Bog pNHA and Gouganebarra Lake pNHA. These designations themselves and Objective BE 15-2 of the CDP applies within these sites. In addition, most of the land in question is located within an area where wind energy development is normally discouraged in accordance with policy ET13-8. Section 15.3 sets out the legislative context of Protecting Sites, Habitats and Species, including EU Directives. The Plan includes a comprehensive suite of policies committing the Planning Authority to the protection of biodiversity. In addition, these will be further strengthened with recommendations to revise the language in Objectives BE 15-5 and 15-6 to clearly set out the ambitious policy of achieving a net gain and an enhancement of biodiversity across the County. See Biodiversity key issue in Volume 1 of this report.</p> <p>17. See Biodiversity key issue in Volume 1 of this report.</p> <p>18. Amendments are recommended to Objective BE 15-5 to better reflect Council's commitment to the protection and enhancement of biodiversity. Proposed changes of use will be subject to the normal planning considerations including the principles of proper planning and sustainable development. Rezoning proposals put forward during this development plan process are being assessed and considered in full. Any proposed amendments are subject to environmental assessment.</p> <p>19. See Key Issue, Core Strategy, Volume 1 of this report.</p> <p>20. It is proposed to reword 18.3.12 to include a reference to places of biodiversity value. See proposed amendment, Volume 2, Part 1, Chapter 18. It is not proposed to amend 18.3.40 or ZU 18.21 Residential Reserve as, due to the location of these sites being reserved for future development, they by their nature, do not meet the criteria of a 10 minute walk of public transport.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend the plan so that the reference to the provision of bicycle parking at trip destinations is to include residential development. This will allow for visitor bicycle parking. See proposed amendment. See also Key issues in Volume 1 of this report.</a>
<b>Interested Party</b>	<b>Mary Venables</b>
<b>DCDP346283068</b>	DCDP346283068
<b>Submission Summary</b>	Concerned that the draft plan does not reflect the seriousness and immediateness of the climate crisis. Makes reference to major changes that will be required by the

	<p>Climate Action Bill. Fears that other counties seem to be more advanced in their appreciation of the climate crisis, setting out examples, and fears that Cork will become a less attractive place to live or do business in.</p> <p>Feels that the material presented in the development plan lays the groundwork for transformative change, but fails to provide the necessary objectives to bring it about. Gives example that a commitment to emphasise sustainable and active travel needs to be followed by a commitment to build a coherent walking and cycling network throughout the county.</p> <p>In particular, submitter would like to see the development plan prioritise the entire Lee to Sea Greenway, from Inniscarra dam through to Ringaskiddy submitting that this would commit Cork to meaningful climate action.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Requirements of the Climate Action Bill.</li> <li>2. Lee to Sea.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. As outlined in the introduction, the Plan sets out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. Chapter 17 outlines that the plan sets out spatial planning policies that have been formulated to address the urgent need for climate action. It details key elements of different chapters of the plan that will achieve climate change mitigation or adaptation. Paragraph 17.7.4 outlines that, given the dynamic nature of international and national climate policy context, the County Development Plan will be kept under review to ensure continued consistency with relevant guidelines. The Planning Authority is awaiting national guidance to inform more detailed carbon budgets and climate targets and indicators at local level. There are a number of proposed amendments to the plan that will have a positive climate action impact. Such changes include the addition of climate change as a consideration when identifying new/upgrade roads projects (Chapter 12), and an amendment to objective ET 13.20 to include retrofitting of existing buildings. Objective CA 17-6 outlines that the Council will undertake the preparation of a Climate Action Plan. See Key issue, Volume 1, Climate Action of this report.</li> <li>2. See Key Issue, Volume 1, Tourism, of this report.</li> </ol>
<b>Chief Executive's Recommendation</b>	See Key Issue, Volume 1, Tourism, of this report.
<b>Interested Party</b>	<b>National Transport Authority</b>
<b>DCDP346253892</b>	DCDP346253892
<b>Submission Summary</b>	<p>Welcomes the opportunity to comment on the Draft Plan as follows:</p> <p>Housing - Submission notes the Draft Plans approach to the residential densities in different scales of settlements, the acknowledgement of the important public investment in transport infrastructure particularly in Metropolitan Cork and the reference to CMATS acknowledgement that increasing residential densities, mixed of uses and compact settlements is required. This is supported in paragraph 4.7.9 which states a minimum threshold moving from 35 to 50 units/ha however it is highlighted that Objective HOU4-7 indicates that lower (medium) density range applies to 'suburban/greenfield lands in towns, planned to grow &gt;5000 population, with an existing/planned high quality public transport service (e.g. Carrigtwohill) which is further qualified in Table 4.1. It is stated that while higher densities are stated to be provided for in these metropolitan area towns in town centres and close</p>



to high quality public transport corridors, no spatial definition of 'close to' is given. There is a high potential for all zoned residential lands, required to accommodate future population growth targets to be located in areas which fall within the local walking catchment of existing / proposed public transport services and the application of high rather than medium densities would in turn support improved public transport services. It is recommended that Local Transport Plans (LTPs) are prepared for the Metropolitan Area town and other larger settlements across the County, based on the ABTA approach outlined in the NTA/TII Advice Note.

Town Centres and Retail – Notes the preparation of the Joint Retail Study and the Retail Study for the Metropolitan Area and would welcome the opportunity to discuss these with the Council at the earliest possible opportunity in advance of the Draft Plan Amendment stage. NTA would favour the location of retail development in areas where it can be demonstrated that accessibility can be achieved by a range of transport options, with a particular emphasis on public transport, walking and cycling and with a particular presumption in favour of town centre locations, where the highest levels of non-car accessibility achieved and the highest levels of complementarity with other land uses can be achieved. Expresses support for Objective TCR9-17.

States there is a clear need for a strong evidence-based and plan-led approach to the location of outlet centres and large-scale retail warehousing, on the basis of an integrated approach to land use and transport planning and points to provisions of the Retail Planning Guidelines and the Spatial Planning and National Roads Guidelines. It is recommended that both retail types and the formulation of objectives relating to their potential provision are subject in the first instance to a detailed assessment as part of the Joint County Retail Study.

Transport and Mobility - Questions the rationale of not requiring similar densities as Metropolitan Cork as if consolidation does not occur, it will preclude improved level of public transport service provision and also appears to be at odds with compact growth and 10 minute town concept. Recommends statements under Table 12.1 be qualified by linking to sustainable development/ transport objectives. Regarding Objective TM12-1 recommends the following, inclusion of reference to CMATS, removal of 'limited planned circumstances' and 'where possible' from part d), removal of 'where considered appropriate' from requirement for local transport plans in part g), questions the 10,000 population threshold for delivery of local transport plans, recommends that the process is informed by the NTA/TII document Area Based Transport Assessment and indicates that NTA are available to work with the Council in preparation of LTPs. Regarding Objective TM12-2, emphasises the need for all future development used by the public to be accessible and usable by everyone, through provision for Universal Design and references NPF, Building Control Regulations and RSES Objective in support of this. States that CMATS succeeds the Cycle Network Plan and as such, any mode share targets specified for the towns should be subject to review, and with the benefit of the preparation of Local Transport Plans for the Metropolitan Area towns. Submission states it is unclear how the mode shares for each town have been derived and questions why no distinction is made in car share mode (60%) between Metropolitan towns and the rest of the county and the public transport mode share in particular in Cobh and Carrigaline. Recommends that a profiling of travel patterns is undertaken, through an interrogation of existing transport data, by mode and by journey purpose so it can usefully inform both the formulation of land use policies which affect more sustainable travel pattern outcomes, as well as the identification / prioritisation of transport infrastructure and services needed to meet future travel demand at inter settlement level.

Notes the importance of bus services outside of Metropolitan Cork, given the rural

nature of the county and highlights the services provided through the Local Link Rural Transport Programme whilst noting the inclusion of TM12-6 as regards Local Link. Details are provided in relation to the Connecting Ireland process and recommends that it be taken into consideration in the preparation of the Plan and the formulation of objectives as they relate to public transport in smaller settlements and rural areas. States greater clarity is required as to what precisely a 'public transport assessment' would entail, the methodology to be applied in their undertaking and in what manner they would be distinguishable from the TIAs and TTAs referenced in section 12.11 and Objective TM12.8 In general, greater clarity is required on the role of transport assessments at site-specific level. Emphasis is given to the role of LTPs in informing integration of land use and transport at settlement level.

Support is given to the requirement for assessment of traffic impact for larger scale developments and site specific demand management measures, however these will not in themselves provide for an effective and joined up approach to integrated land use and transport planning, unless they are informed by a LTP for the settlement as a whole.

Notes the inclusion of specific policies on cycle parking and supports the use of maximum car parking standards but reiterates a recommendation that for locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied. It is also a recommendation that in order to determine the most appropriate level of parking provision within the maximum standards specified, criteria relating to public transport accessibility levels and access to opportunities and services should be applied, from which degrees of constraint can then be applied. Regarding TM12.9 b) this may need to be coupled with an area-based approach to parking management in order to minimise any impact such restrictions might have on over spill (on-street) parking. Submission would welcome the inclusion of an objective which provides for the development of town centre parking management plans, relating to both on-street and off-street parking. Notes with concerns, points 2 and 3 in the explanatory notes accompanying Table 12.6, which provide for the application of standards, in excess of the stated maximum values, the effect of which may be to facilitate car-based development at lower densities in areas which do not benefit from centrality within urban areas or accessibility to public transport services, thus potentially undermining the basis for investment in public transport.

Regarding any road network objectives relating to the Metropolitan Area, consistency with CMATS objectives as presented in the Roads chapter (13) should be demonstrated.

Specific issues in relation to settlements are raised as follows:

Carrigaline

Fernhill Urban Expansion Area - The location of these lands, specifically CL-HT-01, CL-RR-01, and CL-B-02 presents a number of significant challenges, the principle challenge being to avoid a further replication of the established pattern of car dependency, relating to Carrigaline as a whole. It is recommended that for any further urban extensions being considered for Carrigaline, including the subject lands, these should be limited in extent and be informed by the need to clearly demonstrate how they can be developed in a permeable manner for bus services, providing good connectivity to the town centre / other local destinations, as well as Cork City and Ringaskiddy and it needs to be demonstrated that additional development in this area will not negatively impact on congestion on the N28/M28 corridor. The preparation of a Master Plan for this area needs to be informed by a Local Transport Plan for the town as a whole. It is noted that the Council are currently preparing a Transportation and Public Realm Enhancement Plan for Carrigaline.

	<p>It is not considered that it has been demonstrated how the objective to provide a Western Outer Relief Road is consistent with the Draft Plan's Objective TM12-1 or why this road would be required to meet anticipated growth in transport demand.</p> <p>Dunkettle to Midleton Corridor</p> <p>As this corridor comprises of a series of settlements and employment clusters along a strategic road and rail corridor, both the management of general traffic, including the prioritisation of future public transport services needs to be planned for on the basis of anticipated future trip demand patterns within the corridor as a whole and an examination of public transport route patterns and service options which bring service patterns and demand patterns into the closest possible alignment.</p> <p>Carrigtwohill</p> <p>Objective CT-I-01 - Particular care should therefore be applied in considering large-scale employment development in this location, given its proximity to an already congested interchange on the national road network. It therefore needs to be clearly demonstrated how employment related development in this area generally (Objectives CT-I-01, 02, 03, 04), can be rendered accessible by public transport, walking and cycling within the settlement area of Carrigtwohill and within the wider Cork-Midleton corridor.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Application of density, particularly within the Metropolitan towns. Potential for all residential lands to be located within walking catchment of public transport services and therefore high density could apply.</li> <li>2. Recommended that Local Transport Plans (LTPs) are prepared for the Metropolitan Area towns and other larger settlements across the County, based on the ABTA approach.</li> <li>3. JRS – would like opportunity to discuss preparation of JRS with the Council. Recommended that Outlet centres and retail warehousing policy and objectives are subject in the first instance to a detailed assessment as part of the Joint County Retail Study.</li> <li>4. Mode share – questions how mode shares in towns have been derived and recommends profiling of travel patterns is undertaken, through an interrogation of existing transport data, by mode and by journey purpose.</li> <li>5. Succession of Cork Metropolitan Area Cycle Network Plan by CMATS</li> <li>6. Rationale behind reference to density in paragraph 12.4.5</li> <li>7. qualify items in table 12.1 by linking to sustainable transport.</li> <li>8. Reference to CMATS</li> <li>9. Universal design</li> <li>10. Local Link and Connecting Ireland.</li> <li>11. Section 12.11 and public transport assessment.</li> <li>12. Supports cycle parking policies.</li> <li>13. Supports maximum car parking standards. Recommends that for locations where the highest intensity of development occurs, an approach that caps car parking on an area-wide basis should be applied. Would welcome the inclusion of an objective which provides for the development of town centre parking management plans, relating to both on-street and off-street parking. Parking and local transport plans. Points 2 and 3 of Table 12.6 Car Parking Requirements for New Developments.</li> <li>14. Fernhill Expansion Area - location of CL-HT-01, CL-RR-01, and CL-B-02 presents a number of significant challenges, the principle challenge being to avoid a further replication of the established pattern of car dependency. The preparation of any Master Plan for this area needs to be informed by a Local Transport Plan for the town as a whole. Questions how the objective to provide a Western Outer Relief Road is consistent with the Draft Plan's Objective TM12-1 or why this road would be required to meet anticipated growth in transport demand.</li> <li>15. Carrigtwohill employment zonings including CT-I-01 and demonstration of accessibility by sustainable transport mode.</li> </ol>

	<p>16. Objective TM 12.12 to be consistent with CMATS in relation to the Metropolitan area.</p>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. The residential densities applied in Carrigtwohill are either high density (50+ units per hectare) or medium A density. Medium A density is applicable to suburban/greenfield lands of the larger settlements with a population &gt;5,000 and those planned to grow &gt;5,000 population. In towns with an existing/ planned high quality public transport service (e.g. Carrigtwohill), a minimum density of 35 units/ ha is recommended. See discussion regarding density under Key Issue, Settlements and Placemaking, Volume 1 of this report. Lands closest to the existing rail station in Carrigtwohill are zoned for high density development.</li> <li>2. The plan commits to the preparation of Local Transport Plans in larger towns in objective TM 12.2: Active Travel and in objective TM 12-1: Integration of Land Use and Transport. It is proposed that the objectives for Local Transport Plans be consolidated and expanded to clarify the requirement for LTPs/the towns to which they will apply, to require consultation with TII and NTA, and to require regard to ABTA. A new section regarding Local Transport Plans has also been added. See Proposed Amendments, Volume 2, Part 1, Chapter 12.</li> <li>3. See key issue in Retail section of Volume 1,</li> <li>4. Comments regarding the profiling of travel patterns are noted and while considerable travel pattern profiling was undertaken to inform the Chapter the Council will consult with the NTA with a view to scoping additional travel pattern profiling. See also discussion of mode share in part 1 of volume 1 of CE report.</li> <li>5. While CMATS proposes to deliver the cycling network proposed in the Cork Metropolitan Cycle Network Plan in full, it is acknowledged that CMATS succeeds the Cycle Network Plan and as such the reference to the Cycle Network Plan targets as existing cycle mode share targets will be removed. See proposed amendment.</li> <li>6. The point regarding paragraph 12.4.5 is noted and it is agreed that consolidation within settlements need to occur to deliver an improved level of public transport service provision - see proposed amendment Volume 2, Part 1, Chapter 12.</li> <li>7. The recommendation to qualify items in table 12.1 by linking to sustainable transport is noted - see proposed amendments Volume 2, Part 1, Chapter 12. Note that as a consequence of another proposed amendment some of these items will also be moved so that they appear in the 'shift' rather than the 'improve' column. see proposed amendment Volume 2, Part 1, Chapter 12.</li> <li>8. While there is an objective regarding CMATS in chapter 12, additional text is proposed to be added in objective TM 12-1 to refer to this. - see proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>9. The Transport and Mobility objectives seek to achieve inclusivity (see Chapter 12 - introduction, paragraph 12.8.4 - whole journey approach, TM 12-2 active travel objective). It is proposed to strengthen this further by amending objective TM12.2.1 to promote equal access to all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling.</li> <li>10. The Plan supports Local Link. It is proposed to expand on this text and to also include a paragraph regarding Connecting Ireland. See proposed amendment Volume 2, Part 1, Chapter 12.</li> <li>11. Points in relation to TM12.5 Bus Transport and TM12.8 are noted and additional text is proposed in TM12.5 to clarify that a public transport assessment would form part of a mobility management plan - See proposed amendment Volume 2, Part 1, Chapter 12.</li> </ol>

	<p>12. Noted.</p> <p>13. Support for maximum car parking standards is noted. The Draft Plan provides for the application of car parking caps in certain locations and this approach is already being implemented by the Council. Regarding determining parking provision, additional text is proposed to link this to LTPs - see proposed amendment. The issue of town centre parking management plans is noted - LTPs will take this into consideration. Comments regarding points 2 and 3 of Table 12.6 Car Parking Requirements for New Developments are noted and it is proposed to delete both of these points - see proposed amendment.</p> <p>14. Carrigaline is the largest town in the County and has experienced significant population and housing growth over a long period of time. Also, there is a lack of sufficient employment land within the town which influences the high car dependency. IDA have indicated that there is a requirement to identify additional employment lands in the area. The proposal to develop the Fernhill UEA is a prudent and strategic response to these issues ensuring that future housing and employment land supply is properly planned for over the lifetime of the Plan. The proposal has been fully assessed as part of the preparation of the Carrigaline Transport and Public Realm Strategy (TPREP) to ensure that it has strong sustainable walking and cycling links with the town and the town centre to encourage modal shift away from cars. Development of these lands will be subject to other lands been developed or shown not to be available and subject to the opening of the M28 and the preparation of a Framework Plan which will address the issues raised.</p> <p>The Local Authority consider the identification of these lands for more detailed planning over the lifetime of the Plan as the prudent proper planning approach to help guide the future development of Carrigaline in a sustainable manner.</p> <p>It is intended to revise the requirements of the Framework Plan to ensure that the future development of the site makes provision for a strategic landscape corridor with Ringaskiddy to be retained.</p> <p>The Framework Plan will include proposals from the TPREP and will take into consideration any local transport plan of the town. See amendment to Chapter 2 Core Strategy No. x.</p> <p>15. See CT-I-01, Key Issue, Volume 1. The route of the Bury's bridge to Carrigtwohill pedestrian and cycleway connects with CT-I-01 and CT-I-04 – the latter which is largely developed. In addition CT-B-07 includes an objective for provision of a Carrigtwohill West rail station, supported by CMATS. CT-I-03 also includes strategic provision for a possible future rail station, albeit not currently planned by Iarnród Éireann. There is potential for these sites to be adequately served by sustainable transport modes.</p> <p>16. Objective TM 12.12 is considered to be consistent with CMATS in relation to the Metropolitan area. No amendment proposed.</p>
<b>Chief Executive's Recommendation</b>	Amend Draft Plan as outlined above in Chief Executive's Response. See Amendments No. 1.12.1 to 1.12.59
<b>Interested Party</b>	Tricia O'Sullivan
DCDP345259774	DCDP345259774
<b>Submission Summary</b>	Requests consideration of the inclusion, in commercial and public developments, of charging points for electric bicycles where sufficient security or supervision is possible, such as places of employment, retail, sports and leisure developments, transport hubs, tourism developments and larger service stations where dine-in facilities are available.

<b>Principal Issues Raised</b>	Inclusion, in commercial and public developments, of charging points for electric bicycles where sufficient security or supervision is possible.
<b>Chief Executive's Response</b>	Agree. It is proposed to add the following text to paragraph 12.12.3: Where appropriate, consideration is to be given to the provision of secure charging facilities for electric micro mobility vehicles.
<b>Chief Executive's Recommendation</b>	<a href="#">Amend paragraph 12.12.3 as proposed. See Amendments No.1.12.40</a>
<b>Interested Party</b>	<b>University College Cork</b>
<b>DCDP346219595</b>	DCDP346219595
<b>Submission Summary</b>	<p>Welcomes the overall tenet of the draft Plan with respect to sustainable transportation outlining that UCC is committed to promote all forms of sustainability in all its operations, based on its own Sustainability Strategy.</p> <p>Seeks addition of / amendments to a number of specific aspects in the Plan:</p> <ul style="list-style-type: none"> <li>- Positive policy support for measures that support sustainable and active travel, i.e. walking and cycling, public transport but also other modes e.g., car pooling, should be prioritised in the Plan, supported by pro-active spatial planning with the 10-minute town and compact growth concept in mind, particularly important for UCC in facilitating sustainable commutes to and from Cork City, but also to outlying campus parts like Ringaskiddy (Beaufort Laboratory);</li> <li>- revised target modal shares for 2028 - submits that these should be revisited to be more ambitious in the context of existing, consented and proposed sustainable transportation infrastructure;</li> <li>- the substantial and significant enhancement of public transport in service offer, routes, frequencies, reliability and information which it states is paramount to achieving a substantial modal shift towards sustainable transport modes that is needed to meet carbon emission targets;</li> <li>- the improved accessibility of the Ringaskiddy area by sustainable modes , submitting that this is vital as a short term delivery;</li> <li>- the Lee 2 Sea Greenway, stating that it must be a priority to deliver and complete an attractive active travel infrastructure in Carrigaline (short term) and further onwards to Passage West (and Cork City, medium term).</li> <li>- clear policy objective for a public ferry route between Cobh and Ringaskiddy;</li> <li>- provision for future bus services when (re)designing roads;</li> <li>- more specific objectives to support the implementation of carpooling;</li> <li>- expanded reference to mobility hubs, stating that an important aspect of mobility hubs should be secure (locked) overnight cycle parking in strategic locations to facilitate multi-modal travel;</li> <li>- inclusion of provision of cargo-bikes in relation to public bike sharing options;</li> <li>- expanded policy provision in relation to remote working – high quality digital connectivity and remote shared office spaces in rural towns.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Support for sustainable transport policies.</li> <li>2. Seeks objective regarding facilitating the carrying of bicycles on all commuter trains and selected bus routes.</li> <li>3. 10-minute town and compact growth concept,</li> <li>4. Access to public transport routes</li> <li>5. Mode share targets</li> <li>6. Lee to Sea</li> <li>7. Multi modal travel</li> <li>8. Support for water transport</li> <li>9. Objective TM 12.5 and future provision of bus services.</li> <li>10. Car Pooling and mobility hubs.</li> <li>11. Remote working.</li> </ol>



<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Noted. No amendment proposed.</li> <li>2. This issue is outside the remit of the County Development Plan. No amendment proposed.</li> <li>3. Support for the 10 minute town concept is set out in Chapter 12 in paragraphs 12.6.1-12.6.7 and supported by objectives TM12.1 and TM 12.2. Objective PL 3-1: Building Design, Movement and Quality of the Public Realm, of Chapter 3 Settlements and Placemaking also supports the 10 minute town through achieving permeability and connectivity. It is an objective of the Plan to prepare Local Transport Plans for larger settlements which will assist in delivering the 10 minute town. There are a number of amendments proposed to the Draft Plan regarding Local Transport Plans. It is also proposed to include additional text in the plan to support the principle. of reduced speeds in settlements – further facilitating the 10 minute town. See proposed amendments, Volume 2, Part 1, Chapter 12. In alignment with national policy, compact growth is an underpinning policy of the plan. See Core Strategy, Settlements and Placemaking, Transport and Mobility (objective TM 12-1). See also discussion regarding density in Key issue, Chapter 3, Volume 1 of this report.</li> <li>4. Access to public transport routes, mentioned in the submission, is supported in particular in objective TM 12.2.1, TM 12.2.1d, TM 12.5.2c, TM 12.3d</li> <li>5. Mode share targets – see discussion in Key Issue, Chapter 12, Volume 1 of this report.</li> <li>6. Lee to Sea - see discussion in Key Issue, Chapter 12, Volume 1 of this report.</li> <li>7. Multi modal travel is supported by the Plan – see paragraph 12.8.1, Objective TM 12.3e, TM 12.9i, TM 12-10. In addition it is proposed to include new text and objective TM 12.x Smart Mobility to support smart mobility to encourage innovation in sustainable mobility to facilitate multi-modal travel and mobility as a service. See proposed amendments, Volume 2, Part 1, Chapter 12. It is also proposed to amend existing text in paragraph 12.12.3 regarding secure cycle parking to reference strategic interchanges such as bus and rail interchanges, instead of public transport interchanges. See proposed amendments, Volume 2, Part 1, Chapter 12.</li> <li>8. As per the submission, paragraph 1.5.55 of volume 4 refers to the following: With a significant percentage of the Ringaskiddy workforce residing in East Cork and the Northern Environs of the City, the feasibility of a new public ferry route between Cobh and Ringaskiddy which would help in reducing journey to work times, as well as traffic congestion in the area between the South environs of the city and Ringaskiddy, will also be explored during the lifetime of this plan. No amendment proposed.</li> <li>9. This is considered to be addressed in the existing objective TM 12.5.1. No amendment proposed.</li> <li>10. Car pooling and mobility hubs generally are specifically supported in section 12.14. This will be strengthened with the addition of new text regarding Smart Mobility which also references car pooling and other elements of mobility hubs. See proposed amendments, Volume 2, Part 1, Chapter 12.</li> <li>11. Chapter 8 Economy and Employment provides specific support for remote working and digital hubs – see section 8.11. Chapter 12 also references remote working in the context of measures to support sustainable transport – see section 12.10. No amendment proposed.</li> </ol>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend Draft Plan as outlined above in Chief Executive's Response. See Amendments No. 1.12.55, 1.12.54.</a>





## 13 Chapter Energy and Telecommunications

<b>Table 1.13</b>	<b>Chapter 13 Energy and Telecommunications</b>
<b>Interested Party</b>	<b>Amarenco Solar</b>
<b>DCDP346160972</b>	DCDP346160972
<b>Submission Summary</b>	The submission focuses on the Energy chapter and specifically solar energy objective ET13.14 (f). Submission outlines the benefits of solar energy and the planning policy of the current and draft Plans. The submission references research done on glint and glare with reference to solar panels and suggests solar panels, as a result of their design, offer comparable levels of glint to natural sources such as lakes and artificial surfaces like steel or glass used in industrial plants. Across Europe, many solar farms are located beside airports and on the roofs of airport facilities. In effect, it is considered that the glint caused by PV modules is almost negligible. Submission considers that the draft plan requirement for a specific glint and glare assessment of any new proposed solar farms located in close proximity to any road is excessive and that such assessments should only be necessary when there is potential to have an impact on airport infrastructure and/or aircrafts. It is requested that the plan be amended accordingly.
<b>Principal Issues Raised</b>	Should Objective ET 13.14 Solar Farm Development part f, be amended so that glint and glare assessments are only required for developments close to airports, or with the potential to impact on aircraft?
<b>Chief Executive's Response</b>	The Draft Plan requires glint and glare assessments for roads infrastructure and this is considered appropriate. The objective will be expanded to also reference airport infrastructure and aircraft.
<b>Chief Executive's Recommendation</b>	<a href="#">Amendment required. See Amendment Number 1.13.4</a>
<b>Interested Party</b>	<b>Ballybane Windfarms 2 Ltd</b>
<b>DCDP346178727</b>	DCDP346178727
<b>Submission Summary</b>	<p>The submission refers to the wind energy strategy map and specifically the area around Shronagree, Letterlicky East, Letterlicky Middle and Ballybane East, Co. Cork.</p> <p>The submission suggests that the current Wind Energy Strategy map contains a few inconsistencies in the interpretation of landscape data, which have resulted in areas which are suitable for the development of wind energy being misclassified as High Value Landscape Types and excluded from consideration for wind energy development.</p> <p>It requests the inclusion of Landscape Character Areas LCAs 54 &amp; 74 to be included in the area 'Acceptable in Principle' for wind energy development on the wind energy strategy map.</p> <p>Submission states that given the increased emphasis on the sustainable development of renewable energy to achieve a low carbon economy since the adoption of the County Development Plan 2014, the submitter considers it appropriate that these misclassifications be addressed.</p> <p>Submission includes references to multiple planning policy objectives from the Programme for Government, NPF, Ireland's Transition to A Low Carbon Energy Future 2015-2030 – white paper, RSES, CDP 2014 and the draft CDP 2021 to further support the submission.</p> <p>The proposed Shonagree Wind Farm straddles the boundary between an area to</p>

	<p>the east where wind energy development is 'Acceptable in principle' and an area to the west where wind energy development is 'Normally Discouraged'. The submission states that only one of the Key Policy Consideration precluding suitability in the Wind Energy Strategy applies to the subject site and that is Important or high value landscapes. However, the submitter is of the view that this site has been categorised with that designation in error. The submission argues there is mapping inconsistencies in the delineation of the Landscape Character Type 4, a 'Very High Value' landscape area, which in turn has led to an area of 'Medium Landscape Sensitivity' being excluded from consideration for wind development. Submission is of the view that this mapping error has significant consequences for the further expansion of the existing windfarm and the maximizing of existing renewable assets and requests the inclusion of LCAs 54 &amp; 74 in the area 'Accepted in Principle' for wind energy development in the Wind Energy Strategy Map.</p>
<b>Principal Issues Raised</b>	<p>Are there inconsistencies in the interpretation of landscape data that warrant a review of the wind energy strategy and the associated map?</p>
<b>Chief Executive's Response</b>	<p>The Planning Authority is satisfied that there are no inconsistencies in the interpretation of landscape data, or misclassifications of areas within the wind strategy map.</p> <p>In light of recent and ongoing changes to guidelines and climate / energy policy at a national level, the Planning Authority will prepare a renewable energy strategy for the county during the life of the new Plan, and this will include a review of the wind energy strategy.</p>
<b>Chief Executive's Recommendation</b>	<p><a href="#">Amendment Required. See Amendment No. 1.13.1</a></p>
<b>Interested Party</b>	<p><b>Ballyhoura Development CLG</b></p>
<b>DCDP346270542</b>	<p>DCDP346270542</p>
<b>Submission Summary</b>	<p>The submission welcomes the strong policy focus in the draft plan for supporting the development of renewable energy projects to help meet climate change targets. Submission focuses on community-led renewable gas projects, and the belief that these should be supported. It suggests that Anaerobic Digestion (using agricultural residues, catch crops and waste streams to generate biogas), can provide sound economic benefits for local communities and support farm diversification, and should be accorded equal status with wind and solar energy potential. There is substantial existing infrastructure which would support the production of biomethane generating projects in North Cork. The submission makes the following recommendations to include in the CDP:</p> <ol style="list-style-type: none"> <li>1. Agri-based renewable AD biomethane production to be listed amongst the renewable energy opportunities within the county, having equal status with wind and solar energy projects.</li> <li>2. Facilitation of renewable energy technologies and industries that create and employ green technologies and take measures to accelerate the transition towards low carbon and circular bio-economies.</li> <li>3. Industries and businesses seeking to generate renewable energy and export biomethane to the national grid should be supported.</li> <li>4. Promote and support local communities implementing community and citizen-led sustainable energy plans for their local communities.</li> </ol> <p>Finally, submission is of the view the inclusion and promotion of AD will not only benefit the farming community, but places Ireland at the forefront of renewable energy innovation.</p>

<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the plan be amended to include Agri-based renewable AD biomethane production in the list of renewable energy opportunities within the county?</li> <li>2. Should the plan be amended to support renewable energy technologies and industries that create green technologies, and export to the national grid.?</li> <li>3. Does the plan do enough to support local communities to implement community and citizen-led sustainable energy plans?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Draft Plan already includes a detailed section (Section 13.10 and Objective ET 13.17) in relation to Bioenergy and already references AD biomethane production. This is considered sufficient.</li> <li>2. The Draft Plan outlines the need to facilitate renewable energy technologies to meet energy targets and this is highlighted throughout the energy chapter with different forms of renewable energy. This is considered sufficient.</li> <li>3. Objective ET 13.2 Renewable Energy specifically supports community energy proposals. This objective can be amended to include a new part (d) to support micro renewables.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. No amendment required.</li> <li>3. <a href="#">Amendment required. See amendment no. 1.13.22</a></li> </ol>
<b>Interested Party</b>	<b>ClIr Alan O'Connor</b>
<b>DCDP346166306</b>	DCDP346166306
<b>Submission Summary</b>	<p>This submission specifically refers to the Energy and Telecommunications Chapter of the draft CDP and makes the following proposals to be included in the plan:</p> <ol style="list-style-type: none"> <li>1. Under section 13.5.1 include a section highlighting the benefits of renewable energy.</li> <li>2. Under objective ET13.17 Bioenergy requests the consideration of wider cumulative impacts with all energy types, not just local impacts.</li> <li>3. Include a whole objective and section on the need to reduce energy demand, as there is in the core strategy section. Could also include an additional sentence to the end of ET13.1 to be mindful that the need to reduce energy demand is as great as the need to transition to renewable energy sources.</li> <li>4. In section 13.2.1 requests adding language to emphasis reducing energy demand e.g. 'preclude the construction of developments which are excessively energy intensive.</li> <li>5. Notes the creation of the Lee valley hydroelectric scheme led to the destruction of about two thirds of the alluvial woodland forest of the Gearagh and highlights River restoration, and the removal of old hydroelectric projects and dams, is becoming more frequent worldwide. Requests under ET13.15, an ambition to support the removal of artificial obstructions to the natural flow of rivers, where possible, in order to restore river courses and enhance their ecological status.</li> <li>6. Suggests Combined Heat and Power (CHP) generation is not necessarily sustainable, especially if, through incineration of waste-as-fuel, it prevents us from introducing a circular economy. It therefore suggests the need to introduce some fairly heavy qualifiers for CHP.</li> <li>7. In relation to Gas, update objective ET13.24 to say, 'Facilitate the delivery, improvement, and expansion of natural gas infrastructure throughout the County, if such expansion is proven to be in line with Ireland's climate commitments, and have regard to the location of existing gas infrastructure in the assessment of planning applications.</li> </ol>

	<ol style="list-style-type: none"> <li>8. Under ET13.27 include wording about progressing target to meet national targets and 'any relevant update of these targets accruing from the Climate Action and Low Carbon Development Bill once it is signed into law.</li> <li>9. Requests that the cumulative impact of data centres be considered and change the language in objective ET13.29 from general support to "presumption against"</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need for section 13.5.1 to include a section highlighting the benefits of renewable energy?</li> <li>2. Should objective ET13.17 Bioenergy consider the wider cumulative impacts with all energy types, not just local impacts?</li> <li>3. Is there a need for the plan to include a new objective and section on the need to reduce energy demand?</li> <li>4. Should section 13.2.1 add language to emphasis reducing energy demand?</li> <li>5. Should the plan have a supporting objective for the removal of artificial obstructions to the natural flow of rivers, where possible, in order to restore river courses and enhance their ecological status?</li> <li>6. Is there a need to introduce some fairly heavy qualifiers for CHP?</li> <li>7. Should the plan update objective ET13.24 (Gas infrastructure) in relation to ensuing compliance with climate commitments and emission reduction targets.?</li> <li>8. Should the plan update ET13.27 to include wording about progressing targets?</li> <li>9. Is there a need for the plan to consider the cumulative impact of data centres be considered and change the language in objective ET13.29 from general support to "presumption against"?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Draft Plan Energy chapter is considered to adequately outline the benefits to renewable energy.</li> <li>2. The Planning Authority agrees ET13.17 Bioenergy should be amended to consider the wider cumulative impacts with all energy types, not just local impacts.</li> <li>3. It is considered appropriate to include a wording on reduction of our overall energy use to and become more energy efficient (in Objective ET13.1 and paragraph 13.4.4)</li> <li>4. The inclusion of wording and an objective highlighting the need to reduce our energy demand is considered sufficient and there is no need to add additional wording to paragraph 13.2.1.</li> <li>5. The Inniscarra Dam is an important Hydro electricity facility and it would not be appropriate for the plan to support the removal such infrastructure.</li> <li>6. The Planning Authority will consider proposals for Combined Heat and Power on their merits having regard to proper planning and sustainable development.</li> <li>7. Taken in conjunction with the other objectives in the plan and in Chapter 13, notably Objectives ET 13.1 and ET 13.2, the wording of ET 13.24 is considered acceptable and will be balanced by other overarching objectives.</li> <li>8. Agreed. Amend Objective ET 12.27 to take account of updated targets over the life of the Plan.</li> <li>9. In line with National Policy, the plan is supportive of Data Centres in line with the scope of the Objectives of the Plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. <a href="#">Amendment required. See amendment no. 1.13.5</a></li> <li>3. <a href="#">Amendment required. See amendment no. 1.13.1</a></li> <li>4. No amendment required.</li> </ol>

	<p>5. No amendment required.</p> <p>6. No amendment required.</p> <p>7. No amendment required.</p> <p>8. <a href="#">Amendment required. See amendment no. 1.13.1</a></p> <p>9. No amendment required.</p>
<b>Interested Party</b>	<b>Con Sheehan</b>
<b>DCDP339796893</b>	DCDP339796893
<b>Submission Summary</b>	<p>The submission refers to the use of 2D format and photomontages in assessing wind farm applications. It outlines the struggle of preparing topographical maps due to the vast area involved in these applications. The submitter has had experiences where not all view points have been shown causing many residents and organisations to pay to carry out individual exercises and sometimes causing duplicates. Submission proposes that using a 3d drive through will be of a benefit for all parties involved and would reduce the application and review timescales for strategic developments by highlighting any poor design at an early stage. The submission suggests that although photomontages are the accepted means of assisting the public in getting a feel for a project, the naked eye view from the same location is much different. The submission is seeking for the Local Authority to make it mandatory to provide a physical modelling or 3D fly walk/ drive through as part of the planning application process for windfarm applications.</p>
<b>Principal Issues Raised</b>	Should the Plan be amended to include a requirement for 3d Modelling/ 3D 'drive through' to support the visual impact assessment of wind farm proposals?
<b>Chief Executive's Response</b>	3D modelling is not required by Planning Legislation and neither is it recommended by the Guidelines on wind energy. It would therefore be inappropriate for the Planning Authority to require it.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Crocane windfarm</b>
<b>DCDP346225960</b>	DCDP346225960
<b>Submission Summary</b>	<p>Submission is prepared on behalf of IQ Wind Ltd, Crocane Wind Farm refers to the CDP 2015-2021 and is seeking clarity on the current wind energy policy in the CDP. Submission highlights Crocane Wind Farm is an existing permitted 2MW windfarm in Cloyne Co Cork with a life cycle till 2024 with proposals to add an additional turbine. Submission makes reference to several objectives in the draft CDP 2014 to support its proposals.</p> <p>It is of the view that the draft plan 2015 does not acknowledge the existence of Crocane Wind Farm. Submission requests that the Council remove Crocane Wind farm from the 'normally discouraged area' and include it in an 'area open for consideration' on the basis that the wind farm is permitted and operational with an existing grid connection. Submission requests the Draft Plan 2015 revises the wind energy policies in relation to large scale and commercial wind energy developments and revise the objectives accordingly.</p>
<b>Principal Issues Raised</b>	Is there a need to review the wind energy strategy and associated mapping to reflect the location of existing wind farms?
<b>Chief Executive's Response</b>	Many wind farms were permitted in advance of the wind energy guidelines and the preparation of the wind energy strategy. Some historic wind farms are in locations which may not be permitted today. Cork County Council's wind energy strategy has been prepared in line with the requirement of the guidelines, to guide

	<p><i>future</i> development of new wind energy developments. It would not therefore be appropriate to change the strategy to reflect historic developments.</p> <p>In light of recent and ongoing changes to guidelines and climate / energy policy at a national level, the Planning Authority will prepare a new renewable energy strategy for the county during the life of the new Plan, and this will include a review of the wind energy strategy.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">Amendment Required. See Amendment 1.13.1</a>
<b>Interested Party</b>	<b>Darren Beamish</b>
<b>DCDP345491413</b>	DCDP345491413
<b>Submission Summary</b>	<p>This submission raises the issue of the need to provide for the repowering of existing older windfarms in order to maintain our capacity to generate renewable energy. Submission notes that by 2030, there will be at least 20 windfarms in the county which will have reached the end of their operating lives or be close to that stage, and they will need to repower. Submission includes a series of maps showing the age profile of projects within Ireland. Submission considers that this issue is not covered by the Draft Plan and a specific policy in support of repowering needs to be included, giving the example of the policy re same in the Donegal County Development Plan.</p> <p>Submission also seeks a modification to the Wind Energy Strategy Map so that the existing Milane Hill Wind Farm is located entirely within the area where wind farm development is considered " acceptable in principle", given that it is an existing operating wind farm. At present part of the site is within the area where such development is "open to consideration".</p> <p>(Note: Repowering a wind farm involves removing the existing wind turbines and replacing them with, more efficient new turbines incorporating up-to-date technologies. This process typically increases the site generating capacity and output and may reduce the number of turbines within the site. Turbines may be larger).</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to include an objective referring to the repowering of wind farms?</li> <li>2. Is there a need to review the wind energy strategy?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered appropriate to amend objective ET 13.4 Wind Energy to include wording for the repowering of wind farms.</li> <li>2. Amend the draft plan to include a new objective committing to the preparation of a renewable energy strategy for the county over the life of the new Plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See Amendment 1.13.2.</a></li> <li>2. <a href="#">Amendment required. See Amendment 1.13.1.</a></li> </ol>
<b>Interested Party</b>	<b>Diana Buttimer</b>
<b>DCDP345487511</b>	DCDP345487511
<b>Submission Summary</b>	<p>This submission raises the issue of the need to provide for the repowering of existing older windfarms in order to maintain our capacity to generate renewable energy. (Repowering a wind farm involves removing the existing wind turbines and replacing them with, more efficient new turbines incorporating up-to-date technologies. This process typically increases the site generating capacity and output and may reduce the number of turbines within the site. Turbines may be larger.)</p> <p>Submission notes that by 2030, there will be at least 20 windfarms in the county which will have reached the end of their operating lives or be close to that stage,</p>



	<p>and they will need to repower. Submission considers that this issue is not covered by the Draft Plan and a specific policy in support of repowering needs to be included, giving the example of the policy re same in the Donegal County Development Plan</p> <p>Submission also seeks a modification to the Wind Energy Strategy Map so that the existing Milane Hill Wind Farm is located entirely within the area where wind farm development is considered " acceptable in principle", given that it is an existing operating wind farm. At present part of the site is within the area where such development is "open to consideration".</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to include an objective referring to the repowering of wind farms?</li> <li>2. Is there a need to review the wind energy strategy?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is considered appropriate to amend objective ET 13.4 Wind Energy to include wording for the repowering of wind farms.</li> <li>2. Amend the draft plan to include a new objective committing to the preparation of a renewable energy strategy for the county over the life of the new Plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See Amendment 1.13.2.</a></li> <li>2. <a href="#">Amendment required. See Amendment 1.13.1.</a></li> </ol>
<b>Interested Party</b>	<b>DP Energy</b>
<b>DCDP346288576</b>	DCDP346288576
<b>Submission Summary</b>	<p>DP Energy, a Cork based renewable energy company focuses on offshore &amp; onshore wind, ocean energy, solar PV, and storage technologies. It notes one of their key projects is the Inis Ealga Marine Energy Park development, which is a floating off shore wind farm located off the coast of Cork. The submission makes the following recommendations to the CDP:</p> <ol style="list-style-type: none"> <li>1. Under section 7.5, include "Cork Harbour 2025", a position paper prepared by Cork Chamber, as another important strategy document.</li> <li>2. Suggests that Development Plan Objective MCI 7-2 include reference to offshore wind infrastructure port infrastructure requirements.</li> <li>3. Include reference to the economic benefits of offshore renewable Energy Development in objective EC 8-1 Cork Harbour.</li> <li>4. Include a section on Renewable Energy after section 8.18, recognising the emerging offshore renewable energy sector in Cork.</li> <li>5. In section 13.9.2, Floating wind has now moved beyond "experimental" stage, into commercial stage.</li> <li>6. Section 13.9.3 notes the Inis Ealga project is being developed by DP Energy and Iberdrola and is now at Survey, Investigations and Consent application preparation stage.</li> <li>7. Requests that reference is made to all ancillary infrastructure in sections 13.9.5 to 13.9.8 and in Development Plan Objective ET 13-16 Ocean &amp; Offshore Wind Energy.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should "Cork Harbour 2025" be included as another important strategy under section 7.5?</li> <li>2. Should Objective MCI 7-2 be amended to include reference to port infrastructure requirements for offshore wind?</li> <li>3. Should the economy chapter have a section included referring to renewable energy?</li> <li>4. Should the text in section 13.9.3 be amended to note the update of the Inis Ealga project?</li> <li>5. Should the plan note all the ancillary infrastructure for ocean and offshore wind energy?</li> </ol>

<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Draft Plan Chapter 7 has been written in line with national policy.</li> <li>2. The Planning Authority acknowledges the importance of port infrastructure to support renewable energy. Additional wording to objective MCI 7-6 to be included.</li> <li>3. The Economy Chapter will be updated to reference to renewable energy.</li> <li>4. The plan will be amended to give the most relevant information regarding the Inis Eagla project at the time of writing.</li> <li>5. The Plan already acknowledges the need for adequate ancillary infrastructure to develop ocean and offshore wind energy in objective ET13.16 Ocean and Off-shore Wind Energy.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. <a href="#">Amendment required. See Amendments no 1.7.4</a></li> <li>3. <a href="#">Amendment required. See amendment no. 1.8.10 and no. 1.8.11</a></li> <li>4. <a href="#">Amendment required. Se amendment no 1.13.21</a></li> <li>5. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>EirGrid plc.</b>
<b>DCDP346035437</b>	DCDP346035437
<b>Submission Summary</b>	<p>EirGrid welcomes the emphasis placed on electricity transmission in the draft CDP, particularly in chapter 13 Energy and Telecommunications. Submission understands the principle underlying objective ET 13.22: Transmission Network (b), however it is seeking a more flexible approach in developing transmission grid infrastructure since it is not always possible for high voltage transmission infrastructure to be located underground.</p> <p>The submission welcomes the support for the Celtic Interconnector in Chapter 13 and objective ET 13.23. However, it requests reference and a supporting objective to the Celtic Interconnector to be included in the Cobh MD plan at the location for a converter station. Submission calls for the existing zoning CT-I-03 in Ballyadam to be retained in the plan.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the plan support a more flexible approach in developing transmission grid infrastructure in objective ET 13.22: Transmission Network (b)?</li> <li>2. Should the plan include a supporting objective to the Celtic Interconnector in the Cobh MD?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Objective ET 13.22 is not just limited to undergrounding infrastructure, it also suggests alternative routes and therefore the objective is considered strong enough and no change is proposed.</li> <li>2. The support for the CT-I-03 zoning in the Draft Plan is noted. As a decision has not yet been made in relation to the strategic infrastructure development application on the site it is not considered appropriate at this stage to include support for the Celtic Interconnector specifically in relation to the CT-I-03 site. Note however that paragraphs 13.16.4 to 13.16.6 and objective ET 13.23 of Chapter 13 Energy and Telecommunications, specifically support the Celtic Interconnector. New data available in relation to the biodiversity value of the site confirms that the site supports a rare plant species and high value nature conservation habitats. It is proposed that the zoning objective for this site would take account of this and include reference to these features and the need to protect and/or mitigate for impacts on same while allowing for the development of the site.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. No amendment required.</li> </ol>

<b>Interested Party</b>	<b>Electricity Supply Board</b>
<b>DCDP346187922</b>	DCDP346187922
<b>Submission Summary</b>	<p>The submission broadly supports the vision of the draft CDP and acknowledges the significant advancement in renewable technologies as outlined in the plan. Submission gives details on the work being carried out by the ESB, along with their ambitions and goals to meet the objectives at national and regional level. The ESB makes reference to and supports multiple objectives in the Energy and Telecommunications chapter of the draft CDP.</p> <p>The submission requests the Draft CDP takes into account the following strategic issues in the preparation of the Final CDP 2022:</p> <ol style="list-style-type: none"> <li>1. Ensuring long term operational requirements of existing utilities are protected. The importance of existing infrastructure and the associated Electricity Generation, Storage, Transmission and Distribution operations are strategic and national in nature. Suggests there is an opportunity to strengthen the plan with the inclusion of Development Management Guidance to support the life-extension and repowering of existing wind farms.</li> <li>2. Support for Hybrid connections, it will enable an additional 2GW of offshore wind.</li> <li>3. Maintain the planning policies which protect the county's future capacity for the development of energy infrastructure whilst encouraging the sustainable development of renewable energy resources, including energy storage systems and landslide developments for offshore wind.</li> <li>4. Requests that the duration of permission of to construct a wind farm is extended to longer than five years. Additionally, requesting permissions for Solar PV are granted with a lifetime up to a maximum of 40 years which reflects the operational life and financial modelling for current solar technologies.</li> <li>5. Facilitate the expansion and improvement of telecommunications infrastructure which will help position the county to attract intellectual and physical capital and to act as a mechanism to improve virtual connectivity.</li> <li>6. Update Plan Objective TM12.11 in line with the EU Energy Performance of Buildings Directive calling for an increase to 20% of the number of parking spaces to provide for electric vehicle charging infrastructure. By updating this objective, the CDP will be consistent with national and regional policy in relation to the provision of electric vehicle infrastructure.</li> </ol> <p>Submission notes that the ESB is committed to implementing energy strategies that support the transition of Ireland to a low-carbon and ultimately a post-carbon economy and notes the investment in infrastructure is necessary to support EU and national policy on Climate Change and adaptation.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the plan do enough to support the use of hybrid energy connections?</li> <li>2. Does the plan need to be strengthened with the inclusion of Development Management Guidance to support the life-extension and repowering of existing wind farms?</li> <li>3. Should the duration of permission of to construct a wind farm is extended to longer than five years?</li> <li>4. Should the permissions for Solar PV be granted with a lifetime up to a maximum of 40 years?</li> <li>5. Does the plan need to facilitate the expansion and improvement of telecommunications infrastructure?</li> </ol>

	<ol style="list-style-type: none"> <li>Does the plan need to update Objective TM12.11 in line with the EU Energy Performance of Buildings Directive calling for an increase to 20% of the number of parking spaces to provide for electric vehicle charging infrastructure?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>The Planning Authority has provided support for hybrid energy connections. This section (13.5.7) will be strengthened to consider other combinations.</li> <li>It is considered appropriate to amend objective ET 13.4 Wind Energy to include wording for the repowering of wind farms.</li> <li>The duration of permission of to construct a wind farm will be as per the wind energy guidelines.</li> <li>Solar farm applications lifespan will be assessed on a case by case base until the national guidelines are published.</li> <li>The expansion and improvement of telecommunications infrastructure has been adequately covered in the Energy chapter.</li> <li>The Planning Authority will amend objective TM 12.11: EV Charging in line with the Departmental standard in relation to new buildings.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li><a href="#">Amendment required. See Amendment 1.13.3</a></li> <li><a href="#">Amendment required. See Amendment 1.13.2</a></li> <li>No amendment required.</li> <li>No amendment required.</li> <li>No amendment required.</li> <li><a href="#">Amendment required. See amendment no. 1.12.10</a></li> </ol>
<b>Interested Party</b>	<b>EMPower Renewables</b>
<b>DCDP345817434</b>	DCDP345817434
<b>Submission Summary</b>	<p>Submission relates to the Energy Chapter of the draft plan and specifically wind energy designations in County Cork. The submission outlines the European Union Green Deal to achieve carbon neutrality by 2050 and states changes to various Government renewable energy policies in recent years has now put planning permission as the critical first stage of any renewable energy projects. It suggests clear and supportive planning policies for wind and all renewable energy developments will be required to ensure we meet the challenges of addressing climate change and decarbonising the Irish economy over the next decade. Submission notes County Cork needs a progressive and ambitious Renewable Energy Strategy with clear and supportive policies in favour of further wind energy development and welcomes energy objectives s ET 13.1 Energy and ET 13.2 Renewable Energy and ET 13.4 Wind Energy in the draft plan. Submission makes the following comments:</p> <ol style="list-style-type: none"> <li>Under section 13.6.3, while access to the “transmission system” rather than “the distribution system” is generally required for some wind farms, connections of up to c. 40km can be made to the transmission system. With the advent of emerging renewable energy technologies / fuels previously unworkable options are becoming available for potential sites remote from the transmission system.</li> <li>Notes that the area designated “Acceptable in Principle” is relatively small and requests an extension to areas in the current renewable energy strategy to “Acceptable in Principle” to give an opportunity for County Cork to become a centre of excellence for renewable energy.</li> <li>Requests that the “Acceptable in Principle” area north of Skibbereen could be enlarged northwards which would take into consideration proposed project Study Areas in the development cycle which are currently progressing well in their Environmental Impact Assessments phase.</li> </ol>

<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy and is there a need for the plan to have a progressive and ambitious Renewable Energy Strategy?</li> <li>2. Should the plan acknowledge that access to the “transmission system” rather than “the distribution system” is generally required for some wind farms?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In light of recent and ongoing changes to guidelines and climate / energy policy at a national level, the Planning Authority will prepare a renewable energy strategy for the county during the life of the new Plan, and this will include a review of the wind energy strategy.</li> <li>2. The Planning Authority does not consider it appropriate to make an amendment here.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See Amendment 1.13.1</a></li> <li>2. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Gas Networks Ireland</b>
<b>DCDP346261399</b>	DCDP346261399
<b>Submission Summary</b>	<p>Gas Networks Ireland is generally in support of the Draft CDP and makes the following comments to chapters:</p> <p>1. Chapter 12: GNI makes reference to several sections in the Transport and mobility chapter. It agrees with section 12.3 ‘Climate Action and Resilience’- Decarbonising Transport’ and section 12.19 ‘Road Freight and Logistics. Submission welcomes the reference to the Causeway Project and notes the purpose of the project is to develop a pilot network of 14 CNG fast fill refuelling stations on the TEN-T core road network in Ireland and to test the impact of that network on the gas grid. Submission highlights two other major CNG projects being progressed in Ireland that will provide additional CNG infrastructure - the Green Connect Project and GRAZE Gas.</p> <p>2. Chapter 13: - Welcomes the reference to the GRAZE Project. However, requests a minor correction to the text in that the project will help support over 70 CNG vehicles through the CNG vehicle grant scheme that forms part of this project but not 70 CNG stations as is outlined in section 13.4.3 on page 262. GNI has ambitions to develop over 70 CNG stations in Ireland, the GRAZE Gas project will provide support for the development of two CNG stations. - Requests to add an additional sentence under Section 13.10 Bioenergy “The biogas produced from anaerobic digestion can be upgraded to biomethane and injected into the gas network to be safely transported to different sectors of the Irish economy such as heat, transport and power generation.” - Submission notes the gas network in Ireland could be an important transporter of hydrogen and can help decarbonise key sectors. Submission mentions the Hydrogen innovation centres in Dublin and the work being carried out in this particular project to test feasibility of transporting different blends of hydrogen and natural gas. - Submission is aware of the need for Ireland to be cognisant of the security of supply as highlighted in section 13.12 on Gas Storage. GNI welcomes objective 13.19 supporting the potential provision for Carbon Capture and Storage development. - The submission agrees with the CDP to support the installation of CHP technology and outlines the many advantages from reduced CO2 emissions, increased site energy efficiency and having a reasonable payback period. - Submission notes the gas network currently provides energy to over 705,000 homes and businesses across Ireland. GNI welcomes the Council’s recognition of the important role that gas infrastructure plays in the development of renewable</p>

	<p>energy in Section 13.16.11 and welcomes objective ET 13.24 on Gas Network Infrastructure. Submission is of the view that since wind and solar energy are both intermittent energy sources, it is critical that conventional power generation is available to ensure a security of energy supply.</p> <p>- Submission refers to Data Centres and highlights the importance of Data Centres for Irelands digital economy. Submission states the location of data centres is an important consideration in order to meet their energy needs in a sustainable way. GNI states that data centres can employ gas solution to power onsite generation, and this can deliver cost savings over grid electricity.</p> <p>3. Chapter 15: Welcomes section 15.12 'Food Waste' acknowledging food waste is an untapped recyclable component of municipal waste that can be addressed using anaerobic digestion</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the plan need to include reference to the additional CNG projects in Ireland?</li> <li>2. Highlights a correction to the GRAZE project text</li> <li>3. Should section 13.10 Bioenergy be amended to include the follow text: "The biogas produced from anaerobic digestion can be upgraded to biomethane and injected into the gas network to be safely transported to different sectors of the Irish economy such as heat, transport and power generation" ?</li> <li>4. Should the plan highlight the ongoing importance of conventional power generation to ensure a security of energy supply?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Planning Authority is of the view that there is no need to reference all the CNG projects being carried out in Ireland.</li> <li>2. The corrections to the text in relation to THE Graze project are welcomed and will be implemented.</li> <li>3. The text of section 13.10.5 already acknowledges this point.</li> <li>4. This issue is already covered by the Plan.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> <li>2. <a href="#">Amendments required. See Amendment 1.13.20</a></li> <li>3. No amendment required.</li> <li>4. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Harmony Solar Ireland Limited</b>
<b>DCDP345871634</b>	DCDP345871634
<b>Submission Summary</b>	<p>The submission focuses on the contents in Chapter 13 and in particular the section for solar energy. The detailed submission believes in engagement and partnerships with both local authorities and communities and hopes the CDP will encourage community involvement as part of the renewable energy policy objectives for the county.</p> <p>Submission highlights the development of solar as a renewable energy source can make a significant contribution in the immediate term to meeting legally binding renewable energy targets and avoiding the significant costs associated with missing these targets. Submission outlines the national and international policy background.</p> <p>Submission notes the CDP plays a key role in helping shape places to aid in reducing greenhouse gas emissions, to provide resilience to the impacts of climate change, supporting the delivery of renewable energy, and associated infrastructure. It requests the Council to set out robust policy objectives to support the transition to a low carbon future through the continued development of a solar PV sector in Co. Cork. Submission lists a selection of granted Solar PV</p>

	<p>developments within Co. Cork. Throughout the submission the multiple benefits of solar farms as a renewable source are outlined to support the proposals. Submission gives examples of different scenarios throughout in support of this submission and makes the following recommendations:</p> <ol style="list-style-type: none"> <li>1. Requests that the CDP fully elaborates further on National and International policy for climate change and provision of renewable energy and that the plan includes a firm policy framework that supports renewable energy proposals and recognises the specific development requirements to facilitate large, grid scale renewable energy projects at suitable locations in the county.</li> <li>2. Seeking more supportive of the principles in respect of Solar Energy and requests additional text to be included in Objective ET13.14 b) "The Council supports the development of utility scale solar PV development at suitable locations where there is no detrimental impact on such environmental safeguards"</li> <li>3. Requests that in preparing the Renewable Energy Strategy for the county as part of the forthcoming CDP that Council do not adopt an overly restrictive approach in establishing the acceptable or suitable locations for solar PV developments but rather assess developments on their merits on a case-by-case basis, following engagement with the Planning Authority.</li> <li>4. Requests a change of wording to Objective ET 13.14 g) to include "A decommissioning plan will be agreed with the local authorities three months prior to decommissioning the Proposed Development"</li> <li>5. Request that specific objectives within its Development Management Chapter of the Plan which indicates that "The duration of the permission for solar PV developments (The period in which the development can be completed), should be for a period up to ten years from the date of grant of planning permission." Secondly an objective should be included stating "The lifetime for future solar PV developments be granted planning permission for an operational period of between 35-40 years."</li> <li>6. Consider the siting/location of new developments on a case by case basis, recognising that there is a necessity in some instances for larger scale solar developments to be fragmented across a large site area on account of ecological considerations, access requirements, flood related concerns, land suitability, residential amenity considerations and land availability.</li> </ol>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Should the plan elaborate on the provision for renewable energy and the targets set out nationally and internationally?</li> <li>2. Should the plan include text in objective 13.14 supporting the development of utility scale solar PV development?</li> <li>3. Should the plan not adopt an overly restrictive approach to solar farm criteria?</li> <li>4. Should the plan include wording around decommissioning of solar farms?</li> <li>5. Should there be a change in duration of permission for solar farms?</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. The Plan already deals comprehensively with renewable energy. In light of recent and ongoing changes to guidelines and climate / energy policy at a national level, the Planning Authority will prepare a renewable energy strategy for the county during the life of the new Plan and this will address the issue of targets.</li> <li>2. It is considered that Objective ET 13.14 is strong enough to support the development of Solar PV and no amendment required.</li> <li>3. The Plan has included a list of appropriate criteria in the absence of national guidelines.</li> <li>4. In the absence of national guidelines. it is not considered appropriate to give specific timelines for the decommissioning of solar farms. This will be considered as part of the development management process.</li> </ol>



	<p>5. In the absence of national guidelines, it is not considered appropriate for the plan to specify the duration of permission for solar developments. This will be considered as part of the development management process.</p>
<b>Chief Executive's Recommendation</b>	<p>1. <a href="#">Amendment required. See Amendment 1.13.1</a></p> <p>2. No amendment required.</p> <p>3. No amendment required.</p> <p>4. No amendment required.</p> <p>5. No amendment required.</p> <p>6. No amendment required.</p>
<b>Interested Party</b>	<b>Julie Bowe</b>
<b>DCDP345856524</b>	DCDP345856524
<b>Submission Summary</b>	<p>Indaver welcomes the above policy objectives contained in the new Cork County Development Plan 2022 – 2028 and which will assist with the transition to a circular and climate resilient regional economy once formally adopted in 2022. Submission gives an overview of the policy framework nationally and locally. It notes the draft plan is consistent with the overarching national policy framework and supports the development of strategic waste infrastructure capable of delivering benefits at the local and regional level and contributing to the transition to a circular and climate resilient regional economy. Indaver gives support to the following in the draft plan:</p> <ol style="list-style-type: none"> <li>1. The overarching vision and core strategy underpinning the draft Development Plan</li> <li>2. Waste Prevention &amp; Management</li> <li>3. Strategic Waste Treatment Facilities</li> <li>4. Renewable Energy</li> <li>5. Bottlehill landfill</li> <li>6. Drinking Water and/or Wastewater Treatment</li> <li>7. Hazardous Waste</li> <li>8. District Heating</li> <li>9. Carbon Capture and Storage</li> <li>10. Hydrogen</li> <li>11. Road Freight and Logistics</li> </ol> <p>Submission acknowledges and welcomes the alignment of the new Development Plan with respect to national, regional and local policy including the provisions of the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region, the Waste Action Plan for a Circular Economy 'Ireland's National Waste Policy 2020-2025', the National Hazardous Waste Management Plan 2014 - 2020 and the Regional Waste Management Plan for the Southern Region.</p>
<b>Principal Issues Raised</b>	Supports the policy objectives in the plan that will assist with the transition to a circular and climate resilient regional economy.
<b>Chief Executive's Response</b>	Noted.
<b>Chief Executive's Recommendation</b>	No amendment required.
<b>Interested Party</b>	<b>Lucy Whitford, RES</b>
<b>DCDP346192385</b>	DCDP346192385
<b>Submission Summary</b>	Submission is made on behalf of Renewable Energy systems, the world's largest independent renewable energy company and responsible for more than 13GW of renewable energy capacity and energy storage projects worldwide. The submission outlines the range of renewable energy technologies the company is

	<p>active with and mentions some of the successful projects completed in Ireland. Submission highlights RES ambitions to be part of Ireland’s energy future, ensuring that our projects contribute to decarbonising our electricity system to the least cost to the consumer.</p> <p>This submission outlines the need for the Council to adopt a pro-active and plan-led approach to Renewable energy development (including all forms of Renewable Energy – Onshore Wind, Solar and Battery Storage) in the County in order to meet national energy development targets and includes suggested solutions in to the draft Renewable Energy Strategy for the County. Submission requests the following in the draft plan:</p> <ol style="list-style-type: none"> <li>1. Wind energy is of strategic importance to the County both in addressing Climate Change and in growing the rural economy of County Cork. In Chapter Economic Development, it requests that Renewable Energy should be identified as a growing sector that could assist in sustaining the rural economy, particularly in structurally weak areas.</li> <li>2. Notes the plan has included the unimplemented permissions for a further 200MW of wind power and wishes to highlight it should not be taken for granted that this 200MW will be installed as there are many post planning challenges that face onshore wind energy in Ireland.</li> <li>3. RES recommends that the Wind Energy Strategy should be reviewed to remove two constraints i.e. wind speeds and grid infrastructure thereby extending the areas within the county that are considered ‘Acceptable in Principle’.</li> <li>4. Submission argues that wind resource is a developer’s constraint, and a variable to be assessed as part of each individual project.</li> <li>5. Submission requests the Council to consider a positive plan policy that supports the redevelopment and expansion of existing wind farm sites and allow amendments to windfarm layouts, to support the co-location of other forms of low carbon generation or technologies which may increase the efficiency of any existing renewable technology.</li> <li>6. Submission notes that Wind Turbines are tall structures and if Ireland is to meet its 2030 targets, the generation capacity of individual turbines will need to increase Therefore, it considers that visibility of turbines should not be a key criterial in considering whether a project is appropriate or not and should instead be absorbed into the landscape.</li> <li>7. Submission recommends changes to wording of text in the wind energy objectives in the draft plan.</li> <li>8. Ensure that Policy Objective GI 14-13 and GI 14-14 of the Development Plan with regard to Scenic Routes are implemented with regard to Renewable Energy Development in the recognition of the locational requirements of wind energy in a rural setting.</li> <li>9. In Appendix A, submission highlights It is important to note that the Draft Revised Wind Energy Guidelines 2019 have not been formally adopted and the current statutory Guidelines remain the Wind Energy Guidelines 2006. Therefore, requests the current guidelines are referenced.</li> </ol>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy?</li> <li>2. Should the plan adopt a pro-active and plan-led approach to Renewable energy development?</li> <li>3. Do the policies in the plan need to be more supportive and in favour of further wind energy development within the County?</li> <li>4. Is there a need for Renewable Energy to be identified as a growing sector that could assist in sustaining the rural economy in chapter 8?</li> <li>5. Is there a need to include an objective in the plan for the repowering of existing wind farms?</li> </ol>

	<ol style="list-style-type: none"> <li>6. Should the plan include guidance to developers when assessing the feasibility of wind farm projects in proximity to scenic and designated routes?</li> <li>7. Correct Appendix A to reference the correct wind energy guidelines.</li> <li>8. Is there a need for Policy Objective GI 14-13 and GI 14-14 to be implemented with regard to Renewable Energy Development?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In light of recent and ongoing changes to guidelines and climate / energy policy at a national level, the Planning Authority will prepare a renewable energy strategy for the county during the life of the new Plan, and this will include a review of the wind energy strategy. The strategy will also address the issue of targets.</li> <li>2. This will be addressed as part of the preparation of the renewable energy strategy.</li> <li>3. This will be addressed as part of the preparation of the renewable energy strategy.</li> <li>4. An amendment is proposed to Chapter 8 in this regard.</li> <li>5. It is considered appropriate to amend objective ET 13.4 Wind Energy to include wording for the repowering of wind farms.</li> <li>6. Development in the vicinity of scenic routes is adequately addressed in the Green Infrastructure Chapter of the draft plan.</li> <li>7. It is considered appropriate to reference both the 2006 and the draft 2019 wind energy guidelines.</li> <li>8. It is considered that the green infrastructure objectives are appropriate, and no amendment required</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See amendment no. 1.13.1</a></li> <li>2. No amendment required.</li> <li>3. No amendment required.</li> <li>4. <a href="#">Amendment required. See amendment no. 1.8.10 and no. 1.8.11</a></li> <li>5. <a href="#">Amendment required. See amendment 1.13.2</a></li> <li>6. No amendment required.</li> <li>7. Non material amendment required.</li> <li>8. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Mag Mell Energy Ireland Ltd.</b>
<b>DCDP344366800</b>	DCDP344366800
<b>Submission Summary</b>	<p>Submission is made on behalf of Mag Mell Energy Ireland Ltd. It notes Mag Mell' is the name of a proposed Floating Storage Regasification Unit (FSRU) located beyond the horizon, some 50km off the Cork coast. This described as a strategic offshore Liquid natural Gas (LNG) storage facility designed to provide enhanced security of energy supply for Ireland's energy network with less environmental impact than land based energy infrastructure.</p> <p>The submission gives details of the project concept, proposal and the subject site. It considers the scope of this project in respect of the Draft Cork County Development Plan 2022 – 2028 and reviews the wider alignment of the proposal with the provisions as set out in national and regional statutory plans and strategies for Ireland's sustainable development.</p> <p>Mell Energy Ireland Ltd would like to welcome the acknowledgement of the Kinsale Gas Field as a possible location for an LNG terminal in Ireland. Further support for the Kinsale Gas Field as a location for an LNG terminal and for the Mag Mell FSRU in particular is sought. Submission notes that Natural Gas remains an important component in Irelands energy mix, therefore developing, maintaining, and upgrading the gas networks is crucial to meet the demand and have security of supply. Submission proposes that under ET13.24 Gas Network Infrastructure, the proposed FSRUP should be considered a key project to facilitate the objective. The submission lists the wider energy security considerations and highlights the</p>

	<p>department has commissioned further study on the Security of Energy Supply of Ireland Electricity and Natural Gas System. The submission therefore suggests the draft plan should acknowledge the benefits of the FRSU concept.</p> <p>Submission requests the CDP include an additional objective in ET13.19a Gas Storage to Support Security of Supply, 'Support the development of Gas Storage facilities and the Kinsale Gas Field as a location for an LNG terminal.'</p> <p>Submission suggests further support for the Kinsale Gas Field as a location for a LNG terminal and for the Mag Mell FSRU in particular is also sought to meet to give security to Ireland's energy supply, capitalise on the opportunities at the Kinsale Gas Field and provide a pivotal role in Ireland's Energy transition.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the objectives of the plan be amended to specifically support the following: <ol style="list-style-type: none"> <li>(a) Development of the Kinsale Gas Field as a gas storage facility and a possible location for an LNG terminal in Ireland and for the Mag Mell Floating Storage Regasification Unit in particular.</li> <li>(b) Acknowledge the proposed Mag Mell Floating Storage Regasification Unit a key project to facilitate the development of gas network</li> </ol> </li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Draft Plan notes in section 13.12 that Cork Harbour or Kinsale Gas Field have been highlighted as possible locations for an LNG terminal in Ireland. It would not be appropriate for the plan to support specific projects which have yet to go through a consent process. Objective ET13.19, can be amended to support gas storage, in addition to Carbon Capture.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. Amendment required.</li> </ol>
<b>Interested Party</b>	<b>Melvin Beamish</b>
<b>DCDP332682004</b>	DCDP332682004
<b>Submission Summary</b>	<p>This submission relates to the repowering of wind farms and suggests the inclusion of an additional objective in the Energy and Telecommunications chapter to address the issue. Cork is well situated on the Atlantic coast to take advantage of its sources of renewable energy and has the potential to become a hub for emerging energy technologies in conjunction with the third level sector.</p> <p>Repowering existing wind farms has many advantages. Cork is an energy exporter, but by 2030 there will be at least 20 wind farms in Cork beginning to reach end of their life and these will need to repower to ensure continuity of supply. Submitter has concerns that if appropriate action is not taken to assist with the upgrading / repowering of existing infrastructure, then Cork will fall further behind in achieving our wind energy targets.</p> <p>The submission acknowledges that objectives in the plan do support the upgrading and expansion of existing infrastructure, however, recommends a separate objective for repowering of wind farms to safeguard Cork County's proposed wind energy output target by 2030. Submission outlines the advantages of repowering existing sites and suggests wording similar to that used in the Donegal County Development Plan.</p>
<b>Principal Issues Raised</b>	Is there a need to include an additional objective for the repowering of wind farms in the Energy chapter?
<b>Chief Executive's Response</b>	It is considered appropriate to amend objective ET 13.4 Wind Energy to include wording for the repowering of wind farms.

<b>Chief Executive's Recommendation</b>	<a href="#">Amendment required. See amendment no. 1.13.2</a>
<b>Interested Party</b>	<b>Neil Lucery</b>
<b>DCDP342679266</b>	DCDP342679266
<b>Submission Summary</b>	<p>The submission from the owners of the Gougane Barra Hotel expresses concern about the over development of wind farms in the Upper Lee Valley area. It is considered that the area, which is of outstanding beauty, heritage and cultural importance and is becoming an industrial landscape of wind farms, with no thought for the locals and businesses that live and operate there. The submission mentions the various wind farm developments in the region (Grousemount, Derragh, Cleanrath, Shehymore and planned developments for Curraglass, Gortyrähily, inchigeelagh and Johnstown) and highlights the latest application is only 2kms from the church in Gougane Barra. Submitter is of the strong view that this sort of development would never occur in Glendalough due to its proximity to Dublin.</p> <p>The submission notes the hotel's success and its green commitment. Submission outlines how the hotel is seeking to operate to the highest environmental standards and outlines the nature of the business, the many categories of guests and the types of outdoor attractions in the area. The submission also highlights the Heritage, Culture and different walks and hikes in the region.</p> <p>The submission states that the viability of the hotel is wholly dependent on the unspoiled and wild natural environment to attract guests and is seeking to develop the business and landscape in a sustainable and environmentally friendly way, to make it a viable business for future generations. The submitter states that these wind farm developments are of no local financial benefit, feels it will cause irreversible change on the landscape and is asking the local authority to stop wind farms developing in the area.</p> <p>The submission notes the vast culture and heritage in the area and outlines how the tourism product for the region is constantly growing and will be a complete waste if the landscape is covered with wind farms.</p> <p>The submission has serious concerns with the increased tip height of wind turbines in recent applications that will completely dominate the landscape if erected. It also highlights serious issues with previous developments and the concerns with future plans for wind farms.</p> <p>Submission questions why it is so difficult to develop houses and businesses, yet wind farms do not have the same difficulties. It mentions that wind farms provide local short-term jobs but they do not support the hotel workers. Submission suggests that micro generation to support the local economy would suit the region better than large wind farm companies. Submission suggests we are longer protecting our nature and biodiversity with developments like these and is seeking to put a stop to it before it is too late.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy?</li> <li>2. Is micro generation more suitable in this region as opposed to large scale wind farms?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. In light of recent and ongoing changes to guidelines and climate / energy policy at a national level, the Planning Authority will prepare a renewable energy strategy for the county during the life of the new Plan, and this will include a review of the wind energy strategy. .</li> <li>2. This issue can be considered as part of the preparation of the new strategy.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See amendment no. 1.13.1</a></li> <li>2. No amendment required</li> </ol>
<b>Interested Party</b>	<b>NIGEL DE HAAS</b>

DCDP331378066	DCDP331378066
<b>Submission Summary</b>	<p>This submission focuses on Chapter 13 of the Draft Plan dealing with Energy and Telecommunications, with particular reference to the rural communities surrounding Dunmanway. The Wind Energy Strategy of the Draft Plan identifies the area around Dunmanway as a location where wind energy developments are “Acceptable in Principle”. The submitter considers that this designation, and the cumulative impacts of such developments in the area, eliminates the potential of the area to generate local employment from ecotourism and outdoor recreation. The submission notes that the Draft Plan recognises the importance of tourism to the economy of rural areas and references the Action Plan for Rural Development which highlights the potential of activity-based tourism in supporting economic growth in rural areas. It is considered that Dunmanway is ideally placed to host extensive upland rural tourism activities such as mountain walking, long distance walks, mountain biking and greenways.</p> <p>Submission states that the Dunmanway area has already seen a concentration of wind energy development and it is now time for a moratorium on future development or the area will become an industrialised upland with no potential for tourism enterprises and the employment associated with them. Submission highlights that county Cork already produces more than its population equivalent share of energy from wind farms and Cork should not continue to bear a higher proportion of these developments than other counties. A more equitable policy spanning the entire county and country is needed to guide the distribution of such development for the future. The need for renewable energy generation also needs to be balanced against the industrialisation of the rural landscape.</p> <p>The submission suggests that Objective ET 13.4 Wind Energy is a “catch all” approach to wind energy and is not appropriate in the plan. Plan should refer to specific guidelines and be varied if those guidelines change.</p> <p>Submission queries the policy considerations that resulted in the Dunmanway area being identified as being suitable for wind energy development in the first instance, given that the town is surrounded by landscapes classified as of high importance, and questions where adequate consideration was given to the impact wind developments would have on the local population and the potential for other forms of development in the area, which are not compatible with an industrialised landscape created by wind farms.</p> <p>Submission questions the approach taken for Objectives ET 13.5 Wind Energy Projects in supporting development in some areas, if the plan has not had proper regard to issues of landscape importance, potential adverse impacts on local communities or the opportunities foregone for other forms of development. In relation to Objective ET 13:6, the submission queries the “Acceptable in Principle” classification of the area of the River Ilen basin north of Skibbereen and an area south of Macroom given the landscape value and nature designations of the area. Submission notes that Objective ET 13:7 notes that wind energy development is open to consideration subject to several criteria, including cumulative impacts, and again contends that there is already an over concentration of wind farms in the Dunmanway area, and these are illustrated on a map. Submission also raises concerns about developments in the Lough Allua area of the Upper Lee Valley, where development is “normally discouraged”.</p> <p>The Submission also refers to other objectives of the plan, which need to be balanced with those relating to Wind Energy, including objectives from the Core Strategy, Green Infrastructure and Tourism chapters, in support of the need to protect the landscape and encourage other tourism related uses. The unspoilt scenic landscape of rural areas is a key resource for the rural community as can be seen by the success of initiatives like the Wild Atlantic Way. Wind farms can damage the landscape and deprive communities of the opportunity to utilise it as a resource for other enterprises.</p> <p>The submission is of the view that the Objective ET 13:28 Information and</p>

	<p>Communications Technology makes no reference to farmers and farm-based enterprises and that farms in West Cork are sorely disadvantaged from the failure to deliver high-capacity ICT infrastructure / connectivity speeds in the past 20 years.</p> <p>Overall, it notes that West Cork is well positioned to become a popular destination as one of the last bastions of unspoiled wild hillsides and mountains in Europe - provided its ambience is not industrialised by concentrations of wind generation before the tender shoots of local eco and recreational enterprises can get established.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. This submission questions the wind energy strategy and the policy considerations for choosing the areas acceptable in principle, open to consideration and normally discouraged designations?</li> <li>2. Should Objective ET 13:28 be amended to consider farm-based enterprises?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The Planning Authority will prepare a renewable energy strategy for the county during the life of the new Plan, and this will include a review of the wind energy strategy.</li> <li>2. Broadband is being rolled out across the country through the National Broadband Plan. It is not considered necessary to reference farm-based enterprises in objective ET13.28. since the Broadband Plan is being rolled out for all premises in Ireland.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. see amendment no 1.13.1</a></li> <li>2. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Passivhaus Association of Ireland</b>
<b>DCDP346291129</b>	DCDP346291129
<b>Submission Summary</b>	<p>Passivhaus Association of Ireland's mission is to develop a strong identity, understanding and demand for the Passive House concept. Submission has a focus on how energy performance and how carbon targets can be achieved in new and upgraded buildings. Submission requests the CDP policy on Building Energy Efficiency and Conservation include wording to promote and incentive Passivhaus Standard (PH) or equivalent to ensure the delivery of excellence in building energy performance for new builds or renovated buildings. It proposes that the Development Plan acknowledges this leverage in ability to meet energy and carbon reduction in buildings cost effectively. It recommends that the holistic approach of HPI and the Passivhaus standard be considered as a benchmark for all residential development and be incentivised in the development plan.</p> <p>Submission is concerned that CDP Objective 13.15 and sections 13.15.1 &amp; 13.15.2 are not rigorous enough in the effort to ensure carbon emissions reduction improvement will be rigorously achieved during the critical duration of this plan and requests particular amendments to the text to reflect current legislation and directives applicable in the sections and objectives mentioned above.</p> <p>Submission gives examples of how other local authorities have included Passivhaus in their development Plans and outlines how Cork has opportunities to support this industry.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Building Energy and Efficiency sections of the plan be amended to note the most up to date EU Directive Building Energy and Efficiency?</li> <li>2. Should the plan include Passivhaus standards and for it to be considered a benchmark for all residential development?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Amendment required to apply the most up to date EU directive.</li> </ol>



	2. Energy efficiency in residential developments is guided by national guidelines and standards. No change proposed to include Passivhaus standards.
<b>Chief Executive's Recommendation</b>	1. <a href="#">Amendment required. See amendment no. 1.13.9</a> 2. No amendment required.
<b>Interested Party</b>	<b>Rhiannon Laubach</b>
<b>DCDP344909467</b>	DCDP344909467
<b>Submission Summary</b>	The submission is seeking to stop further wind farm developments along scenic routes as the cumulative visual impacts have the potential to damage a fragile tourism industry in West Cork. Submission notes Renewable Energy developments should also not be allowed to detract from our cultural and historic landscapes.
<b>Principal Issues Raised</b>	Is there a need to review the Wind Energy Strategy?
<b>Chief Executive's Response</b>	During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county and this will include a review of the wind energy strategy.
<b>Chief Executive's Recommendation</b>	Amendment required. See amendment no 1.13.1
<b>Interested Party</b>	<b>RWE Renewables Ireland</b>
<b>DCDP345906700</b>	DCDP345906700
<b>Submission Summary</b>	<p>Submission is made on behalf of RWE Renewables Ireland, one of the world's leading producers of renewable energy. Submission notes the national policy in the Climate Action Plan and the ambition to have 70% of renewable energy production by 2030. It acknowledges to reach this ambitious target Ireland must install 4,000MW of wind energy developments in the next decade. Submission states it is critical the CDP provides every opportunity for the development of wind energy. Submission has made comments to the draft plan as follows:</p> <p>Chapter 8 Economic Development notes that the rural economy recognises that the key sectors to support the rural economy are Agriculture and Farm Diversification, Mineral Extraction, Forestry, and Fishing and Aquaculture. It requests that renewable energy in particular Wind Energy should be identified as a growing sector that could assist in sustaining the rural economy, particularly in structurally weak areas. It argues that there are two economic benefits, the initial capital investment and the ongoing investment during the operational life of the wind farm and suggests an additional paragraph be included under section 8.18 to support the sustainable development of onshore wind farms that facilitates local communities and economic benefits.</p> <p>RWE commends Cork County Council on its current development of renewable energy and states it is critical that the new plan reflects these ambitions and includes policies to facilitate expansion of the sector. Chapter 13 Energy and Telecommunications makes several comments in the wind energy section:</p> <ul style="list-style-type: none"> <li>- Requests a review wind energy strategy in the context of the 'Revised Wind Energy Development Guidelines'.</li> <li>- RWE praise the Councils plans to support further development of onshore wind energy projects including the upgrading or expansion of existing infrastructure.</li> <li>- Set out a specific target for renewable energy generation rather than installed capacity targets. requests the Council set out specific minimum targets for each renewable energy source.</li> <li>- Recommends that the Wind Energy Strategy should be reviewed to remove wind speeds and grid infrastructure as constraints for onshore wind and thereby extending the areas within the county that are considered 'Acceptable in Principle'.</li> <li>- Believes wind resource to be a developer's constraint, and a variable to be</li> </ul>

	<p>assessed as part of each individual project.</p> <ul style="list-style-type: none"> <li>- Submission includes text changes to Objectives ET13.6, ET 13.7</li> <li>- Recommends that policy ET 13.4, ET 13.5 and ET 13.6 of the Draft CDP 2021 are reviewed and recognition given to the ability of wind energy to be absorbed into the landscape in areas proximate to scenic routes by virtue of their locational requirements in a rural setting and their unique scale and massing i.e. slender and tall structures.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy?</li> <li>2. Is there a need for Renewable Energy to be identified as a growing sector that could assist in sustaining the rural economy in chapter 8?</li> <li>3. Is there a need to include an objective in the plan for the repowering of existing wind farms?</li> <li>4. Should the plan set out a specific target for renewable energy generation?</li> <li>5. Should further clarity be provided to developers and decision makers on the sensitivity of the Scenic Routes in a particular location vis a vis wind farm development?</li> <li>6. Should the text in the wind energy objective ET13.7 be amended?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county and this will include a review of the wind energy strategy.</li> <li>2. This will be addressed in an amendment to Chapter 8.</li> <li>3. It is considered appropriate to amend objective ET 13.4 Wind Energy to include wording for the repowering of wind farms.</li> <li>4. The renewable energy strategy referenced at item 1 above will address the issue of targets.</li> <li>5. The development around scenic routes have been adequately addressed in the Green Infrastructure of the draft plan.</li> <li>6. The Planning Authority considers objective ET13.7 strong enough and will require no change.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See amendment no 1.13.1</a></li> <li>1. <a href="#">Amendment required. See amendment no. 1.8.10 and no. 1.8.11</a></li> <li>2. <a href="#">Amendment required. See amendment no 1.13.2</a></li> <li>3. <a href="#">Amendment required. See amendment 1.13.1</a></li> <li>4. No amendment required.</li> <li>5. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>SSE</b>
<b>DCDP345894017</b>	DCDP345894017
<b>Submission Summary</b>	<p>The submission made on behalf of SSE welcomes the ambition of the Council to ensure that the County 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. It notes it is critical that planning policies continue to facilitate the successful deployment of onshore wind so that this potential can be realised. The detailed submission gives feedback on the draft CDP and recommends the following to be included in the plan:</p> <ol style="list-style-type: none"> <li>1. Requests the Council to consistently implement the Wind Energy Development Guidelines to ensure adherence with national policy and to ensure the development of onshore wind in the county is not unnecessarily restricted.</li> <li>2. It stresses that 1,100MW in total should not be a limit but seen as a minimum as Cork is a county rich in renewable resources and capable of continuing to be a leading county in relation to onshore wind.</li> <li>3. Consider reviewing its Wind Energy Strategy (WES) to ensure a sufficient quantum of land continues to be available for onshore wind development.</li> </ol>

	<p>4. Recommend the SEAI Wind Atlas, or any similar general wind resource data, is not used as a constraint when identifying suitable areas for onshore wind when Cork’s WES is revised due to the significant advances in wind energy technology.</p> <p>5. Recommend that existing grid constraints are not considered hard constraints for wind energy and more a constraint for technical and electrical engineering.</p> <p>6. Requests new consents need to allow for 30-35 years operation at a minimum so as not to unnecessarily limit the operation of developments and ensure a strong business case can be developed at the outset.</p> <p>7. Recommends the Council include a policy to consider favourably the repowering and extension of existing windfarm developments where equipment is upgraded and/or replaced with the best available technology subject to development management standards and environmental considerations.</p> <p>8. Notes offshore wind presents significant opportunities for Co. Cork and highlights that integrated land and marine planning is essential for its development. It encourages the Council to include a policy which commits to working with the Department for Housing, Heritage and Local Government to implement the National Marine Planning Framework and the Marine Area Planning Bill once enacted.</p> <p>9. Encourages the Council to recognise the ongoing importance of security of supply in the CDP and the continued need for flexible, low carbon generation capacity on the Irish grid.</p> <p>10. Encourages the Council to recognise the importance of ensuring the continued use, reuse or repowering of existing infrastructure where appropriate to enable Ireland to meet its energy needs.</p> <p>11. Requests opportunities for shared CCS and Hydrogen infrastructure to be supported</p> <p>12. Notes that energy efficiency needs to be a priority and requests that the CDP reflect Action 64 in the Climate Action Plan to increase the energy efficiency of Local Authority social housing stock.</p> <p>13. Suggests Cork’s CDP should go further than the policies currently outlined and to identify areas where EV charge points could be installed and competitively tender for these assets.</p> <p>14. Recommends the council strive to achieve 100% conversion to LED lighting.</p> <p>15. Acknowledges the lighting infrastructure across the country has been in place for a long time and suggests the council develop an improvement plan for remedial actions.</p> <p>16. It suggests there are opportunities for smart city technologies to be utilised in County Cork to assist in working towards sustainability targets and Climate Action Plan ambitions.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy?</li> <li>2. Should the plan include new consents for wind farms to allow for 30-35 years operation at a minimum?</li> <li>3. Is there a need for a new objective for the repowering of existing wind farms?</li> <li>4. Should the plan include that integrated land and marine planning is essential for the development of offshore wind?</li> <li>5. Should the plan further recognise the need to highlight importance of security of energy supply?</li> <li>6. Should the plan support opportunities for shared CCS and Hydrogen infrastructure?</li> <li>7. Should the plan include reference to reflect Action 64 in the Climate Action Plan to increase the energy efficiency of Local Authority social housing stock?</li> <li>8. Should the plan identify areas where EV charge points could be installed and competitively tender for these assets?</li> <li>9. Should the plan strive to achieve 100% conversion to LED lighting?</li> </ol>

	<p>10. Should an objective be included in the plan to improve the lighting infrastructure across the county?</p> <p>11. Should opportunities for smart city technologies be included in the plan?</p>
<b>Chief Executive's Response-</b>	<p>1. During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county and this will include a review of the wind energy strategy, and the setting of targets.</p> <p>2. The Plan will remain consistent with national guidelines. No change required.</p> <p>3. Objective ET13.4 Wind Energy to be updated to reference repowering of existing wind farms.</p> <p>4. The integration of land and marine planning for the development of offshore wind energy has already been reflected in the draft plan in the section referring to offshore Renewable Energy.</p> <p>5. The Plan recognises the need and importance of security of the energy supply. This has been reflected in Chapter 13 Energy and Telecommunications.</p> <p>6. The Draft Plan supports the need for Hybrid Energy Systems in section 13,5,7, and Objective ET 13.3. this section will need to be expanded to note other forms of combinations for hybrid systems.</p> <p>7. This is an operational issue and beyond the scope of the development plan.</p> <p>8. Identifying areas where EV charge points could be installed is beyond the remit of the development plan.</p> <p>9. The 100% conversion to LED lighting is beyond the remit of the development plan.</p> <p>10. Improving the lighting infrastructure across the county is beyond the remit of the development plan.</p> <p>11. The Planning Authority acknowledges the need to make reference to objectives in RSES in support of Smart City Technologies. .</p>
<b>Chief Executive's Recommendation</b>	<p>1. <a href="#">Amendment required. See amendment 1.13.1</a></p> <p>2. No amendment required.</p> <p>3. <a href="#">Amendment required. See amendment 1.13.2</a></p> <p>4. No amendment required.</p> <p>5. No amendment required.</p> <p>6. <a href="#">Amendment required. See amendment 1.13.3</a></p> <p>7. No amendment required.</p> <p>8. No amendment required.</p> <p>9. No amendment required.</p> <p>10. No amendment required.</p> <p>11. <a href="#">Amendment required. See amendment 1.13.24</a></p>
<b>Interested Party</b>	<b>Statkraft Ireland Limited</b>
<b>DCDP346212949</b>	DCDP346212949
<b>Submission Summary</b>	<p>Submission has been prepared on behalf of Statkraft Ireland Limited and welcomes the opportunity to comment on the draft plan. It wishes to highlight that Statkraft group is a global company in energy market operation and produces hydropower, wind power, solar power, gas-fired power, and supplies district heating.</p> <p>Submission supports objective ET13.1 Energy, highlighting the importance of defining the real potential that Cork County has to offer in terms of delivering Irelands renewable energy targets. t notes the importance of onshore wind developments and is seeking continued support for this infrastructure during the lifetime of the plan. Submission is disappointed that there are no additional areas identified for wind energy development in the wind energy strategy for Cork. It stresses the importance to review the wind energy strategy for cork for the</p>

	<p>following reasons:</p> <ol style="list-style-type: none"> <li>1. factors such as setbacks from houses, environmental constraints, and access (to name but a few) have been considered within these designated areas, very little developable area remains.</li> <li>2. It is of the opinion that grid and wind constraints are a developer's constraint.</li> <li>3. Suggests that without suitably zoned land on which to develop wind energy, it will be impossible for Cork County to support the country's renewable energy targets.</li> <li>4. Suggests at least 60 additional wind turbines are required in the county to reach energy targets.</li> <li>5. Highlights turbine technology has advanced significantly over the past decade, with turbines now capable of harnessing more power at lower wind speeds.</li> </ol> <p>For the reason set out above the submission is of the view the Council need to review all areas for the potential for onshore wind as part of updating the CDP and include more areas for 'acceptable in principle'.</p> <p>Submission disagrees with objective 13.11 Public Consultation and Community Support. It believes that carrying out public consultation prior to the planning application process would be counterproductive and could potentially cause communication issues with local communities. It suggests this objective is removed from the plan.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy?</li> <li>2. Should the policy objective ET 13.11 Public Consultation and Community Support be removed?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county and this will include a review of the wind energy strategy.</li> <li>2. The Draft Wind Energy Guidelines 2019 require the inclusion of public consultation and Community Report in the planning process for wind farm applications. Objective to be retained.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See amendment no. 1.13.1</a></li> <li>2. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>The Emerald Project</b>
<b>DCDP346243645</b>	DCDP346243645
<b>Submission Summary</b>	<p>Submission highlights that a Cork company, Simply Blue Energy, has partnered with Shell Ltd in the Emerald Project, to develop a 1.3 GW floating wind farm near the site of the decommissioned Kinsale gas field. The project aims to exploit the vast floating wind potential South of Cork Harbour and the excellent supply chain and route to market opportunities provided by the Cork Harbour and County region. Submission indicates that the assembly, installation, and deployment of the wind turbines could stimulate hundreds of high-quality jobs in the local supply chain. Long-term operations and maintenance of the turbines will also require local skills and services in Cork Harbour for up to 25 years. In addition, the route to market opportunities surrounding electricity and gas grid connections, green hydrogen and electro-fuel production and the potential for energy export surrounding Cork Harbour are second to none. It is considered that the floating offshore wind sector can contribute to Ireland's 2030 climate targets and provide the development of a whole new industrial sector for Ireland, offering Cork the opportunity to develop as an 'energy valley' through supply chain and route to market opportunities.</p> <p>Submission notes the need for investment in port infrastructure to facilitate the requirements of floating wind sector – space and machinery to support turbine assembly and enable floater foundations and wind turbine generation units being towed to site for hook-up etc. Ireland's supply chain and route to market</p>

	capabilities also need significant investment to keep pace with developments and optimise the overall economic and social benefits on offer. Submission sees a need for a masterplan vision for the development of port facilities to unlock the floating wind sector in Cork, and a role of the Council in facilitating / supporting start-up / scale -up businesses in the sector. Targeted policy action, R&D and strategic planning for production facilities are needed if Cork is to build the capacity needed to realise the potential of this industry. The council could also have a role in engaging with all communities to achieve buy-in; communicate the impact on climate and biodiversity; provide measurable targets; provide supporting mechanisms (e.g. Energy Cork) and take a proactive approach towards how to optimize County Cork's preparedness and potential from these rapidly developing and long-lasting climate and economic opportunities.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Does the plan need to develop a masterplan vision for the development of port facilities to unlock the floating wind sector in the Celtic Sea and a wider vision for the energy future of the region?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county. This strategy can consider the need for supporting land-based infrastructure. The Council will lassie with the Regional Authority in the preparation of any energy plan for the region.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. No amendment required.</li> </ol>
<b>Interested Party</b>	<b>Wain Morehead Architects</b>
<b>DCDP346301097</b>	DCDP346301097
<b>Submission Summary</b>	<p>Passivhaus Association of Ireland's mission is to develop a strong identity, understanding and demand for the Passive House concept. Submission has a focus on how energy performance and how carbon targets can be achieved in new and upgraded buildings. Submission requests the CDP policy on Building Energy Efficiency and Conservation include wording to promote and incentive Passivhaus Standard (PH) or equivalent to ensure the delivery of excellence in building energy performance for new builds or renovated buildings. It proposes that the Development Plan acknowledges this leverage in ability to meet energy and carbon reduction in buildings cost effectively. It recommends that the holistic approach of HPI and the Passivhaus standard be considered as a benchmark for all residential development and be incentivised in the development plan.</p> <p>Submission is concerned that CDP Objective 13.15 and sections 13.15.1 &amp; 13.15.2 are not rigorous enough in the effort to ensure carbon emissions reduction improvement will be rigorously achieved during the critical duration of this plan and requests particular amendments to the text to reflect current legislation and directives applicable in the sections and objectives mentioned above.</p> <p>Submission gives examples of how other local authorities have included Passivhaus in their development Plans and outlines how Cork has opportunities to support this industry.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Should the Building Energy and Efficiency sections of the plan be amended to note the most up to date EU Directive Building Energy and Efficiency?</li> <li>2. Should the plan include Passivhaus standards and for it to be considered a benchmark for all residential development?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Amendment required to apply the most up to date EU directive.</li> <li>2. Energy efficiency in residential developments is guided by national guidelines and standards. No change proposed to include Passivhaus standards.</li> </ol>

<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See amendment 1.13.9</a></li> <li>2. No amendment required</li> </ol>
<b>Interested Party</b>	<b>Wind Energy Ireland</b>
<b>DCDP346239112</b>	DCDP346239112
<b>Submission Summary</b>	<p>The submission is made on behalf of Wind Energy Ireland, the representative body for the Irish Wind Industry. It highlights Ireland has over 300 operational wind farms which regularly power 65% of Ireland's electricity needs. It outlines the advantages of wind energy and notes Ireland has built 2,500 wind turbines since 2003. Submission suggests onshore wind needs to continue growing in Ireland to meet future renewable energy targets with Ireland's Climate Action Plan proposing an increase to 8200MW by 2030. It highlights that in a recent opinion poll it was found that 79% of Irish people are strongly in favour of wind energy. Chapter 8 Economic Development notes that the rural economy recognises that the key sectors to support the rural economy are Agriculture and Farm Diversification, Mineral Extraction, Forestry, and Fishing and Aquaculture. It requests that renewable energy in particular Wind Energy should be identified as a growing sector that could assist in sustaining the rural economy, particularly in structurally weak areas. It argues that there are two economic benefits, the initial capital investment and the ongoing investment during the operational life of the wind farm and suggests an additional paragraph be included under section 8.18 to support the sustainable development of onshore wind farms that facilitates local communities and economic benefits.</p> <p>In relation to chapter 13 Energy and Telecommunications, welcomes many different objectives in the plan, however, makes several comments in the wind energy section:</p> <ul style="list-style-type: none"> <li>- Notes the submission outlines the installed capacity targets and is seeking that the Council set out a specific target for renewable energy generation rather than installed capacity targets. requests the Council set out specific minimum targets for each renewable energy source.</li> <li>- Recommends that the Wind Energy Strategy should be reviewed to remove wind speeds and grid infrastructure as constraints for onshore wind and thereby extending the areas within the county that are considered 'Acceptable in Principle'.</li> <li>- Believes wind resource to be a developer's constraint, and a variable to be assessed as part of each individual project. The submission suggests that grid constraints should not be considered by the Council when reviewing the Renewable Energy Strategy as it is a developer's constraint.</li> <li>- Suggests that section 13.9.2 in relation to offshore wind is updated with the most up to date now that the National marine Planning Framework has been formally published.</li> <li>- Seeking for the acknowledgement in the plan that the Inis Eagla project is a joint venture between Iberdrola and DP Energy.</li> <li>- The submission welcomes paragraph 13.9.5 and 13.9.8 and objective ET 13.16.</li> <li>- Submission includes text changes to Objectives E13.6, ET 13.7</li> <li>- Recommends that policy objectives referring to the wind energy strategy and in objectives GI14-13 and GI14-14 of the Draft CDP 2021 are reviewed and recognition given to the ability of wind energy to be absorbed into the landscape in areas proximate to scenic routes by virtue of their locational requirements in a rural setting and their unique scale and massing i.e. slender and tall structures.</li> <li>- Ensure the policies and objectives in Appendix A of draft plan refer to the 'Wind Energy Guidelines 2006 to avoid any conflict between it and the finalised Wind Energy Guidelines when published.</li> <li>- Encourages the Council to proactively consult with the Regional Assembly to</li> </ul>



	encourage the development of a Regional Renewable Energy Strategy for the Southern Region.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Is there a need to review the wind energy strategy?</li> <li>2. Should the plan acknowledge renewable energy in the economy chapter?</li> <li>3. Should the council set out a specific target for renewable energy generation rather than installed capacity targets, and are minimum targets for each renewable energy source required?</li> <li>4. Does section 13.9.2 in relation to offshore wind need to be updated now that the National marine Planning Framework has been formally published?</li> <li>5. Should the plan acknowledge that the Inis Eagla project is a joint venture between Iberdrola and DP Energy?</li> <li>6. Should the wind energy objectives and green infrastructure objectives better align with scenic routes?</li> <li>7. Correct Appendix A to reference the correct wind energy guidelines.</li> <li>8. Should a commitment in the plan be included to develop a Regional Renewable Energy Strategy for the southern region with the Regional Assembly?</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. During the life of this plan, the Planning Authority will prepare a renewable energy strategy for the county and this will include a review of the wind energy strategy.</li> <li>2. An amendment is proposed to Chapter 8 to address this.</li> <li>3. The renewable energy strategy for the county will address the issue of targets.</li> <li>4. At the time of publishing the draft plan the national marine guidelines were still a draft. This will be amended in the final plan.</li> <li>5. The plan will be amended to acknowledge that the Inis Eagla project is a joint venture between Iberdrola and DP Energy.</li> <li>6. The protection of scenic routes is adequately addressed in chapter 14 Green Infrastructure.</li> <li>7. It is important to reference both.</li> <li>8. The develop of a Regional Renewable Energy Strategy for the southern region is the responsibility of the Regional Assembly. The Planning Authority will support the Regional Assembly in the development of a regional strategy.</li> </ol>
<b>Chief Executive's Recommendation</b>	<ol style="list-style-type: none"> <li>1. <a href="#">Amendment required. See amendment no 1.13.1</a></li> <li>2. <a href="#">Amendment required. Amendment required. See amendment 1.13.1</a></li> <li>3. No amendment required.</li> <li>4. <a href="#">Amendment required. See amendment 1.13.21</a></li> <li>5. No amendment required.</li> <li>6. No amendment required</li> <li>7. No amendment required.</li> </ol>

## 14 Chapter Green Infrastructure

<b>Table 1.14</b>	<b>Chapter 14 Green Infrastructure</b>
<b>Interested Party</b>	<b>Barry Murphy</b>
<b>DCDP341340581</b>	DCDP341340581
<b>Submission Summary</b>	<p>Submission requests that the plan include a provision to protect and preserve the existing public right of way at the Roury estuary, Rosscarbery in order to protect this for continued recreational use.</p> <p>A petition is attached from interested members of the public in the area which objects to and requests the removal of a gate structure which has been preventing access since 2016.</p> <p>The submission also highlights the legislative context for the County Development Plan which requires it to include objectives regarding rights of way and to identify such on a map forming part of the development plan. The submission welcomes text in the Plan which acknowledges the importance of protecting public rights of way.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Preserve public right of way at the Roury estuary, Rosscarbery</li> <li>2. Need to comply with legislative requirements in the plan regarding public rights of way</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See Volume One, Part One – Key Issue – Public rights of way</li> <li>2. See Volume One, Part One – Key Issue – Public rights of way</li> </ol>
<b>Chief Executive's Recommendation</b>	<a href="#">Amend the Draft Plan - see proposed amendment No. 1.14.22.</a>
<b>Interested Party</b>	<b>Ballybane Windfarms 2 Ltd</b>
<b>DCDP346141059</b>	DCDP346141059
<b>Submission Summary</b>	<p>Submission requests that the Council review the extent of Scenic Route S92 and adjacent amenity routes with the view to rationalizing them and removing the redundant section between A-B as identified on Figure 1.1. We consider that the resulting arrangement of scenic and amenity routes will be more relevant to the changing landscapes and the evolving patterns of usage.</p> <p>Submission welcomes the commitment in Objective GI 14-11 that a review of the Landscape Strategy is a priority and support the inclusion of further text in this objective recognising the mutability of landscapes as follows: 'Whilst advocating the protection of such scenic resources the Plan also recognises the fact that all landscapes are living and changing, and therefore in Principal it is not proposed that this should give rise to the prohibition of development along these routes...'</p> <p>Other points raised in the submission:</p> <p>The change proposed will support the expansion of existing wind energy resources, which is a stated national, regional and local priority.</p> <ul style="list-style-type: none"> <li>• route is partially on an unmetalled farm track not suitable for standard vehicular use</li> <li>• not used by the general public</li> <li>• overshadowed by the adjacent scenic route S93 along the N71</li> <li>• route traverses a heavily afforested landscape where views have been severely compromised</li> <li>• views and prospects listed in its designation are no longer available from much of the route</li> </ul>

	<p>Current provision of scenic and amenity routes in this area is confusing and includes redundant sections, with the rationale for the scenic designations no longer reflecting the current landscape or prospects and evolving patterns of usage.</p> <p>2007 Failte Ireland Feasibility Study recommends that we should be routinely revisiting such routes and altering them as landscapes change, views become compromised and new connectivity options open up.</p> <p>Suggest that in light of the proliferation of scenic and amenity routes in this area some rationalisation is necessary and propose the following:</p> <ul style="list-style-type: none"> <li>• The principal car tourist route in this area is the popular S93 along the N71 which coincides with the Sheep’s Head Cycle Route;</li> <li>• The Skibbereen Cycle Route 3 is the main cycling route and corresponds with the southern element of the existing S92;</li> <li>• The Sheep’s Head Way, is the principal walking route and corresponds with the northern element of the existing S92;</li> <li>• The S92 scenic route should be revisited, with the extent that is impassible and visually compromised between A-B being downgraded from a scenic route as it is not usable for car or bicycle tourism and of little scenic value to walkers and therefore redundant as a scenic route.</li> </ul> <p>In this scenario the submission suggests that the scenic routes and amenity routes are coherently aligned. The section of the existing S92 route that is not included in a designated scenic route is more appropriately identified as a walking route, being part of the existing Sheep’s Head Way.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Review the extent of Scenic Route S92 and adjacent amenity routes generally</li> <li>2. Include in objective GI 14-11 that a review of the Landscape Strategy is a priority and support the inclusion of further text in this objective recognising the mutability of landscapes</li> </ol>
<b>Chief Executive's Response</b>	<p>The specific policies relating to general views and prospects/scenic routes are set out in Section 14.9 and include objectives GI 14-12 “General Views and Prospects”, GI 14-13 “Scenic Routes”. The description of views to be protected are generally highlighted under the Scenic Route profile outlined in the plan. The Scenic Routes were updated and reviewed following the preparation of the Cork County Council Draft Landscape Strategy in 2007.</p> <p>A National Landscape Strategy for Ireland 2015-2025 has now been prepared. One of the main actions of this is the commitment to develop a National Landscape Character Assessment following on from which it is the intention to prepare statutory guidelines on local Landscape Character Assessment and other appropriate assessment methodologies for Planning Authorities.</p> <p>The National Landscape Character Assessment and any associated guidelines have not yet been published. As such the Council considers that it would be prudent to await the completion of a National Character Assessment before embarking on a comprehensive review of the current Draft Cork County Landscape Strategy and accordingly any update/review of existing scenic route designations.</p>
<b>Chief Executive's Recommendation</b>	No Amendment Required
<b>Interested Party</b>	<b>Clr Alan O'Connor</b>

DCDP346166763	DCDP346166763
<b>Submission Summary</b>	<p>The submission outlines a number of proposals for chapter 14: Green Infrastructure</p> <ol style="list-style-type: none"> <li>1. Community gardens - Include supportive language for community gardens, or at least include them on the list of green infrastructure types, specifically, and separate from 'gardens.'</li> <li>2. Objective GI 14-3 - Remove wording 'where considered appropriate' regarding the need to contribute to the protection, management and enhancement of green infrastructure.</li> <li>3. Include text after section 14.4.10 disallowing the use of synthetic weed barrier membranes in any landscaping scheme approved by Cork County Council or in any landscaping undertaken by or on behalf of the Council. This is primarily on the basis that these membranes add to the plastic load of the environment.</li> <li>4. Include some examples of what is meant by a net gain/enhancement of green infrastructure in paragraph 14.4.2</li> <li>5. Provision of public and private space - Emphasise how a flexibility in approach to the provision of private green space can be appropriate in achieving compact settlements through alternative building typologies to duplexes and apartments, in recreating different older urban-type forms of development, with a priority on good design and provision of high quality public space. Submission notes that this flexibility is recognised in the draft development plan, though it seems to emphasise apartments and duplexes, as they are the examples given.</li> <li>6. Public rights of way – A predisposition towards the preservation of access to places of natural beauty or recreational utility should be built into the plan's objectives and some additional wording is suggested for GI 14-8.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Include community gardens on the list of green infrastructure types</li> <li>2. Remove wording 'where considered appropriate' regarding the need to contribute to the protection, management and enhancement of green infrastructure.</li> <li>3. Prohibit use of synthetic weed barrier membranes.</li> <li>4. Include examples of net gain/enhancement of green infrastructure</li> <li>5. Emphasise how a flexibility in approach to the provision of private green space can be appropriate in achieving compact settlements through alternative building typologies</li> <li>6. Include additional text regarding public rights of way/access</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Agreed. Include text 'including community gardens' alongside 'Gardens' in table 14.1.</li> <li>2. Agreed. Wording should be more definitive.</li> <li>3. Details of this kind is not appropriate for the Plan, however, Objective 14-3 (as amended) commits to the preparation of a guidance note on best practice in relation to integrating biodiversity within development proposals. This could tackle issues such as use of synthetic membranes.</li> <li>4. See Volume One, Part One - key issue – Biodiversity/ GI net gain.</li> <li>5. The Sustainable Residential Development in Urban Areas Guidelines 2009 place an emphasis on the qualitative matters when it comes to considerations regarding public and private open space. Section 7.9 of the Sustainable Residential Development in Urban Areas Guidelines 2009 for example state that 'Smaller patio-type rear gardens may be acceptable in more innovative layouts where communal open space in the form of a courtyard is also available.' It is considered that the guidelines provide for adequate flexibility in particular section 7.10 states in relation to residential density "Qualitative standards should be the real test, and innovative design solutions which achieve good performance standards should be considered on their merits'.</li> </ol>

	6. See Volume One, Part One – Key Issue – Public rights of way
<b>Chief Executive's Recommendation</b>	<a href="#">Amend the Draft Plan - see proposed amendments No. 1.14.5, 1.14.17 and 1.14.22.</a>
<b>Interested Party</b>	<b>Irish Architects Declare</b>
<b>DCDP346075323</b>	DCDP346075323
<b>Submission Summary</b>	<p>This submission asks that the 'Green Factor Approach' be integrated into urban planning policy in the Development Plan as it has the potential to address a number of the strategic issues in relation to climate action, sustainable neighbourhoods, green infrastructure and biodiversity, environmental infrastructure and flood risk.</p> <p>Globally, urban sprawl and densification is responsible for the significant loss of green infrastructure and greenspace within cities, making them less hospitable to wildlife and more susceptible to the impacts of flooding and climate change. The UN's Global Assessment Report on Biodiversity and Ecosystem Services concludes that global biodiversity levels on land have dropped by at least 20% from 1900 and around one million species are at risk of extinction, with changes in land use being the main driver. Given this pressure on land, the urban ecosystem will become increasingly important to mitigate biodiversity decline. Using green infrastructure is recognised as a desirable approach because it delivers multiple benefits.</p> <p>The "Green Factor Method" or "Biotope Area Factor" (BAF) is an ecological planning tool which provides an opportunity to improve planning practices as it provides a means to assess and develop ways to build an ecological, climate-resistant and dense city in which the social values of urban greenery are a priority.</p> <p>The objectives, practices and Principals of the various green factor methods are developed to take into account the specific climate conditions, geographic characteristics, local planning conditions, and the functional values and perceptions of what constitutes an urban environment.</p> <p>The submission outlines that the Green Factor Method/Biotope Area Factor, and variations thereof, has been used in towns and cities across Europe and the globe (case studies included) to address variations on a problem that each city faces – namely how to ensure that new development maximises the multiple benefits of green (and blue) infrastructure in delivering resilient, healthy and environmentally friendly cities.</p>
<b>Principal Issues Raised</b>	Integrate the "Green Factor Method"/"Biotope Area Factor" (BAF) ecological planning tool into urban planning policy in the Development Plan.
<b>Chief Executive's Response</b>	See Volume One, Part One – Key Issue – Green Infrastructure and Environment.
<b>Chief Executive's Recommendation</b>	No Amendment Required
<b>Interested Party</b>	<b>Oliver Cahill</b>
<b>DCDP338047680</b>	DCDP338047680
<b>Submission Summary</b>	Submission seeks to know whether designations such as scenic views and walks which have been included in Kinsale plans since 1998 are being continued in the new plan.
<b>Principal Issues Raised</b>	Will scenic views and walks included in Kinsale plans be continued in current plan.

<b>Chief Executive's Response</b>	<p>The specific policies relating to general views and prospects/scenic routes are set out in Section 14.9 and include objectives GI 14-12 “General Views and Prospects”, GI 14-13 “Scenic Routes”. The description of views to be protected are generally highlighted under the Scenic Route profile outlined in the plan. The Scenic Routes were updated and reviewed following the preparation of the Cork County Council Draft Landscape Strategy in 2007. Scenic routes 60, 61, 62 and 63 are proximate to/straddle the Kinsale Town Development boundary and include some of the routes identified in the town council plan.</p> <p>A National Landscape Strategy for Ireland 2015-2025 has now been prepared. One of the main actions of this is the commitment to develop a National Landscape Character Assessment following on from which it is the intention to prepare statutory guidelines on local Landscape Character Assessment and other appropriate assessment methodologies for Planning Authorities.</p> <p>The National Landscape Character Assessment and any associated guidelines have not yet been published. As such the Council considers that it would be prudent to await the completion of a National Character Assessment before embarking on a comprehensive review of the current Draft Cork County Landscape Strategy and accordingly any update/review of existing scenic route designations.</p>
<b>Chief Executive's Recommendation</b>	<p>No Amendment Required</p>





## 15 Chapter Biodiversity and Environment

<b>Table 1.15</b>	<b>Chapter 15 Biodiversity and Environment</b>
<b>Interested Party</b>	<b>BirdWatch Ireland West Cork Branch</b>
<b>DCDP346273204</b>	DCDP346273204
<b>Submission Summary</b>	<p>The submission gives details of the West Cork Swift Project run by BirdWatch Ireland and provides a number of recommendations for Cork County Council as follows:</p> <ol style="list-style-type: none"> <li>1. Protect and conserve existing natural habitat which support and provide the critical food source (insects) for these insectivorous birds.</li> <li>2. Include appropriate wording on Swift conservation measures in the Development Plan. BirdWatch Ireland's submission suggests specific wording for such a policy.</li> <li>3. Incorporate measures for Swifts into future county Biodiversity Action Plans with staff involved in delivery.</li> <li>4. Planners can include Swift specific planning conditions to protect existing swift nest sites as well as recommending mitigation for the loss of Swift nest sites and make provisions for Swifts and other relevant wildlife/wider ecological considerations in relevant planning applications e.g. schools, commercial buildings, public buildings or any large-scale development or project.</li> <li>5. Cork County Council should use all efforts to avoid the use of insecticides and herbicides.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Biodiversity Action Plan to include provision for Swifts and avoid the use of insecticides and herbicides</li> <li>2. Incorporate protection and conservation specifically for Swifts and other wildlife/ecology.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is recommended that the text in Paragraph 15.2.3 be strengthened to commit to commencing the process of developing a new county-wide Biodiversity Action Plan within 12 months of the adoption of the Plan which would be the appropriate place to provide such detailed requirements for wildlife such as Swifts.</li> </ol> <p>The Plan has a policy on achieving net gain in Objective GI 14-1 such that any development should at a minimum seek to enhance the overall ecological value of the site. It is also recommended that Objectives BE 15-5 and BE 15-6 in Chapter 15 be revised to better align with the net gain policy set out in Chapter 14 Green Infrastructure. In this regard, it is anticipated that Swifts and other species/wildlife would be considered, where appropriate, in enhancing biodiversity/achieving a net gain on a site or property.</p> <p>The Council's 'Biodiversity and the Planning Process' guidelines promotes the use of bird boxes as a biodiversity mitigation or enhancement measure. The Council is also intending to review and update these guidelines within the lifetime of the Plan.</p> <p>The use of insecticides and herbicides is an operational matter (rather than a strategic policy matter for the Development Plan) and the Biodiversity Action Plan is the appropriate forum to discuss potential changes to the Council's 'ways of doing' in terms of on-the-ground operational and maintenance works. A new County-wide Biodiversity Action Plan is planned to be prepared in 2022.</p> <ol style="list-style-type: none"> <li>2. Swifts are specifically recognised in Volume 2 and Volume 6 of the Plan as a Bird Species of Conservation Concern and Special Conservation</li> </ol>

	Significance Occurring in Cork. Objective BE 15-2 requires protection to be provided for species listed in Volume 2 of the Plan. The Policy in relation to wildlife conservation is contained in Volume 1, Chapter 15 Biodiversity and Environment and refers all wildlife. Specific mention of Swifts is not included in Volume 1 as it seeks to apply to all wildlife, not just Swifts.
<b>Chief Executive's Recommendation</b>	Amend the Draft Plan as follows; <ol style="list-style-type: none"> <li>1. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>2. Add text in Paragraph 15.7.1 to reflect the Council's intent to update the Council's 'Biodiversity and the Planning Process' Guidelines during the lifetime of the Plan. Amendment No. 1.15.10</li> <li>3. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>1. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity and increased use of native species. Amendment No. 1.15.8 and Amendment No. 1.15.9</li> </ol>
<b>Interested Party</b>	<b>Ciaran Cronin</b>
<b>DCDP345673353</b>	DCDP345673353
<b>Submission Summary</b>	<p>A number of general recommendations are made including organisational change i.e. establishing a dedicated ecological unit, providing an ecological fund and setting up a centralised information hub for the Development Plan and for wildlife monitoring reports. Other general recommendations focus on the enhancement of biodiversity and implementing proactive measures such as wildlife tourism, wildlife reserves, community led windfarms and more ecology-based assessments in forestry applications.</p> <p>Specific, detailed observations are also provided for various objectives and text in Chapters 1, 2, 3, 5, 6, 7, 8, 10, 15. These relate to the protection and enhancement of biodiversity, ecology and the environment, improving access to wild areas and landscape features, promoting wildlife for engagement and tourism (particularly in Clonakilty), updating the Biodiversity Action Plan and recognising the full impacts of aquaculture and renewable energy developments on ecology.</p> <p>An observation is also made encouraging all future educational facilities to be non-denominational or multi-denominational.</p> <p>Justification for the proposed population growth is also requested.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. A dedicated ecology unit and the establishment of funding mechanisms for ecology/biodiversity is needed within the Planning Authority.</li> <li>2. Need more proactive policies to deliver biodiversity enhancement via Planning Authority and community-led ecological action such as wildlife reserves, community windfarms and wildlife tourism.</li> <li>3. Need better communication and centralised information hub for data and monitoring Development Plan.</li> <li>4. Forestry planning applications need to consider ecological impacts/constraints.</li> <li>5. Specific amendments to various chapters requested to strengthen biodiversity, tourism and renewable energy.</li> <li>6. Give a commitment to developing and opening/re-opening public access to exceptional landscape features eg Old Head of Kinsale, Galley Head lighthouse etc.</li> </ol>

	<p>7. Educational facilities should be non-denominational or multi-denominational.</p> <p>8. Proposed growth needs justification.</p>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. Organisational change and establishment of funding does not lie within the regulatory framework of the Development Plan.</li> <li>2. See Biodiversity Key Issues in Volume 1 of this report.</li> <li>3. See Biodiversity Key Issues in Volume 1 of this report. Wider communication improvements with the public, including social media accounts etc. is a matter for the wider organisation and is outside of the remit of the Development Plan.</li> <li>4. Objective EC 8-14 seeks to ensure that forestry is compatible with the protection of the environment and nature conservation areas including sensitive areas, water supplies and fisheries. This is considered appropriate to ensure consideration of ecological constraints when assessing forestry planning applications. Tree planting is licensed by the Forest Service and the development of forestry policy and the regulation of forestry activities is primarily a matter for the Department of Agriculture, Food and the Marine.</li> <li>5. Specific amendments that were requested are discussed below. <ul style="list-style-type: none"> <li>• Section 1.8 and 1.9 is recommended to be amended to recognise the Plans aim to protect and enhance biodiversity.</li> <li>• Objective CS 2.5(a), 2.15.7 – The development of renewable energy also requires the protection of high value ecological resources which is already provided for in the Plan, particularly in Chapters 13 and 15. It is not necessary to specially reference such protection in Chapter 2 Core Strategy.</li> <li>• Objective CS 2.5(e), 2.15.7 - All nationally important wildlife is protected under the Wildlife Act which is the principal national legislation providing for the protection of wildlife and the control of some activities that may adversely affect wildlife.</li> <li>• Objective CS 2.6 A, 2.15.7 - Opportunities to have sustainable access to wildlife in the County is provided for as an amendment in Chapter 3 Placemaking. As noted above, all nationally important wildlife is protected under the Wildlife Act which is the principal national legislation providing for the protection of wildlife and the control of some activities that may adversely affect wildlife.</li> <li>• Objective CS 2.6(g) should be amended to include additional acknowledgement of opportunities arising from wildlife tourism in the area.</li> <li>• Objective 2.15.7 CS 2.6(i) – As noted above, the development of renewable energy also requires the protection of high value ecological resources which is already provided for in the Plan, particularly in Chapters 13 and 15 in the Plan.</li> <li>• Section 2.17 – it is recommended that protection of biodiversity be included as an ‘other integral policy consideration’.</li> <li>• 3.1.8 to include a reference to access to wildlife and wild spaces as a key placemaking principal- This is acceptable in principal however Table 3.1 would also need to emphasise the requirement to also ensure that new routes are sensitively integrated into the natural environment so that access is sustainable. Amendments are recommended to address this.</li> <li>• Paragraph 5.1.3- ‘preventing unnecessary biodiversity loss’ represents a limited view of the policies in the Plan. This should be revised to ‘protect and enhance biodiversity’ in order to better align with the new net gain policy for biodiversity in Chapters 14 and 15,</li> </ul> </li> </ol>

	<p>and the drive to deliver protection and enhancement of biodiversity in the Plan.</p> <ul style="list-style-type: none"> <li>• Section 6.1 specific request for a multi-use venue in Clonakilty (including conference/lecture facilities) to mainly facilitate a wildlife interpretation centre -The vision for Clonakilty, as set out in Section 2.5.1 of Volume 5 of the Plan, recognises that the town is set within an attractive coastal location that functions as a nationally regarded tourism centre and destination. Clonakilty as a centre for tourism is supported in the Plan and does not preclude the development of such facility at the right location subject to normal planning considerations. It is noted that the regeneration site CK-RA-01: Convent of Mercy is identified for tourism related uses amongst other uses.</li> <li>• Section 6.3- Objective SC 6-5 allows for the development of future educational facilities of all sorts. Specifying the patronage/ethos of an educational facility is outside the scope of the Plan and is a matter for the Department of Education.</li> <li>• Paragraph 7.2.6 - it is recognised that aquaculture developments are required to consider ecological, social or scenic constraints and amendments are recommended to address this.</li> <li>• 8.18.2 specify the requirement for aquaculture development to be sensitive to ecological and environmental protection- Amendment to Paragraph 8.18.2 is recommended to ensure that all development in Fisheries and Aquaculture production have regard to ecological and environmental considerations and implement the Marine Strategy Framework Directive (MSFD) European Legislation, which aims to protect the marine environment.</li> <li>• Sustainable Tourism in Paragraph 10.6.2 is proposed to be amended in recognition of the wildlife experiences available in the county, particularly in terms of bird and marine life. This wildlife-based tourism should be expanded and developed sustainably so that wildlife is protected.</li> <li>• 15.4.1 - It is recommended that the text in Chapter 15 be strengthened to commit to commencing the process of developing a new county-wide Biodiversity Action Plan within 12 months of the adoption of the Plan. The Planning Authority and its ecology unit will continue to work with planning, engineering, environment and climate staff and the public to support the implementation of the Plan and deliver council policies and commitments relating to the protection of biodiversity. Organisational change, such as the establishment of new divisions, does not lie within the regulatory framework of the Development Plan.</li> </ul> <p>6. The Planning Authority recognises the challenges in accessing some of the County's landscape features that are located on private lands. The Planning Authority will continue to work with landowners to facilitate public access to these sites. Amendments are recommended to Paragraph 14.6.8 of the Plan to fully recognise the mandatory requirements set out in the Act to preserve public rights of way by map. Amendments are also recommended to Objective GI 14-8 to seek 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.</p> <p>7. The Plan aims to ensure sufficient land is zoned for educational facilities to meet future needs within the lifetime of the Plan. In addition, Objective SC 6-5 allows for the development of future educational facilities of all sorts. Specifying the patronage/ethos of an</p>
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	<p>educational facility is outside the scope of the Plan and is a matter for the Department of Education.</p> <p>8. See Core Strategy Key Issues in Volume 1.</p>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. Add text to Paragraph 1.8 to recognise the provisions in the Plan that seek to protect and enhance biodiversity. Amendment No. 1.1.2</li> <li>2. Add text to Paragraph 1.9 to recognise the provisions in the Plan that seek to protect and enhance biodiversity. Amendment No. 1.1.2</li> <li>3. Amendment to Objective CS 2.6(g) to include additional acknowledgement of opportunities arising from wildlife tourism in the area. Amendment No. 1.2.17</li> <li>4. Amendment to Section 2.17 to include protection of biodiversity as an integral policy consideration. Amendment No. 1.2.18</li> <li>5. Amendment to Table 3.1 Quality of the Public Realm/Open Space to ensure new routes are sensitively integrated into the natural environment and facilitate sustainable access for the public to nature. Amendment No. 1.3.6</li> <li>6. Amendment to Paragraph 5.1.3- to delete reference to 'preventing unnecessary biodiversity loss' and replace with 'protection and enhancement of biodiversity and ecosystem services'. Amendment No. 1.5.9</li> <li>7. Add text to Paragraph 7.2.6 to ensure that aquaculture developments consider ecological, social or scenic constraints. Amendment No. 1.7.11</li> <li>8. Amendment to Paragraph 8.18.2 to ensure that all development in Fisheries and Aquaculture production have regard to ecological and environmental considerations and implement the Marine Strategy Framework Directive (MSFD) European Legislation, which aims to protect the marine environment. Amendment No. 1.8.14</li> <li>9. Add text to Paragraph 10.6 to provide for sustainable wildlife tourism. Amendment No. 1.10.14 and Amendment No. 1.10.21</li> <li>10. Add text to Paragraph 14.6.8 of the Plan to fully recognise the mandatory requirements set out in the Act to preserve public rights of way by map. Amendment No. 1.14.22</li> <li>11. Amendment to Objective GI 14-8 to examine the feasibility of identifying and mapping Public Rights of Way. Amendment No. 1.14.22</li> <li>12. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>13. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>14. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity. Amendment No. 1.15.8</li> <li>15. Add new paragraph after Section 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. Amendment No. 1.19.6</li> </ol>
<b>Interested Party</b>	<b>Clair McSweeney</b>
<b>DCDP346170183</b>	DCDP346170183
<b>Submission Summary</b>	<p>The submission provides background data on light pollution, the adverse impacts of light pollution and the opportunities and benefits associated with a Dark Sky policy for the County.</p> <p>The Beara Peninsula is identified as an important asset of natural night sky heritage. The submission seeks to ensure the value of the unpolluted night sky is</p>

	<p>noted and protected under Chapters 10, 15, 16 and 17.</p> <p>The text on light pollution in Chapter 15 needs to be expanded to recognise the Cork Sky Friendly Manifesto. Without preserving dark sky places, there is a real risk of losing our natural night skies to light pollution across the country.</p> <p>All other chapters of the development plan need a note added that reference should be made to Chapter 15, 16 and 17 and their principals implemented in the delivery.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Provide a Dark Sky Policy for the County with particular recognition of the Beara Peninsula as an important asset</li> <li>2. Provide policies in Chapters 10, 15, 16 and 17 for protection of unpolluted night sky and cross reference to light policies in all chapters of the Development Plan.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is recognised that the unpolluted night sky is a heritage and tourism asset for the County and that work should begin on how best to identify these assets and collate data on these areas with a view to informing policy in this area. See Chapter 15 Biodiversity (light pollution) key issue in Volume 1 of this report.</li> <li>2. Cross reference to light pollution objectives in Chapter 15 is recommended in Chapter 10 Tourism and Chapter 3 Placemaking.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. <a href="#">Add text to Section 15.11.3 to recognise and manage dark sky assets in the County</a> Amendment No. 1.15.14</li> <li>2. <a href="#">Amendment to Objective BE 15-13 (c) to include Dark Sky principals.</a> Amendment No. 1.15.16</li> <li>3. <a href="#">Amendment to Objective BE 15-13(d) to ensure the new lighting guidelines also considers impacts of public lighting on unpolluted night skies.</a> Amendment No. 1.15.17</li> <li>4. <a href="#">Cross reference to Chapter 15 light pollution policies in Chapter 3 and 10.</a> Amendment No. 1.3.3 and Amendment No. 1.10.12</li> </ol>
<b>Interested Party</b>	<b>Clair McSweeney</b>
<b>DCDP346141091</b>	DCDP346141091
<b>Submission Summary</b>	<p>The submission provides background data on light pollution, the adverse impacts of light pollution and the opportunities and benefits associated with a Dark Sky policy for the County.</p> <p>The Beara Peninsula is identified as an important asset of natural night sky heritage. The submission seeks to ensure the value of the unpolluted night sky is noted and protected under Volume 2 Heritage and Amenity and that the Cork Sky Friendly Manifesto is recognised in the Development Plan. Without preserving dark sky places, there is a real risk of losing our natural night skies to light pollution across the country.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Recognise the Beara Peninsula as an important asset of natural night sky heritage</li> <li>2. Provide for protection of unpolluted night sky as a heritage asset in Volume 2</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is recognised that the unpolluted night sky is a heritage and tourism asset for the County and that work should begin on how best to identify these assets and collate data on these areas with a view to informing</li> </ol>

	<p>policy in this area. See Chapter 15 Biodiversity (light pollution) key issue in Volume 1 of this report.</p> <p>2. The introduction of a new policy approach to the protection of the unpolluted night sky is recommended in Volume 1 as a cross-cutting environmental, heritage and tourism matter.</p>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows;</p> <p>5. Add text to Section 15.11.3 to recognise that dark sky are assets and the need to explore how best to identify areas of dark sky/unpolluted sky in the County. Amendment No. 1.15.14</p> <p>1. Amendment to Objective BE 15-13 to include Dark Sky principals. Amendment No. 1.15.16</p> <p>2. Cross reference to Chapter 15 light pollution policies in Chapter 3 and 10. Amendment No. 1.3.3 and Amendment No. 1.10.12</p>
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346167212</b>	DCDP346167212
<b>Submission Summary</b>	<p>A number of detailed wording changes are requested to various sections of Chapter 15 associated with the value of ecosystem services, updates to biodiversity plans, use of native species and tree planting, the biodiversity value of dead wood and nutrient-poor soils, supporting natural regeneration in forestry/woodlands, preventing/minimising pollution (noise and light), promoting public awareness and discouraging new energy recovery facilities/incineration.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Avoid placing monetary value on ecosystem services</li> <li>2. Refer to National Biodiversity Action Plan 2017-2021 and recognise that a new Cork County Biodiversity Action Plan is warranted.</li> <li>3. Use of native species and tree planting</li> <li>4. The biodiversity value of dead wood and nutrient-poor soils</li> <li>5. Supporting natural regeneration in forestry/woodlands</li> <li>6. Preventing/minimising pollution (noise, air and light)</li> <li>7. Promoting public awareness</li> <li>8. Discouraging new energy recovery facilities/incineration.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. The monetary value of €1 billion per annum for ecosystem services is taken from the reference in the National Biodiversity Action Plan, produced by the Department of Culture, Heritage and the Gaeltacht.</li> <li>2. Update reference to 'National Biodiversity Action Plan 2017-2021' in Objective BE15-1(a) and provide greater clarity on the Planning Authorities commitment to deliver a new Biodiversity Action Plan.</li> <li>3. It is considered that Objective BE 15-6(c) could be more specific in requiring that the majority of trees and plants proposed to be planted in a development should be native species.</li> </ol> <p>Retaining existing trees as a first preference is a key principal that applies at present and the Planning Authority will continue this practice in the new Plan under Objective BE 15-6(b). The text in Section 15.7.4 could be clearer in setting out the planning authorities position of favouring the retention of existing mature trees within proposed new developments and amendments are recommended in this regard.</p> <ol style="list-style-type: none"> <li>4. The value of dead wood and nutrient poor soils should be recognised in Chapter 15.</li> <li>5. The policies of the Plan support biodiversity and would not preclude the natural regeneration of woodlands.</li> </ol>



	<p>6. Objective BE 15-13 commits to reviewing and updating Cork County Council’s Policy Guidelines for Public Lighting to take account of impacts of public lighting on wildlife. This will provide best practice guidance on the preventing and minimising light pollution. Air pollution and air quality is detailed in Section 15.10 of the Plan and Objective BE 15-12 such that air emissions associated with all new development are to be in line with Environmental Quality Standards as set out in the Air Quality Standards Regulations 2011, or any updated / superseding documents. Additions are recommended to the suite of noise policies to include better protection for noise-sensitive developments so as to ensure they are protected from major noise sources where practical.</p> <p>7. Objective BE15-6 commits to providing ongoing support and guidance to developers on incorporating biodiversity considerations into new development through pre-planning communication and Council Guidelines. Objective BE 15-9 sets out the Council’s support for communities and other stakeholders.</p> <p>8. Objective BE 15-14 implements the waste hierarchy which focuses on prevention, reuse, recycling and recovery of waste in line with national and EU policy. A new Southern Regional Waste Management Plan is being prepared and the Council is committed to implementing the plan once it is adopted.</p>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. Amendment to Objective BE15-1(a) to reference the most up-to-date National Biodiversity Action Plan. Amendment No. 1.15.2</li> <li>2. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>3. Add text in Paragraph 15.7.1 to reflect the Planning Authorities intent to update the Council’s ‘Biodiversity and the Planning Process’ Guidelines during the lifetime of the Plan. Amendment No. 1.15.10</li> <li>4. Amendment to Objective BE 15-5 to increase the proportion of native plants in landscaping schemes. Amendment No. 1.15.7</li> <li>5. Amendment to Objective BE 15-6(c) to reference planting a majority of indigenous/local species. Amendment No. 1.15.9</li> <li>6. Add text to paragraph 15.7.2 to recognise the value of living trees and dead wood. Amendment No. 1.15.11</li> <li>7. Add text to paragraph 15.7.4 to highlight the presumption of retaining existing trees, as a first preference, in any new development Amendment No. 1.15.12</li> <li>8. Amendment to Objective BE 15-10 (b) to acknowledge the potential value of soil for wildlife. Amendment No. 1.15.13</li> <li>9. Amendment to Objective BE 15-13(a) to give careful consideration to the location of noise-sensitive developments so as to ensure they are protected from major noise sources where practical. Amendment No. 1.15.15</li> </ol>
<b>Interested Party</b>	<b>Cobh Zero Waste</b>
<b>DCDP345989881</b>	DCDP345989881
<b>Submission Summary</b>	<p>Background information is provided on Cobh Zero Waste voluntary organisation, including its purpose and aims for a circular economy and zero waste models.</p> <p>The submission supports the text in Section 17.7 regarding green infrastructure and requests commitment to deliver this in all aspects of waste management, energy procurement, transport, and protecting and creating green spaces.</p>

	<p>The submission requests compliance with the Waste Action Plan for a Circular Economy and preserve resources by creating a circular economy. Incineration is not supported.</p> <p>A document setting out Cobh Zero Waste aspirations for a sustainable community is attached to the submission.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Implement a circular economy for the County and recognise the National Waste Action Plan for a Circular Economy and avoid incineration.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Section 15.12.1 advises that Cork County Council's waste policies and objectives aim to minimise waste using the Circular Economy concept and Objective BE 15-14 supports the national policy for a circular economy- prioritising prevention, reuse, recycling and recovery. Section 15.12.5 of the Plan recognises the National Waste Action Plan for a Circular Economy and associated mandatory regional waste management plan for the Southern Region. The Planning Authority is aware that the Southern Regional Waste Office are working on developing an updated waste management plan for the Southern Region and the planning authority will seek to implement it when it is adopted. For development, Chapter 15 could be clearer in promoting circularity by seeking to avoid demolition and encourage re-purposing of existing buildings in the first instance and recommendations are made to amend Paragraph 15.12.22 and 15.12.24.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. <a href="#">Add text to paragraph 15.12.22 to emphasise the inherent sustainability of retention and refurbishment, compared with the whole life energy costs and waste impacts that would result from demolition and replacement.</a> Amendment No. 1.15.20</li> <li>2. <a href="#">Amendment to paragraph 15.12.24 to recognise the principal of avoiding demolition in the first instance.</a> Amendment No. 1.15.23</li> </ol>
<b>Interested Party</b>	<b>Cork Environmental Forum</b>
<b>DCDP346299903</b>	DCDP346299903
<b>Submission Summary</b>	<p>Background information is provided on the Cork Environmental forum as an intermediary body with an environmental perspective delivering Local Agenda 2030.</p> <p>Overall, whilst there are some marked improvements from the first draft, the Development Plan needs to be more coherent in putting climate action and biodiversity protection and restoration front and centre with greater ambition and radical shifts away from a business as usual approach. Economic imperatives have for many years received a greater priority at the cost of the environment. Therefore, for the period 2022 - 2028 balance is not enough. This Plan has to veer in favour of giving nature more of a chance, providing a real planning framework that will meet our commitments to Climate Change and the Paris Agreement and to deliver on the Sustainable Development Goals 2030.</p> <p>As a priority, a number of overarching policy changes/insertions are requested as follows:</p> <ol style="list-style-type: none"> <li>1. Zoning of green/ biodiverse and amenity spaces should include vacant/underutilised land and have targets of minimum access.</li> <li>2. No change of green/ biodiverse and amenity space zoning allowed during the lifetime of the Plan to ensure no net loss</li> </ol>

	<ol style="list-style-type: none"> <li>3. Provide clear mitigation and restoration targets</li> <li>4. Use the Special Amenity Area Order legislation for offshore islands, some of our peninsulas and unique places such as the Gearagh.</li> <li>5. Provide a clear policy of restoration plans where Natura sites and nature is compromised or degraded by any planning activities.</li> <li>6. Provide a Tree Policy for the County and stop massive loss of mature trees, hedgerows and habitats.</li> <li>7. Provide a policy on light pollution. Support Cork Sky Friendly Campaign’s submission.</li> <li>8. Lower speed limits on some L-roads to 30km for cycling and walking priority. Support Transport and Mobility Forum’s submission.</li> <li>9. Provide a policy on planned retreat in coastal areas</li> <li>10. As an alternative to a business as usual approach seen via the Cork Harbour Economy, adopt a Doughnut Economy Model as a much more sustainable economic model.</li> </ol> <p>Detailed recommendations seeking amendments and insertions to various chapters are provided in the submission for Chapters 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17.</p> <p>General observations are also provided in relation to the size of the Draft Plan such that it limits public participation, the limited data and policy available, a lack of learnings from lockdown shown, and overall vague, incoherent and/or contradictory objectives with a lack of targets and deliverables throughout the plan.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Need more ambitious and clear biodiversity and climate policies and deliverables to achieve improvements.</li> <li>2. Green Infrastructure Zoning should include vacant/underutilised land and have targets</li> <li>3. Provide clear biodiversity mitigation and restoration targets</li> <li>4. Use the Special Amenity Area Order legislation for offshore islands, some of our peninsulas and unique places such as the Gearagh.</li> <li>5. Provide a clear policy of restoration plans where Natura sites and nature is compromised or degraded by any planning activities</li> <li>6. Provide a Tree Policy for the County and stop massive loss of mature trees, hedgerows and habitats</li> <li>7. Provide a policy on light pollution.</li> <li>8. Lower speed limits in suitable areas for walking and cycling</li> <li>9. Provide a policy on planned retreat in coastal areas.</li> <li>10. Provide an alternative to the business as usual approach seen via the Cork Harbour Economy e.g. Doughnut Economy Model</li> <li>11. Detailed chapter-by-chapter amendments requested.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. See Biodiversity Key Issue in Volume 1 of this report.</li> <li>2. The Plan contains a new Green Infrastructure Chapter and green infrastructure zoning and objectives to identify and manage green and blue infrastructure in the County, particularly in the main settlements. Areas which have been identified to be of biodiversity value in towns and settlements have been zoned as Green Infrastructure – Conservation. Where smaller habitat patches of biodiversity value have been identified to occur within lands zoned for development, this is highlighted, and the zoning objective sets out the required response which is generally to retain and protect such key features and to integrate these into new development proposals. Vacant/underutilised sites have been identified for housing and/or land activation in some cases as per the National Planning Framework and the Urban</li> </ol>

	<p>Regeneration and Housing Act 2015. The biodiversity value of vacant/underutilised land would be taken into consideration in any redevelopment which would have to contribute to an enhancement of green infrastructure of the local area as per Objective GI 14-3.</p> <ol style="list-style-type: none"> <li>3. See Biodiversity Key Issue in Volume 1 of this report.</li> <li>4. The provision of Special Amenity Area Orders for landscapes is recognised in Section 14.7.6 of the Plan. Many of the offshore islands are located within the boundaries of sites designated for nature conservation. The Gearagh is also designated as a Special Area of Conservation and a Special Protection Area. The designations afford these sites a high level of protection against inappropriate development proposals. In addition, there are undesignated sites zoned as Green Infrastructure in the Plan and the Biodiversity Action Plan will identify special protection tools for consideration.</li> <li>5. For Natura 2000 sites, Objective BE 15-6 seeks to protect biodiversity in the development management process and when licensing or permitting other activities. In accordance with this policy, planning permission for development is only ever granted where it is shown that it will not give rise to significant negative effects or adverse effects on the integrity of Natura 2000 sites. Where considering development proposals which would result in the unavoidable loss of habitats of biodiversity value, these are only permitted where appropriate mitigation (e.g. compensatory planting) has been proposed and agreed. It is also recommended that Objective BE 15-6 be revised to deliver the more ambitious policy of achieving a net gain in ecological value of an area as set out in Chapter 14 Green Infrastructure i.e. delivering an enhancement of biodiversity through the development management process in Objective BE 15-6 and on Council owned land and property in Objective BE 15-5.</li> <li>6. Developing a more detailed tree policy is a matter which will be considered when the Planning Authority commences work on the new County Biodiversity Action Plan. Amendments to the text in Paragraph 15.2.3 are recommended to commit to commencing the process of developing a new county-wide Biodiversity Action Plan within 12 months of the adoption of the Plan. The Biodiversity Action Plan process would be the appropriate place to discuss and provide for tree and hedgerow protection. In addition, the Roads Division of the Council are currently drafting guidelines for the maintenance of road boundaries in consultation with the ecology unit, with the aim of including strong commitments to protect hedgerows, treelines and roadside verges consistent with the All-Ireland Pollinator Plan Transport Corridors Guidelines.</li> <li>7. See Biodiversity (light pollution) Key Issue in Volume 1 of this report. Objective BE 15-13 provides a light pollution policy for the County and also commits to reviewing and updating Cork County Council's Policy Guidelines for Public Lighting to take account of impacts of public lighting on wildlife. This will provide best practice guidance on the preventing and minimising light pollution.</li> <li>8. Lower speed limits on some L-roads to 30km for cycling and walking priority- While it is outside the remit of the County Development Plan process to specify speed limits on specific roads it is recognised that reduced speeds in towns and villages 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 the Plan to promote active travel and also complements other objectives in the Plan, such as those in Chapter 3</li> </ol>
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	<p>Settlements and Placemaking and Chapter 9 Town Centres and Retail, to create more attractive urban environments. Additional text is recommended before Section 12.7 to reflect this.</p> <p>9. Planned retreat in coastal areas should be undertaken as part of an integrated national and regional framework. A new overarching objective is recommended in Chapter 7 to sustainably manage development within the coastal zone. Amendments to Objective MCI 7-4 are also recommended to secure the implementation of a county level strategic approach (subject to SEA and AA) to the deployment of coastal defences. It is also recommended to include a new objective in Chapter 7 to support a Coastal Erosion policy for the County in consultation with all relevant stakeholders.</p> <p>10. Objective EC 8-1 and Objective MCI 7-3 aim to deliver an integrated coastal management plan for Cork Harbour which will deliver a balanced approach to development of the harbour.</p> <p>11. Chapter-by-Chapter submission</p> <p><u>Chapters 3 &amp; 4 Housing Settlements and Placemaking</u></p> <ul style="list-style-type: none"> <li>• Policy on compact growth and growth targets are set out in Chapter 2 and Appendix B of the Plan. Mallow and Clonakilty were assessed in terms of their capacity to deliver growth as key towns, including environmental considerations such as the capacity of the sensitive River Blackwater to cater for such growth. It is also noted that Department of Housing, Local Government and Heritage (including the National Parks and Wildlife Service) stated in its submission on the Draft Plan, that they are satisfied that Objective WM 11-1 (g) and WM 11-9 (a) covers the specific issue of impacts on freshwater pearl mussel in relevant Special Areas of Conservation in the River Bandon and River Blackwater.</li> <li>• To support the preparation of County Development Plans and to inform the tiered approach to zoning, Irish Water have prepared a Wastewater Capacity Register which indicates the current treatment capacity to accommodate growth. Planned growth has been directed to those settlements with existing wastewater treatment capacity ,or a reasonable prospect of having such capacity within the lifetime of the Plan, through listing on the Irish Water Investment Plan. Objective WM 11-9 requires that development in all settlements connect to public wastewater treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public wastewater system is available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate wastewater infrastructure is provided. Other considerations such as drainage, flooding, surface water protection, floodplains and wetlands are set out in Objectives WM 11-2, WM 11-10, WM 11-13 and WM 11-14 of the Plan.</li> <li>• The Planning Authority will improve on targets and 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 Plan sets out a targets for compact</li> </ul>
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growth including of 30% of new homes within their existing built up footprint.

- Policy on placemaking, building design, culture, sustainable and resilient places and design are set out in Chapter 3. Lighting policy is detailed in Chapter 15 and particularly Objective BE 15-13(c) and (d) that seeks to minimise light pollution. The text could be revised in Objective BE 15-3 and Section 15.11 to recognise the value of dark night sky and provide more guidance to avoid adverse impacts of lighting on unpolluted night sky. Cross-reference to the policies on light pollution will also be included in Chapter 3 Placemaking.
- For ecovillages and rural housing alternatives, Medium C is a new density category in Chapter 4 of the Plan which allows for serviced sites type development in the smaller towns and rural villages which would provide for this type of development. See Objective HOU 4-7 and Table 4.1 in Chapter 4.

#### Chapter 7 Marine, Coastal and the Islands

- The Planning Authority is awaiting national guidance on the marine area to inform policy responses in the marine area. Objective MCI 7-1 commits to working with relevant groups to deliver National and Regional Marine Planning Policy. The designation of Marine Protected Areas is a matter for central government. Objective BE 15-2 (a) includes a commitment to provide protection to all natural heritage sites including Marine Protected Areas.
- Objectives WM 11-14 and WM 11-15 manage development (including wastewater infrastructure) within flood risk areas, including areas vulnerable to sea level rise. For coastal erosion and managing development along the coast of Cork, a new overarching objective is recommended in Chapter 7 to sustainably manage development within the coastal zone. Amendments to Objective MCI 7-4 are also recommended to secure the implementation of a county level strategic approach (subject to SEA and AA) to the deployment of coastal defences. It is also recommended that a new objective be included in Chapter 7 to support a Coastal Erosion policy for the County in consultation with all relevant stakeholders.
- The habitat value of seagrass and maerl beds, reefs, the coastal intertidal and splash zones including dunes, saltmarshes, lagoon and reed beds are recognised in the Plan and particular regard will be had to ensuring the protection of these within the planning process, where they occur within the jurisdiction of the Planning Authority through implementation of biodiversity Objectives BE 15-1 to BE 15-7.
- For invasive species, the Plan includes Objective BE 15-7 for controlling all Invasive Alien Species, which would include sargassum muticum. Consideration will also be given to developing a more detailed invasive alien species policy as part of the process of developing the new County Biodiversity Action Plan.
- Objective BE 15-9 sets out the Planning Authorities support for communities and other stakeholders. Citizen science is a tool for community engagement and data collection and will be considered by the Planning Authority in fostering a

collaborative approach with citizens, stakeholders, sectoral interests etc. to achieve collective support and successful implementation of the Plan.

- The need to upgrade or extend on-shore infrastructure to facilitate off-shore energy projects will be subject to the same planning assessment standards as other planning applications including Objectives BE 15-2 and BE 15-5.

#### Chapter 8 Economy

- Social enterprises, incubation units, small scale farming initiatives, multipurpose hubs etc. are supported through Objective EC 8-4 Economic Resilience and Objective EC 8-5 Smart Working/Remote Working in Chapter 8. In addition, Cork County Council has established an Economic Development, Enterprise and Tourism Directorate which supports and engages businesses and communities at a local level throughout the county.
- A diversified and circular economy is supported in the Plan in Chapter 8 which includes remote working, innovation and diversification into new sectors and services and sustainable agriculture and farm diversification.

#### Chapter 9 Town Centres and Retail

- Chapter 9 seeks to nurture people-focused and sustainable town centres. Figure 9.1 sets out the key principal of putting people first and designing spaces around people rather than vehicles in town centres. This would include play areas for children and older people and opportunities for intergenerational connection. Chapter 9 also encourages living over the shop, retrofitting and good public realm. Shopfronts are also recognised in Section 9.14 of the Plan as a key element in delivering attractive town centres.

#### Chapter 10 Tourism

- Leave no trace would be a policy/practice implemented by the wider Council rather than through the Development Plan process. Objective TO 10-1 promotes Sustainable Tourism in County Cork including consideration of sensitive ecological areas, accessibility, compact growth and visitor numbers.

#### Chapter 11 Water

- The Planning Authority supports an integrated and collaborative approach to local catchment management in order to assist in the implementation of the River Basin Management Plan and is committed to engaging and working with other agencies to deliver as per Objective WM 11-1 of the Plan. The chapter places emphasis on the use of Sustainable Drainage Systems (SuDS) and its role in reducing and managing runoff to surface water drainage systems as well as improving water quality and contributing to local amenity. There is a firm commitment to implement SuDS and the Planning Authority will continue to require the provision of SuDS in residential and industrial developments and public realm improvement works.
- Objective WM 11-11 of the Plan is aimed at River Channel Protection and addresses development located 10m or more (as appropriate) from stream and riverbanks in line with best practice for riparian corridors.
- There are new green and blue infrastructure principals in the Plan including to promote the use of nature based solutions (green) as an alternative to traditional (grey) infrastructure.



The Plan signals a change to prioritise nature based solutions for flood mitigation and surface water management as per Objective WM 11-10(b) of the Plan. In addition, Objectives WM 11-11, 11-12, 11-13, 11-14 and 11-15 provide for the protection of flood zones and riparian areas, the control of nutrient inputs to watercourses and the protection of water quality generally. These objectives would apply to forestry that comes within the remit of the Planning and Development Act 2000 as amended. Tree planting is licensed by the Forest Service. As such, National (Forest Service) standards for tree planting would apply which require the protection of riparian zones.

- Data centres are recognised in the Plan as large consumers of energy and water which needs to be carefully considered. Objective ET 13.29 of the Plan requires consideration of 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. The objective also requires that provision be made for recycling and re-using of water and the provision of appropriate SuDS to manage surface water.

Chapter 12 Transport and Mobility

- The submission requested lower speed limits of 30k and ‘rothar roads’. While it is outside the remit of the County Development Plan process to specify speed limits on specific roads it is recognised that reduced speeds in towns and villages 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, such as those of Chapter 3, Settlements and Placemaking and Chapter 9, Town Centres and Retail, to create more attractive urban environments. It is proposed to outline this in additional text before Section 12.7.
- Safe routes to school – it is recommended that the Plan includes additional text in paragraph 12.7.14 to support the Safe Routes to School Programme.
- For modal share, Paragraph 12.6.2 is recommended to be amended to support an increased sustainable transport mode share generally.

Chapter 13 Energy and Telecommunications

- Policy P014 of the Draft Cork joint Housing Strategy 2022-2028, detailed in Appendix E of the Plan, commits the Councils to promoting the design and delivery of environmentally sustainable and energy efficient housing, including through the refurbishment and upgrading of existing stock. The policy also states that Cork County Council will support housing design that contributes to climate resilience and climate mitigation, including innovative low-carbon construction methods and the reduction of embodied energy in newly built homes. Objective ET 13-20 sets out the policy in the Plan to achieve building energy efficiency and conservation which is recommended to

	<p>be strengthened to require innovative building design and retrofitting of existing buildings, and reduce embodied energy in accordance with national regulations and policy requirements.</p> <ul style="list-style-type: none"> <li>• The importance of supporting SMEs is detailed in the Plan including Section 8.5.15 which recognises that Cork County is among leading indigenous SMEs in sectors such as Energy and Maritime Economy. As well as creating linkages to international markets the Plan also recognises that it is important to create strong linkages between companies located in the Cork Harbour Economy and the wider County.</li> <li>• Paragraph 13.14 of the Plan sets out its support for district heating in new developments and retrofitting of existing buildings throughout the county.</li> <li>• Objective ET 13.20 encourages the retrofitting of existing buildings to improve building energy efficiency, energy conservation and the use of renewable energy sources in accordance with national regulations and policy requirements.</li> <li>• In terms of the energy transition, Paragraph 13.17.8 recognises the need to move away from using fossil fuels and that in the short to medium-term, the mix of non-renewables will shift away from more carbon-intensive fuels to lower-carbon fuels like natural gas. Cork County Council is committed to working with all stakeholders in progressing plans to transition to carbon neutrality by 2050.</li> <li>• Energy conservation is set out in Paragraphs 13.15.1 and 13.15.2 of the Plan to recognise the EU Directives for 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). Cork County Council is committed to working with all stakeholders in progressing plans to transition to carbon neutrality by 2050.</li> <li>• The Plan contains policies to encourage a greater proportion of development within the built envelope of our towns and villages including new policies on supporting Living Over The Shop, Infill Housing and Opportunity Sites and additional guidance to assist the development of complex urban sites, considered a priority or which can act as a catalyst for town centre development. These include Objective PL 3-2 and Table 3.2 of the Plan. An Urban Capacity Study has also been undertaken in the towns of Cobh, Clonakilty, Fermoy, Kinsale, Mallow, Macroom, Midleton, Skibbereen, Youghal, and Bantry to identify additional housing potential through a combination of Living Over the Shop initiatives, targeting vacancy, providing infill units within the fabric of our towns and rejuvenating under-utilised and derelict brownfield land.</li> <li>• To promote energy-efficient methods in the design of new developments, Objective ET 13-20 is recommended to be strengthened to require innovative building design and retrofitting of existing buildings, and reduce embodied energy in accordance with national regulations and policy requirements. It is also considered appropriate to recognise the need to reduce our overall energy use and better manage</li> </ul>
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overall energy demand in Objective ET 13.1 and Paragraph 13.4.4.

#### Chapter 14 Green Infrastructure

- The Plan includes policies and commitments to protect the green infrastructure assets of towns and villages (e.g. Objective GI 14-2) and has identified and zoned habitats of high natural value within towns as GI-Conservation. Objective BE-15-4 commits the Planning Authority to the implementation of biodiversity sensitive management on Council owned and managed land. This includes enhancement of high nature value habitats within Council owned property. In addition, Objective BE 15-5 commits Council to the integration of biodiversity considerations in relation to its own projects and developments.
- Objective BE 15-6 commits the Planning Authority to ensuring the integration of biodiversity considerations within the development management process and other objectives commits the Planning Authority to supporting communities and other stakeholders engaging in biodiversity projects and the implementation of SuDS.
- The Novartis site in Shanbally is recommended to be partly rezoned as Green Infrastructure.
- Landscape Conservation zone change wording request - The primary purpose of the Green Infrastructure/ Conservation (GI-C) zone is to provide protection to habitats of high biodiversity value including wetlands and woodlands. GI-C zones are shown at settlement level and linked text sets out the specific objectives for each of these zones. In general, areas of high natural value including woodlands and riparian zones have been zoned as Green Infrastructure Conservation, where these occur in towns. These areas have location specific objectives associated with them. Both public and private land are zoned as green infrastructure and there is ample protection provided within a suite of policies in the Plan to protect waterbodies, lakes rivers etc located outside the Green Infrastructure zones such as Objectives BE 15-2, BE 15-4, BE 15-5, BE 15-6, BE 15-7, WM 11-2, WM 11-3, WM 11-5, WM 11-6, WM 11-9, WM 11-10, WM 11-11 and WM 11-12.
- Requested rewording of ZU 18-13 Green infrastructure Category b. Landscape/ Conservation- Amendments to the text are recommended to Objective ZU-18-13 and the corresponding Paragraph 18.3.24 to broaden its application to 'appropriate areas'.

#### Chapter 15 Biodiversity and the Environment

- See Biodiversity Key Issue in Volume 1 of this report.
- The planning authority and its ecology unit will continue to work with planning, engineering, environment and climate staff and the public to support the implementation of the Plan and deliver Council policies and commitments relating to the protection of biodiversity. The ecologists and other staff will be responsible for developing and implementing the new County Biodiversity Action Plan. Organisational change, such as the establishment of biodiversity officers as requested, does not lie within the regulatory framework of the Development Plan.

	<ul style="list-style-type: none"> <li>• As noted above under Chapter 11, Objective WM 11-11 of the Plan is aimed at River Channel Protection and management of development 10m or more (as appropriate) from stream and river banks in line with best practice for riparian corridors.</li> <li>• While it is desirable to protect trees, hedgerows and other habitats of high natural value, it is not always possible to retain all trees and hedgerows within new developments. Where hedgerows or trees have to be removed to make way for development, appropriate mitigation including planting of new trees or hedgerows is required. This is provided for in Objective BE 15-6 of the Plan.</li> <li>• Objective BE 15-9 commits the Planning Authority to supporting communities and other stakeholders engaging in biodiversity projects. This includes the development and implementation of Pollinator Plans and Local Biodiversity Action Plans. Cork County Council committed to support the All-Ireland Pollinator Plan in July 2021.</li> <li>• Outside of designated sites, areas of biodiversity value have been protected through Green Infrastructure zoning and the suite of policies on biodiversity protection and enhancement are sufficient to protect all areas of biodiversity, even those outside of zoned areas, through the planning process. In general, in the towns and villages: <ul style="list-style-type: none"> <li>○ Land which forms part of a site designated for nature conservation is zoned as Green Infrastructure-Conservation;</li> <li>○ Areas which have been identified to be of biodiversity value in towns and settlements have been zoned as Green Infrastructure;</li> <li>○ Where smaller habitat patches of biodiversity value have been identified to occur within lands zoned for development, this is highlighted, and the specific zoning objective for the site sets out the required response which is generally to retain and protect such key features and to integrate these into new development proposals.</li> </ul> </li> <li>• The Council will continue to identify opportunities to strengthen the green infrastructure network as per Paragraph 14.3.2 i.e. where possible deficits/issues arise or where further study/actions may be required to provide a particular green and blue infrastructure solution/recreational need.</li> <li>• Light pollution -see Biodiversity (light pollution) Key Issue in Volume 1 of this report.</li> </ul>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> <li>1. Add an overarching objective to Chapter 7 to sustainably manage development within the coastal zone. Amendment No. 1.7.2</li> <li>2. Amendment to Objective MCI 7-4 to secure the implementation of a county level strategic approach (subject to SEA and AA) to the deployment of coastal defences. Amendment No. 1.7.3</li> <li>3. Add a new objective in Chapter 7 to support a Coastal Erosion policy for the County in consultation with all relevant stakeholders. Amendment No. 1.7.7</li> <li>4. Add text to Paragraph 12.7 to support the principle of reduced speed limits in towns and villages. Amendment No. 1.12.49</li> <li>5. Add text to Paragraph 12.7.14 to support the Safe Routes to School Programme. Amendment No. 1.12.50</li> </ol>

	<ol style="list-style-type: none"> <li>6. Add text to Paragraph 12.6 2 to support an increased sustainable transport mode share generally. Amendment No. 1.12.34</li> <li>7. Amendment to Objective ET 13.20 to strengthen the wording to require innovative building design and retrofitting of existing buildings, and reduce embodied energy. Amendment No. 1.13.10</li> <li>8. Amendment to Objective ET 13.1 and Paragraph 13.4.4 to recognise the need to reduce our overall energy use and better manage overall energy demand. Amendment No. 1.13.1</li> <li>9. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>10. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>11. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity. Amendment No. 1.15.8</li> <li>12. Add text in Paragraph 15.7.1 to reflect the Council’s intent to update the Council’s ‘Biodiversity and the Planning Process’ Guidelines during the lifetime of the Plan. Amendment No. 1.15.10</li> <li>13. Amendment to Objective PL 3-1 (n) to cross-reference to the policies on light pollution in Chapter 15. Amendment No. 1.3.3</li> <li>14. Add text to Section 15.11.3 to recognise and manage dark sky assets in the County Amendment No. 1.15.14</li> <li>15. Amendment to Objective BE 15-13 (c) to include Dark Sky principals. Amendment No. 1.15.16</li> <li>16. Amendment to Objective BE 15-13(d) to consider dark skies in the Council public lighting guidelines Amendment No. 1.15.17</li> <li>17. Amendment to Objective ZU 18-13 Green infrastructure Zone Category B: Landscape/ Conservation and Paragraph 18.3.24 to refer to appropriate areas. Amendment No. 1.18.13</li> <li>18. Add new paragraph after Section 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. Amendment No. 1.19.6</li> <li>19. Amendment to RY-I-19 in Volume 4 Ringaskiddy to rezone part of the site as Green Infrastructure. Amendment No. 4.1.5.8</li> </ol>
<b>Interested Party</b>	<b>Cork Nature Network</b>
<b>DCDP338104894</b>	DCDP338104894
<b>Submission Summary</b>	<p>There is no clear recognition in the Draft Plan that we need a significant shift away from current environmentally damaging trends.</p> <p>There are 9 gaps in the Draft Development Plan that need to be filled which include:</p> <ol style="list-style-type: none"> <li>1) Baseline data for biodiversity including biodiversity loss.</li> <li>2) An updated Biodiversity Action Plan.</li> <li>3) A plan for agriculture and farm diversification with farming, forestry and food at the centre of doing better for biodiversity.</li> <li>4) Stronger biodiversity policies to drive change and ensure success for nature.</li> <li>5) Outcome based policies for biodiversity with targets and actions clearly set out.</li> <li>6) Major infrastructure projects should be required to deliver a net gain for biodiversity and be great examples.</li> <li>7) Explicit impactful delivery arrangements need to be established for biodiversity.</li> </ol>

	<p>8) Indicators must be provided to allow performance monitoring for biodiversity delivery.</p> <p>9) The Development Plan needs to signal radical change or it will fail biodiversity.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Baseline data for biodiversity including biodiversity loss.</li> <li>2. An updated Biodiversity Action Plan.</li> <li>3. A plan for agriculture and farm diversification with farming, forestry and food at the centre of doing better for biodiversity.</li> <li>4. Stronger biodiversity policies to drive change and ensure success for nature.</li> <li>5. Outcome based policies for biodiversity with targets and actions clearly set out.</li> <li>6. Major infrastructure projects should be required to deliver a net gain for biodiversity and be great examples.</li> <li>7. Explicit impactful delivery arrangements need to be established for biodiversity.</li> <li>8. Indicators must be provided to allow performance monitoring for biodiversity delivery.</li> <li>9. The Development Plan needs to signal radical change or it will fail biodiversity.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. It is recognised that there are significant data gaps in the biodiversity baseline, and these are identified in the Plan in the Strategic Environmental Assessment baseline. Data collection and collation is ongoing and the Planning Authority will continue to work with other organisations and agencies which are relied upon for much of the data. The Planning Authority is awaiting national guidance to inform more detailed carbon budgets and climate targets and indicators at local level. Objective BE 15-1 commits to implementation of the County Biodiversity Action Plan which will likely include objectives relating to biodiversity data collection. Zoning objectives were informed by protected sites data and detailed habitat mapping completed by the Council for the purpose of informing plan policy.</li> <li>2. See biodiversity key issue in Volume 1 of this report.</li> <li>3. The plan supports small scale agri-tourism initiatives in Objective RP 5-28, sustainable agriculture in Objective EC 8-12 and sustainable forestry in Objective EC 8-14. The development of agriculture and forestry policy and the regulation of agriculture and forestry activities is primarily a matter for the Department of Agriculture, Food and the Marine.</li> <li>4. See biodiversity key issue in Volume 1 of this report.</li> <li>5. See biodiversity key issue in Volume 1 of this report</li> <li>6. See biodiversity key issue in Volume 1 of this report.</li> <li>7. Council ecologists will continue to work with planning, engineering, environment and climate staff and the public to support the implementation of the Plan and deliver Council policies and commitments relating to the protection of biodiversity. Ecologists and other staff will also be responsible for developing and implementing the new County Biodiversity Action Plan which is a key mechanism for delivering action on biodiversity. Specific targets will be set out in the Biodiversity Action Plan.</li> <li>8. See biodiversity key issue in Volume 1 of this report.</li> <li>9. As detailed in the key issue for biodiversity, the Plan includes a comprehensive suite of policies committing the Planning Authority to the protection of biodiversity and amendments are recommended to deliver change through a net gain policy and biodiversity restoration. In addition, the Planning Authority has signalled its commitment to developing a new County Biodiversity Action Plan as it recognises that</li> </ol>

	<p>this is a key mechanism to deliver co-ordinated biodiversity action for the County.</p>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> <li>1. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new County Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>2. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>3. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity. Amendment No. 1.15.8</li> <li>4. Add new paragraph after Paragraph 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. Amendment No. 1.19.6</li> </ol>
<b>Interested Party</b>	<b>Cork Sky Friendly Campaign</b>
<b>DCDP346009538</b>	DCDP346009538
<b>Submission Summary</b>	<p>Background information on The Cork Sky Friendly Campaign has been provided including their aim in raising awareness of the adverse effects of excessive artificial light and protecting the night skies over Cork City and County. Information about Light Pollution in County Cork, relevant EU policy and adverse impacts of light pollution are also detailed.</p> <p>Overall, while acknowledging Volume 1 part 15.11.3, this needs to be expanded upon and the value and protection of night skies free from light pollution be referenced throughout all chapters of Volume 1 as well as within Volume 2.</p> <p>The submission requests the active protection from light pollution of all areas particularly those mapped as High Value Landscape, National Parks and Wildlife Service Designated Area, as well as rural housing policy areas types; Tourism and Rural Diversification Areas, Town Greenbelt, and all other "Rural" mapped areas.</p> <p>The following specific recommendations are also made for Volume 5 West Cork MD</p> <ul style="list-style-type: none"> <li>• Recognition of Beara and Cousane as sky friendly areas, having the darkest night skies in Co. Cork.</li> <li>• Recognition of West Beara as core area of sky friendly region, with the villages of Allihies and Eyerias as buffer zone leading to the core area.</li> <li>• Recognition of Bere Island (South Side thereof), Dursey Island, Garinish, Loughanemore, Killough Loughanebeg and Cahermore as core dark sky areas.</li> <li>• Lower public lighting levels of 2700 kelvin in Natura designated and sensitive areas for the peninsula villages &amp; Kealkil/ Coomhola. Option to turn off street lighting after midnight in the village of Allihies.</li> <li>• Management of lighting in the Town and port of Castletownbere to mitigate pollution of the eastern sky as seen from West Beara.</li> <li>• The Plan should include a light pollution policy.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Recognise the Beara Peninsula and islands as an important dark sky asset</li> <li>2. Lower public lighting levels, manage lighting in towns and give options to turn off lighting in areas with or near dark skies</li> <li>3. Include a light pollution policy in the Plan.</li> </ol>



<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See Biodiversity (light pollution) Key Issue in Volume 1 of this report.</li> <li>2. Objective BE 15-13(d) commits to reviewing and updating Cork County Council's Policy Guidelines for Public Lighting to take account of impacts of public lighting on wildlife. This could be expanded to include impacts on unpolluted night skies and would provide best practice guidance on the preventing and minimising light pollution in areas with or near dark skies. To manage lighting in towns, cross-reference to the policies on light pollution should also be included in Chapter 3 Placemaking.</li> <li>3. Objective BE 15-13 sets out the light pollution policy in the Plan. As discussed above, public lighting guidelines are also being updated to ensure best practice guidance is available to support the policy. The introduction of a new policy approach to the protection of the unpolluted night sky is recommended in Volume 1 as a cross-cutting environmental, heritage and tourism matter.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> <li>1. <a href="#">Add text to Section 15.11.3 to recognise and manage dark sky assets in the County.</a> Amendment No. 1.15.14</li> <li>2. <a href="#">Amendment to Objective BE 15-13 (c) to include Dark Sky principals.</a> Amendment No. 1.15.16</li> <li>3. <a href="#">Amendment to Objective BE 15-13(d) to ensure the new lighting guidelines also considers impacts of public lighting on unpolluted night skies.</a> Amendment No. 1.15.17</li> <li>4. <a href="#">Cross reference to Chapter 15 light pollution policies in Chapter 3 and 10.</a> Amendment No. 1.3.3 and Amendment No. 1.10.12</li> </ol>
<b>Interested Party</b>	<b>Cork Sky Friendly Campaign</b>
DCDP346010445	DCDP346010445
<b>Submission Summary</b>	<p>Background information on The Cork Sky Friendly Campaign has been provided including their aim in raising awareness of the adverse effects of excessive artificial light and protecting the night skies over Cork City and County. Information about Light Pollution in County Cork, relevant EU policy and adverse impacts of light pollution are also detailed.</p> <p>Overall, while acknowledging Volume 1 part 15.11.3, this needs to be expanded upon and the value and protection of night skies free from light pollution be referenced to throughout all chapters of Volume 1 as well as within Volume 2 Heritage and Amenity.</p> <p>The submission requests the active protection from light pollution of all areas particularly those mapped as High Value Landscape, National Parks and Wildlife Service Designated Area, as well as rural housing policy areas types; Tourism and Rural Diversification Areas, Town Greenbelt, and all other "Rural" mapped areas.</p> <p>The following specific recommendations are also made for Volume 5 West Cork MD</p> <ul style="list-style-type: none"> <li>• Recognition of Beara and Cousane as sky friendly areas, having the darkest night skies in Co. Cork.</li> <li>• Recognition of West Beara as core area of sky friendly region, with the villages of Allihies and Eyerics as buffer zone leading to the core area.</li> <li>• Recognition of Bere Island (South Side thereof), Dursey Island, Garinish, Loughanemore, Killough Loughanebeg and Cahermore as core dark sky areas.</li> <li>• Lower public lighting levels of 2700 kelvin in Natura designated and sensitive areas for the peninsula villages &amp; Kealkil/ Coomhola. Option to turn off street lighting after midnight in the village of Allihies.</li> </ul>

	<ul style="list-style-type: none"> <li>• Management of lighting in the Town and port of Castletownbere to mitigate pollution of the eastern sky as seen from West Beara. The Plan should include a light pollution policy.</li> </ul>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Recognise the Beara Peninsula and islands as an important dark sky asset</li> <li>2. Lower public lighting levels, manage lighting in towns and give options to turn off lighting in areas with or near dark skies</li> <li>3. Include a light pollution policy in the Plan.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See Biodiversity (light pollution) Key Issue in Volume 1 of this report.</li> <li>2. Objective BE 15-13(d) commits to reviewing and updating Cork County Council's Policy Guidelines for Public Lighting to take account of impacts of public lighting on wildlife. This could be expanded to include impacts on unpolluted night skies and would provide best practice guidance on the preventing and minimising light pollution in areas with or near dark skies. To manage lighting in towns, cross-reference to the policies on light pollution should also be included in Chapter 3 Placemaking.</li> <li>3. Objective BE 15-13 sets out the light pollution policy in the Plan. As discussed above, public lighting guidelines are also being updated to ensure best practice guidance is available to support the policy. The introduction of a new policy approach to the protection of the unpolluted night sky is recommended in Volume 1 as a cross-cutting environmental, heritage and tourism matter.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> <li>1. <a href="#">Add text to Section 15.11.3 to recognise and manage dark sky assets in the County.</a> Amendment No. 1.15.14</li> <li>2. <a href="#">Amendment to Objective BE 15-13 (c) to include Dark Sky principals.</a> Amendment No. 1.15.16</li> <li>3. <a href="#">Amendment to Objective BE 15-13(d) to ensure the new lighting guidelines also considers impacts of public lighting on unpolluted night skies.</a> Amendment No. 1.15.17</li> <li>4. <a href="#">Cross reference to Chapter 15 light pollution policies in Chapter 3 and 10.</a> Amendment No. 1.3.3 and Amendment No. 1.10.12</li> </ol>
<b>Interested Party</b>	<b>Cork South West Green Party</b>
<b>DCDP346300577</b>	DCDP346300577
<b>Submission Summary</b>	<p>Overall the draft plan is not radical enough to address the crisis that we face. Nor do we even know where we are starting, where we are going, and what we intend to achieve during the lifetime of this plan.</p> <p>The submission identifies data gaps and information deficits that need to be addressed including baseline data for biodiversity, an update of the Biodiversity Action Plan, a definition for sustainable agriculture, policies to deliver a net gain for biodiversity and the establishment of clear performance monitoring for biodiversity.</p> <p>The submission also provides detailed recommendations for alterations/insertion of text to Objectives GI 14-1, GI 14-3, BE 15-8 and BE 15-12 relating to a policy of net gain for biodiversity, green and blue infrastructure policy and investment, urban trees for shade/cooling and the provision of air quality monitoring data to the public.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Baseline data for biodiversity</li> <li>2. Update of the Biodiversity Action Plan</li> <li>3. Provide a definition for sustainable agriculture</li> </ol>

	<ol style="list-style-type: none"> <li>4. Biodiversity policies should deliver a net gain for biodiversity</li> <li>5. Establish clear performance monitoring for biodiversity.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See biodiversity (baseline data and monitoring) key issue in Volume 1 of this report.</li> <li>2. Amendments are recommended to Paragraph 15.2.3 to commit to commencing the process of developing a new County Biodiversity Action Plan within 12 months of the adoption of the Plan.</li> <li>3. Sustainable Agriculture is set out in the EU Green Deal in response to the Common Agricultural Policy. Most agricultural use and development do not come under the remit of the Planning and Development Act 2000 as amended. The development of agriculture policy and the regulation of agricultural activities is primarily a matter for the Department of Agriculture, Food and the Marine. Objective EC 8-12 (a) encourages the development of sustainable agricultural and infrastructure including farm buildings.</li> <li>4. See biodiversity key issue in Volume 1 of this report.</li> </ol> <p>A new target to deliver biodiversity enhancement and a net gain for biodiversity is recommended for public and private developments through amendments to Objective BE 15-5 and Objective BE 15-6.</p> <ol style="list-style-type: none"> <li>5. See biodiversity (baseline data and monitoring) key issue in Volume 1 of this report.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> <li>1. <a href="#">Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new County Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</a></li> <li>2. <a href="#">Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</a></li> <li>3. <a href="#">Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity. Amendment No. 1.15.8</a></li> <li>4. <a href="#">Add new paragraph after Section 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. Amendment No. 1.19.6</a></li> </ol>
<b>Interested Party</b>	<b>Cork South West Green Party</b>
<b>DCDP346292967</b>	DCDP346292967
<b>Submission Summary</b>	It is recommended that Cork County Council create tree officer roles, develop a Tree Strategy, undertake a County Tree Survey to guide future tree management and maintenance and set targets for tree and woodland planting throughout the County.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Tree officers and staffing</li> <li>2. Undertake a survey of trees and develop a tree strategy</li> <li>3. Targets for trees and woodland planting</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See Biodiversity Key Issue in Volume 1 of this report relating to operational matters. The ecology unit in the Planning Authority will continue to work with planning, engineering, environment and climate staff, the public, and other stakeholders, to support the implementation of the Plan and deliver council policies and commitments relating to the protection of biodiversity (including trees).</li> <li>2. Developing a detailed tree policy is a matter which will be considered when the Planning Authority commences work on the new County Biodiversity Action Plan. It is recommended that the text in Paragraph 15.2.3 be strengthened to commit to commencing the process of developing a new county-wide Biodiversity Action Plan within 12</li> </ol>

	<p>months of the adoption of the Plan. The Biodiversity Action Plan process would be the appropriate place to discuss and provide for tree protection, woodland planting and tree planting on public lands etc. In addition, the Roads Division of the Council are currently drafting policy guidelines for the maintenance of road boundaries in consultation with the Planning Authority and others, with the aim of including strong commitments to protect hedgerows, treelines and roadside verges consistent with the All-Ireland Pollinator Plan Transport Corridors Guidelines.</p> <p>3. A new target to deliver biodiversity enhancement and a net gain for biodiversity is recommended for public and private developments through amendments to Objective BE 15-5 and Objective BE 15-6. The Plan also gives a stronger commitment to increase its share of native tree planting in the County and amendments are recommended for Objective BE 15-6(c) and Objective BE 15-4, to ensure that the majority of new planting proposed in the County will be native species.</p>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows:</p> <ol style="list-style-type: none"> <li>1. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a County Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>2. Amendment to Objective BE15-5 to reference planting a majority of indigenous/local species. Amendment No. 1.15.7</li> <li>3. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>4. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity and increased native planting. Amendment No. 1.15.8 and Amendment No. 1.15.9</li> </ol>
<b>Interested Party</b>	<b>Department of Housing, Local Government and Heritage</b>
<b>DCDP345634547</b>	DCDP345634547
<b>Submission Summary</b>	<p>Submission is structured under two main headings: Archaeology and Nature Conservation.</p> <p><b>Archaeology</b>  The Department acknowledges that Chapter 16, Volume 1 of the plan is both thorough and detailed in its assessment Archaeological Heritage and adequately and appropriately sets out policies and objectives for identifications, protections and conservations of Cork's varied archaeological heritage. Observations are made in relation to archaeology including minor alterations to the wording in Chapter 16 and the inclusion of policy and objectives relating to improving access to monuments, restricting historic graveyard extensions and protecting monuments located in public spaces. Reference to the EIA Directive, as it relates to archaeological heritage, is also requested. In addition, recommendations are made in relation to climate change including policies to identify heritage at risk, carry out vulnerability assessments, promote appropriate adaption, develop risk reduction, resilience and adaptation strategies and the associated skills needed within the local authority. The Department also requests that a layer indicating the Zones of Archaeological Potential around Historic Towns within the County be included prior to the final draft.</p> <p><b>Nature Conservation</b>  The Department welcomes the inclusion of a biodiversity chapter and welcomes the overall approach and objectives. Particular acknowledgement is given to well</p>

	<p>written strategic objectives for Mallow and Clonakilty and objectives relating to designated sites and protected species in uninhabitable/ruinous buildings. The Department also recognises the considerable amount of work that has gone into the SEA and AA which, they consider, are reflected in the many improvements in the objectives and text when compared to the previous plan. Greenways and blueways are flagged as being of particular concern overall and mentioning ecological assessment in the relevant greenway/blueway objectives is recommended.</p> <p>The impacts of the upgrade of R624 linking N25 to Cobh, including net loss of mudflats habitat, or feeding areas for wintering birds needs to be addressed in the AA. If any land-take is required for this road, it needs to be assessed in the AA and SEA.</p> <p>Objectives referring to development proceeding only where appropriate wastewater treatment is available covers the specific issue of impacts on freshwater pearl mussel habitat in the River Blackwater and River Bandon (Dunmanway) catchments and meets the requirements of the Habitats Directive. A series of recommendations and observations in relation to specific objective wording changes/edits/additions in Chapters 1, 2, 5, 7, 8, 10, 11, 12, 13, 14 and 15 are also included.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Include policy and objectives relating to improving access to monuments, restricting historic graveyard extensions and protecting monuments located in public spaces.</li> <li>2. Refer to the EIA Directive, as it relates to archaeological heritage, is also requested.</li> <li>3. Include heritage-specific climate change policies to address heritage at risk, carry out vulnerability assessments, promote appropriate adaption, develop risk reduction, resilience and adaptation strategies and the associated skills needed within the local authority.</li> <li>4. Include Zones of Archaeological Potential around Historic Towns as a map layer</li> <li>5. Detailed amendments/wording change to various chapters</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Amendments are recommended to Section 10.6.1 to improve access to monuments and refer to the Heritage Units maps of Archaeological Sites of West, East and North Cork. In addition, amendments to Objective TO 10-5 are recommended to promote access and interpretation of archaeological sites in State and Local Authority ownership.</li> <li>2. Amendments to Paragraph 16.1.5 are recommended to include reference to the Environmental Impact Assessment Directive, which requires the consideration of impacts on archaeological heritage.</li> <li>3. It is recommended that reference to climate change and archaeology be included in Chapter 16 to acknowledge the threats to heritage arising from more extreme weather conditions such as the weathering of monuments.</li> <li>4. The Planning Authority agrees with the inclusion of the Zones of Archaeological Potential around Historic Towns within the Map Browser. Additional text referencing the new mapping layer is recommended as well as additional text to provide guidance on managing development within these zones.</li> <li>5. Detailed amendments are discussed, as follows; <ol style="list-style-type: none"> <li>a) Section 1.8.1 is recommended to be revised to include a final sentence in this paragraph stating that sustainability is considered to involve compliance with European environmental directives.</li> <li>b) The submission relating to Objective CS 2-4 (f) to include protective reference for Ballyvergan wetland and wildlife in the Youghal</li> </ol> </li> </ol>

	<p>Midleton Greenway is not considered necessary as these matters will be assessed as part of any project assessment.</p> <ul style="list-style-type: none"> <li>c) The submission seeking revised wording to Objective CS 2-7 replacing “to ensure that sufficient wastewater capacity is accounted for” with “to ensure that sufficient wastewater capacity is provided prior to development being occupied” or similar wording is not considered necessary as there are sufficient caveats in Chapter 11 to ensure that new developments will be unable to proceed until adequate wastewater infrastructure is provided.</li> <li>d) Objective CS 2-3 (b) and (h) should be clarified to refer to Natura 2000 sites/designated sites and environmental and natural heritage resources. Amendments are recommended for Objective CS 2-3 (b) and (h) to include reference to environmental, ecological, heritage and landscape values.</li> <li>e) Inserting ‘sustainable’ before ‘redevelopment’ and ‘development’ in Objective CS 2-3, CS 2-4, CS 2-5 (g), CS 2-6 (i) are not considered necessary as they are provided elsewhere in the Plan including Chapters 8, 9 and 13.</li> <li>f) Objective CS 2-4 (f) -Splitting the objective into two objectives is not considered necessary given the majority of the greenway is located within the Greater Cork Ring Strategic Planning Area.</li> <li>g) Objective CS 2-6 (k) can be amended as a non-material amendment to delete the typo/the additional word ‘and’.</li> <li>h) It is considered appropriate to include reference to ‘Natural Heritage Areas’ and other biodiversity areas in Objective RP 5-19 (b).</li> <li>i) Objective RP 5-28 (c) should be amended to reference ‘ecological impact assessment’ as one of the normal planning considerations to better reflect that wildlife such as bats and owls are considered as well as traffic safety, access, wastewater etc.</li> <li>j) National Ports Policy in Objective MCI 7-2 – it is recommended that reference to the National Ports Policy be deleted.</li> <li>k) Objective MCI 7-4 (c) is proposed to be amended to provide more detail on flood barriers and coastal defences. Amendments to Objective MCI 7-4 are recommended to secure the implementation of a county level strategic approach (subject to SEA and AA) to the deployment of coastal defences. It is also recommended that a new objective be included in Chapter 7 to support a Coastal Erosion policy for the County in consultation with all relevant stakeholders.</li> <li>l) Amendments are recommended to Objectives MCI 7-5 (b) and MCI 7-6 (b) to clarify that adverse impacts on designated sites, protected species and on sites or locations of high biodiversity value are to be avoided.</li> <li>m) Objective EC 8-5 (b) is proposed to be revised to insert the word ‘sustainable’ before “reuse of existing vacant buildings”.</li> <li>n) Objective EC 8-8 is proposed to be revised to include reference to appropriate separation distances from public areas /use and areas of particular sensitivity.</li> <li>o) It is not clear if the changes sought in the submission under Objective EC 8-15 relate to that specific objective. Having regard to the submission, alterations to Objective EC 8-10 are recommended to ensure appropriate safety distances are provided between major accident hazard establishments, including modification of instalments or storage facilities.</li> </ul>
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	<p>p) Amending Objective TO 10-1 (e) to add ‘sustainable’ after appropriate is considered acceptable and has been recommended.</p> <p>q) Objective TO 10-7 (a) is proposed to be revised to better reflect the need for ecological assessment and appropriate assessment where applicable to ensure the full range of biodiversity impacts of long-distance walks are considered.</p> <p>r) Objective TO 10-8 is proposed to be revised as a non-material amendment to insert a comma after tourists in Objective TO 10-8.</p> <p>s) Objective TO 10-9 is proposed to be amended to better highlight the need for ecological assessment having regard to the concern of widespread expansion of greenways and blueways without adequate consideration of their full impacts on biodiversity.</p> <p>t) Objective WM 11-15 is proposed to be broadened to include reference to Natural Heritage Areas and proposed Natural Heritage Areas, as well as Natura 2000 sites.</p> <p>u) Minor typographical spelling errors to Objective WM 11-8 (c) and WM 11-9 (a) can be corrected as a non-material amendment.</p> <p>v) Objective WM 11-8 (a) is proposed to be revised to include ‘sustainable’ after “adequate drinking water”.</p> <p>w) Objective TM 12.2.2(b) refers to The Cork Cycle Plan which was subject to screening for Appropriate Assessment and was deemed not to be required. In this regard, no amendment is considered necessary.</p> <p>x) Objective TM 12.12 (k) highlighted that all route upgrades are to be planned, designed and constructed to avoid and prevent significant negative environmental or heritage impacts. It is proposed to amend this objective to ensure that such upgrades are to be compliant with EU environmental directives and to minimise impacts on biodiversity, built heritage and landscape.</p> <p>y) It is proposed to amend Objective TM 12.12 (e), which relates to the upgrade of the Cobh Road R624, in order to include a reference to new text in the objective table regarding the natural heritage, built heritage and archaeological heritage sensitivities. It is also proposed to amend Objective TM 12.14 (b) to add a reference to both TM 12.12 (e) and the additional footnote text in Objective TM 12.12.</p> <p>z) Objective ET 13.6 is proposed to be revised to make clear that it includes protected species of conservation value not clearly covered by the Birds and Habitats Directives.</p> <p>aa) It is recommended that Objective ET 13.5 Wind Energy Projects be revised to refer to generally avoiding sites and locations of ecological sensitivity.</p> <p>bb) Objective ET 13.14 (b) is proposed to be revised as a non-material amendment to include a comma after “biodiversity”.</p> <p>cc) Objective ET 13.14 is proposed to be expanded to include assessment of associated electricity cable or power-line connection to grid stations in applications for solar development.</p> <p>dd) Objective ET 13.15 (a) and Section 13.6.6 are recommended to be amended to refer to ‘minimal environmental’ constraints or impacts.</p> <p>ee) Objective ET 13.15 (b) is considered to provide sufficient protection for other sites of ecological sensitivity and no amendment is considered necessary.</p>
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	<ul style="list-style-type: none"> <li>ff) Objective ET 13.15 (c) is not considered appropriate on review and is recommended for deletion.</li> <li>gg) Objective ET 13.17 (a) is proposed to be expanded to include consideration of water impacts of bioenergy developments.</li> <li>hh) Objective ET 13.19 is proposed to be revised to include the word 'sustainable'.</li> <li>ii) Objective ET 13.25 is proposed to be revised to include the word 'sustainable' to facilitate the sustainable delivery, improvement, and expansion of natural gas infrastructure.</li> <li>jj) The submission requests consideration of riparian wildlife such that they would have sufficient areas of habitat free from human disturbance. Objective WM 11-11: River Channel Protection provides for adequate protection measures along watercourses. In addition, Paragraph 14.1.13 recognises that there may be some conflicts between designing green infrastructure corridors for human use and ecological outcomes and that it is important therefore to consider exactly what we want corridors to do and carefully weigh the trade-offs between ecological function, management costs and human uses.</li> <li>kk) Objective GI 14-1 is proposed to be revised to better reflect the nature-based solutions approach as an alternative to traditional hard infrastructure interventions.</li> <li>ll) Objective BE 15-6 is proposed to be revised to align with the net gain policy in Chapter 14 and to provide clarity that developers should enhance biodiversity with any proposed development.</li> <li>mm) Objective BE 15-17 (a) is proposed to be revised as a non-material amendment in the interests of clarity to expand the term "EU sites" to 'European sites'</li> </ul>
<p><b>Chief Executive's Recommendation</b></p>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. Add text to Paragraph 1.8.1 to state that sustainability is considered to involve compliance with European environmental directives. Amendment No. 1.1.3</li> <li>2. Amendment to Objective RP 5-19 (b) to reference 'Natural Heritage Areas' and other biodiversity areas. Amendment No. 1.5.2</li> <li>3. Amendment to Objective RP 5-28 (c) to reference 'ecological impact assessment'. Amendment No. 1.5.3</li> <li>4. Amendment to Objective MCI 7-4 to secure the implementation of a county level strategic approach (subject to SEA and AA) to the deployment of coastal defences. Amendment No. 1.7.3</li> <li>5. Add a new objective in Chapter 7 to sustainably manage development within the coastal zone Amendment No. 1.7.2</li> <li>6. Add a new objective in Chapter 7 to support a Coastal Erosion policy for the County in consultation with all relevant stakeholders. Amendment No. 1.7.7</li> <li>7. Amendment to Objective MCI 7-2 to delete reference to the National Ports Policy. Amendment No. 1.7.4</li> <li>8. Amendments are recommended to Objectives MCI 7-5 (b) and MCI 7-6 (b) to clarify that adverse impacts on designated sites, protected species and on sites or locations of high biodiversity value are to be avoided. Amendment No. 1.7.5</li> <li>9. Amendment to Objective EC 8-5(b) to include the word 'sustainable'. Amendment No. 1.8.16</li> <li>10. Amendment to Objective EC 8-8 to include reference to public areas /use and areas of particular sensitivity. Amendment No. 1.8.16</li> </ol>

	<ol style="list-style-type: none"> <li>11. Amendment to Objective EC 8-10 to ensure appropriate safety distances between major accident hazard establishments, including modification of instalments or storage facilities. Amendment No. 1.8.16</li> <li>12. Amendment to Objective TO 10-1 (e) to add 'sustainable' after appropriate. Amendment No. 1.10.2</li> <li>13. Amendment to Objective TO 10-5 and promote access and interpretation of archaeological sites in State and Local Authority ownership. Amendment No. 1.10.15</li> <li>14. Amendment to Paragraph 10.6.1 to refer to accessible archaeological monuments and the Heritage Units maps of Archaeological Sites of West, East and North Cork. Amendment No. 1.10.14</li> <li>15. Amendment to Objective TO 10-7 (a) to better reflect the need for ecological assessment -and appropriate assessment where applicable Amendment No. 1.10.11</li> <li>16. Amendment to Objective TO 10-9 to include reference to ecological impact assessment. Amendment No. 1.10.13</li> <li>17. Amendment to Objective WM 11-8 (a) to insert 'sustainable' after "adequate drinking water". Amendment No. 1.11.10</li> <li>18. Amendment to Objective WM 11-15 to include reference to Natural Heritage Areas and proposed Natural Heritage Areas, as well as Natura 2000 sites. Amendment No. 1.11.1</li> <li>19. Amendment to Objective TM 12.12 (e) and include footnote text to acknowledge that the upgrading of the R624 will require consideration of impacts on natural heritage, built heritage and archaeological heritage sensitivities. Amendment No. 1.12.45</li> <li>20. Amendment to Objective TM 12.14 to add a reference to Objective TM 12.12 (e) and the additional footnote text in Objective TM 12.12. Amendment No. 1.12.47</li> <li>21. Amendment to Objective TM 12.12 (k) to include reference to compliance with EU environmental directives and to minimise impacts on biodiversity, built heritage and landscape Amendment No. 1.12.44</li> <li>22. Amendment to Objective ET 13.5 Wind Energy Projects to refer to generally avoiding sites and locations of ecological sensitivity. Amendment No. 1.13.16</li> <li>23. Amendment to Paragraph 13.6.6 to refer to 'minimal environmental' constraints or impacts. Amendment No. 1.13.15</li> <li>24. Amendment to Objective ET 13.6 to refer to protected species of conservation value. Amendment No. 1.13.12</li> <li>25. Amendment to Objective ET 13.14 to include assessment of associated electricity cable or power-line connection to grid stations in applications for solar development. Amendment No. 1.13.14</li> <li>26. Amendment to Objective ET 13.15 (a) to protect locations of ecological sensitivity. Amendment No. 1.13.32</li> <li>27. Amendment to Objective ET 13.15 (c) to delete point (c) in its entirety. Amendment No. 1.13.17</li> <li>28. Amendment to Objective ET 13.17 (a) to include consideration of water impacts of bioenergy developments. Amendment No. 1.13.18</li> <li>29. Amendment to Objective ET 13.19 to include the word 'sustainable'. Amendment No. 1.13.7</li> <li>30. Amendment to Objective GI 14-1 to refer to nature-based solutions as an alternative to traditional hard infrastructure. Amendment No. 1.14.11</li> <li>31. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> </ol>
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	<p>32. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</p> <p>33. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity and increased native planting Amendment No. 1.15.8 and Amendment No. 1.15.9.</p> <p>34. Amendment to Paragraph 16.1.5 to include reference to the Environmental Impact Assessment Directive. Amendment No. 1.16.2</p> <p>35. Amendment to Paragraph 16.2.24 to add new text relating to climate change and heritage. Amendment No. 1.16.4</p> <p>36. Amendment to Paragraph 16.2.9 and update the Map on the Map Viewer to identify Zones of Archaeological Potential. Amendment No. 1.16.7</p> <p>37. Amendment to Paragraph 16.2.11 to add text on managing development within the Zones of Archaeological Potential. Amendment No. 1.16.14</p>
<b>Interested Party</b>	<b>Emma Frawley</b>
<b>DCDP346286297</b>	DCDP346286297
<b>Submission Summary</b>	The importance of Minane Bridge Marsh (pNHA) has not been given appropriate recognition in the County Development Plan as it is valuable green infrastructure and it contains very important habitats that need protecting. The submission contains detailed information on the natural heritage values of the area.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. The importance of Minane Bridge Marsh (pNHA) has not been given appropriate recognition in the County Development Plan as it is valuable green infrastructure and it contains very important habitats that need protecting</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Paragraph 15.3.5 (Chapter 15) of Volume 1 of the Plan references Natural Heritage Areas and proposed Natural Heritage Areas and there is an objective to provide protection to such sites in Objective BE 15-2 (a). These sites are listed in Volume 2 of the Plan. The site is also afforded protection under Objective WM 11-13 (Protection for Wetlands). As the boundary of the pNHA adjoins the settlement of Minane Bridge, and this site could be impacted negatively by inappropriate development within the settlement, there would be value in including a general objective for this settlement referring to the protection of the wetland.</li> </ol>
<b>Chief Executive's Recommendation</b>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. Add a general objective for Minane Bridge in Volume 4, Table 4.1.26 (Carrigaline MD) of the Plan. Amendment No. 4.1.10.1</li> <li>2. Amendment to U-01 in Volume 4 Minane Bridge to avoid the pNHA and included text within the objective to protect the pNHA. Amendment No. 4.1.10.2</li> </ol>
<b>Interested Party</b>	<b>Mark Robins</b>
<b>DCDP340334667</b>	DCDP340334667
<b>Submission Summary</b>	Implementation and delivery of biodiversity policies in 2014 Development Plan have not been achieved and loss and environmental decline resulting from current development patterns continues. The Plan doesn't describe or even imply the necessary major deviations from current trends that are needed for biodiversity.

	<p>The place and role of biodiversity in County Cork is clearly addressed in the Development Plan but some policies and objectives contain vague/weak statements or aspirations without targets or clear delivery pathways set out. The plan should address the radical transition needed and lead and create the conditions for this change including;</p> <ol style="list-style-type: none"> <li>1. explicitly zoning and identifying key sites, places and habitat systems where biodiversity must be protected and restored</li> <li>2. Provide and implement an ambitious restoration programme</li> <li>3. Revise the biodiversity policies to achieve a net gain for nature and</li> <li>4. Set meaningful indicators to monitor the success of the policies.</li> </ol> <p>Overall, there are 9 gaps in the Draft Development Plan that need to be filled which include</p> <ol style="list-style-type: none"> <li>1. Baseline data for biodiversity including biodiversity loss.</li> <li>2. An updated Biodiversity Action Plan</li> <li>3. A plan for agriculture and farm diversification with farming, forestry and food at the centre of doing better for biodiversity</li> <li>4. Stronger biodiversity policies to drive change and ensure success for nature</li> <li>5. Outcome based policies for biodiversity with targets and actions clearly set out</li> <li>6. Major infrastructure projects should be required to deliver a net gain for biodiversity and set great examples</li> <li>7. Explicit, impactful delivery arrangements need to be established for biodiversity</li> <li>8. Indicators must be provided to allow performance monitoring for biodiversity delivery</li> <li>9. The Development Plan needs to signal radical change or it will fail biodiversity.</li> </ol> <p>Specific comments in relation to various chapters and objectives in the Plan are also outlined.</p>
<p><b>Principal Issues Raised</b></p>	<ol style="list-style-type: none"> <li>1. Explicitly zoning and identifying key sites, places and habitat systems where biodiversity must be protected and restored.</li> <li>2. Provide and implement an ambitious restoration programme,</li> <li>3. Revise the biodiversity policies to achieve a net gain for nature</li> <li>4. Baseline data for biodiversity including biodiversity loss.</li> <li>5. An updated Biodiversity Action Plan.</li> <li>6. A plan for agriculture and farm diversification with farming, forestry and food at the centre of doing better for biodiversity.</li> <li>7. Stronger biodiversity policies to drive change and ensure success for nature.</li> <li>8. Outcome based policies for biodiversity with targets and actions clearly set out.</li> <li>9. Major infrastructure projects should be required to deliver a net gain for biodiversity and be great examples.</li> <li>10. Explicit impactful delivery arrangements need to be established for biodiversity.</li> <li>11. Indicators must be provided to allow performance monitoring for biodiversity delivery.</li> <li>12. The Development Plan needs to signal radical change or it will fail biodiversity.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. All sites in the county which are designated or proposed to be designated for nature conservation are listed in Volume 2 and shown on the Map Browser. Objective BE 15-2 states the intention to protect</li> </ol>

	<p>these sites. Where the boundaries of such sites overlap within settlement boundaries, the designated land within the settlements is zoned Green Infrastructure – Conservation. Where any such sites are located proximal to areas which are zoned for development, the zoning objectives include caveats highlighting that development within these zones will only proceed where it is shown that it will not negatively impact on the nature conservation sites. Key Green Infrastructure assets have been identified in the main towns and have been zoned as Green Infrastructure – Conservation.</p> <ol style="list-style-type: none"> <li>2. See Biodiversity Key Issue in Volume 1 of this report. Objective BE-15-4 commits the Council to the implementation of biodiversity sensitive management on council owned and managed land. This includes restoration and enhancement of high nature value habitats within council owned property. In addition Objective BE 15-5 commits council to the integration of biodiversity considerations in relation to its own projects and developments, Objective BE 15-6 commits the Council to ensuring the integration of biodiversity considerations within the development management process and Section 15.1.5 and Objective BE 15-9 S recognises Cork County Council’s important role to play in ensuring the protection of biodiversity and supporting communities and other stakeholders engaging in biodiversity projects. These policies also provide other opportunities for restoration of biodiversity at project level. The net gain approach recommended as an amendment to the plan will move from solely protection of biodiversity, to restoration and enhancement of biodiversity.</li> <li>3. See biodiversity key issue in Volume 1 of this report.</li> <li>4. See biodiversity (baseline and monitoring) key issue in Volume 1 of this report.</li> <li>5. Add text to Paragraph 15.2.3 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>6. The plan supports small scale agri-tourism initiatives in Objective RP 5-28, sustainable agriculture in Objective EC 8-12 and sustainable forestry in Objective EC 8-14. The development of agriculture and forestry policy and the regulation of agriculture and forestry activities is primarily a matter for the Department of Agriculture, Food and the Marine.</li> <li>7. See biodiversity key issue in Volume 1 of this report.</li> <li>8. See biodiversity (baseline and monitoring) key issue in Volume 1 of this report.</li> <li>9. Amendments to Objective BE 15-6 are recommended to strengthen the policy from ‘no net loss’ to ‘a net gain’ over the lifetime of the Plan.</li> <li>10. For implementation and delivery of biodiversity policy, Cork County Council ecologists will continue to work with planning, engineering, environment and climate staff and the public to support the implementation of the Plan and deliver council policies and commitments relating to the protection of biodiversity. The ecologists and other staff will also be responsible for developing and implementing the new County Biodiversity Action Plan. See also biodiversity (baseline and monitoring) key issue in Volume 1 of this report.</li> <li>11. See also biodiversity (baseline and monitoring) key issue in Volume 1 of this report.</li> <li>12. See biodiversity key issue in Volume 1 of this report.</li> </ol>
<p><b>Chief Executive's Recommendation</b></p>	<p>Amend the Draft Plan as follows;</p>

	<ol style="list-style-type: none"> <li>1. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>2. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>3. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity and increased native planting. Amendment No. 1.15.8 and Amendment No. 1.15.9</li> <li>4. Add new paragraph after Section 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. Amendment No. 1.19.6</li> </ol>
<b>Interested Party</b>	<b>Ricky Whelan</b>
<b>DCDP334204464</b>	DCDP334204464
<b>Submission Summary</b>	<p>BirdWatch Ireland wishes for Cork County Council to make provision for the protection of nesting Swifts (<i>Apus apus</i>) in the Development Plan 1) When working on buildings where Swifts are nesting (outside of nesting season) and 2) When working on new builds or renovations to buildings that do not have Swifts nesting.</p> <p>This may be achieved by stipulating the use of Swift nest boxes/bricks and caller-systems to provide permanent and safe nest sites for the now Red-listed species (BoCCil 2021) in new buildings during construction and existing buildings during renovations. These measures have been incorporated previously in other county development plans such as in County Kildare.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1) Incorporate protection and conservation specifically for Swifts and other wildlife/ecology.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1) Swifts are specifically recognised in Volume 2 and Volume 6 of the Plan as a Bird Species of Conservation Concern and Special Conservation Significance Occurring in Cork. Objective BE15-2 in Chapter 15 requires protection to be provided for species listed in Volume 2 of the Plan. The Policy in relation to wildlife conservation is contained in Volume 1, Chapter 15 Biodiversity and Environment and refers all wildlife. Specific mention of Swifts is not included in Chapter 15 as it seeks to apply to all wildlife, not just Swifts. That said, there are opportunities to refer to Swift boxes as part of an overall suite of potential tools that should be explored when delivering an enhancement of biodiversity on a site or property/achieving a net gain for the ecological value of the area. The Council's 'Biodiversity and the Planning Process' guidelines promotes the use of bird boxes as a biodiversity mitigation or enhancement measure. The Council is also intending to review and update these guidelines within the lifetime of the Plan. It is recommended that the text in Paragraph 15.2.3 be strengthened to commit to commencing the process of developing a new county-wide Biodiversity Action Plan within 12 months of the adoption of the Plan which would be the appropriate place to provide such detailed requirements for wildlife such as Swifts. The Plan has a policy on achieving net gain in Objective GI 14-1 such that any development should at a minimum seek to enhance the overall ecological value of the site. It is also recommended that Objectives BE 15-5 and BE 15-6 in Chapter 15 be revised to better align with the net gain policy set out in Chapter 14 Green Infrastructure. In this regard, it is anticipated that Swifts and other species/wildlife would be</li> </ol>

	considered, where appropriate, in enhancing biodiversity/achieving a net gain on a site or property.
<b>Chief Executive's Recommendation</b>	Amend the Draft Plan as follows; <ol style="list-style-type: none"> <li>2. Add text to Paragraph 15.2.3 in Chapter 15 to commit to commencing the process of developing a new Biodiversity Action Plan within 12 months of the adoption of the Plan. Amendment No. 1.15.1</li> <li>3. Add text in Paragraph 15.7.1 to reflect the Council's intent to update the Council's 'Biodiversity and the Planning Process' Guidelines during the lifetime of the Plan. Amendment No. 1.15.10</li> <li>4. Amendment to Objective BE 15-5 to achieve a net gain for biodiversity on Council owned land and property. Amendment No. 1.15.6</li> <li>5. Amendment to Objective BE 15-6 to deliver enhancement/net gain of biodiversity and increase use of native species. Amendment No. 1.15.8 and Amendment No. 1.15.9</li> </ol>
<b>Interested Party</b>	<b>Sekeeta Crowley</b>
<b>DCDP345976839</b>	DCDP345976839
<b>Submission Summary</b>	For biodiversity and carbon emissions it is imperative that we evaluate, value and protect what we have. The approach to green infrastructure in Vol 1. 14.1.1 is unclear and land could shift from being an area rich in biodiversity to a more formal park or a GAA pitch (with far less biodiversity value) and still come under 'green infrastructure'. It is recommended that areas rich in biodiversity but outside the SPA/ SAC/ NHA designated areas should be zoned within the Green Infrastructure classification as areas 'reserved for biodiversity' and protected in planning law.
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Need to evaluate, value and protect biodiversity and the environment.</li> <li>2. Green infrastructure zones should protect areas rich in biodiversity</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See Biodiversity Key Issue in Volume 1 of this report.</li> <li>2. The Plan contains a new Green Infrastructure Chapter and green infrastructure zoning and objectives to identify and manage green and blue infrastructure in the County, particularly in the main settlements and areas rich in biodiversity located outside of SPA/ SAC/ NHA designated areas. As such, areas which have been identified to be of biodiversity value in towns and settlements have been zoned as Green Infrastructure – Conservation. Where smaller habitat patches of biodiversity value have been identified to occur within lands zoned for development, this is highlighted, and the zoning objective sets out the required response which is generally to retain and protect such key features and to integrate these into new development proposals. The primary purpose of the Green Infrastructure – Conservation zone is to provide protection to habitats of high biodiversity value including wetlands and woodlands. It is recognised that rivers and non-terrestrial habitats are not included in the green infrastructure zone. The Plan contains a suite of comprehensive policies to protect waterways, their riparian margins and non-terrestrial biodiversity.</li> </ol>
<b>Chief Executive's Recommendation</b>	Amend the Draft Plan as follows; <ol style="list-style-type: none"> <li>1. Add new paragraph after Section 19.9.3 to commit to a stronger monitoring regime and revising the biodiversity monitoring targets and indicators in the Strategic Environmental Assessment. Amendment No. 1.19.6</li> </ol>
<b>Interested Party</b>	<b>The Southern Region Waste Management Planning Office</b>
<b>DCDP346247312</b>	DCDP346247312



<b>Submission Summary</b>	<p>While the important role of the Circular Economy is acknowledged in Chapter 8 and in Chapter 15, there is potential to also include reference to it in certain other sections of the draft County Development Plan, such as in Chapters 1, 3 and 6.</p> <p>Consideration of circularity in designing for developments, including design for disassembly and repurposing should be considered. Especially in the commercial / industrial sector, avoidance of demolition should be the aim which would promote circularity – through repurposing of buildings and thus extending their life, rather than demolition and rebuild.</p> <p>Also, there are specific suggestions made in relation to Section 15.12 on Waste.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Cross reference the circular economy in relevant chapters of the Plan.</li> <li>2. Include circularity in designing for developments- especially disassembly and repurposing.</li> <li>3. A key principal should be the avoidance of demolition</li> <li>4. Specific suggestions made in relation to Section 15.12 on Waste</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Cross-reference to the circular economy is not considered necessary as it is referenced in Chapter 8 Economy whereby the transition to a more circular economy is recognised and supported- based on long-life products that can be renewed, reused, repaired, upgraded and refurbished to preserve precious natural resources, protect habitats and reduce pollution. In addition, objectives in Chapter 15 Biodiversity and the Environment, that support the circular economy such as Objective BE 15-14, would apply to all development.</li> <li>2. Consideration of circularity in design and construction is built into the Plan including larger developments. Development thresholds listed in Paragraph 15.12.23 are subject to a construction and demolition waste management plan which uses the circular economy model and requires design teams to demonstrate the positive circular economy principals applied to a development.</li> <li>3. Text is recommended to be added to the Waste Prevention and Management section of Chapter 15 to emphasise the key principal of avoiding demolition where possible and integrating into new development as a preference in the first instance in order to promote sustainability and circularity i.e. through repurposing of buildings and thus extending their life, rather than demolition and rebuild.</li> <li>4. Specific amendment requests to Paragraph 15.12 are discussed below: <ul style="list-style-type: none"> <li>• Paragraph 15.12.7 refers to the Southern Region Waste Management Plan 2015-2021, with specific reference to the targets outlined in this current plan. Whilst it is noted that a new National Waste Management Plan for a Circular Economy needs to be prepared, only the pre-draft consultation has occurred - with the process likely to proceed again in Q1 2022. As such, there is no firm date on which the new plan would be ready to be adopted so reference to the 2015-2021 Plan is still relevant.</li> <li>• Paragraph 15.12.15 of the Plan should be revised to be factually correct insofar as all households living in a population agglomeration &gt;500 people are entitled to a Food Waste Recycling service from their waste collector as per European</li> </ul> </li> </ol>

	<p>Union (Household Food Waste and Bio Waste) Regulations 2015 as amended.</p> <ul style="list-style-type: none"> <li>• The upcoming National Waste Management Plan for a Circular Economy will incorporate new guidance entitled “Waste Management Infrastructure – Guidance for Siting Waste Management Facilities.” It is recommended that Section 15.12.7 of the Plan be updated to include reference to this upcoming guidance.</li> <li>• Paragraph 15.12.23 should be updated to refer to the new draft EPA guidelines ‘Best Practice Guidelines for the preparation of Resource Management Plans for Construction &amp; Demolition Waste Projects’ published in April 2021.</li> <li>• Paragraph 15.12.26 should be revised to be factually correct by referring to local authority certificates or permits as well as EPA licences.</li> <li>• The text in Paragraph 15.12.22 is recommended to be redrafted to avoid demolition in the first instance.</li> </ul>
<p><b>Chief Executive's Recommendation</b></p>	<p>Amend the Draft Plan as follows;</p> <ol style="list-style-type: none"> <li>1. Amendment to Paragraph 15.12.15 to be factually correct regarding brown bin service requirements. Amendment No. 1.15.18</li> <li>2. Add text to Paragraph 15.12.7 to refer to the anticipated national guidelines for siting waste management facilities. Amendment No. 1.15.19</li> <li>3. Add text to Paragraph 15.12.22 to emphasise the inherent sustainability of retention and refurbishment, compared with the whole life energy costs and waste impacts that would result from demolition and replacement. Amendment No. 1.15.20</li> <li>4. Amendment to Paragraph 15.12.23 to refer to the new EPA guidelines ‘Best Practice Guidelines for the preparation of Resource Management Plans for Construction &amp; Demolition Waste Projects’ published in April 2021. Amendment No. 1.15.21</li> <li>5. Amendment to Paragraph 15.12.24 to recognise the principal of avoiding demolition in the first instance. Amendment No. 1.15.23</li> <li>6. Add text to Paragraph 15.12.26 to reference local authority certificates or permits. Amendment No. 1.15.22</li> </ol>



## 16 Chapter Built and Cultural Heritage

<b>Table 1.16</b>	<b>Chapter 16 Built and Cultural Heritage</b>
<b>Interested Party</b>	<b>ClIr Alan O'Connor</b>
<b>DCDP346167616</b>	DCDP346167616
<b>Submission Summary</b>	Request made to add 'forges' to the list of industrial and post-medieval archaeology in objective HE 16-6.
<b>Principal Issues Raised</b>	Expansion of text in Objective HE 16=6 to include forges.
<b>Chief Executive's Response</b>	This is deemed acceptable.
<b>Chief Executive's Recommendation</b>	<a href="#">See Amendment 1.16.23</a>
<b>Interested Party</b>	<b>Cork County Council Arts, Culture and Languages SPC</b>
<b>DCDP346047547</b>	DCDP346047547
<b>Submission Summary</b>	<p>The SPC notes the recognition given to the value and importance of cultural provision in the framing of the Draft County Development Plan. In particular, the SPC welcomes the references to roles which Arts, Culture and Languages have in making Cork County an attractive place to live, work, visit and do business. The SPCs highlights the CDP takes account of definitions of Arts and Culture in the submission in the text of the Plan.</p> <p>A number of specific recommendations are included: That the Development plan includes an objective supporting the inclusion of dedicated meeting, work and exhibition spaces in the planning and development of new library facilities;</p> <p>The Plan establishes a population based framework for the planned development of new cultural facilities. This framework will take into account existing and projected population growth, the location and /or proximity of existing cultural facilities;</p> <p>Measures are included to address the need for accessible cultural space in the large urban areas of Carrigaline, Mallow and Midleton. The proposed redevelopment of Skibbereen Town Hall for the performing arts will enhance the Towns physical arts infrastructure;</p> <p>The Plan promotes the reuse of existing commercial or residential buildings in urban areas as studio space or collective workspace;</p> <p>The Plan recognises the significant contribution made by these organisations and includes measures to support investment in the physical facilities used by these organisations where possible;</p> <p>An objective of the development of a suitable performance space for Bantry is included in the Development Plan for the purposes of supporting international festival audiences attend the extensive festivals programme in that town;</p> <p>That objectives to enable the establishment of a medium scale commercial studio</p>

	<p>facility located within the County administrative area is included in the Development plan. The lack of any accessible studio and post-production facility is hindering the development of the Cork region as a location for incoming and indigenous film production. Cork has a wide range of film locations including rural countryside, coastal settings, distinctive rural town settings etc. The SPC proposes that objectives to preserve and protect the visual amenity of locations of high scenic value;</p> <p>The SPC proposes that the Development Plan includes specific reference to the Council’s policy on Public Art.</p> <p>The Plan makes specific reference to the Council’s guidelines for the commissioning and installation of artistic and commemorative features.</p> <p>The emergence of interest in mural art is providing opportunities for communities to enhance the appearance of buildings and sites. The Plan should include objectives promoting mural painting as an acceptable measure within the placemaking process subject to clear guidelines and standards.</p> <p>Specific objectives supporting the development of Cultural trails to be included in the Development Plan.</p> <p>Proposed reference for inclusion in section 7.7 West cork Island communities Creative Places. This designation has been made by the Arts Council for the seven West Cork Inhabited Islands. A three-year developmental arts project in the West Cork Islands, beginning in 2021, Creative Places will build on existing social and cultural strengths and be led by community participation and ideas, and supported by artists. The project is focused on building capacity in the arts, in socially engaged practice, in extending the range of, and embedding, creative opportunities for island communities and in so doing, to underpin the capacity for living in remote and rural island and coastal environments.</p>
<b>Principal Issues Raised</b>	Expansion of text in to support Arts policy and facilities throughout the County.
<b>Chief Executive's Response</b>	<p>Chapter 6 Social and Community supports multi-use community facilities under Section 6.2.</p> <p>The Planning Authority agrees with the recommended approach to strengthen the policy framework and include objectives to monitor progress of Arts infrastructure throughout the County. Additional text and accompanying objectives will be included.</p> <p>Request made to include objectives to enable the establishment of a medium scale commercial studio facility located within the County administrative area has been considered and is supported in the Development plan via an amendment to the Land-use zoning categories.</p> <p>Related objectives seeking to preserve and protect the visual amenity of locations of high scenic value are included in Chapter 14 Green Infrastructure and Recreation. No Amendment Proposed.</p> <p>Updated text relating to the Council’s policy on Public Art will be included.</p> <p>The emergence of interest in mural art is providing opportunities for communities to enhance the appearance of buildings and sites. This is, however, a matter for development management as the impacts of murals on the built environment</p>

	<p>needs careful consideration in terms of context, content and its contribution to Placemaking.</p> <p>Additional text can be provided in Chapter 10 to support the development of Cultural trails.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">PROPOSED AMENDMENT NO. 1.16.31, 1.16.32, 1.16.33, 1.10.16 and 1.18.12</a>
<b>Interested Party</b>	<b>John Hegarty Fourem Architects</b>
<b>DCDP346275822</b>	DCDP346275822
<b>Submission Summary</b>	<p>The submission makes comment on policy generally concerning the subjects of The Economic and Social Benefits of investing in Cultural Heritage and Protecting the Natural Environment in Towns and Villages for Tourism, Liveability, Climate Action, Housing, Settlements and Placemaking, Biodiversity.</p> <p>These issues are set out under a number of themes including:</p> <ul style="list-style-type: none"> <li>• Why Heritage is so Important for Cork County.</li> <li>• The importance of Investment in our historic towns, villages and cultural heritage.</li> <li>• The need for Heritage Plans and clearly defined definitions</li> <li>• Climate Change, Biodiversity &amp; Biophilic Design need to be part of the response.</li> <li>• Heritage, The Economy and Dereliction.</li> <li>• Revitalisation Action Plan for Cork's Historic Towns.</li> </ul> <p>Going forward there is a need for the Plan to include objectives that capitalise on the rarity of heritage.</p>
<b>Principal Issues Raised</b>	The role of built heritage in the future development of County Cork.
<b>Chief Executive's Response</b>	<p>The Draft Plan acknowledges the importance of built heritage in the future development of our towns and rural areas (See Chapter 16 Built and Cultural Heritage), its role in Placemaking (See Chapter 3, Settlements and Placemaking) and an important part of the Climate action response.</p> <p>The Urban Capacity Study has furthermore highlighted the potential of the existing buildings to provide new residential/ commercial floorspace in the upper floors of our towns and has identified how the historic streetscape designed in perimeter block formats and with a separate access to the upper floors is a model for delivering higher density, vibrant town centres.</p>
<b>Chief Executive's Recommendation</b>	No Amendment proposed.





## 17 Chapter Climate Action

<b>Table 1.17</b>	<b>Chapter 17 Climate Action</b>
<b>Interested Party</b>	<b>ClIr Alan O'Connor</b>
<b>DCDP346168027</b>	DCDP346168027
<b>Submission Summary</b>	<p>Submission makes a number of comments and suggests amendments to the Climate Chapter of the Draft Plan including the following:</p> <p>Suggests that the mitigatory measure of promoting energy efficiency is changed to Requiring energy efficiency, reducing energy demand.</p> <p>In relation to past extreme weather events in Cork suggests that additional examples are given.</p> <p>Proposes, given the significance of the climate change threat, that the pre-eminence of climate considerations, to be generally applied throughout the plan, be emphasised.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Requirement of energy efficiency.</li> <li>2. List of extreme weather events.</li> <li>3. Emphasis on climate action in the Plan</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. Chapter 13 Energy and Telecommunications of the Draft Plan supports energy efficiency. In addition, it is proposed to amend objective ET 13.20 so that it will 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. See proposed amendment, Volume 2, Part 1, Chapter 13. It is further proposed to additional text to paragraph 13.4.5, to acknowledge the need to reduce overall energy demand. See proposed amendment, Volume 2, Part 1, Chapter 13.</li> <li>2. It is considered that the examples of extreme weather events included in the Plan are sufficient to illustrate that County Cork has been impacted by extreme weather events recently. It is acknowledged that this list is not exhaustive however it is not proposed to include additional events. No amendment proposed.</li> <li>3. The Plan mitigates climate change through sustainable settlement strategies including delivering more compact forms of development and integrating land use and transport planning to facilitate sustainable travel. It sets out crosscutting spatial planning policies that have been formulated to address the urgent need for climate action. The first paragraph (1.1.1) of the Draft Plan outlines that the Plan sets out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. Climate Action is a section heading in Chapter one that is expanded on in paragraph 1.5.1 which references climate change as a key strategic challenge. This emphasis continues throughout Chapter 1 (see 1.8.1, 1.9.2, is reiterated in the Core Strategy where Climate Action is described as a key area considered in preparation of the Core Strategy (see 2.2.4) and see also Core Strategy Objective CS 2-8 Climate Change. The Core Strategy is the key component of the County Development Plan, in that it sets out, in line with the overarching hierarchy of national and regional plans, and the Development Plan Vision, the quantum and location of development in the County over the lifetime of the Plan.</li> </ol>

	Similarly, climate change is a key consideration of all other chapters of the plan as reflected in Chapter 17 Climate Action. As Chapter 17 highlights, this reflects the fact that climate action, as an integral aspect of sustainable development, permeates all sections of the Plan. No amendment proposed.
<b>Chief Executive's Recommendation</b>	<a href="#">Amend Chapter 13 as outlined in response above.</a>
<b>Interested Party</b>	<b>IRISH GREEN BUILDING COUNCIL</b>
<b>DCDP346248594</b>	DCDP346248594
<b>Submission Summary</b>	<p>The submission expands on the following principles which should underpin all Development Plans produced between now and 2030 and beyond:</p> <ol style="list-style-type: none"> <li>1. Must be designed with carbon neutrality as the end goal</li> <li>2. All climate measures and those aimed at decarbonising the built environment should be cross-cutting.</li> <li>3. Design out dependency and 'lock-ins'</li> <li>4. Zero Carbon Buildings – All new development must be encouraged by DPs to move towards Zero Carbon across the full life cycle by 2025.</li> <li>5. Resource efficiency and circularity – All development must integrate circularity and resource efficiency principles.</li> <li>6. Water efficiency first – All new development must integrate water efficiency measures such as use of A rated taps and showers.</li> <li>7. Comply with the 'do no harm' principle i.e., no action should undermine environmental objectives and diminish ecosystem services and biodiversity.</li> <li>8. Think Mitigation</li> <li>9. Think Adaptation</li> <li>10. Construction Waste Hierarchy: Reuse, Renovate, Demolish (first to last)</li> <li>11. Biodiversity – Every development must have a biodiversity plan.</li> <li>12. Minimum density guidelines must be followed for all types of housing development</li> <li>13. Go beyond minimum standards - Councils have a responsibility to lead by example.</li> <li>14. Encourage use of tools such as Home Performance Index, Passive House, BREEAM and LEED certifications on all developments.</li> </ol>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Development Plans to be crosscutting and align with overall national objective of reducing carbon by 50% by 2030 and net zero carbon, by 2050</li> <li>2. Reduce car dependent travel.</li> <li>3. Zero carbon buildings – Passive House Standards.</li> <li>4. Circular Economy.</li> <li>5. Water Efficiency</li> <li>6. Public procurement decisions.</li> <li>7. Density</li> <li>8. Compact growth.</li> <li>9. Community engagement. Further action regarding community engagement such as citizens science projects.</li> <li>10. Adopting the Ecosystem Services Approach (ESA) 8 by ensuring the protection of the benefits that ecosystem services and biodiversity provide to society and requiring enhancement measures within all development.</li> <li>11. The Council should consider using the Home Performance Index (HPI) Technical Manual.</li> <li>12. Every development must have a biodiversity plan. Soil sealing must be minimised.</li> <li>13. Introduce a Whole Life Cycle approach to take embodied carbon into account in public procurement decisions. Revise Procurement Guidance to</li> </ol>

	<p>require that Life Cycle Analysis and Life Cycle Costing be required for all public building contracts.</p> <ol style="list-style-type: none"> <li>14. Require Environmental Product Declarations (EPD) for construction products used on public projects.</li> <li>15. Look for carbon measurement as part of criteria for planning consent for private developments.</li> <li>16. Energy efficiency</li> <li>17. Infill/windfall/brownfield sites.</li> <li>18. Active Land Management.</li> <li>19. 15 minute town.</li> <li>20. Avoid-shift-improve approach to travel.</li> <li>21. KPIs and carbon emissions.</li> <li>22. Climate change and coastal areas.</li> <li>23. Circular economy.</li> <li>24. Town centres and retail.</li> <li>25. retrospective implementation of walking and cycling facilities.</li> <li>26. Car and cycle parking standards.</li> <li>27. Development contributions.</li> </ol>
<p><b>Chief Executive's Response</b></p>	<ol style="list-style-type: none"> <li>1. The plan sets out crosscutting spatial planning policies that have been formulated to address the urgent need for climate action, setting out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities (paragraphs 17.7.1 and paragraph 1.1.1, Chapter 17 and Chapter 1). This is a consideration of all chapters of the Plan. Objective CA 17-2 of Chapter 17 supports the transition to a low carbon, competitive, climate resilient and environmentally sustainable economy by 2050 through implementation of the policies of the plan. Current national policy is set out in the national Climate Action Plan 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. CA 17-2 supports climate change objectives set out in the Climate Action Plan (2019 or any successor plan).</li> <li>2. The objectives to deliver compact growth and liveable towns, and the objectives of Chapter 12 Transport and Mobility (such as TM 12.1 and TM 12.2) seek to deliver a reduction in use of the private car and increased sustainable transport use.</li> <li>3. Energy efficiency in residential developments is guided by national guidelines and standards. No change proposed to include Passivhaus standards. Note, it is proposed to amend objective ET 13.20 to 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. See proposed amendment, Volume 2, part 1, chapt 13.</li> <li>4. See Section 8.8 of Chapter 8 regarding the Circular Economy. In addition it is proposed to amend paragraph 8.8.1 to strengthen the text regarding the transition to a circular economy. See proposed amendment, Volume 2, Part 1.</li> <li>5. Water efficiency is a consideration of Chapter 11 Water Management and Objective WM 11-7 11 b) encourages the implementation of rainwater harvesting and water recycling, both in new development or retrospectively, so as to minimise the need for use of drinking standard water for those activities for which it is not required. Section 11.7 refers to the Draft Guidelines on Water Services (published January 2018) which indicate that “the quantum, location and distribution of new development must have regard to the capacity of public water services and make</li> </ol>

	<p>efficient use of, and maximise the capacity of, existing and planned water services infrastructure.”</p> <ol style="list-style-type: none"> <li>6. This is an issue outside the remit of the County Development Plan process.</li> <li>7. See key issue, volume 1, Chapter 4 Housing of this report.</li> <li>8. The delivery of compact growth is a key objective of the Draft Plan in alignment with national planning policy.</li> <li>9. Chapter 6 of the plan supports community engagement and an amendment is proposed (Amendment No. 1.6.3) regarding same to recognise the diversity of needs of all citizens of various life stages, cultural and ethnic minorities, and ensure all have the opportunity to contribute to the development of their communities. The Planning Authority will continue to actively engage with all citizens in order to encourage involvement in their community so people have a voice in the decisions that affect their quality of life in their county, where appropriate. See also objective BE-15-9. Objective BE 15-9 Support for Communities and Other Stakeholders supports community led initiatives and would not preclude projects such as citizen science projects from being carried out. See also other reference to Chapter 6 above.</li> <li>10. Cork County Council recognises the benefits that natural ecosystems provide to people and the importance of protecting biodiversity and prioritising nature based solutions in new development and approaches to climate mitigation and flood protection. Objective 15-1 sets out Councils policy in relation to the protection of biodiversity and Objectives 15-2-15-9 set out how it proposes to integrate this overarching principle into all its areas of work. The Council has developed guidelines (Biodiversity and the Planning Process) which guide and encourage developers to design new developments sensitively with a view to protecting biodiversity. It is intended to update these and to update the County Biodiversity Action Plan shortly.</li> <li>11. The HPI technical manual includes a number of categories one of which is ecology. It is proposed to amend the Draft Plan to include a 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. See proposed amendment, Volume 2, Part 1, Chapter 15 of this report.</li> <li>12. Amendments are recommended to Chapter 15 to deliver a new policy approach of achieving a net gain and an enhancement of biodiversity across the County will require consideration of all possible protection and enhancement measures to deliver a net gain in a proposed development, plan or project. This would include consideration of green roofs etc.</li> <li>13. It is proposed to amend the draft plan, to amend text in Objective ET. 13.20: Building Energy Efficiency and Conservation, to 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. See proposed amendment, Volume 2, Part 1, Chapter 13 of this report.</li> <li>14. The requirements for construction and demolition waste management plans in the Plan will assist with implementing the circular economy model at design stage and reduce the embodied energy in new development. In addition, amendments are recommended to the text in Chapter 15 relating to Waste Prevention and Management to better emphasise the key principle of retention/avoiding demolition where possible as a first preference. It is also noted that Objective ET 13.20 seeks to improve Building Energy Efficiency and Conservation and that it is proposed to</li> </ol>
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	<p>amend text in Objective ET. 13.20: Building Energy Efficiency and Conservation, see above.</p> <ol style="list-style-type: none"> <li>15. See above. It is not currently proposed to seek carbon measurement as part of criteria for planning consent for private developments. Consideration of same is a policy issue outside the remit of the county development plan process.</li> <li>16. See Chapter 13 which supports energy efficiency. It is also proposed to amend the draft plan, to insert additional text to paragraph 13.4.5 to acknowledge the need to reduce overall energy demand is also acknowledged. See proposed amendment, Volume 2, Part 1, Chapter 13 of this report.</li> <li>17. See specific zoning objectives and regeneration proposals in the relevant MD settlements which seek to maximise such opportunities. See also Chapter 18.</li> <li>18. Cork County Council has an Active Land Management Team. One of the main purposes of Active Land Management (ALM) is to understand the barriers that exist to the activation of the Council's adopted statutory development land objectives, as well as to identify interventions that can assist all actors in the achievement of those objectives. As part of its ALM activities, during 2019 Cork County Council undertook a significant analysis of its development land banks and the associated infrastructural needs. This work is on-going. Furthermore, Cork County Council continues to engage on an ongoing basis with all stakeholders and actors in the community, business and development sectors. These interactions involve all Council Directorates and Municipal District Offices.</li> <li>19. The Plans supports the 10-minute town concept – see Chapter 12 paragraphs 12.6.1 to 12.6.7 and associated objectives. It is proposed to amend the Draft Plan to include specific support for the principle of reduced speed limits in settlements to further facilitate delivery of the 10 minute town. See proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>20. The Plan adopts the A-S-I approach to transport policy. See section 12.5 of Chapter 12 and relevant proposed amendment, Volume 2, Part 1, Chapter 12.</li> <li>21. This relates to emerging national policy and guidelines. While carbon emissions are not currently analysed by the Planning Authority, of note, Action 15 of the 2019 Climate Action Plan provides for the development of a methodology and guidance for local authorities to estimate and evaluate the greenhouse gas emissions impact of strategies for future development as part of the County Development Plan process. It is expected that Local Climate Action Plans, to be prepared in accordance with the requirements of the Climate Action Bill may address GHG emissions / carbon budgeting with a view to mitigation considerations also.</li> <li>22. See Coastal Protection section of Chapter 7 and objective MCI 7-4.</li> <li>23. Support for this sub section of the plan is noted. See previous response regarding procurement.</li> <li>24. Support for actions 9.4.18 and objective TCR 9-2 are noted. Life cycle assessment and/or a reuse potential assessment is not currently assessed for larger retail and warehouse developments. Consideration of same is outside the remit of the County Development Plan process.</li> <li>25. It is considered that the use of the word 'where practicable' in Objective TM 12.2.1 (a), regarding retrospective implementation of walking and cycling facilities is appropriate. While it is desirable to implement same, it may not be possible in all existing neighbourhoods.</li> <li>26. The car and cycle parking standards for retail and office developments, which related to gross floor areas are considered appropriate.</li> </ol>
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	27. The review of development contributions is a separate process outside the County Development Plan statutory process.
<b>Chief Executive's Recommendation</b>	<a href="#">Amend Draft Plan as outlined in response above.</a>
<b>Interested Party</b>	<b>Not Here Not Anywhere</b>
<b>DCDP345527721</b>	DCDP345527721
<b>Submission Summary</b>	<p>Advocates for a just transition to renewable energy systems. Outlines need to keep global temperatures below 1.5c above pre-industrialised levels and submits that climate action means developing fossil free communities with planning being a key area of influence. It makes a number of recommendations under 3 headings:</p> <p>Fossil fuels and new fossil fuel infrastructure:  -outlines impacts of fossil gas projects,  - recommends rapid phasing out of fossil fuels, prevention of expansion of gas grid, mandatory climate impact assessment of any new large scale fossil fuel infrastructure projects to ensure consistency with Ireland's commitments under the Paris agreement.  - New gas infrastructure is not required for energy security.</p> <p>Data Centres:  - describes energy requirements of data centres,  - recommends that new data centres be entirely powered by renewable energy with heat recovery systems utilised for district heating systems where possible.</p> <p>Public Participation and People Led Policy:  -recommends that the Council leads regarding local climate action dialogue, that there be adequate resourcing of the Climate Action or equivalent office, that the design of participatory processes be in a participatory way with special outreach efforts necessary to include disadvantaged or marginalised groups, that community energy projects be supported and established throughout the lifetime of the Plan.</p> <p>Outlines examples of community participation and ownership of energy transition in other countries.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Reduce use of fossil fuels.</li> <li>2. Data centre energy requirements.</li> <li>3. Public participation and people led policy.</li> </ol>
<b>Chief Executive's Response</b>	<ol style="list-style-type: none"> <li>1. See 13.17.8 in draft plan acknowledging the need to reduce reliance on fossil fuels. See also section 13.17 regarding the sue of gas infrastructure while we shift away from more carbon intensive fuels.</li> <li>2. See objective ET13.29 in draft plan regarding promotion of co-location with renewable energy sources at appropriate locations subject to proper planning and sustainable development considerations. See also recognition in objective ET 13.29 that data centres are significant consumers of energy and objective that proposals should address the likely impact of the development, individually and cumulatively with other data centres.</li> <li>3. Chapter 6 of the plan supports community engagement and an amendment is proposed (Amendment No. 1.6.3, volume 2, part 1, chapter 6 of this report) regarding same to recognise the diversity of needs of all citizens of various life stages, cultural and ethnic minorities, and ensure all have the opportunity to contribute to the development of their communities. The Planning Authority will continue to actively engage with all citizens in order to encourage involvement in their community so</li> </ol>

	<p>people have a voice in the decisions that affect their quality of life in their county, where appropriate. See also paragraph 6.1.5 and reference to the Cork County Public Participation Network.</p> <p>See also objective BE-15-9. Objective BE 15-9 Support for Communities and Other Stakeholders supports community led initiatives and would not preclude projects such as citizen science projects from being carried out.</p>
<p><b>Chief Executive's Recommendation</b></p>	<p>Amend Draft Plan as outlined in response above regarding community engagement. Proposed Amendment 1.6.3</p>





## 18 Chapter Zoning and Land Use

<b>Table 1.18</b>	<b>Chapter 18 Zoning and Land Use</b>
<b>Interested Party</b>	<b>Cllr Alan O'Connor</b>
<b>DCDP346168392</b>	DCDP346168392
<b>Submission Summary</b>	<p>1 This submission includes suggestions of changes to wording of text and objectives relating to Zoning and Land Use chapter of the Plan. These include removing the population-size of over 1500 in objective ZU 18-9.</p> <p>2 The importance to encourage small-scale retail development within residential areas, particularly large ones is recognised and it is suggested that an adaptable design could be incorporated whereby the lower floors of a building could transfer from residential to business, and vice-versa and suggests that more emphasis could be placed on the possibilities, in terms of sustainable settlements, of a loosening of the single-use zoning in ZU 18-11.</p> <p>3 The submission proposes that the possibility that eco-cemeteries be considered in future cemetery development in the county in section 18.3, and might also be appropriate to be included in the chapter on Social and Community, and the chapter on Green Infrastructure.</p> <p>4 The final point relates to objective ZU 18-17 b) where wording needs to be completed.</p>
<b>Principal Issues Raised</b>	This submission includes suggestions of changes to wording of text and objectives relating to Zoning and Land Use chapter of the Plan.
<b>Chief Executive's Response</b>	<p>1 The Office of Planning Regulator in its submission considers the overall proposed approach to residential density, as set out in Chapter 4 of the draft Plan (sections 4.7 to 4.10) to constitute a positive and rational approach to the application of appropriate residential standards across the diverse settlements contexts across the county. The approach aligns reasonably well with the advice contained in the Sustainable Residential Developments in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (DEHLG, 2009) (SRDUA guidelines), as clarified by Circular Letter NRUP 2/2021.</p> <p>The distinction made between settlements &gt; 1500 is made based on the Plan's approach to the County's Settlement Hierarchy including a Settlement Density Location Guide in Section 4.8 of Chapter 4. The provisions of Objective ZU 18-9 is also based on the main towns and key villages only having the zoning category Existing Residential/Mixed Residential and Other Uses. The density approach to villages in the Plan does provide for a higher density where appropriate in village infill within/adjacent to the village core. See Amendment 1.4.2 Volume Two Part One.</p> <p>2 Both Residential and Existing Residential/Mixed Residential and Other Uses include the provision of occasional retail and local centres/neighbourhood centres which provides for a mix of appropriate uses within existing and new residential areas. Objective PL-3-2 as part of the Planning Authority's commitment to compact growth and encouraging resilient places supports the use of upper floors of existing town centre building stock for appropriate uses including residential while Objective PL 3-1 supports measures to include ground floor buildings within town centres should aim to have a 4m floor to ceiling height where possible to facilitate active ground floor uses.</p>

	<p>3 The possibility that eco-cemeteries be considered in future cemetery development in the county is acknowledged and wording to be included in section 18.3</p> <p>4 It is acknowledged that wording was missing from ZU 18-17 b) and will be included accordingly.</p>
<b>Chief Executive's Recommendation</b>	<p>1 No amendment required.</p> <p>2 No amendment required.</p> <p>3 <a href="#">Inclusion of new paragraph added to reflect this. See Proposed Amendment No. 1.18.15</a></p> <p>4 <a href="#">Inclusion of completed wording of objective. See Proposed Amendment No. 1.18.10</a></p>
<b>Interested Party</b>	<b>Hanna Szopna</b>
<b>DCDP346261734</b>	DCDP346261734
<b>Submission Summary</b>	<p>The submission states that the Draft County Development Plan and the Carrigtwohill area in particular is too restrictive, and does not meet people needs especially in the post pandemic environment for the following reasons:</p> <p>The Plan is encouraging the virus spread as the plan is proposing to condense people to live in high density areas.</p> <p>The Plan does not support people's post pandemic needs in relation to people working from home due to the size and accommodation within homes and that people should have a designed separate space to work within the home.</p> <p>The Plan does not support proper ergonomics in that due to size of house no space to set up a desk to work at home. The option of internet hub is not always practical especially for working parents.</p> <p>The Plan does not take into consideration unpredictable events in relation to garden sizes not adequate to accommodate growing your own food.</p> <p>Due to high density development there is not sufficient space to accommodate large toys for children or for opening of new business within curtilage of house.</p> <p>The Plan supports price inflations and widens the gap between low paid and high earners and that the only option for some people is high density accommodation due to lack of choice.</p> <p>The Zoning is too restrictive especially in Carrigtwohill, and in general it prevents people from building family homes in the greenbelt if already own a house in an urban area. This policy should be changed now that people require extra space in order to work from home and in order to provide for choice in an area that is absent of alternatives in Carrigtwohill.</p>
<b>Principal Issues Raised</b>	<p>Relaxing of zoning rules in the absence of alternatives in Carrigtwohill area.</p> <p>Housing density/size of accommodation available within settlement.</p>
<b>Chief Executive's Response</b>	<p>The Office of Planning Regulator has stated in its response to the Draft Plan that the Council's rural housing policy approach is considered to be evidence-based, reasonable and consistent with the legislative and policy context, including NPO 19 and the Sustainable Rural Housing Guidelines for Planning Authorities (2005).</p> <p>The policy approach of the Council (RP 5-1) to discourage urban generated housing in rural areas and to direct same to urban centres, towns and villages, including through the provision of a mix of house types in towns and villages to provide an alternative to individual housing, will support the regeneration of rural villages and small towns.</p>

	<p>As outlined in the Draft Plan, new guidelines on rural housing are awaited and are expected in Q4 2021. The plan will be varied as necessary to comply with the updated Guidelines. See Chapter 5 Rural Volume One Part One of this report in relation to Rural Housing.</p> <p>In relation to housing size and accommodation in Urban Areas all housing is provided in accordance with the Sustainable Residential Developments in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (DEHLG, 2009) and the Joint Housing Strategy.</p>
<b>Chief Executive's Recommendation</b>	No amendment required



## 19 Chapter Implementation and Delivery

<b>Table 1.19</b>	<b>Chapter 19 Implementation and Delivery</b>
<b>Interested Party</b>	<b>Cllr. Alan O'Connor</b>
<b>DCDP346168887</b>	DCDP346168887
<b>Submission Summary</b>	<p><b>Target of 30% Residential Growth Within Existing Built Up Area:</b></p> <p>How can it be ensured that brownfield and infill housing delivery targets are met?</p> <p>Is it possible to link the delivery of greenfield and brownfield/infill housing delivery, to ensure they continue in lock-step?</p> <p>None of the large settlements in Cobh MD (Carrigtwohill, Cobh, Little Island) seem able to reach a 30% target, according to the detail of the local area plans. Is this reflected across the county?</p> <p>Request to expand further the means whereby the implementation of the 30% existing built up area housing delivery target will be implemented and monitored.</p> <p><b>Brownfield/Infill Development</b></p> <p>Is there any statement of, or objective which would give voice to, preference for brownfield/infill development, if there are lands in a settlement which are of both types?</p> <p>Include a statement of general preference/priority for the development of brownfield and infill sites.</p>
<b>Principal Issues Raised</b>	<ol style="list-style-type: none"> <li>1. Target of 30% Residential Growth Within Existing Built Up Area</li> <li>2. Brownfield/Infill Development</li> </ol>
<b>Chief Executive's Response</b>	<p>1. The Draft Plan contains a suite of Policies set out in Chapter 2 Core Strategy, Chapter 3 Settlements and Placemaking, Chapter 18 Land Use and Zoning and Chapter 9 Town Centres and Retail along with settlement specific policies in Volumes Three, Four and Five to deliver compact growth and regeneration. The aim is to deliver 30% of units over the lifetime of the Plan through a combination in town centres sites and greenfield sites within 800m of the town core to deliver the compact growth required by the NPF and RSES.</p> <p>The Council will continue to monitor planning applications and decisions in order to identify trends – including proportional development on residentially zoned lands and within existing built up areas.</p>

	<p>As part of the Council’s monitoring regime of development on residentially zoned lands and within existing built up areas, any barriers to delivery will emerge and will be addressed through the Council’s various active land management, infrastructure deliver and engagement processes.</p> <p>The Council has established an Active Land Management Sub-Committee that will meet on a quarterly basis. One of its agreed areas of focus is to <i>‘Monitor Delivery of CDP Housing Targets and Consider any Policy Matters Arising.’</i></p> <p>2. As per No.1 above the Draft Plan sets out a suite of policies to deliver brownfield and infill sites including the identification at a settlement level where appropriate of regeneration sites. It should be noted however that the delivery of housing units on such sites is often very challenging given landownership issues, access and range of other constraints. Also, the financial viability of such schemes is often a constraint to delivery.</p> <p>The CDP supports both appropriate, sequential edge of settlement development and urban infill development, setting out clear targets to be achieved - in compliance with the requirements of the NPF.</p> <p>In addition, a number of statements are set out in the CDP Volume 1 Main Policy Material supporting urban regeneration / infill development, as follows:</p> <p>Para 4.8.11 ... <i>‘will prioritise the development of regeneration and/or opportunity sites within the heart of our towns and villages.’</i></p> <p>Para 9.3.1 ... <i>‘The Town Centre first approach recognises town centres’ role at the core of community and economic life. The approach prioritises a Town Centres First collaborative and strategic approach to the regeneration of our villages and towns, using the Collaborative Town Centre Health Check (CTCHC) framework to gather data and lead actions.’</i></p> <p>County Development Plan Objective  TM 12-1: Integration of Land Use and Transport ... <i>‘Residential development will, where possible, be carried out sequentially, whereby lands which are within or contiguous with the existing urban areas, and which are, or will be, most accessible by walking cycling or public transport - including infill and brownfield sites – are prioritised.’</i></p> <p>Para 15.9.3 ... <i>‘The Council will encourage the reuse of brownfield land where possible in preference to developing green field sites in order to reduce the loss of the county’s more agriculturally productive soils.’</i></p>
<b>Chief Executive's Recommendation</b>	No Amendment Required



## Volume Two: Heritage and Amenity

Table 2.1	Volume Two : Heritage and Amenity
Interested Party	Dr. Marie-Annick Desplanques, UCC
DCDP346460339	DCDP346460339
Submission Summary	Request made that the Baltimore Railway Station be added to the record of Protected Structures to reflect its heritage and community value.
Principal Issues Raised	Addition of Baltimore Railway Station to the Record of Protected Structures.
Chief Executive's Response	The building is identified on the National Inventory of Architectural Heritage and is it considered that the former Baltimore Railway Station would merit addition to the Record of Protected Structures.
Chief Executive's Recommendation	<a href="#">Proposed Amendment 2.1.1</a>
Interested Party	joe Rooney
DCDP345962549	DCDP345962549
Submission Summary	Submission urges Cork County Council to add Baltimore Railway Station to the Record of Protected Structures before it disintegrates further. It is a beautiful building that is in essentially an original state. This building is a wonderful example of the classic red-brick railway station of the early 1900's. Furthermore, its location on the edge of Baltimore village makes it an ideal future venue for a museum, gallery, coffee shop or similar enterprise, without destroying the integrity of the building.
Principal Issues Raised	Addition of Baltimore Railway Station to the Record of Protected Structures.
Chief Executive's Response	The building is identified on the National Inventory of Architectural Heritage and is it considered that the former Baltimore Railway Station would merit addition to the Record of Protected Structures.
Chief Executive's Recommendation	<a href="#">Proposed Amendment 2.1.1</a>
Interested Party	Mary Jordan
DCDP346299265	DCDP346299265
Submission Summary	<p>Requests the inclusion of Baltimore Railway Station on the Record of Protected Structures in the Development Plan for 2021.</p> <p>Baltimore Railway Station played a critical role in the revival of boat building and the fishing industry at the end of the 1800s. Baltimore was connected to the main market town of Skibbereen by the railway line, it was also the main means of transportation of people, goods and products from the islands of Sherkin and Cape Clear.</p> <p>The Railway Station building is a central part of the heritage of Baltimore and should be recognised on the Record of Protected Structures in the upcoming Cork County Development Plan.</p>

Table 2.1	Volume Two : Heritage and Amenity
<b>Principal Issues Raised</b>	Addition of Baltimore Railway Station to the Record of Protected Structures.
<b>Chief Executive's Response</b>	The building is identified on the National Inventory of Architectural Heritage and it is considered that the former Baltimore Railway Station would merit addition to the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.1</a>
<b>Interested Party</b>	<b>Mary Robinson</b>
<b>DCDP345912530</b>	DCDP345912530
<b>Submission Summary</b>	Urges Cork County Council to add Baltimore Railway Station to the Record of Protected Structures before the building disintegrates further. This building is a wonderful example of the classic red-brick railway station of the early 1900's. Furthermore, its location on the edge of Baltimore village makes it an ideal future venue for a museum, gallery, coffee shop or similar enterprise, without destroying the integrity of the building.
<b>Principal Issues Raised</b>	Addition of Baltimore Railway Station to the Record of Protected Structures.
<b>Chief Executive's Response</b>	The building is identified on the National Inventory of Architectural Heritage and it is considered that the former Baltimore Railway Station would merit addition to the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.1</a>
<b>Interested Party</b>	<b>Michael and Mary Hannon</b>
<b>DCDP328503639</b>	DCDP328503639
<b>Submission Summary</b>	Request to have a partially collapsed and derelict thatch cottage (RPS Reference: 1102) at Freemount, Co. Cork removed from the Record of Protected Structures.
<b>Principal Issues Raised</b>	Removal of RPS 1102
<b>Chief Executive's Response</b>	Noted. I concur with the removal of the building from the RPS. The building is in a ruined condition and has statutory protection under the National Monuments Act. (RMP No. CO015-056).
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.8</a>
<b>Interested Party</b>	<b>Murphy's Stores Berehaven Ltd.</b>
<b>DCDP346153196</b>	DCDP346153196
<b>Submission Summary</b>	We request the removal of "The Silver Dollar Bar" (RPS ID 1009) Main Street, Castletownbere from the Record of Protected Structures or the clarification that only the 3-storey element of the overall group of structures is included within the RPS in the forthcoming Cork County Development Plan 2022-2028.
<b>Principal Issues Raised</b>	
<b>Chief Executive's Response</b>	This Heritage Unit has on numerous occasions provided clarification on the status of these buildings and have laid out the extent of the protected structure and the building on the NIAH.  The removal of these buildings from the Record of Protected Structures is not supported.

<b>Table 2.1</b>	<b>Volume Two : Heritage and Amenity</b>
<b>Chief Executive's Recommendation</b>	No Amendment Proposed.
<b>Interested Party</b>	<b>Pat Tanner</b>
<b>DCDP346123587</b>	DCDP346123587
<b>Submission Summary</b>	<p>Request made to add the Station House to the Record of Protected Structures. The Railway Station in Baltimore, completed in 1893, was the final phase of the West Cork railway system which began in 1849, and offered a crucial link for both passengers and freight to West Cork and the Islands. At its peak supporting up to 70 passenger carriages and 450 freight wagons. It is an enduring piece of our history echoing down from times past when fish landed in Baltimore were transported by rail to the Billingsgate Market in London.</p> <p>After the closure of the railway system the property was gifted to the people of Baltimore, who in turn signed it over to Failte Ireland and the French Glenans Sailing Centre which were based there for some 40 years.</p> <p>There is an opportunity to continue to locate sailing activities at the Station with the support of former Glenans members and the West Cork Maritime Heritage Company, who propose to establish a center in a building of significant local history, which is ideally situated to suit the planned activities of a proposed Maritime Education, Training and Heritage Centre. This would add West Cork to the growing international world-wide network of Maritime Heritage and Education Centres. It would provide another heritage attraction to the Wild Atlantic Way.</p>
<b>Principal Issues Raised</b>	Addition of Baltimore Railway Station to the Record of Protected Structures.
<b>Chief Executive's Response</b>	The building is identified on the National Inventory of Architectural Heritage and it is considered that the former Baltimore Railway Station would merit addition to the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.1</a>
<b>Interested Party</b>	<b>Séamus Mac Gearailt</b>
<b>DCDP346193449</b>	DCDP346193449
<b>Submission Summary</b>	Request made for the statutory protection of the former Baltimore Railway station buildings as an important part of the Heritage of Baltimore and the region. Built originally in 1893, when Baltimore was the center of a huge international mackerel industry, it facilitated flourishing export trade of fresh and cured mackerel to The UK and USA. Apart from its economic value, it played a vital social role as researched and recorded by Cuas members.
<b>Principal Issues Raised</b>	Addition of Baltimore Railway Station to the Record of Protected Structures.
<b>Chief Executive's Response</b>	The building is identified on the National Inventory of Architectural Heritage and it is considered that the former Baltimore Railway Station would merit addition to the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.1</a>
<b>Interested Party</b>	<b>Pat and Catherine Meskell</b>
<b>DCDP339624541</b>	DCDP339624541
<b>Submission Summary</b>	Request to remove property in Charleville from RPS to facilitate housing. References made to Conservation Officer has visited the site.

Table 2.1	Volume Two : Heritage and Amenity
<b>Principal Issues Raised</b>	Removal of RPS ID 1041 from Record of Protected Structures.
<b>Chief Executive's Response</b>	<p>The Conservation Officer visited the site. When the building was added in 2003 it was being rented by a commercial veterinary operator whom we notified at the time. This information was not sent to the actual owners of the building. In the intervening years the work that has been carried out is very poor quality and has undermined the integrity of the structure. There is little left of the original fabric and the owners appear to have demolished the outbuilding. I do think it is an attractive building but I don't think it requires further inclusion in the RPS.</p> <p>Removal from Record of Protected Structures supported.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.9</a>
<b>Interested Party</b>	Vincent Kelly
<b>DCDP346111378</b>	DCDP346111378
<b>Submission Summary</b>	I'm objecting the inclusion of Ballyrisode House RPS No: 02975 in the Record of Protected Structures on the grounds of, inter alia, costs.
<b>Principal Issues Raised</b>	Objection to Addition of Ballyrisode House to the Record of Protected Structures.
<b>Chief Executive's Response</b>	Objection noted. The building meets the criteria for the inclusion and forms part of the Ministerial Recommendations for inclusion into the Record of Protected Structures. The owner may apply for the grants to balance costs. It is recommended that the building is included in the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	No Amendment Proposed.
<b>Interested Party</b>	Lisa O'Donoghue
<b>DCDP346291836</b>	DCDP346291836
<b>Submission Summary</b>	Request to add The Grove to the Record of Protected Structures. A detailed history of the house, old OSI maps and photos accompany the submission.
<b>Principal Issues Raised</b>	Request to add The Grove to the Record of Protected Structures.
<b>Chief Executive's Response</b>	Given the current condition of the building, I am not convinced that introduction into the Record of Protected Structures would be the best course of action in this instance.
<b>Chief Executive's Recommendation</b>	No Amendment Proposed.
<b>Interested Party</b>	Alan O' Connor
<b>DCDP346170073</b>	DCDP346170073
<b>Submission Summary</b>	Add forge in Carrigtwohill to Record Protected Structures.
<b>Principal Issues Raised</b>	Request to add forge in Carrigtwohill to the Record of Protected Structures.
<b>Chief Executive's Response</b>	The Planning Authority concurs with the recommendation for the inclusion of the building into the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.3</a>
<b>Interested Party</b>	Tadhg O' Driscoll

<b>Table 2.1</b>	<b>Volume Two : Heritage and Amenity</b>
<b>DCDP343105989</b>	DCDP343105989
<b>Submission Summary</b>	Delisting of schoolhouse, Heir Island
<b>Principal Issues Raised</b>	Removal of RPS 0805 from Record of Protected Structures
<b>Chief Executive's Response</b>	The schoolhouse at Heir Island was not added to the RPS in the correct manner under the 2003 CPD. Due to staffing changes the entry in the record was never removed in subsequent County Development Plans. The building does not require a desilting process but merely a removal of the entry from the physical list is required. Administrative issues only.
<b>Chief Executive's Recommendation</b>	No Amendment Required.
<b>Interested Party</b>	<b>Eileen Farrell</b>
<b>DCDP345537107</b>	DCDP345537107
<b>Submission Summary</b>	Request to remove a disused grain store RPS ID 2800 on Catherine Street, Youghal from the Record of Protected Structures.
<b>Principal Issues Raised</b>	Removal of Grain Store RPS 2800.
<b>Chief Executive's Response</b>	The building in question merits inclusion and retention within the RPS. The grain store is easily adaptable for reuse. The floor levels can be altered to accommodate new uses. Numerous grain stores have been converted, with projects in nearby Midleton and Ballinacurra being prime examples.
<b>Chief Executive's Recommendation</b>	No Amendment Required.
<b>Interested Party</b>	<b>Durrus &amp; District Community Council</b>
<b>DCDP345886672</b>	DCDP345886672
<b>Submission Summary</b>	Durrus & District Community Council wishes to have the traditional water pump in the townland of Ardageena to the south-west of the key village of Durrus in West Cork Municipal District added to the Record of Protected Structures. This is the fifth pump identified by the community group as in its traditional location and a structure of built heritage that is of conservation interest for current and future generations.
<b>Principal Issues Raised</b>	Request for Record of Protected Structures addition to include Pump #5
<b>Chief Executive's Response</b>	The Planning Authority concurs with the recommendation for the inclusion of the building into the Record of Protected Structures.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendment 2.1.2</a>
<b>Interested Party</b>	<b>Mitchelstown Heritage Society</b>
<b>DCDP346298700</b>	DCDP346298700
<b>Submission Summary</b>	Mitchelstown Heritage Society is submitting a number of points of observation including the inclusion of three sites in the record of protected structures, comments on public realm issues and the development of key ecological assets in the area.
<b>Principal Issues Raised</b>	Additions to Record of Protected Structures and proposed amendment to Architectural Conservation Area boundary, Mitchelstown.
<b>Chief Executive's Response</b>	The Planning Authority concurs with the recommendations to include the Former Bridewell (NIAH Ref Number: 20818121) and the former fever hospital (NIAH Ref

<b>Table 2.1</b>	<b>Volume Two : Heritage and Amenity</b>
	Number: 20818113) into the Record of Protected Structures and with the proposal that the ACA boundary is amended.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendments 2.1.4, 2.1.5 and 2.1.7</a>
<b>Interested Party</b>	<b>Prof. O'Flanagan</b>
<b>DCDP344239552</b>	DCDP344239552
<b>Submission Summary</b>	Extension of ACA in Cobh & reference to Belvelly Bridge.
<b>Principal Issues Raised</b>	Addition to St. Colemans Square to Architectural Conservation Area, Cobh.
<b>Chief Executive's Response</b>	I would concur with the recommendation to include St Colman's Square, Cobh as an architectural conservation area.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendments 2.1.6.</a>
<b>Interested Party</b>	<b>Eoin Bell</b>
<b>DCDP345878205</b>	DCDP345878205
<b>Submission Summary</b>	Heritage and transport issues in Belvelly.
<b>Principal Issues Raised</b>	Designation of Belvelly as an Architectural Conservation Area.
<b>Chief Executive's Response</b>	<p>Many of the buildings referred to are already protected structures which does include their immediate curtilage. I do however accept that the larger has a very significant historic landscape. The designation of any ACA would need to be carried out based on detailed survey and research work, it would also need to be aligned with any required proposal for infrastructure upgrades to the area.</p> <p>Additional text to be included to review Architectural Conservation Areas over the lifetime of the Plan where resources allow.</p>
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendments 1.16.10</a>
<b>Interested Party</b>	<b>Veronica Scannell</b>
<b>DCDP339246587</b>	DCDP339246587
<b>Submission Summary</b>	<p>Guileen is a unique hamlet in East Cork comprising of traditional (including a number of thatched) cottages, a coastguard station, a slipway and the ruin of a cottage which is said locally to have been used as a temporary morgue in which the bodies from the Lusitania washed ashore on the beach were laid out.</p> <p>There are also a number of other buildings of architectural/historic merit including a walled in garden, some stone agricultural buildings and an abandoned settlement.</p> <p>On reading through the Draft Cork County Development Plan '21 there is extensive coverage of Whitegate/Aghada, but I don't see any mention of Guileen as a whole, although the thatched cottages and the Coastguard Station are acknowledged.</p> <p>It is vital to preserve the Character of Guileen and to retain its traditional style including ruins</p>
<b>Principal Issues Raised</b>	Designation of Guileen as an Architectural Conservation Area.

Table 2.1	Volume Two : Heritage and Amenity
<b>Chief Executive's Response</b>	Guileen has a very specific historic character. It is a somewhat of a unique vernacular coastal settlement, that character of which should be respected in the course of any new development. Additional text to be included to review Architectural Conservation Areas over the lifetime of the Plan where resources allow.
<b>Chief Executive's Recommendation</b>	<a href="#">Proposed Amendments 1.16.10</a>



