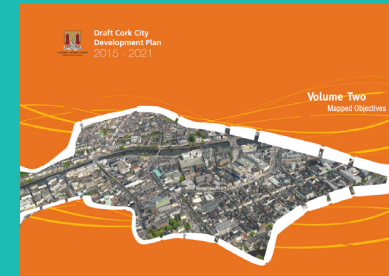


# CHIEF EXECUTIVE'S REPORT

## TO MEMBERS OF COUNCIL



Issues arising from submissions on  
**Draft Cork City Development Plan 2015 - 2021**  
Under section 12(4) of the *Planning & Development Acts 2000-2014*

**Cork City Council**  
Comhairle Cathrach Chorcaí



**5 September 2014**  
**5 Meán Fómhair 2014**

# Table of Contents

<i>Part</i>		<i>Pages</i>
<b>1.</b>	<b>Introduction</b>	<b>1</b>
<b>2.</b>	<b>Issues raised in submissions and proposed responses</b>	<b>5</b>
	2A. Issues raised by the Minister and the Regional Authority;	5
	2B. Issues raised by other bodies or persons;	13
	2C. Issues raised in relation to the Environmental Reports (SEA, AA).	121
<b>3.</b>	<b>Submissions table</b>	<b>129</b>



**Chief Executive's Report on**  
Submissions on Draft Cork City Development Plan 2015-2021



## Part One: Introduction

### 1.0 Introduction

This report forms part of the statutory process of the preparation of the new *Cork City Development Plan 2015-2021*.

This report sets out a summary of the issues raised in the 97 submissions received and the Chief Executive's proposed responses to those issues taking into account the proper planning and sustainable development of the area, and any relevant Ministerial policies, objectives or submissions.

The *Proposed Amendments to the Draft Cork City Development Plan 2015-2021*, which will set out the actual changes to the draft development plan that are recommended by the Chief Executive will also be circulated. The amendments will be subject to Strategic Environmental Assessment and Appropriate Assessment screening.

Council Members have a period of up to 12 weeks from the date of receipt to consider the Chief Executive's Report. Following the consideration of the draft development plan and the Chief Executive's Report, the members of the authority may, by resolution, accept or amend the draft plan. If they decide to materially amend it, a further 4 week consultation period will take place on the proposed amendments.

### 1.1 Overall Procedures for Preparation of Draft Development Plan

The *Planning and Development Act 2000-2014* requires every Local Planning Authority to make a Development Plan every 6 years, and sets out the statutory timelines and procedures for reviewing a Development Plan, such as consulting with the prescribed bodies, environmental authorities and the public. The plan preparation process takes up to two years to complete and has a number of distinct stages as set out in the Act.

Main plan stages	Approximate timeline
Development Plan process formally commenced	April 2013
<b>Stage One Consultation to identify key plan issues to be addressed</b>	April 2013 – June 2013
Draft Plan prepared taking into account issues raised	September 2013 – February 2014
<b>Stage Two Consultation on Draft Cork City Development</b>	8 April 2014 to 17 June 2014
<i>Chief Executive's Report on Issues Raised in Submissions</i> ; and	June to September 2014
<i>Proposed Amendments to the Draft Cork City Development Plan</i> prepared.	
<b>Stage Three Consultation on Proposed Amendments</b>	To be completed following Council resolutions on amendments



## Chief Executive's Report on

### Submissions on Draft Cork City Development Plan 2015-2021 / **Part One: Introduction**

#### **1.2 Second Stage Consultation on the Draft Cork City Development Plan 2015-2021**

The commencement of the statutory 10 week consultation period on the Draft *Cork City Development Plan 2009-2015* began on Tuesday 8 April 2014. Ninety-seven valid submissions were received during the window for making consultations.

#### **Statutory requirements**

- A detailed notice was placed in *The Examiner* on 8 April 2014 advising of the draft plan, the consultation period, inviting submissions until the closing date of 17 June 2014, and also advising of 3 public exhibitions;
- The Draft Development Plan was issued to the statutory prescribed bodies along with being issued to the Councillors, the Strategic Planning Committee sectoral members, libraries, the Vision Centre.
- Copies of the plan were made available free of charge in DVD format and printed versions were available or purchase from the Planning Department.
- The City Council ([www.corkcity.ie](http://www.corkcity.ie)) and [www.corkcitydevelopmentplan.ie](http://www.corkcitydevelopmentplan.ie) included full details of the draft plan and consultation opportunities;

#### **Promotion**

- A leaflet was distributed to all homes in the city;
- The Draft Plan received press coverage in *The Examiner*, the Evening Echo, and the Cork Independent.
- A number of posters advertising the *Draft City Development Plan* and public meetings were placed in libraries, shopping centres, community centres, and public buildings, as well as being placed in the City Hall public foyer.

#### **Public Exhibitions**

Public exhibitions staffed by planning officials took place in the following locations:

- City Hall Atrium on Wednesday 14 May 2014 from 11am to 7pm;
- Douglas Village Shopping Centre on Thursday 15 May 2014 from 11am to 8pm
- Blackpool Shopping Centre on Friday 16 May 2014 from 11am to 7pm.

In addition, the exhibition was placed on display in the City Hall atrium from Monday 19 May to Friday 31 May 2014.

#### **Presentations to Key Stakeholder groups**

Presentations were made to the following external groups:

- Cork Chamber;
- EcCoWell in May 2014. The presentation formed the introduction to a half-day workshop on the draft development plan. This forum includes representatives from a broad-base range of sectoral interests including environmental, health, business, and education.
- Comhairle Na n'Óg as part of a workshop in June 2014



## Chief Executive's Report on Submissions on Draft Cork City Development Plan 2015-2021 / **Part One: Introduction**

### **1.3 Written submissions**

A total of 97 valid written submissions were received by the closing date of 17 June 2014. All valid submissions have been considered and distilled into key issues.

### **1.4 Structure of this report**

**Part 2** of this report is structured under the following categories:

- 2a. Issues raised by the Minister;
- 2b. Issues raised by other bodies or persons;
- 2c. Issues raised in relation to the Environmental Reports (SEA, AA).

Each key issue raised is summarized and the proposed response of the Chief Executive is provided, setting out whether there are any consequent amendments recommended. The response takes into account the proper planning and sustainable development of the area, the statutory obligations of the local authority and any relevant Government policies as required under Section 12(4)(b) of the *Planning and Development Act 2000-2012*.

The issues identified have been grouped according to the relevant chapter headings of *Volume 1: Written Statement*.

**Part 3** of the report lists the bodies or persons who made the submissions, mentions the topics the submissions refer to and gives a cross reference to the relevant Manager's response in Part 2 of the report.

### **1.5 Next Steps**

Following submission of this report to Council, Members have a period of up to 12 weeks to consider the *Chief Executive's Report* and the *Draft Cork City Development Plan*. They may then decide to either:

- Accept the *Draft Plan* unaltered and make (adopt) it by resolution;
- Accept the *Draft Plan* subject to the Proposed Amendments recommended by the Chief Executive (excluding any omissions); or
- Accept the *Draft Plan* subject to Proposed Amendments (including additional amendments introduced by resolution);

Councillor's motions for amendments to the *Draft Plan* will need to be supported by clearly stated reasons based upon the proper planning and sustainable development of the city and will also need to be screened for the need for SEA and AA.

Amendments must go for public consultation for a 4 week period and a further Chief Executive's report will be brought back to Members for their consideration prior to the making (adoption) of the plan.





**Part 2A – Issues raised by the Minister for Environment, Community and Local Government and the South and East Regional Assembly**

<b>Issues raised by Minister for Environment, Community and Local Government (Submissions No. 38)</b>	
<i>Key issue</i>	<i>Chief Executive's Response and recommendation</i>
<p><b>1. High Level Goals</b>                      Agrees with the high level goals set out in Section 2 of the Plan and considers they respond effectively to the National and Regional planning framework. Agrees with strategic approach as per section 2.14, in accepting need to plan proactively within current economic context and a future recovery period</p>	<p>Noted</p> <p><b>Recommendation:</b> No change recommended</p>
<p><b>2. Residential Land</b>                      Submits that draft plan would benefit from a residential lands active management strategy that would map the key parcels likely to be developed or substitute lands that could be promoted further for development over the lifetime of the plan and establish a tracking mechanism of progress on extant permissions, and appropriate responses to address lack of progress having regard to the actions in the Governments strategy for the construction sector..</p>	<p>There is little Greenfield land within the city and most land with development potential is Brownfield land which is in use for a low intensity use or is vacant. Some of it is in locations such as docklands where there is a lot of potential for development but it is likely to be delivered over the medium to long term as demand increases and barriers to development, such as lack of infrastructural deficits are surmounted. There are also other sites with potential which are scattered around the city, some of which have unimplemented planning permissions. These are likely to be the first sites to come forward for development as the barriers to their development are largely economic. The development of an active management strategy is a desirable approach and it is considered reasonable to include an objective to that effect in the Plan.</p> <p><b>Recommendation:</b> Include objective in the Plan to develop an active residential land management strategy.</p>
<p><b>3 .Employment and City Centre</b>                      Dept supports the ambitious jobs targets and that City Centre and adjoining areas should be the primary target for jobs as proposed. Dept will work proactively with the City Council in advancing its well thought out strategies for the city centre, movement strategy, branding and wider docklands reports. Dept understands the role Mahon is currently playing in terms of presenting viable locations for employment related investment, as docklands is readied for major regeneration.</p>	<p>The support of the Dept for the regeneration of the City Centre is appreciated and the acknowledgement of the role of Mahon in providing a viable location for employment pending the development of Docklands is noted.</p> <p><b>Recommendation:</b> No change</p>





<i>Key Issue</i>	<i>Chief Executive's Response and Recommendation</i>
<p><b>4. Retail Strategy</b> Dept fully supports the retail strategy, but considers that plan would benefit from additional proposals on what practical steps could be taken to achieve targets to reduce vacant floorspace.</p>	<p>City Council recognises that vacant and run-down retail units are a serious concern in parts of the city centre and other historic routes into the city centre. Measures to address this will be given particular focus in the implementation of the city centre strategy, some of which are referred to in Chapter 13 City Centre and Docklands. Policies to increase office employment in and near the city centre as outlined in Chapter 13 will help increase demand for services such as retail outlets, restaurants etc, thus reducing vacancy. Measures such as grant schemes for the upgrade of buildings, artwork 'postcards' in vacant shop windows to improve appearance, promotion of temporary use for arts and cultural purposes, and actions under the derelict sites act are already in progress. These will be expanded to include management and marketing actions to help city centre businesses compete with suburban locations.</p> <p><b>Recommendation:</b> Include general objective in the relating to tackling vacancy and dereliction as well as specific objectives/actions relating to vacant retail outlets and derelict sites in the city centre/historic areas in Chapter 13 City Centre and Docklands</p>
<p><b>5. Transport</b> Dept supports transportation strategy with the proviso that the city has to become more attractive to vulnerable road users and rebalancing road space for public transport, walking and cycling given the legacy of one-way systems. particularly welcome objective 5.11 regarding need for a cycling strategy.</p>	<p>Noted. Provision of improved facilities for walking and cycling is a key objective of the movement and access strategies in the Plan. These points are more fully addressed in Part 2B Section 5</p> <p><b>Recommendation:</b> See responses and appropriate recommended amendments recommendation to these issues in Part 2 B Section 5</p>

<i>Key Issue</i>	<i>Chief Executive's Response and Recommendation</i>
<p><b>6. Sustainable Neighbourhoods</b>                      Dept endorses the sustainable neighbourhood approach as per section 7, and suggests developing this a step further in terms of presenting the city in terms of neighbourhood zones that respond to the 'egans wheel' concept outlined in the section.</p>	<p>Cork has a strong network of urban and suburban neighbourhoods and long-standing objectives to ensure that these are successful socially, economically and physically. The Draft City Plan proposes the development of a city neighbourhood's strategy (Objective 7.3). This project will commence in 2014 and aims to:</p> <ul style="list-style-type: none"> <li>• Define Cork's neighbourhoods;</li> <li>• Develop a baseline understanding of those city's neighbourhoods</li> <li>• Identify the good things about the neighbourhoods;</li> <li>• Identify the neighbourhood deficits;</li> <li>• Define actions that will improve the neighbourhoods and their social, economic, physical and movement qualities;</li> </ul> <p>It will include: an analysis of connectivity; local services provision; public transport services; public / open space provision; access to nature; and other indicators considered appropriate to be explored at a micro-scale. It may be appropriate for the high level findings to be incorporated into the City Plan at a later stage but it is not feasible to define the neighbourhoods in advance of the study.</p> <p><b>Recommendation:</b> Minor changes to Chapter 7.</p>

<b>Key Issue</b>	<b>Chief Executive’s Response and Recommendation</b>
<p><b>7. Strategic Flood Risk Assessment</b>                      Requests clarity on how practically, the planning guidelines on flood risk have influenced the draft plan as compared to the previous plan, including an overlay of catchment flood risk assessment and management studies and zoning maps</p>	<p>As evidenced in recent years, Cork city is subject to Tidal and Fluvial (River) flooding events. The central spine of the city, bounding the River Lee and Cork Harbour is the area most at risk of flooding. There are also localised pockets of flood risk throughout the north and south suburbs, relating to minor tributaries. There is no evidence of flood risk from groundwater within the city. In accordance with the ‘The Planning System and Flood Risk Management: Guidelines for Planning Authorities 2009’ the City Council has incorporated flood risk assessment into the plan preparation process.</p> <p>A Flood Risk Assessment was carried out as follows:                      Flood risk areas of ‘high’ probability (zone A) and ‘moderate’ probability (zone B) sourced from the Draft LeeCFRAMS were overlain on the current land-use zoning maps.                      The relevant land-use zonings were assessed in terms of their vulnerability to flood risk, and categorised as follows: highly vulnerable, less vulnerable or water compatible.                      ‘Water compatible’ land-use zonings in flood risk areas were deemed acceptable and retained.                      ‘Highly vulnerable’ land-use zonings within flood zones ‘A’ and ‘B’ and ‘Less vulnerable’ land-use zonings within flood zone ‘A’ were assessed under the Justification Test to determine whether the land-use zonings are appropriate within the flood zones.</p> <p>As a result of the assessment, the draft City Development Plan has been shaped in the following ways:                      Western sector, (west of Victoria Cross). The ‘Residential, Local Services and Institutional Uses’ (<i>highly vulnerable</i>) zoned lands set between the River Lee and the Carrigrohane River has been rezoned to ‘Public Open Space’ and ‘Landscape Preservation Zones,’ (<i>water compatible</i>). The water carrying capacity of these Greenfield lands will be preserved, reducing flood risk to the more vulnerable areas downstream including the city centre.                      Central sector (Victoria Cross - Customs House Quay). The land-use zoning of this well established area of the city remains unchanged. This area abutting the north and south channels of the River Lee forms the historic core of the city and is considered essential to achieve the proper planning and sustainable development of the city. The Draft LeeCFRAMS and the (preliminary) Lower Lee Flood Relief Scheme propose structural defences to manage flood risk to this area.                      Eastern sector (North and South Docks, Tivoli Docks). The redevelopment of the North and South Docks and Tivoli is the most significant sustainable development opportunity for the city region and is critical to achieving the city’s population and employment targets. The plan recognises that the development of these Brownfield lands will require the preparation of a Masterplan/ Local Area Plan or appropriate alternative plan, informed by and incorporating detailed flood risk assessment and management measures as a prerequisite to any future development.</p>



Key Issue	Chief Executive’s Response and Recommendation
<p><b>7. Strategic Flood Risk Assessment (continued)</b></p>	<p>In short, the draft Plan proposes to ‘retreat’ from the River Lee and Carrigrohane Rivers at the western outskirts of the city, thus preserving the water carrying capacity of these lands, and to retain and defend for development purposes, the long established central core of the city, and the important development sites to the east of the city centre, namely, the North &amp; South Docks and Tivoli.</p> <p><b>Recommendation:</b> Amend Section 12.48 to clarify the relationship of the flood risk assessment and the Draft Development Plan.</p>
<p><b>8. Mahon</b> Dept has very significant concerns about the scale of employment proposed for Mahon and specifically the Jacobs Island area. Objective ZO20 with 15,000sq.m. science and technology activity is incompatible with wider core strategy of the draft plan because of concerns such as the impact on the city centre, transport infrastructural constraints, and the apparent developer led rather than strategic approach. The Department requests that objective 2.25 and related objectives under sections 14.6 and 16.8 be deleted from the draft plan because of their incompatibility with the wider city plan core strategy and the unsuitability of such a location for such uses having regard to a number of guidelines on spatial planning and national roads and smarter travel strategy.</p> <p>The submission states the Planning Authority should be aware that <i>in making the Plan</i> if these recommendations are not addressed satisfactorily, the Minister will further consider what steps to take to ensure that both the internal policies of the plan are consistent and that the plan is consistent with national policy.</p>	<p>The central concern appears be the designation of Jacobs Island as a location for high density employment uses, although reference is also made to concerns about the scale of overall employment proposed for Mahon. The specific issues relating to Jacobs Island are addressed in Part 2B Section 14 of this report. They include concerns about the proposed zoning of the area for office uses (ZO20) and a request for deletion of Section 16.8 which proposes a tall building in Jacobs Island. This section responds to the strategic role of Mahon as a Key Development Area.</p> <p>Reference is made to Section 2.25 – this paragraph is part of the Core Strategy for the city and proposes Mahon as one of the Key Development Areas. Mahon has seen significant commercial and residential development since the last Development Plan was prepared and it plays an important role as a district centre for the South-East of the City. There is potential for further development there, however, the quantum and type of development that is feasible is linked to the transport capacity of the area. Transport Studies have identified the need to have a greater balance between employment and residential uses in new development in Mahon. More residential development to balance employment uses will support the development of high quality public transport and also encourage more short trips which can be made on foot or bicycle.</p> <p>The Core Strategy in the draft Plan identifies potential new development providing for 1650 residential units and 3,500 jobs in Mahon. The residential units would be located on lands currently zoned residential which have extant planning permissions and on land in an existing area zoned ‘Business and Technology (part of Mahon Industrial Estate) which it is considered has potential for the creation of a new residential neighbourhood. Much of the employment target would be taken up by occupation of completed buildings and construction of existing planning permissions.</p>

<b>Key Issue</b>	<b>Chief Executive's Response and Recommendation</b>
<p><b>8. Mahon (continued)</b></p>	<p>While the City Centre and adjoining Docklands areas are identified as the prime employment location in the city it is considered reasonable that a variety of alternative locations for employment should also be identified, provided they do not unduly detract from the potential for the city centre and can be accessed by sustainable modes of transport. It is considered appropriate in this context that Mahon continue to be identified as a key development area for residential purposes, and for employment uses commensurate with its capacity from a transport and access perspective as proposed in Section 2.25, Table 2.3 and Table 2.4.</p> <p>The issue of the appropriate locations within Mahon for different uses is considered more fully in Part 2B Section 14</p> <p><b>Recommendation</b> Refer to Part 2B Section 14 for recommended amendments.</p>
<p><b>Issues raised by Southern Regional Assembly (Submission No. 86)</b></p>	
<b>Key Issue</b>	<b>Chief Executives Response/Recommendation</b>
<p><b>9. Key areas for development</b> Draft Plan would benefit from a strategy which identifies key areas to be developed over the lifetime of the plan and measures by the City Council to promote their development as suggested in Construction 2020: A strategy for a renewed construction sector.</p>	<p>The Core Strategy map identifies the key areas for future development and the objectives for these areas are (or will) be outlined in more detail in existing or planned Local Area Plans. There are also numerous small to medium sized sites in the city which are suitable for residential development and which likely to be the first such sites to come forward for the development as the housing market recovers. The preparation of an active land management strategy recommended by the Dept of Environment of Environment Community and Local Government above will be included as an objective of the Plan and can incorporate appropriate measures set out in the Construction 2020 document.</p> <p><b>Recommendation:</b> Include objective to prepare an active land management strategy</p>

Key Issue	Chief Executives Response/Recommendation
<p><b>10. Mahon Objectives (Jacobs Island)</b> Objective ZO20, and Section 2.25 and 14.6 of the Draft Plan which refers to development in the Mahon Area is inconsistent with the objective to support the city centre as the leading office location. Requests they be revised to ensure viability of the city centre as an employment centre is not compromised</p>	<p>The issues raised in relation to Mahon are responded to in Part 2B Section 14</p> <p><b>Recommendation</b> Appropriate amendments are recommended to Chapter 14</p>
<p><b>11. City Centre Vacancy</b> Submission welcomes Objective 4.15 which aims to reduce city centre retail vacancy but recommends details of steps to achieve this</p>	<p>City Council recognises that vacant and run-down retail units are a serious concern in parts of the city centre and other historic routes into the city centre. Measures to address this will be given particular focus in the implementation of the city centre strategy, some of which are referred to in Chapter 13 City Centre and Docklands. Policies to increase office employment in and near the city centre as outlined in Chapter 13 will help increase demand for services such as retail outlets, restaurants etc, thus reducing vacancy. Measures such as grant schemes for the upgrade of buildings, Artwork 'postcards' in vacant shop windows to improve appearance, promotion of temporary use for arts and cultural purposes, and actions under the derelict sites act are already in progress. These will be expanded to include management and marketing actions to help city centre businesses compete with suburban locations.</p> <p><b>Recommendation:</b> Include general objective in Chapter 12 City Centre and Docklands to tackle vacancy and dereliction</p>
<p><b>12. Sustainable Mobility</b> To encourage a 55% level of non-car based transport within the city, to present the existing modal share in the Plan To include actions relating to increased use of alternative fuels and technologies To encourage other forms of sustainable transport such as car pooling/sharing.</p>	<p>These points are accepted and are responded to fully in Part 2B Section 5.</p> <p><b>Recommendation:</b> Appropriate amendments will be made to Chapter. 5</p>

## Chief Executive's Report on

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Chief Executives Response/Recommendation
<p><b>13. City Centre Regeneration</b> Regional Assembly welcomes the draft Plan commitment to providing a proactive response to addressing the challenges the City Centre is facing. While development of Docklands is a key objective, it is only deliverable if overall City Centre Regeneration provides the catalyst.</p>	<p>Noted. The support is welcomed.</p> <p><b>Recommendation:</b> No change</p>
<p><b>14. Social deprivation</b> Recommends that the draft Plan identify areas where social deprivation occurs, where there are community infrastructure deficits and develop an appropriate policy framework to deal with the issues arising.</p>	<p>Promoting social inclusion is an integral part of Strategic Goal 2 of the Draft City Plan and is a cross cutting principle in the Plan. The area of social deprivation or RAPID areas are indicated diagrammatically on the Figure 2.1 Core Strategy. Chapter 7 of the Plan indicated an intention to prepare a neighbourhood strategy over the period of the Plan which, as outlined above, will define Cork's neighbourhoods and identify deficits in infrastructure and facilities in the neighbourhoods. Chapter 7 also includes policies to address deficits in social and community infrastructure.</p> <p><b>Recommendation:</b> No change</p>
<p><b>15. SEA</b> It's recommended that the local authority considers the potential for cross border consultation in order to assess any cumulative impacts in compliance with the SEA Directive.</p>	<p>The City Council will continue to consult and cooperate with Cork County Council on all matters of mutual responsibility such as potential cumulative impacts on the receiving environment as set in the SEA Directive.</p> <p><b>Recommendation:</b> No change</p>



**Part 2B – Issues raised by other bodies and individuals**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 1: Introduction</b>		
<p><b>1.1 Local Planning</b> A number of suggestions were made that Local Area Plans should be prepared for a variety of locations including the NorthEast/ Montenotte; Tivoli, for the main Transport Corridors; and for city centre areas such as The Marsh.</p> <p>Plan should include an explanation of what an Action Area Plan is. Date for Farranferris Local Area Plan needed to be updated</p>	52, 72 80,	<p>The preparation of Local Area Plans requires the commitment of a considerable amount of time and resources and it is not feasible for them to be prepared and for every area in the city, therefore prioritisation is necessary. The Planning Act recommends that they be prepared for areas where significant expansion in development is intended or areas which are in need of significant urban renewal. During this Plan period it is proposed to prepare a Local Area Plan for Tivoli and to carry out a major review of the South Docks Plan. The Blackpool, Farranferris and Mahon Local Area Plans will also need to be extended/reviewed as appropriate. Action Plans are also prepared for inner city areas and other areas in need to renewal. Further Plans other than those specified will be prepared as the need arises and resources permit. The Neighbourhood Strategy proposed in Chapter 7 should also help address many of the issues that arise in residential areas.</p> <p><b>Recommendation:</b> Amend 1.17 to explain difference between Local Area Plan, Action Plan and Development Brief. Minor amendment to Table 1.1 to reflect the Council decision to extend the duration of the Farranferris Local Area Plan to 2019.</p>
<b>CHAPTER 2: CORE STRATEGY</b>		
<p><b>2.1 Plan as a live document</b> Given the capacity for unanticipated events (e.g. economic recession) the Development Plan should state that it is a live document subject to continuous review and revision to ensure proactive planning and development</p>	24	<p>The Development Plan runs for 6 years but progress is reviewed after year 2 and year 4. The Core Strategy is sufficiently strategic and long-term to cater for changes in economic circumstances over the period of the Plan. However the Plan can be varied either in response to the 2 year review or in response to a significant change in circumstances or a change in policy, such as a shift in national or regional policy. Minor variations to the Plan can and do take place as the need arises.</p> <p><b>Recommendation:</b> No change.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 2: CORE STRATEGY</b>		
<p><b>2.2 Northside/Southside imbalance</b></p> <p>The plan appears to be biased towards the southside of the city, it is not addressing the commercial dominance of the southside, nor the decline of the northside.</p> <p>The target of 16,000 new jobs appears to be southside focussed. Two key locations on the northside of the city, namely, Blackpool and North Docks can be developed sooner rather than later without infrastructural issues such as those that exist for the South Docks.</p>	25, 31	<p>There are a number of policies in the Plan that seek to address economic issues on the northside of the city. The Economic Strategy in Chapter 3 notes that the wards with the highest unemployment rates are located on the northside of the city and states that it will seek to maintain and expand a diverse range of employment opportunities accessible to such areas and to support other agencies. The retail strategy aims to rebalance retail distribution by increasing the focus on comparison retail on the northside, away from existing trends. The Plan recognises Blackpool as a Key Development Area and a District Centre and therefore supports the principle of increased development there. Expansion of retailing in Ballyvolane and Hollyhill on the Northside is also supported in the Plan. The potential of the North Docks as an area where development could progress is highlighted and supported in CH 13 of the Plan.</p> <p>Employment targets for the North Docks are additional to those for the rest of the northside and are included in the city centre/docks target. The overall target for the northside is considered reasonable and it is intended as a target and a limit.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>2.3 Healthy Cities</b></p> <p>While encouraged to see health referenced on a number of occasions in the Plan, there should be reference to Cork's status as World Health Organisation Healthy City in the Plan.</p>	32, 34	<p>Health is integral to a good quality of life for the citizens of Cork and is referenced under Strategic Goal 2 and in other parts of the Plan. It is considered appropriate to make further reference to health as a cross cutting principle and to Cork's WHO Healthy City Status under this Strategic Goal.</p> <p><b>Recommendation</b> Insert further reference to health and WHO Healthy City status in Goal 2 in Chapter 2.</p>
<p><b>2.4 Strategic Goal 7</b></p> <p>Request that Strategic Goal 7 be amended as follows: 'To protect and expand the green infrastructure of the City, within the lifetime of the Plan', to ensure environmental sensitivities are considered in a timely fashion.</p>	7	<p>The protection and further development of green infrastructure will continue over the period of the Plan but it will also be a continuous process that will extend well beyond the Plan period.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 2: CORE STRATEGY</b>		
<p><b>2.5 Employment location and accessibility</b>                      The NTA point out the need for a strong emphasis on a sequential approach to location of employment development, focused firstly on the City Centre and Docklands and then on locations within District Centres and Key Development Areas. Also seeks a clear link between density and public transport provision.</p>	72	<p>Strategic Goal 4 of the Draft City Plan seeks to promote sustainable modes of transport and integration of land-use and transportation. The approach advocated in the submission is supported by the Core Strategy and the economic development strategy. Key development areas were chosen based on the potential for sustainable modes of access and higher densities, with particular emphasis on the city centre and adjoining docklands areas, which will be ‘<i>the primary locations to be targeted for employment growth</i>’ (Section 2.20).. Table 16.1 gives indicative plot ratios, an indicator of density, with highest densities in the city centre, next highest in District and Neighbourhood centres and key development areas. Paragraph 16.16 provides for higher plot ratios adjoining public transport termini and nodes and along rapid transit corridors. Progress on implementation of rapid transit proposals would help promote this objective and support for this will be sought from transport stakeholders over the plan period.  <b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Key Development Areas</b>		
<p><b>2.6 Port of Cork</b> Support for relocation of container Port to Ringaskiddy. Port of Cork seeks a clear planning framework to support ports relocation to Lower Harbour. Plan should acknowledge that Docklands redevelopment and Port relocation cannot happen independently of one another. Notes prioritisation of docklands sites close to city centre but want stronger reference to other parts of Docklands and to working in collaboration with key stakeholders such as Port of Cork.</p> <p>Plan should include a realistic medium term strategy to support relocation of the Port and identify what should be done with the vacant land left behind once relocation occurs.</p>	6, 24, 77	<p>The City Plan supports the relocation of the Port of Cork to Ringaskiddy as it will benefit the economic development of the region and will also facilitate development of significant parts of the city centre docklands, and of Tivoli. The role of the Port is recognised in Objective 5.1 (j).</p> <p>The Draft Plan prioritises Docklands sites close to the city centre recognising that these lands can be developed without significant infrastructure and are capable of being developed in the short to medium term and that they will support the regeneration of the city centre. This reflects the recommendations of the Cork City Harbour Report. The remainder of South Docks and Tivoli have significant potential for development and this is recognised in the Draft Plan and highlighted in the Core Strategy. The full development of the South Docks and Tivoli will be dependent on a number of factors including infrastructure provision and will take place over a longer time period. Significant parts of North and South Docklands can be developed independent of the Port relocation while the full development of the South Docks and the redevelopment of Tivoli are linked to relocation of the Port activities.</p> <p>Section 2.24 of the Draft City Plan Core Strategy deals with North and South Docklands (the heading needs to be amended to clarify this), while Section 2.28 deals with Tivoli Docks. The detailed policies for the North and South Docks are located in Chapter 13 City Centre and Docklands and Tivoli is addressed in Chapter 14 Suburban Area Policies.</p> <p>In this report Tivoli issues are responded to below and in the Suburban Section later in the document. General docklands objectives are addressed in the City Centre and Docklands Section as are issues relating to the Custom House Quay Complex.</p> <p>An amendment to 2.24 and 13.63 stating that the City Council will work with relevant stakeholders to secure the development of key sites through Local Area Plans and Masterplans is appropriate.</p> <p><b>Recommendation</b> Amend 2.24 and 13.63 to state that the City Council will work with stakeholders to secure the development of key sites through Local Area Plans and Masterplans.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Key Development Areas</b>		
<p><b>2.7 Tivoli</b> Submission seeks a more proactive and collaborative approach to the development of Tivoli via a masterplan/local area plan. Plan should reflect approach in 'Unlocking Cork Docklands'. Cork Chamber seeks incremental release of lands in Tivoli to give competition and choice in the market. Port of Cork seek Tivoli to be labelled a 'Development Opportunity Area' rather than a 'Future Development Area' Plan.</p> <p>Port of Cork seek a zoning change from 'General Industry' to 'Existing General industry/development opportunity'.</p>	24, 77	<p>The development potential of Tivoli is identified in the draft City Plan Core Strategy (Section 2.28). It is recognised as an important asset for the city as redevelopment area with potential for good public transport accessibility and capacity to help meet the ambitious population targets set by the Regional Planning Guidelines, subject to the preparation of a Local Area Plan. Amendments are proposed to the Draft Plan to present a more proactive approach to the development of Tivoli. The proposals for Tivoli reflect the Cork City Harbour approach which saw Tivoli as a residential led mixed use district with a different character from the Docklands areas closer to the city centre.</p> <p>It is considered reasonable to show Tivoli as a 'Key Development Area' rather than a 'Future Development Area' on the Core Strategy Map, reflecting in particular the contribution it could make to provision of residential accommodation to meet Regional Planning Guidelines population targets. Table 2.3 of the Core Strategy includes a residential unit target for Tivoli and 'windfall sites' combined. It is considered more appropriate to amend the Table to show the target for Tivoli (3,000 units) separately, for clarity. It is also proposed to add a sentence to state that the local area plan will seek to develop a planning framework for Tivoli as a new residential quarter with complimentary employment uses appropriate to the location.</p> <p>Objectives relating to the development of a Local Area Plan for the area are outlined in Ch 14 (objective 14.4) This will be carried out in close co-operation with the Port of Cork as a key stakeholder. Phasing of the site is will be addressed in the Local Area Plan.</p> <p>It is accepted that the zoning objectives should reflect the proposal to develop a new vision for the area via a local area plan. The Local Area Plan and zoning issues are addressed more fully in the Suburban section later in this document.</p> <p><b>Recommendation</b></p> <ul style="list-style-type: none"> <li>• Show Tivoli as a 'key development area' rather than a 'future development area' on the Core Strategy Map.</li> <li>• Amend Table 2.3 to show residential target for Tivoli of 3,000 units separately.</li> <li>• Amend 2.28 to state that the local area plan will seek to develop a planning framework for Tivoli as a new medium density residential quarter with complimentary employment uses appropriate to the location.</li> </ul> <p>Show Tivoli Local Area Plan boundary and change zonings on Volume 2 Maps</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Key Development Areas</b>		
<p><b>2.8 Mahon – employment uses</b> Concern expressed about amount of land zoned for employment uses in Mahon – specifically in Jacobs Island, including concerns about impact on City Centre</p>	38, 86	<p>Mahon is a key location for development both residential and employment development. The capacity of the area to take further employment is linked to transport capacity and concerns such as of the impact on the potential of the city centre and areas such as Docklands to increase employment. A full response to this issue and other Mahon related issues can be found in Section 14 below.</p> <p><b>Recommendation</b> See Section 14 Suburban Issues</p>
<p><b>2.9 Mahon Industrial estate</b> Opposes zoning of lands in Mahon Industrial Estate for residential purposes due to a number of reasons including inconsistency with CASP and the Core Strategy</p>	58	<p>Mahon is recognised in the Plan as a key development area with potential for residential and employment uses in the Core Strategy. Achieving the necessary balance between uses to achieve sustainable land use and transportation requires additional land to be zoned for residential purposes. Changing the use of lands in the Mahon Industrial Estate to residential from employment uses does not contradict the overall Core Strategy objective or the CASP objectives for the Mahon area as Mahon will continue to have an important employment role. The amount of land zoned for Business and Technology in the area will still exceed the amount required to meet future employment targets for the area.</p> <p>Further issues to do with Mahon are fully addressed in Section 14 below</p> <p><b>Recommendation</b> See Section 14 on Suburban issues</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Chapter 3: Enterprise and Employment</b>		
<p><b>3.1 Indigenous Sectors/Innovation</b>            Incorporate sectors which Cork has a strong record in, such as agri-food, drinks, maritime and tourism, into the section on Strategic and Local Context and future Growth.            Consideration should be given to a ‘Smart Specialisation strategy’ i.e. an innovation driven strategy focusing on the regions strengths and competitive advantage.</p>	24	<p>The importance of indigenous companies is referenced in Section 3.7 but it is considered reasonable to expand this to reference the indigenous sectors that have a strong track record and the need to support them.</p> <p>The City Council will be preparing a Local Economic and Community Plan (as required by the Local Government Act 2001 as amended in 2014), which must be in accordance with the City Development Plan and Regional Plans. The Plan will include actions to support indigenous industry and innovation. Issues such as the role of Smart Specialisation in the Cork City context can be examined in more detail in the preparation of the Local Economic and Community Plan.</p> <p><b>Recommendation:</b>            Expand Section 3.7 to expand reference to indigenous sectors</p>
<p><b>3.2 Skills and Human Capital</b>            Plan should include a commitment to a formalised structure where industry, education providers, economic development agencies and the local authorities would collaborate to ensure a skills development infrastructure at regional level that facilitates availability of high talent pools for existing and high growth industry</p>	24	<p>Objective 3.4 of the Draft Plan includes a commitment by Cork City Council to work with other stakeholders to develop skills in the Cork Area to match the needs of business. However the primary role in delivery of training and development will lie with the main training and educational institutions rather than the City Council.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 3: Enterprise and Employment</b>		
<p><b>3.3 Further Education and Training</b> The Plan does not have sufficient regard for the city's Further Education and Training Sector which has an enrolment of 10,000 people. Cork Education and Training Board (CETB) and Cork City Council need to work in partnership to maximise benefit from the Governments Youth Guarantee Implementation Plan to engage disengaged and marginalised young people.</p>	70	<p>A reference to the role of Further Education and Training Sector will be inserted in Section 3.12 of the Plan. Cork City Council recognises the serious problem of youth unemployment in the region and will support stakeholders such as the CETB in implementation of Youth Guarantee Implementation Plan where appropriate, although the implementation of actions under the Plan will largely be the responsibility of the main training and educational agencies. The issue of youth unemployment will be considered in the preparation of the Economic and Community Development Plan</p> <p><b>Recommendation</b> Insert reference to Further Education and Training Sector in Section 3.12.</p>
<p><b>3.4 Connectivity</b> The Plans support for telecoms and transport connectivity is supported.</p>	24	<p>Noted</p> <p><b>Recommendation</b> : No change</p>
<p><b>3.5 Mixed Use ESB Wilton Road</b> Requests that lands to the south of the Wilton District Centre be zoned 'mixed use' and developed for mixed uses with associated local and community uses including a neighbourhood park. Argues this would foster synergies with the District Centre and CUH to help meet employment and accommodation needs in the South-West, where there is little available land and that it is well served by public transport.</p>	47	<p>The current zoning on this site is for 'Residential, Community and Local Services', and also includes an area identified for a neighbourhood park, which is zoned 'Public Open Space'. It adjoins Wilton District Centre where renewal and upgrading of the retail and service uses is the primary objective but it also has scope to include some office and residential uses. It is not considered appropriate to have an unlimited mixed use zoning on the adjoining ESB lands as the District Centre is sufficient in extent to accommodate a wide mix of uses to serve the area. The development of the adjoining ESB lands as a residential neighbourhood and park would complement the District Centre. However, taking into account the proximity to the CUH and the District Centre, the presence of good public transport links, the proximity to major road links, the current use of the site and the need for an appropriate mix of uses to stimulate redevelopment on one of the few sites in the South West with potential for redevelopment, it is considered there is scope to provide for a limited portion of the overall site fronting on to Sarsfield, Road to be zoned for Business and Technology purposes. The redevelopment of the overall site would therefore help secure a new neighbourhood park for Wilton, overlooked by new residential development, as well as high quality employment uses, such as research and development or specialist companies which could benefit from the proximity to CUH.</p> <p><b>Recommendation:</b> Change zoning of part of site adjoining Sarsfield Road from 'Residential, local services and institutions' to 'Business and Technology'.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Chapter 3: Enterprise and Employment</b>		
<p><b>3.6 Mixed Use Commons Road Blackpool</b></p> <p>Submission seeks to change the zoning of a land holding at Commons Road. It is currently part zoned ‘Residential Local Services and Institutions’ and part zoned ‘Light Industry and related uses’. Submits it would be more appropriate to have the site in a single zoning and requests a mixed use zoning so that the lands would have greater development potential and support the regeneration of Blackpool.</p>	94	<p>The two parts of the land are separated by the River Bride and accessed separately. It is therefore considered reasonable that they have separate zoning objectives. Both of the existing zonings allow a wide range of uses. The residential zoning also allows for a wide range of local service uses to be considered, and the light industrial zoning allows a range of commercial and employment uses. The land is not considered suitable for high density uses and there is already sufficient land zoned for uses such as office and retail type uses in the Blackpool District Centre and former Sunbeam lands. The current zoning objectives are therefore considered appropriate.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>3.7 Business and Technology Assumption Road</b></p> <p>Draft Plan proposes changing zoning of a site at Assumption Road, from current zoning of ‘Residential, Community and Local Services’ to ‘Public Open Space’. Submissions states this was always viewed as a development site and requests that it be zoned ‘Business and Technology’ as it is not suitable for a park as its bordered by busy roads and there is a need for more land for employment uses in the area.</p>		<p>The site is located close to the Revenue Commissioners Offices and adjoins the Blackpool Bypass. The concept in the Draft Plan was that it could serve as a visual and recreational amenity for workers in the nearby offices. However the proximity of a major road imposes limitations on its potential for use for recreational activities. It may be possible for part of the sloping site to be used for amenity purposes in conjunction with a redevelopment of the remainder. It is considered appropriate to revert back to the current zoning of ‘Residential, local services and institutions’. It is not considered appropriate to zone the land for business and technology. There is an adequate supply of land for commercial and business uses in the area already , including Blackpool with its Neighbourhood and District centres and the former Sunbeam Complex and lands to the north of it, as well as nearby in the city centre.</p> <p><b>Recommendation:</b> Change zoning from ‘Public Open Space’ to revert to zoning in current Development Plan of ‘Residential, local services and institutions’.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 4: RETAIL STRATEGY</b>		
<p><b>4.1 Non-Irish food chains/support independents</b> Concerned with penetration of non-Irish food retail chains. Support for independent, local food retailers.</p>	19	<p>One of the Strategic Retail Objectives of the Plan is to provide good quality and accessible convenience goods shopping to all residents of the city. The focus of the plan is to improve the range and quality of convenience floorspace in sustainable locations, in line with the distribution of future population growth. It is not the role of the Plan to regulate the 'origin' of food retailers but to promote and facilitate a healthy, vibrant retail sector in which all potential operators, native or foreign can flourish.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>4.2 Fast Food Outlets</b> More restrictions for planning permissions for fast food outlets (especially near schools/ leisure facilities).</p>	19	<p>The principle of separating fast food outlets from the vicinity of schools and leisure centres may have some merit but is not an achievable objective in all circumstances. The Land Use Zoning Objectives of the Plan determine where fast food outlets and takeaways are acceptable in principle, such as zoned Local Centres and Neighbourhood Centres. Section 16.87 outlines Council policy in relation to fast food outlets, namely, to strictly control the effects of such outlets by way of fumes, hours of operation, and general disturbance on nearby amenities and residents. Proposals for fast food takeaways will be assessed on its merits, having regard to its potential impact on adjoining land-uses and local amenities.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>4.3 Food Markets</b> Ensure that all citizens have access to healthy, affordable food. Explore the idea of markets/ 'pop-up' shops at district/ neighbourhood centres that would supply locally-grown produce.</p>	19	<p>Access to food is not within the control of the Plan however, the value of on street markets is recognised as a positive initiative that can add vibrancy and vitality to city streets, drawing in new visitors and traders and such markets take place already in the city centre and some of the shopping centres and this could be expanded. It is recommended to insert an Objective to support and promote the use of street markets in the city centre and district centres, and to pursue the development of a Markets Strategy. The city has a number of potential public spaces that are underutilised that may be appropriate locations.</p> <p><b>Recommendation:</b> Insert objective on street markets in Chapter 4</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>District Centres</b>		
<p><b>4.4 Ballyvolane –co-ordinated approach</b></p> <p>Dunnes Stores submit that the draft Plan should be more specific in setting out the parameters relating to the required co-ordinated approach needed to create Ballyvolane as a District Centre between Cork City Council and Cork County Council.</p> <p>The Plan should specify that a Master Plan be prepared prior to the grant of planning permission for future expansion at Ballyvolane District Centre.</p> <p>It is submitted that the commitment to a co-ordinated approach between Cork City Council and Cork County Council is vague, and is likely to be undermined if there is not better definition of the parameters of co-ordination in the statutory development plan for the area.</p>	26	<p>As the potential Ballyvolane District Centre traverses the City/ County administrative boundaries, it is appropriate that the City and County Councils collaborate to facilitate the future expansion of retailing to a District Centre scale. The Draft City Plan sets out Objectives for Ballyvolane District Centre in Objective 14.10 to ensure an appropriate mix of uses, sustainable access and high quality design. Planned growth in Ballyvolane is also set out in the Blarney Electoral Area Local Area Plan within the County administrative area. The preparation of a Masterplan is advocated by the Blarney EA LAP but this has yet to be prepared. Cork City Council would support a collaborative approach to preparing such a Masterplan or Local Area Plan. It is however outside the remit of the City Council to regulate development in the County area.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>District Centres</b>		
<p><b>4.5 Ballyvolane – Comparison Floorspace</b>                      Tesco and Ballyvolane Developments ask for clarification of the provision in the Plan that states that comparison floor space expansion is driven by the future population of the Ballyvalone Masterplan area, as per the Blarney Electoral Area LAP, advocating that convenience provision in a District Centre needs to be accompanied by some comparison floorspace, which is likely to be lower order .</p>	81, 96	<p>Section 4.13 states that demand for additional comparison retail floorspace in Ballyvolane, will be driven by future population growth in the northern suburbs. Section 4.31 states that the distribution of convenience floorspace is allocated in accordance with population growth. Therefore what the Plan envisages is that significant growth in retail floorspace (or whatever type) should be linked to population growth. This is considered reasonable and no change is recommended. Note Objective 4.4 envisages that comparison floorspace in District Centres should be lower order to protect the primacy of the City Centre.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>4.6 Ballyvolane – Access</b>                      Tesco Ireland and Ballyvolane Developments request the insertion of an objective into paragraph 4.13 of the draft plan as follows: “It is recognised that the most suitable access to the (Ballyvolane) T-01 zoned lands is through the City Council zoned lands to the south of the Glen River and the City Council will facilitate the development of an access to service the District Centre lands and ensure it complements objectives to facilitate the proposed linear walkway and other enhancements to the local road network</p>	81, 96	<p>It is inappropriate to insert a specific text/ objective to facilitate a particular private development that conflicts with the Land-use zoning objective for the area, namely, Public Open Space, “to protect, retain and provide for recreational uses, open space and amenity facilities, with a presumption against developing land zoned public open space for alternative purposes,” and the “Area of High Landscape Value designation.”</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>District Centres</b>		
<p><b>4.7 Hollyhill</b>                      Considers that Hollyhill is not suitable to accommodate the retail floorspace envisaged for the site in the retail strategy and draft plan in the short term.</p>	81	<p>The plan does not specific a quantum of retail floorspace for Hollyhill but in Section 4.14 states that Hollyhill has the potential to develop into a District centre... characterised by improved convenience goods floorspace, lower order comparison goods , retail services and social and community facilities.</p> <p><b>Recommendation:</b> No change</p>
<p><b>4.8 Blackpool</b>                      Objectives for the growth of Blackpool District Centre should be clarified to recognise additional convenience floorspace.</p>	81	<p>Section 4.16 of the Plan states that “Mixed use development including additional comparison floorspace should be encouraged in Blackpool.” Furthermore, Objective 4.4 of the Plan “supports the vitality and viability of Suburban District Centres... with an emphasis on convenience and appropriate lower order comparison shopping.”</p> <p>Development proposals within district centres will be considered in the context of the retail strategy outlined in the Plan which states: “The distribution of convenience floorspace is allocated in accordance with population growth, the existing quantum of development currently provided and extant permissions.” (Section 4.31).</p> <p><b>Recommendation:</b> No change</p>
<p><b>4.9 Wilton</b>                      Requests insertion of text to Objective 14.6 of Plan as follows: “It is recognised that the site of the existing shopping centre is in multiple ownership and the redevelopment of the site should be carried out in consultation with all stakeholders.”</p>	81	<p>In the event of any application being lodged for the redevelopment of the Shopping Centre, by one or more landowners, all interested parties and stakeholders are afforded the opportunity to make a submission and/ or objection regarding same. Any consultation exercise between the applicant and relevant stakeholders would be at the prerogative of the applicant.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>District Centres</b>		
<p><b>4.10 Retail Warehousing – Kinsale Road</b></p> <p>Submits that Section 4.40 to should be amended to refer to Kinsale Road Retail Park and provide a more positive, proactive approach for the Kinsale Road Retail Park.</p> <p>Submits that Objective 14.5 be amended to acknowledge the additional space capacity and potential to expand within the Kinsale Road Retail Park.</p>	65	<p>Section 4.40 sets out a brief context for retail warehousing outlining the scope or variety of retail facilities. It is considered reasonable to reference Kinsale Road Retail Park in this context. The lands are zoned as ‘Retail Warehousing’ in the draft Plan. The Retail Warehousing Zoning Objective in Section 15.18 states that “This objective relates to sites where retail warehousing uses are permitted. This is limited to the sale of bulky goods as defined in Chapter 4 Retail Strategy. Pure comparison or convenience retailing is not permitted in this zone.” Objective 4.12 refers to the objective of improving the quality of retail warehouse space in the Metropolitan area and the preferred location for new floorspace – in or near District Centres or lands zoned for retail warehousing. These policies are considered adequate and no change to them is recommended.</p> <p>The Draft Plan states that there may be scope for intensification of the area of existing light industrial and related uses at Tramore Road /Kinsale Road and Objective 14.5 states that a vision for the area will be developed to identify a suitable mix and quantum of development. This is primarily aimed at the area zoned ‘light industry and associated uses’ along the Tramore Road in the city and the adjoining similar area in the county, rather than focusing on the area zoned retail warehouse which is the subject of this submission.</p> <p>The retail strategy identifies capacity for expansion of retail warehousing space to match population expansion and market demand and any proposals for expansion of retail warehousing on these lands will be considered on their merits taking account of the policies in the Plan. No change in the policies is therefore recommended.</p> <p><b>Recommendation</b> Amend 4.40 to refer to Kinsale Road Retail Park</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Neighbourhood Centres</b>		
<p><b>4.11 Convenience Floorspace</b> New convenience floorspace associated with foodstore developments should not be restricted to areas of population increase.</p>	44	<p>The retail strategy provides broad assessment of additional retail floorspace required over the lifetime of the strategy, estimated from a number of factors including population targets, expenditure trends, existing floorspace, vacancy levels, extant permissions. The key factor is population (settlement strategy) but it is not the only factor. The distribution of convenience floorspace is allocated in accordance with population growth and the existing quantum of development and extant permissions. However, within the city and suburbs the focus will be on improving the range and quality of convenience floorspace in sustainable locations. The adequacy of existing floorspace provision is also an important factor. For example, it is acknowledged that the southern suburbs area better served than the northern suburbs and as such it is an objective to promote development in the northern suburbs. Objective 4.6b Neighbourhood Centres supports new and/ or expansion of neighbourhood centres where there is a demonstrable gap in existing provision.</p> <p><b>Recommendation.</b> No change.</p>
<p><b>4.12 Typical uses of Neighbourhood Centres</b> Submits that policy on Neighbourhood Centres should allow for more than one anchor convenience store to facilitate variety and competition and requests a change in Section 4.19 to reflect this.</p> <p>Also requests that the maximum size of the convenience stores in a neighbourhood centre should be increased from 1,500sq m net. to 1800 sq m. net.</p>	44	<p>Location of two convenience anchors in one neighbourhood centre could result in 3,000sm of convenience space (excluding other small outlets). This would be of a comparable scale to a District Centre and would be likely to serve a wider catchment than intended for a neighbourhood centre with resultant retail impacts and would not generally be acceptable.</p> <p>No rationale is made for the proposed increase in the upward floorspace limit from 1,500sq.m. to 1,800sq.m. net and it is not considered appropriate to increase the size of anchor unit in a Neighbourhood scale centre.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Neighbourhood Centres</b>		
<p><b>4.13 Neighbourhood Centre – Kinsale Road</b> To amend Zoning Map 7 of the draft CDP, by extending the existing ‘Neighbourhood Centre’ land-use zoning, southwards to include part of the Kinsale Road Retail Park and land adjoining Musgrave Park.</p>		<p>It is considered that the existing Neighbourhood Centre zoning centred on the junction of Tory Top Road/ Pearse Road and Curragh Road/ Kinsale Road is adequate to accommodate ‘local’ retail and services needs having regard to the proximity of the zoned Local Centres to the west on Pearse Road and Tory Top Road and to the north on Turners Cross Road. The proposed rezoning would more than double the size of the existing Neighbourhood Centre zoning and is considered to be inappropriate, given the scale and nature of the Neighbourhood Centre within the context of the Retail Hierarchy.</p> <p>It is considered that Objective 4.6 -Neighbourhood Centres which seeks “to support, promote and protect neighbourhood centres also facilitates the expansion of existing neighbourhood centres where a demonstrable gap in existing provision is identified,” adequately addresses any shortfall in retail provision.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>4.14 Neighbourhood Centre – South Douglas Road</b> To rezone site on South Douglas Road (Kevin O’Leary Group) from “Residential, Local Services and Institutional Uses” to “Neighbourhood Centre reflecting the permitted uses and the absence of a neighbourhood centre in the vicinity.”</p>		<p>Part of the site is in use for convenience retail and local services, on foot of permission to change use from a car showroom. The eastern part of the site is in use for car showroom, car repairs and a vehicle testing centre, while the western portion of the site is undeveloped. The permitted retail uses, including the anchor convenience unit, and the local services are of a local centre scale, not a neighbourhood centre scale. The car showrooms and testing centre are not considered local services. It is considered reasonable to zone the central part of the site as a local centre reflecting the existing anchor convenience store and related local service use. It is not considered appropriate to zone the entire site as a neighbourhood centre as there is no clear justification for such an expansion.</p> <p><b>Recommendation</b> Change zoning of the central part of the site from ‘Residential, local services and institutions’ to ‘Local Centre’ reflecting the implemented permission.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Neighbourhood Centres</b>		
<p><b>4.15 Neighbourhood Centre Melbourne Rd</b> The rezone the Melbourne Business Park, Model Farm Road from "Business &amp; Technology" to "Local or Neighbourhood Centre."</p>	67	<p>Although, there is no designated Local or Neighbourhood Centre in the area, there are 5no. commercial units incorporated into the 'Edenhall' residential complex circa 200 metres to the west of Melbourne Business Park. Furthermore, the Texaco Station adjoining the Melbourne Business Park includes a retail unit. The Melbourne Business Park by way of its design and the type of existing occupants/ uses is not consistent with the Business &amp; Technology zoning. Many of the units are vacant. The existing uses include a fitness club, a signage shop and a picture framing company. These services/ uses are more in keeping with the "Residential Local Services and Institutional Uses" zoning that surrounds the Business Park. Similarly most of the other uses in the adjoining lands do not conform to the 'Business and Technology ' zoning.</p> <p><b>Recommendation</b> To rezone the "Business &amp; Technology" zoning which includes the Cork County Council Motor Tax office, HSE offices and the Texaco forecourt station and the Melbourne Business Park to "Residential, Local Services and Institutional Uses" in keeping with the 'Residential' character of the surrounding area.</p>
<b>Local Centres</b>		
<p><b>4.16 Local Centre – Dillons Cross</b> The Local Centres identified in the Plan should be extended and Dillons Cross should be revitalised.</p>	80	<p>The Draft Plan through Objective 4.6 Neighbourhood Centres – provides for the expansion of Neighbourhood Centres; and Objective 4.7 Local Centres and Corner Shops - supports, promotes and protects local centres and corner shops.</p> <p><b>Recommendation.</b> To amend Objective 4.7 (b) to accord with Section 4.23 – The Council will support and facilitate the designation of new and/ or the expansion of existing local centres. This may facilitate the revitalisation of centres in decline.</p>
<p><b>4.17 Local Centre – Carrigrohane Road</b> To rezone the surface carpark, east of Kingsley Hotel, Carrigrohane Road, from "Residential, local services and Institutional uses" to "Local Centre" as part of an extended Local Centre at Victoria Cross.</p>	63	<p>The proposed expansion of the Local Centre is considered to be inappropriate having regard to the proximity of the Victoria Cross Local Centre and the Dennehy's Cross Local Centre. The resulting scale and extent of the Local Centre would be far in excess of the requirements of a Local Centre which generally have a pedestrian catchment of approximately 400metres. Furthermore, the resulting centre would be of a scale akin to a Neighbourhood Centre and would be contrary to the Retail Hierarchy set out in the Metropolitan Cork Joint Retail Strategy. The Council supports the expansion of existing Local Centres where significant additional population growth is planned and where a demonstrable gap in existing provision is identified. Section 4.23 of the draft Plan and Objective 4.7 - Local Centres and Corner Shops addresses deficiencies in local provision, by facilitating expansion of existing centres where need is demonstrated.</p> <p><b>Recommendation:</b> No change</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Neighbourhood Centres</b>		
<p><b>4.18 Convenience Retailing</b> The Plan should more clearly acknowledge that district centre, neighbourhood centre and local centre locations are not always available or appropriate for new convenience retailing.</p>	44	<p>Central to the retail strategy is the retail hierarchy which will form the basis for determining the quantum and location of new retail development. Failure to adhere to the retail hierarchy would materially contravene the plan. The Council supports in principle, the designation of new centres and the expansion of existing centres through <i>Objective 4.6b Neighbourhood Centres and Objective 4.7 Local Centres and Corner Shops</i> and as such acknowledges that existing centres cannot always accommodate new retail development. However, as outlined in Section 4.44 of the plan, retail planning proposals must demonstrate to the satisfaction of the planning authority that they comply with the objectives of the Development Plan and the sequential approach to the location of development, in accordance with the Retail Planning Guidelines.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>4.19 Joint Retail Study</b> Submits that the Joint Retail Study has inconsistencies in how existing retail space is calculated and inadequacies in how retail space is assessed and they should be corrected. Methodology for calculating retail space in Tier 2 centres differed within the County and City, namely that the boundaries varied widely, were far greater in terms of geographical area in the County locations, than very small areas in the City locations. There were inconsistencies in terms of what constitutes Comparison Goods and Bulky Goods/ Retail Warehousing. Unauthorised Retail uses were given legitimacy as they were included in the existing floorspace calculations.</p>	31	<p>There is no issue raised regarding the retail policies of the draft plan, but criticism of the methodology in conducting the survey and strategy and the side issues that it raises.</p> <p>Inaccuracies in the methodology of the retail survey were addressed and amended prior to the finalisation of the Strategy and its agreement by Council members.</p> <p>The Council was not legitimising unauthorised retail uses, the purpose of the survey was to ascertain and quantify the existing retail floorspace within Metropolitan Cork in designated retail centres and in non retail centres such as industrial estates. Existing floorspace figures is a key factor in calculating future retail needs. The 'legitimacy' of unauthorised retail units is a separate development enforcement issue. Again, the issue of distinguishing primary and secondary retail floorspace in terms of rates and rent calculations is not an issue for the Retail Strategy.</p> <p><b>Recommendation</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Neighbourhood Centres</b>		
<p><b>4.19 Joint Retail Study (continued)</b>                      Joint Retail Study fails to distinguish types of retail space and treats all floorspace the same. i.e. ground floor retail floorspace is not the same as upper floor retail space including mezzanines, in terms of rates and rents and in terms of how they impact on other floorspace units.</p>		
<p><b>4.20 ‘Pipeline’ floorspace</b>                      The approach to pipeline floorspace when assessing retail development proposals must be effective and pragmatic. It should not act as a barrier to new floorspace.</p>	96	<p>The retail strategy provides a broad assessment of additional retail floorspace required over the lifetime of the strategy, estimated from a number of factors including population targets, expenditure trends, existing floorspace, vacancy levels and extant permissions. The Council in preparing the Joint Retail Strategy has adopted a pragmatic approach to assessing new retail development having regard to existing commitments/ extant permissions / the pipeline.</p> <p>The Plan recognises the economic reality, as set out in Section 4.26, that extant permissions may only ever be developed on a reduced scale to that originally approved. In assessing new development proposals the Council recognises firstly that the quantum of vacancy and commitments should be considered on a case by case basis. Secondly, as extant permissions can be extended under the Act, existing commitments have added weight and importance when assessing new applications. Thirdly, the nature and commercial viability of pipeline floorspace, will be considered when assessing applications having regard to the role and function of the respective centre.</p> <p>The Council will take a balanced approach to pipeline floorspace as outlined above, however, it is fundamental that the Council does not facilitate an oversupply of retail floorspace in the short to medium term as it would be to the detriment of the City by way of increased vacancy levels and/ or the decline of the City Centre or some District Centres.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Neighbourhood Centres</b>		
<p><b>4.21 Treatment of vacancy figures</b> Retail development proposals in an area should be assessed in the context of existing vacancy levels in that particular area rather than in the entire Metropolitan area.</p>	96	<p>The retail strategy provides broad assessment of additional retail floorspace required over the lifetime of the strategy, estimated from a number of factors including population targets, expenditure trends, existing floorspace, vacancy levels and extant permissions.</p> <p>In Section 4.26, the Council recognises that the quantum of vacancy and commitments should be considered on a case by case basis. The retail hierarchy determines the distribution of future floorspace, having regard to the settlement strategy. Factors such as levels of vacancy will have implications at the local level and at a city-wide level and as such will be assessed accordingly. The local scenario cannot be isolated from the wider context. Similarly, Retail Impact Assessments are required for significant proposals in order to demonstrate that no adverse impacts on existing centres would accrue from a proposed scheme.</p> <p><b>Recommendation:</b> No change</p>
<p><b>4.22 Vacant Retail Floorspace</b> Welcomes Objective 4.15 which aims to reduce vacant retail floorspace in the city centre by 50% but recommends details of steps to achieve this.</p>	86	<p>A strategy of specific actions and initiatives will be formulated and reviewed on an on-going basis during the plan period.</p> <p><b>Recommendation.</b> See proposal for objective to tackle vacancy and dereliction in City Centre Section</p>
<p><b>4.23 Service Stations</b> To amend Section 16.85 to include the option of justifying retail floorspace within Service Stations (Fuel Filling stations) in excess of 100sq.m. on a sequential basis, subject to a Retail Impact Assessment.</p>	91	<p>Section 16.85 of the draft plan states that any shop being provided shall be ancillary to the principal use of the premises as a filling station and shall be a maximum size of 100sq.m, excluding storage.</p> <p>The primary function of fuel filling stations is to provide fuel for vehicles. A secondary or ancillary use is retailing, (primarily convenience retailing and increasingly sales of hot/ cold food). Local retailing is best located in designated Local and Neighbourhood Centres in areas that promote and facilitate walking and cycling. Fuel filling (Service) stations do not constitute designated ‘Local or Neighbourhood Centres’ as per the Retail Hierarchy. In accordance with the Council objectives to support, promote and protect Neighbourhood Centres, Local Centres and Corner Shops, it is considered appropriate to restrict the ancillary retail component of fuel filling stations.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
<p><b>5.1 Introduction</b>                      Rephrase introductory paragraph: commence with a positive statement about the role of transport in a city like Cork instead of the problems arising from dealing with cars; mention negative impacts that cars have on the public realm; rephrase sentence about non-car drivers to include those who choose not to drive; broaden definition of Transport Stakeholders. In Para 5.3 The definition of transportation stakeholders is too narrow.</p>	33, 86	<p>Specifying the problems arising from the overuse of cars is important, as many residents do not see the use of cars as the primary source of transport as an issue. However, emphasising the positives of transport is a sound approach. The definition of “stakeholder” can be expanded.</p> <p><b>Recommendation:</b> Amend Paragraph 5.1 – 5.3 to include suggested revisions.</p>
<p><b>5.2 Strategic Planning</b>                      Sharpen strategic objectives by mentioning proximity in respect of sustainable landuse and transportation strategies; “requiring” rather than “encouraging” public-transport orientated development and reflect this in development standards; include upgrades to streets and walking/cycling paths when referencing connectivity; remove reference to limitations of alternative transport systems in respect of parking management</p>	33	<p>Proximity is at the heart of sustainable transport strategy in urban settings and can be specifically noted as suggested. Requiring rather than encouraging development to orientate around sustainable transport is in keeping with national policy and can be revised as suggested. Upgraded streets and provisions of paths is part of connectivity and proximity and can be added. The existing gaps in the existing alternative transport systems must be acknowledged—we are working to eliminate them, but they currently exist. Many workers in Cork City live in remote locations and do not have the option of public transport or park and ride at this time. Parking management must have regard to this.</p> <p><b>Recommendation:</b> Revise phrasing of Strategic Objective 5.1.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
<p><b>5.3 Transport User Hierarchy</b> Include a clear policy which explicitly supports the transport user hierarchy as a means of providing a coherent basis for future investment in transport infrastructure.</p>	72	<p><b>Recommendation:</b> Add strategic objective to Objective 5.1 as submitted; reorder paragraphs to present details with regard to hierarchy (i.e. move roads network after walking, cycling, and public transport).</p>
<p><b>5.4 Mode Share Targets</b> Add mode share targets and monitoring mechanism to plan for the city, key places such as Mahon, and the strategic corridors listed in Figure 5.1. City Council should embrace national cycling target of 10% by 2020.</p>	33, 86, 90	<p>No data are currently available with figures for non-work modal share. Work modal share data is currently derived from census data, which is gathered every five years. No commitment for undertaking additional general monitoring at the local level can be made at this time. It is agreed that mode share targets should be included in the Plan.</p> <p><b>Recommendation:</b> Add new strategic objective for an overall non-car mode share target under Objective 5.1; include table indicating 2011 modal split by city sector.</p>
<p><b>5.5 Strategic Transport Corridors</b> There should be a strategic transport corridor to the North West Quarter.</p>	28, 33, 35	<p>Following a pilot project in along the south east corridors, the strategic corridor planning strategy has been revised. The city will no longer be divided into many sub-areas (i.e. North Central, South West, etc.) Two strategic transport corridor studies will now be carried out: for the whole of north side of the city and the south side. All studies will take place during the lifetime of the Development Plan.</p> <p><b>Recommendation:</b> Revise Figure 5.1 and Para. 5.6 to reflect that corridors in all sectors of the City will be examined during the lifetime of the Development Plan.</p>
<p>Regional Planning guidelines identify four overarching actions to be taken in respect of transport within the region (base on national <i>Smarter Travel</i> policies)</p>	86	<p>Not all aspects of these overarching actions are captured in the strategic objectives.</p> <p><b>Recommendation:</b> Revise Objective 5.1 (Strategic Objectives) to incorporate all actions.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
<p><b>5.6 SUMP</b> Reference the Sustainable Urban Mobility Planning "SUMP" Model as one to which the Planning Authority will have regard to in future planning policy development and use elements of the SUMP model as a tool for proofing the transport management and mobility elements of the Draft Development Plan.</p>	16	<p><b>Recommendation</b> Revise Strategic Objectives (Objective 5.1) to reference the SUMP model and include a paragraph summarising the SUMP process.</p>
<p><b>5.7 Cross Reference</b> Transport affects other major topics in the city development, and should be cross referenced in respect of health, housing standards (e.g. lack of secure bike parking), and emissions.</p>	25, 33	<p><b>Recommendation:</b> Add further cross referencing in Chapter 5, including sustainable neighbourhoods (Chapter 7); emissions, noise, and air pollution (Chapter 12), public realm (Chapter 16); and suburban transport objectives (Chapter 15); maritime heritage (Chapter 8).</p>
<p><b>5.8 Landuse</b> Amend Para 5.5 to direct major new developments to areas where public transport options are available (not just "transport options").</p>	33	Clarification/ correction noted; revise Para. 5.5 as proposed.
<p>Include an objective to prepare Local Area Plans in respect of public transport corridors.</p>	72	<p>Given the early stage of corridor studies, it is considered too early to determine where local area plans would be required and commit to specifics in the Development Plan. <b>Recommendation:</b> Strengthen objective 5.2 (which states landuse and transport plans for each corridor will be revised on foot of the completion of corridor studies) to state that the Development Plan will be varied, if necessary to account for changes arising from these revisions.</p>
<p>Reference "Smarter Travel Workplaces" programme.</p>	86	<p><b>Recommendation:</b> Include paragraph as proposed.</p>

**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
Encouraging more people to live in the city centre and neighbourhood villages that are within walking distance to the city centre are important.	33; 87	<b>Recommendation:</b> Add a cross reference to Chapter 5.
Expand Objective 5.4 to indicate that Transport Assessments should demonstrate sustainable transport	90	<b>Recommendation:</b> Revise Objective 5.4 as proposed.
<p><b>5.9 Schools</b>                      Bus services need to be adjusted to cater for school-going children. Bus Eireann should work with school committees and the Council; monthly passes should be encouraged for children arranged via schools. Children are waiting up to an hour after school. The considerable difference between traffic during school and outside school terms shows that parents driving parents to school is the main contribution to traffic , causing congestion as well as pollution. Promote cycling to school. Consider parking bans, 30km/h zones within the radius of a school, and continued training and education. Reference the An Taisce “Green Schools” programme. Bike facilities/ planning lacking in schools. City centre schools need Park and Ride; see Killarney as example.</p>	6, 25, 76, 86, 90	<p>Working with schools has formed an important part of the City Council’s “soft measure” work during the current Development Plan. This work will be carried on under the direction of the National Transport Authority during the 2015 – 2021 Development Plan.</p> <p><b>Recommendation:</b> Add a paragraph addressing travel to school to Chapter 5.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
<p><b>5.9 Schools (continued)</b> Reference needs to be included on the potential of school journey planning including support for initiatives such as the 'walking bus', park and stride etc. as a means of avoiding congestion on key arteries in to the City, as well as in suburban school locations</p>		
<p><b>5.10 City Centre</b> Supports the creation of a high quality, sustainable city centre which gives full priority to pedestrians/cyclists/public transport.</p>	14, 38	Noted; no changes are required as this is already accounted for in Draft Plan and the City Centre Movement Strategy.
<p><b>5.11 Phasing of Movement Strategy</b> Paragraph 5.8 A brief overview of the rationale behind how the phasing of works was prioritised should be provided</p>	33	Phasing is set out in the movement strategy. This will be cross referenced in the Development Plan. <b>Recommendation:</b> Amend Para. 5.8.
<p><b>5.12 Pedestrianisation</b> More city centre streets should be pedestrianised; upgrade and pedestrianise Drawbridge Street and Perry Street as businesses are investing in the area (15 now compared to 5 five years ago.)</p>	1, 9	There are currently no plans to fully pedestrianise city centre streets, but the City Centre Movement Strategy (as referenced in para. 5.8) provides for significant pedestrian upgrades. Potential alterations to Drawbridge Street can be considered in Phase I of the City Centre Movement Strategy (referenced in Para 5.8/ Figure 5.2) <b>Recommendation:</b> No change.



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
<p><b>5.13 City Centre Tram</b> Commit to introducing an orbital hop-on, hop-off bus route in the city centre similar to the LUAS system in Dublin. The plan should allow for keeping the option of bringing rail further into the city centre (e.g. by TramTrain), using the old alignment through Alfred Street and the curve (still existing) to and across Brian Boru Bridge towards the Bus Station , or to Victoria Road / Monahan Road). Hold on to the still existing land bank around Brian Boru Bridge.</p>	24, 25,33	<p>There are no plans for the introduction of a hop-on, hop off bus route in the city centre at this time. The introduction of the public bikes scheme will provide for a significant increase in mobility in the city centre. Additional alternatives to facilitate the movement of shoppers in the city centre (i.e. persons laden with bags, etc. who may not be fully served by the bike scheme), can be explored in more detail as part of the broader strategy for the city centre.</p> <p>Issues in respect of alignment and land banks have been considered as part of the City Centre Movement Strategy.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>5.14 City Centre Office Parking</b> Identify and encourage staff parking solutions to complement and support the city centre office strategy plans; consider availing of large unused sites in close proximity to the City for a Park and Walk until sufficient sustainable transport initiatives are in place.</p>	24	<p>Para. 5.34 addresses the need to address parking at relates to new city centre development. This suggestion can be put forward as an example.</p> <p><b>Recommendation:</b> Amend Para. 5.34.</p>
<p><b>5.15 Mercy Hospital Transport</b> Bridge from Distillery Fields should allow for vehicular as well as pedestrian access for (Mercy) hospital staff; resubmits issues in respect of City Centre Strategy.</p>	88	<p>There is an objective stated in the Draft Plan for a pedestrian bridge at this location. Whilst no text in the plan precludes a vehicular bridge, it is not an objective, having regard to the transport policy outlined in Chapter 5. Specific issues in respect of the City Centre Strategy are noted and can be reviewed as the phases of the strategy progress.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 5: TRANSPORTATION</b>		
<b>5.16 Coach Parking</b> Address coach parking in and near the city centre, particularly provide for tourist coach parking at St. Finbarre's Cathedral	42, 78, 61	A coach parking strategy for the city centre is currently under preparation and will be completed in 2014. <b>Recommendation:</b> Revise plan to mention Coach Parking Strategy.
<b>5.17 Strategic Road Network</b>		
Develop North Ring Road	25	Noted; funding decisions for strategic infrastructure are the remit of the National Roads Authority. The North Ring roads is listed as an objective in the Draft Development Plan, and Para. 5.14 identifies it as a key strategic priority for the City Council. <b>Recommendation:</b> No change.
Objective 5.6(b) Facilitate cyclists at Dunkettle interchange	90	Design of this strategic infrastructure is the remit of the National Roads Authority. Such design must have regard to national transport guidelines. <b>Recommendation:</b> No change.
<b>Local Street Network</b>		
<b>5.18 Alternatives to N40</b> Objective 5.7 Improve Local Streets for Local Traffic: No indication is given of the need to identify a corridor as the designated alternative route to the N40/east-west link & north-south link.	33	The objective sets the broad concept for pursuing such an approach. Detailed proposals/ specific objectives such as alternative routes to the N40 will be further developed on foot of completion of the N40 study currently being undertaken by the National Roads Authority. <b>Recommendation:</b> No change.
<b>5.19 Speed Limits</b> The default speed limit in neighbourhoods should be 30km/h.	33, 90	The 60 km/h definition stated in the plan is a definition set out by the National Roads Authority. The majority of streets in Cork City currently have a 50 km/h speed limit, with a number of city centre streets having a 30 km/hr limit. Action 16 of the national policy document <i>Smarter Travel</i> states "Unless it is inappropriate, ensuring that 30 km/h zones are designated in central urban areas which will continue to accommodate motorised traffic." <b>Recommendation:</b> Clarify definition of local and strategic roads in Draft Plan Para. 5.12.

**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Local Street Network</b>		
Provide turning lane to Mahon from Skehard Road and more lanes at Super Valu junction Skehard Road to address congestion at peak times in morning, afternoon, and evening.	4	While such specific works are not listed in the development plan, land acquisition to carry out such works is currently underway, and funding for the works has been approved in principle by the National Transport Authority. <b>Recommendation:</b> No change.
<b>5.20 Proposed Relief Link Road</b> Relief Link Road Ardrostig Cross to Curragheen Road.: Supports deletion of the link road from the Plan (10) Opposes deletion of the link road from the Plan (13, 97) Oppose the demolition of boundary wall as a result of potential future development and its impact on the cul-de-sac (if access to lands permitted via cul de sac). Seeks zoning or other policy to protect it. Points out other accesses are available .(78, 97)	10, 13, 29, 78, 97	City Council Transport Directorate supports inclusion of the link road in the Development Plan; however, the link was explicitly omitted by Elected Members. Site specific issues related to the boundary wall or access to the land are too detailed for inclusion in the Development Plan, which has a focus on higher level issues. However, this concern will be noted in respect of any future designs or proposals in the area. <b>Recommendation:</b> No change.
5.20A Docklands Bridges Proposes revised changes to new bridges: Provide a movable, multi-modal “gateway” bridge at Water Street. Omit Mill Street bridge Bridge for the Skew Bridge area should be seen as a long term future project Remove sequencing criteria regarding the Water Street Bridge and the Eastern Gateway bridge as it is unnecessarily restrictive and may delay development. Consider a simpler finish to the Water Street bridge, (funding).	14, 24	The proposed bridge at Water Street will be multi-modal and capable of opening as proposed. Precise details of the Water Street Bridge, including finishes, will be open for consideration at design stage. The Mill Street bridge is tied into plans set out in the South Docks Local Area Plan and could only be revised on foot of revisions to the Local Area Plan. The South Docks Local Area Plan has been extended in duration to 2018 and will be reviewed before then. Revisions to the bridge proposals and sequencing could be reviewed at that time. <b>Recommendation:</b> No change



Chief Executive’s Report on

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Local Street Network</b>		
<p><b>5.21 Support of Walking and Cycling Objectives</b>                      Support for development of walking and cycling paths around the city (25); Objective 5.15, Pedestrian and Cycling Infrastructure Objectives (33); provision of southern route between O’Donovan Rossa Road and Sharman Crawford Street (95)</p>	25, 33, 95	Noted; no change required.
Objective 5.9: Further emphasise sense of place to promote more walking and cycling. Many streets currently look harsh and engineered. Aesthetics and the softening provided by green matters.	90, 95	Designing streets to create a sense of place is mentioned under local streets; however, it will also be emphasised under Walking and Cycling. <b>Recommendation:</b> Revise Paras. 5.20 – 5.23 under “Walking and Cycling” to address aesthetics.
<p><b>5.22 Pedestrian Crossings</b>                      Crossing times at pedestrian crossings should be increased (even by a few seconds); they should also be more responsive to the request button.</p>	25, 90	Action 16 of the national policy document <i>Smarter Travel</i> includes reprioritising traffic signals to favour pedestrians instead of vehicles, reducing waiting times and crossing distances at junctions. This issue will be broadly addressed as the City Centre Movement Strategy is implemented. In the interim, specific issues may be reported to <a href="mailto:traffic@corkcity.ie">traffic@corkcity.ie</a> <b>Recommendation:</b> No change.
Cars running red lights are a problem for pedestrians. Suggest Garda “blitzes” at problem areas such as Singer’s Corner and Opera House.	25	This issue is noted; the issue of enforcement is addressed in the Walking Strategy, which is cited in the Development Plan as a key source of action for pedestrian improvements. No policy changes are therefore needed. <b>Recommendation:</b> No change.
Objective 5.12 Pedestrian Infrastructure Design We support this objective.	33	Noted; no change required.



**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Local Street Network</b>		
<p><b>5.23 Cycling Infrastructure Objectives</b>            Cycle Route UCC to City Centre is listed twice, under f and j; regarding Objective 5.15(i) there is already a route linking CIT to the City centre.</p>	90	<p>The existence of the Curragheen Route is acknowledged; new routes noted under 5.51(i) would supplement this route.  <b>Recommendation:</b> Remove redundant Objective 5.15(j).</p>
<p><b>5.24 Cycling Strategy</b>            Support for preparation of a cycling strategy; consider that it should be prioritised. Strategy should nest within the NTA’s Cork Metropolitan Cycle Strategy; the strategy should address soft measures as well as infrastructure.</p>	33, 38, 90	<p><b>Recommendation:</b> Revise Draft Plan Paras. 5.21 – 5.23 to reference the Metropolitan Cycling Strategy and address soft measures. Revise these paras. And Objective 5.11 to reflect what the City Council strategy will cover relative to the Metropolitan Strategy.</p>
<p>Rephrase Paragraph 5.21 “... particularly where topography isn’t a limiting factor”. This should be phrased inversely, like “unless topography poses a significantly limiting factor”.</p>	33	<p><b>Recommendation</b>            Revise Para 5.21 as proposed.</p>
<p>Cycling is dangerous, as there a too few lanes and these are narrow and inadequate.</p>	57	<p>These concerns are noted and being addressed through measures outlined in the Development Plan.  <b>Recommendation:</b> No change.</p>
<p>Revise Objective 5.13 by adding that cycling infrastructure will be in accordance with international best practice as well as the National Cycle Manual and the Design Manual for Urban Roads and Streets.</p>	33	<p><b>Recommendation</b>            Revised Objective 5.13 as proposed.</p>



**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Local Street Network</b>		
<p><b>5.25 Public Bike Scheme</b> Provide more information on public bike scheme in Para. 5.22, such as location of bike parks, potential for additional phases etc.</p>	33	<p>The bike scheme will be in operation by the time the Development Plan is made, so details such as locations of bike parks will be evident. <b>Recommendation</b> Other details to be added to Para 5.22</p>
<p><b>5.26 Proposed Routes</b> Plan should provide for closing gaps in the walking/ cycling network, as cyclists are currently forced onto busy and unpleasant roads. South West: Strongly supports more upgraded cycling infrastructure, particularly in the south west. Route connections are required to the planned Cork Science and Innovation Park, CIT, CUH, County Hall, UCC and the City Centre. The existing UCC to Bishopstown corridor does not provide a low key alternative. Routes should also include a pedestrian/ cyclist link around the CUH complex. (e.g. Bishopstown Avenue and Firgrove Park/ Wesgate Road). Kent Station: a temporary contraflow from the station would be hugely beneficial to cyclists until the major work to the station has been implemented. (90) Develop a route network through residential streets.</p>	90, 95	<p>Plans for the cycle network in Cork City will be developed as part of the Cycle Network Plan for the Cork Metropolitan Area. These ideas can be passed on for consideration in the Network Plan.  <b>Recommendation:</b> Revise Para. 5.23 to reference the Cycle Network Plan for the Cork Metropolitan Area.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Local Street Network</b>		
<p><b>5.27 Greenways</b>                      All waterside banks should be preserved to form public walk and cycleways. Include integration of greenways from west Cork. Protect, promote, improve existing greenways through Blackrock, Rochestown, and Passage West. A cycleway along the water's edge to provide access from city to Cobh would be ideal starting at The Dunkettle Roundabout and passing over the tunnel entrance and continuing through Little Island and riverside to bridge to Fota. Provision of a route past the Marina Power Station could create a continuous riverside cycleway from the city to Ringaskiddy.</p>	90	<p>The preservation of waterside banks where feasible is included in the Draft Development Plan. Integration of greenways will be taken into account in the Network Plan for the Cork Metropolitan Area.</p> <p><b>Recommendation:</b> Revise Para. 5.23 to reference the Cycle Network Plan for the Cork Metropolitan Area.</p>
<p><b>5.28 Green Routes</b>                      Reference Green Routes, which were started some years ago.</p>	90	<p>The Green Routes programme, which focused specifically on bus corridors, is essentially complete. Area infrastructure improvements are now being analysed and carried out on a multi-modal basis as part of strategic corridor studies.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Local Street Network</b>		
<p><b>5.29 Bicycle Parking Infrastructure</b> Provide bicycle storage (e.g. “Breadbox style” lockable mini-sheds in an on-street parking spaces) in inner city residential areas to facilitate the man houses with no indoor or outdoor space for bike storage; large-scale secure bicycle parking at public transport nodes, particularly Kent Station; and lockable overnight storage at Park and Rides.</p>	25, 33, 90, 95	<p>Details of bicycle parking infrastructure will be noted as an issue to be addressed in the Cycling Strategy to be prepared. <b>Recommendation:</b> Revise Paras. 5.21 – 5.23 to include bicycle parking as an example of an issue to be addressed in the Cycling Strategy. Remove general “Cycle Parking” objective 5.15(k), as previous programmed works are complete and no further specific works are programmed at this time.</p>
<p><b>5.30 Wayfinding Cyclist Signage</b> Include specific objectives for Objective 5.15(l) (introduction of wayfinding cyclist signage). There are some substantial pieces of cycling infrastructure that simply are not advertised (e.g. Passage West to City Hall.)</p>	33	<p>A proposal to provide wayfinding signage from Passage West to City Hall was put forward but not funded at the national level. Details of wayfinding signage will be noted as an issue to be addressed in the Cycling Strategy to be prepared. <b>Recommendation:</b> Revise Paras. 5.21 – 5.23 to include bicycle parking as an example of an issue to be addressed in the Cycling Strategy; remove “Cycling Signage System” from Objective 5.15(l) until such time specific proposals are developed.</p>
<p>Support bike carriage on buses and trains.</p>	33, 90	<p>Provision is included in Action 12 of the national policy document <i>Smarter Travel</i>. <b>Recommendation:</b> Reference support in plan.</p>
<p><b>5.31 Development Standards</b> Include more detailed Development Management standards for the inclusion of safe bicycle parking in schemes.</p>		<p>There are currently basic bicycle parking standard guidelines in Chapter 16 of the Draft Development Plan. However, more detailed guidelines can be developed. <b>Recommendation:</b> Include objective to develop more Bicycle Parking Standards guidelines in Chapter 5; cross reference objective in Chapter 16.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Local Street Network</b>		
<p><b>5.32 Introduction of Contra Flows</b> Expresses safety concerns regarding construction of contra-flow lanes; all signage should be in place before lanes are opened. These should be done in tandem with an extensive media advertising campaign.</p>	25	<p>Safety considerations during the construction of cycle lanes is an important consideration but is covered by other national guidance documents. These specific concerns will be passed on for consideration but it is not considered necessary to include a specific objective in the Development Plan. <b>Recommendation:</b> No change.</p>
<p><b>5.33 Cargo Bikes</b> Introduce policies to encourage the use of cargo bikes, such as financial incentives, pilot programmes, and suitable parking.</p>	90	<p>This idea will be considered as part of the Cycling Strategy to be prepared <b>Recommendation:</b> Revise Paras. 5.21 – 5.23 to include cargo bikes as an example of an issue to be addressed in the Cycling Strategy.</p>
<p><b>5.34 Support for Soft Measures</b> Support for soft measures, such as maps, signage, family events, and promotion in work and schools.</p>	90	<p>Noted; there is an existing objective to carry out soft measures in the Development Plan and a further objective to develop a strategy for bringing forward soft measures. <b>Recommendation:</b> No change required.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p><b>5.35 Bus transport support measures</b>                      No specific mention is given of the measures or locations that the NTA will be targeting to implement in Cork. Integrated ticketing is the only measure named, but what about targeted services and timetables, innovative ticketing – price, etc.?                      Objective 5.16 Support Bus Network Improvement “... provision of footpaths to major nodes” - emphasis should be placed on permeability, as indicated earlier under objective 5.1 (f). This should also include prioritisation of buses at signalised junctions, so as to implement fully the Green Routes objectives.</p>	33	<p>Further details will be provided in respect of measures being undertaken by the NTA.   <b>Recommendation:</b> Revise Para. 5.25 to include more details about strategic plans for bus services.</p>
<p><b>5.36 Integrated ticketing</b> and a modern ticketing system should be introduced for buses; access and integration of services like public bikes, carsharing, etc. through inclusion in Leap card system and on-line information</p>	61	<p>This process has begun with the introduction of the LEAP card, which is noted in the Development Plan. The idea of including further modes associated with the card will be flagged to Bus Eireann and the National Transport Authority.  <b>Recommendation:</b> No change required.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p><b>5.37 Gaps in Public Transport Provision</b></p> <p>There is no public transport option for commuters coming from the north (M8) or east Cork with a destination around the South Ring (N40), with employment hot-spots such as Mahon, Douglas, the Kinsale Rd, and Wilton. Travel by public transport, in particular to Mahon and Douglas, forces commuters to the city centre and back out again, which multiplies travel times by a significant factor. This is even more the case coming from east Cork as public transport access to the city centre is primarily by train to Kent Station, 1km from the bus station.</p> <p>Certain parts of the city do not have good access to the local bus services and the provision of small vehicle (8-16 seat) bus services for these areas should be considered as a transport objective. These could also act as a feeder to the regular bus services in other areas.</p> <p>There needs to be direct express services along the N40 and the South link. Commuters want fast direct access to the city centre.</p>	<p>33; 61</p>	<p>The National Transport Authority provides route and strategic planning for bus services in Cork City. These issues will be referred to them for consideration in such planning.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p><b>5.38 Independent Operators</b> Revise Paragraph 5.25 to recognise that an integrated system of public transport is not dependent on a single operator in accordance with international best practice. Other bus operators besides Bus Eireann should be accommodated in the Parnell Place Bus Station. The Council might consider a more active role in this matter and consider for acquisition derelict buildings near the bus station to provide more space for the private bus operators.</p>	33, 61	<p>Reference will be made to other operators. The NTA are working to identify a suitable location for a base for independent bus operators in the city centre. <b>Recommendation:</b> Revise Para. 5.25 as suggested to acknowledge potential for other operators.</p>
<p>Recommendation that all bus lanes be full-time. ?</p>	61	<p>Considerations regarding bus lanes must be made within the context of transport on the entire street. Given this, the hours of operation will be considered during the implementation of the City Centre and Strategic Corridor studies. <b>Recommendation:</b> No change.</p>
<b>5.39 Bus Rapid Transit (BRT)</b>		
<p>Commit to commissioning a (reducing car-use) study of all phases of the BRT Ballincollig - Mahon over the lifetime of the plan.</p>	24	<p>The City Council aims to identify the preferred route for Bus Rapid Transit in conjunction with Cork County Council and the National Transport Authority over the Plan period. Other measures to facilitate and move towards BRT will also take place, including reducing traffic congestion in the city centre so that public transport can move effectively, building up bus ridership to support the future BRT and reviewing land use along potential route corridors. <b>Recommendation:</b> Amend Bus Rapid Transit section of Chapter 5 to indicate actions to be taken over the lifetime of the Plan</p>

**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p>A type of LUAS transportation system would be a priority for youth.                      5.26: The concept that "light rail" would not be used is entirely farcical. Everywhere a rail is built, residents will clamber to live along the line and use. Cork should have a light rail link, whatever it costs-it is fundamentally the right thing to have.</p>	56, 57	<p>Bus Rapid Transit would operate similar to the LUAS. The Draft Plan does not state that that a light rail would not be used; it states that it would not be financially viable without extensive redevelopment/ densification along the significant portions of the route. Achieving adequate densities to make a light rail economically viable is not considered feasible. However BRT is considered to be a viable alternative.  <b>Recommendation:</b> No change.</p>
<p>Objective 5.17/para 5.27 should be more specific in respect of BRT. Clarification is required re: Paragraph 5.27 “... through which Public transport can move more efficiently”: Examples of measures is needed.</p>	33, 95	<p>Para. 5.27 relates to reducing traffic congestion. It is acknowledged that many more details will be required to plan the BRT. High-level strategic objectives are set out in the plan.  <b>Recommendation:</b> Revise Para. 5.27 to clarify regarding traffic congestion and set out further details of actions to be taken in respect of BRT.</p>
<p><b>5.40 BRT Route</b>                      Details should be specified in relation to the intended BRT route--will it serve UCC, CUH, CIT. The proposed Cork Science and Innovation Park should be served. Ballincollig is in the County Council’s administrative area; reference should be made to the corresponding section of the County Development Plan.</p>	78, 95	<p>The Bus Rapid Transit corridor will run east-west through the city although the exact route not been determined. It would be desirable for it to serve as many of the major traffic generators mentioned as possible. However, decisions on routing will require detailed analysis and community input and therefore cannot be specified in the Development Plan at this time.                      Para. 10.2.24 of the Draft County Development Plan states that the County Council “will seek a commitment from the appropriate agencies to the delivery of a high quality bus corridor to link Ballincollig to the City Centre, Kent Station/ Mahon in line with the CATS study prepared and submitted to Government in 2008. Plans for population and employment growth in the corridor will be configured so that growth is delivered in tandem with the provision of new public transport infrastructure and services.” The sequencing of population and employment growth along the corridor relative to the provision of BRT infrastructure is a critical issue.  <b>Recommendation:</b> Revise the BRT objective to state that Cork City Council will identify the preferred route for Bus Rapid Transit in conjunction with Cork County Council and the National Transport Authority.</p>



**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Bus/ Public Transport General</b>		
<b>5.41 Rail</b>		
Supports re-orientation of Kent Station.	14, 31	Noted; no change required.
Make re-opening Kilbarry Station a priority in the Development Plan; add policy objective supporting the opening of the station at Kilbarry. Council should work with National Transport Authority to develop and implement a plan for Blackpool to improve bus, pedestrian and cyclist facilities in the vicinity of the rail station reopening as a catalyst to re-engage with the rail project.	3, 33	<p><b>Recommendation</b> Revise objectives 5.14 and 5.15 to explicitly state support for both Irish Rail projects.</p>
Objective 5.18 The following should be included in this objective – “Cork City Council shall act as a facilitator for the NTA, Irish Rail & Bus Éireann so as to coordinate bus and rail times, increase rail frequency and integrated ticketing”.	31, 33	<p>While the City Council does not have a formal role in this regard, it will work with other transport stakeholders to improve inter-modality.</p> <p><b>Recommendation:</b> Add a strategic objective and supporting paragraph regarding inter-modality.</p>
<b>5.42 Air</b> Include public safety zones and to ensure development proximate to airport is appropriate in respect of noise levels.	37	<p><b>Recommendation</b> Revise as proposed.</p>
<b>5.43 River/ Harbour Ferry</b> Supports water harbour taxi/ ferry service along the quays.	11, 56	No change required; provision for a river/ harbour ferry is included in the Draft Plan.



Chief Executive's Report on

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
<b>5.44 Park and Ride</b>		
Support: Proposed park and ride at Carrigrohane Road.	95	Included in Draft Plan; no change required.
Revise the plan to include park and rides associated with the Carrigaline/ Ringaskiddy (95), at Blackpool on foot of re-opening of the station (31), and to service CIT, UCC, and CUH (6). The plan should be revised to provide indicative zonings of preferred locations for park and ride facilities on major radial routes even though they are being identified for post 2021 (95); such locations should be chosen in cooperation with Cork County Council as facilities may be better located outside city boundaries (78).	6, 25, 31, 78, 95	The national policy document <i>Smarter Travel</i> establishes that the initial focus in urban areas will be on improvements to the public transport service. However, Action 14 also establishes that objective to provide park and ride facilities at the edge of major and intermediate urban centres and at important public transport nodes, with efficient transport connections to the urban centre. The potential to provide park and ride facilities outside city boundaries is noted.  <b>Recommendation:</b> Revise Para. 5.35 in the Draft Plan to reference national policy regarding types of locations, rather than specifying precise ones, to allow for consideration of facilities provided in conjunction with Cork County Council outside the city's administrative area.
Revise plan to emphasise integration of Park and Ride with other modes, including Bus Eireann (95), rail services (31), and cycling (33, 95). Public bike rental and overnight lockable storage for bikes should be explicitly mentioned and emphasised in the plan.	33, 90, 95	<b>Recommendation:</b> Revise plan to emphasise integration with other modes; mention overnight lockable storage as submitted.
Revise plan to commit to delivering the Carrigrohane Park & Ride service over the lifetime of the plan and delivery of the other 2 Park & Ride services to balance the appeal of the city centre versus the out-of-town shopping centres.	24	Given the high construction costs of park and rides and resultant lower return on investment relative to other transport improvements, park and rides are not being prioritised for the present. However they will remain an objective in the Plan and funding options will continue to be explored. <b>Recommendation:</b> Note need to address issues of out-of-town shopping centres vs. City Centre in the Development Plan.



**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Bus/ Public Transport General</b>		
Provide more frequent service to Park and Ride and late-night transport. Park and ride currently 7 pm; provide more frequent service at future park and rides—a half hour wait is too long.	6, 25	No commitments to an increase in frequency can be made at this time with regard to operational costs and ridership. However, the request is noted and will be kept in mind should circumstances change. <b>Recommendation:</b> No change.
<b>5.45 Parking</b>		
Obj. 5.22 City Centre Parking Capacity Study: Commit to a completion date. Provide more details. Consider illegal car parks. Expand parking incentives in the interim to place city centre retailers on a level playing field with out-of-town centres.	24, 33, 8	Recommendation: The study will consider illegal car parks. Parking incentives are an economic matter rather than a transport matter that can be addressed within the larger context of the city centre. The Capacity Study will be prioritised; while it is likely that the Capacity Study will be completed before 2017, no specific commitment can be made at this time, as it will be dependent on workload related to other objectives. <b>Recommendation:</b> No change.
Link loss of parking in city centre to provision of more Park and Ride.	25	There are several solutions to increasing transport options in addition to park and ride; this concept can be broadened to note that alternative transport options will be increased to facilitate the removal of parking. <b>Recommendation:</b> Revise Para. 5.33 to note that alternative transport options will be increased to facilitate reduction of parking.
The Development Plan states a goal of quality of life; commuter parking should not be reduced if quality of life is to be maintained.	56	The Development Plan focuses on defining quality of life around providing mobility and accessibility, regardless of mode. Single-occupancy car commuting has a significant negative impact on quality of life (see Para 5.1 and Chapter 12—climate change, air quality, noise pollution). The Plan is therefore focused around encouraging more sustainable modes. <b>Recommendation:</b> No change.
Consider whether the free suburban parking mentioned in Paragraph 5.33 can be changed.	33	Action 2 of the national policy document <i>Smarter Travel 2009 – 2020</i> calls for consideration of the introduction of parking charges at “out-of-town” retail centres. Changes in national legislation would likely be required for this to be feasible. <b>Recommendation:</b> Add objective to consider the scope for parking charges at out-of-town retail centres, in cooperation with the NTA.





**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
To underpin the statement in Para 5.32 the following text should be added: "This will be reflected by the provision of car parking in the city centre".	33	Issues in respect of car parking in the City Centre are addressed in Para. 5.34. <b>Recommendation:</b> No change.
Amend 5.36 as follows: To this end the allocation of residential parking permits will be reviewed to include objectives a) to provide for residents only parking in certain areas to facilitate families/ long term residents; and b) to extend disk parking until 20.30hrs where appropriate.	15	No commitment can be made to specific proposals without analysing potential impacts. These proposals will be considered at the time of the review called for under Objective 5.24. <b>Recommendation:</b> No change.



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p><b>5.46 Needs of Particular Transport Users</b></p> <p>I Needs of particular users: Social inclusion in public transport and cycling infrastructure for socially disadvantaged areas; attention to accessibility for those with mobility problems are important. Acknowledge particular needs of older persons in respect of the transport network by promoting and providing alternatives to the private car, including a comprehensive public transport service that is frequent, high quality, and efficient; flexible, community-based systems which provide door-to-door service; and IT and car pooling initiatives that promote community mobility.</p>	5, 25	<p>Social inclusion is noted as part of over-arching Goal 2 of the Development Plan. It also forms a specific part of the Sustainable Urban Mobility Planning process (which is now recommended for inclusion in Strategic Transport Objectives as noted above).</p> <p><b>Recommendation:</b> Add a paragraph to reiterate the commitment to work with advocacy groups, such as Cork Access Group, in the review of infrastructure designs.</p>
<p><b>5.47 Parking for Alternative Modes</b></p> <p>Include EV charging infrastructure standards in Chapter 16 (they are mentioned in Chapter 5 but not in C16); include an objective to provide parking for alternative and innovative modes (e.g. car sharing such as Go Car), and reserved car spaces for e-vehicles.</p>	33, 45, 86	<p><b>Recommendation</b></p> <p>Add an objective to Chapter 5 to support EV charging infrastructure; include parking standards in Chapter 16 as proposed.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p><b>5.48 Innovative Transportation</b>                      Include an objective to encourage other forms of sustainable transport such as carpooling/car sharing (using e-cars), e-bikes, integration, and other innovative approaches for mobility services. Include particularly e-mobility (further integration of existing modes and inclusion of new (real time information based) mobility services, including: e-mobility (e.g. dedicated parking and charging points for e cars, special facilities for e-bikes), ICT-based carpooling.</p>	33,45, 86	<p><b>Recommendation:</b> Revise Draft Plan to include objective as proposed.</p>
<p><b>5.49 Smart Technology</b>                      Acknowledge work already underway in Council and state support for the use of smart technologies not only for traffic management but also as an interface with the public and public transport users providing up-to-date information on car parking, road closures, accidents etc.</p> <p>Bus Eireann should increase and improve their information systems. Real time passenger information systems should be provided in new locations.</p>	33, 61, 95	<p><b>Recommendation:</b> Revise Draft Plan to include objective as proposed.</p>



**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Bus/ Public Transport General</b>		
<p><b>5.50 Alternative and Biofuels</b>            Include objectives to promote improved fuel efficiency of motorised transport through improved fleet structure, increased use of bio-fuels, energy efficient driving, alternative technologies and electric car initiatives.</p>	86	<p><b>Recommendation:</b> Add a paragraph in Chapter 5 addressing fuel efficiency. Add a strategic objective (under Objective 5.1) to promote alternative and biofuels as proposed.</p>
<p><b>5.51 Multi-Modality</b>            The integration of green modes, or multi-modal transport chains should be explicitly mentioned in the plan.</p>	33	<p><b>Recommendation:</b> Add a paragraph and strategic objective (Objective 5.1) in support of inter-modality as submitted.</p>
<p><b>5.52 N40</b>            Incorporate findings of N40 Demand Management Study in revised draft Plan and amend the hoardings policy in Section 16.116 to refer to N40</p>		<p>Demand Study is referred to in 5.14 but is not yet complete so cannot be inserted at this point.</p> <p><b>Recommendation:</b> Amend 16.116 as requested.</p>



Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 6: RESIDENTIAL STRATEGY</b>		
<p><b>6.1 Age-Proofing Housing/Lifecycle Homes</b> Permit adaptable units to keep young people, families and the ageing within their community. Grant applications for adaptations to homes in a timely manner.</p>	5, 34	<p>A number of objectives in the Draft Plan already address the issue of adaptable or lifecycle homes. <b>Paragraphs 7.16 and 7.17 of Chapter 7, Inclusive Neighbourhoods</b>, notes the benefit of adaptable house design in order to encourage more people to age in their present locations. The timescale for assessing planning applications is set out in the Planning and Development Acts (2000-2013) and must be adhered to. <b>Objective 6.8 Housing Mix</b> encourages a mix of housing and apartment types, sizes and tenures to provide options for people to be able to stay within their community. <b>Paragraph 16.46</b> advocates lifecycle homes.</p> <p><b>Recommendation:</b> No change</p>
<p><b>6.2 Deliver Suitable Accommodation for all/ Promote Downsizing of Homes</b> Enable people to live within their community, even in situations where their house of origin is unsuitable. Local Alternatives could include co-operative and voluntary incentives.</p>	5, 15, 34	<p><b>Paragraphs 7.16 and 7.17 of Chapter 7, Inclusive Neighbourhoods</b>, notes the benefit of adaptable house design in order to encourage more people to age in their present locations. <b>Objective 6.4 Housing Provision</b> supports &amp; facilitates the provision of housing through various sectors including private, voluntary and co-operative housing sectors. <b>Objective 6.8 Housing Mix</b> encourages a mix of housing and apartment types, sizes and tenures to provide options for people to be able to stay within their community. <b>Paragraph 16.46</b> advocates lifecycle homes.</p> <p><b>Recommendation:</b> No change</p>
<p><b>6.3 Sustainable Residential Development</b> for all including Social Housing and Traveller Accommodation. To permit traveller accommodation in all zoning objectives; Masterplan for St. Anthony’s Park to allow for 6 additional traveller specific accommodation; zone additional lands around the Carrigrohane Halting Site; Nash’s Boreen.</p>	34, 38, 68	<p>The City Development Plan Zoning Maps show areas suitable for residential development. <b>Part C of Chapter 16</b> details the standards under which residential proposals will be assessed including recommended densities and mix etc. <b>Objective 6.6 Meeting Housing Needs of Special Categories</b> seeks to meet the housing needs of all. Cork City Council and Cork County Council have adopted a Joint Housing Strategy. Objective 6.6c) specifically aims to provide suitable accommodation for Travellers; designating the use of particular areas for this purpose; and implementing Traveller Accommodation Plans (See Maps in Vol. 2). Furthermore, accommodation for travellers may be provided on lands zoned for residential use. Thus development objectives to provide suitable accommodation for Travellers has been included, and, along with designating particular areas for this purpose, the extensive Land use Zoning Objective ZO 4 also allows for such residential accommodation to be considered on such zoned lands subject to proper planning.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 6: RESIDENTIAL STRATEGY</b>		
<b>6.3 Sustainable Residential Development (continued)</b>		<p>The specific number and design of units in a particular area, such as additional units at St Anthony's Park, rests with the Housing Directorate. The Development Plan has zoned this site to allow for residential development to facilitate traveller specific accommodation. With regard to Carrigrohane Halting Site, the Housing Directorate will continue with its efforts to adequately meet the needs of traveller specific accommodation subject to available resources and funding. The halting site at Nash's Boreen is on lands within the County. A submission has been made a submission to Cork County Council to regularise issues at the site and to provide suitable Traveller Accommodation.</p> <p><b>Objective 6.3 Social Housing under Part V (National Policy Developments may be monitored by the Dept. of Environment, Community &amp; Local Services)</b> requires 14% of all units on applications subject to Part V, to be reserved for social housing and specialised accommodation needs.</p> <p><b>Recommendation:</b> No change</p>
<p><b>6.4 Lands at Banduff</b> Request that serviced lands at Banduff (outside the city boundary) be considered in any future expansion of the city to address the requirements for development land to meet housing unit targets in the Joint Housing Strategy.</p>	49	<p>Issues relating to the expansion of the city boundary are outside the scope of the City Development Plan. Decisions on zoning of lands for development in the County Council area are the responsibility of Cork County Council.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 7: INCLUSIVE NEIGHBOURHOODS</b>		
<p><b>7.1 Expand on the 5 minute city concept and “Egan’s Wheel”</b> in the plan. Develop a local area plan for each neighbourhood in 5 years.</p>	25, 38	<p>Objective 7.2 <i>Sustainable Neighbourhoods</i>, Objective 7.3 <i>City Neighbourhoods Strategy</i> along with Paragraphs 7.3 &amp; 7.4 in Chapter 7, <i>Inclusive Neighbourhoods</i>, advocate the creation of sustainable neighbourhoods which allow access to services and facilities for all. This is also represented diagrammatically on page 78 of the Draft Cork City Development Plan. A City Neighbourhoods Strategy is proposed to define Cork’s Neighbourhoods and identify gaps in local services and amenities. Local Area Plans are generally undertaken for specific areas which have potential for significant development or renewal and subject to adequate resources.</p> <p><b>Recommendation:</b> Add text at the start of Paragraph 7.4 “Using both the Egan Wheel model and the recommended services which a city should provide within a certain distance of people’s homes as outlined in ‘Sustainable Settlements: A Guide for Planners, Designers and Developers (1995)’, the City Council aims to develop a City Neighbourhoods Strategy.</p>
<p><b>7.2 Support younger people</b> to remain in their local communities.</p>	5	<p><b>Paragraphs 7.16 and 7.17 of Chapter 7, <i>Inclusive Neighbourhoods</i></b>, notes the benefit of adaptable house design in order to encourage more people to age in their present locations.</p> <p><b>Objective 6.8 Housing Mix</b> encourages a mix of housing and apartment types, sizes and tenures to provide options for people to be able to stay within their community.</p> <p><b>Recommendation:</b> No change</p>
<p><b>7.3 Community Policing</b> Endorse the role of community based policing through the non-closure of Garda stations and availability of Garda transport.</p>	5	<p>Notwithstanding that the provision of and functioning of Garda Stations is outside the remit and control of the Local Authority, Chapter 7, <i>Inclusive Neighbourhoods</i>, advocates, encourages, and facilitates the provision of community facilities.</p> <p><b>Recommendation:</b> No change</p>
<p><b>7.4 Sense of Place/Public Spaces for Community Events.</b> Community Organisations to avail of public spaces to run social activities for older people; Provide facility for education/entertainment street activities; encourage sense of place initiatives for different cultures e.g. Street Feasts.</p>	5, 25, 70	<p>Cork City Council actively encourages, organises, promotes community events for all ages including making open spaces available for such use e.g. Street Feast, Heritage Open Day; Africa Day etc. and will continue to do so where and when possible. Objective 8.9b supports existing festivals and encourages the development of new festivals which will be supported as a celebration of the creative spirit and identity of each community.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 7: INCLUSIVE NEIGHBOURHOODS</b>		
<p><b>7.4 Sense of Place/Public Spaces for Community Events.</b>                      Community Organisations to avail of public spaces to run social activities for older people; Provide facility for education/entertainment street activities; encourage sense of place initiatives for different cultures e.g. Street Feasts.</p>	5, 25, 70	<p>Cork City Council actively encourages, organises, promotes community events for all ages including making open spaces available for such use e.g. Street Feast, Heritage Open Day; Africa Day etc. and will continue to do so where and when possible. Objective 8.9b supports existing festivals and encourages the development of new festivals which will be supported as a celebration of the creative spirit and identity of each community.</p> <p><b>Recommendation:</b> No change</p>
<p><b>7.5 Importance of the Provision of Library Services.</b></p>	5	<p>Objective 7.13 of Chapter 7 <i>Inclusive Neighbourhoods</i> supports the continued development, improvement and upgrading of library facilities. Paragraphs 7.18 and 8.50 acknowledge the active part the library services play in the social and educational life of the city.</p> <p><b>Recommendation:</b> No change</p>
<p><b>7.6 Cork as an Age-Friendly City.</b>                      Ensure adequate data-sets are kept such as a census of provision of services for older people in the city.</p>	5, 25, 34	<p>Objective 7.11 supports the implementation of the Services and Infrastructure for Older Persons Strategy. It is acknowledged that this needs to be based on adequate data collection and data collection processes will be reviewed to ensure this.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>7.7 Education &amp; Shared Community Facilities (1)</b>                       Protect lands adjacent to existing schools where possible for future educational use.</p>	25, 55, 70	<p>As noted by the Dept. of Education &amp; Skills, existing schools should be able to cater for increase in demand over the period of the plan. Generally lands close to schools are zoned in a manner that would allow expansion of schools should the need arise, however the Dept has not identified specific additional land that needs to be protected for future school expansion. Sites for future schools have been zoned in Docklands to meet future requirements. Objective 7.8 <i>Educational Facilities a)</i> aims to ensure that school and college sites are made available in accordance with the requirements of the relevant educational authorities.</p> <p><b>Recommendation:</b> No change</p>





Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 7: INCLUSIVE NEIGHBOURHOODS</b>		
<p><b>7.8 Education &amp; Shared Community Facilities (2)</b>                      New proposals to be located as close as possible to community facilities such as sports facilities, libraries etc. so that these can be shared. Dual usage of facilities e.g. schools after school hours to be facilitated. Continued provision of community learning centres and adult literacy and community education.</p>	<p>25, 55, 70</p>	<p>Objective 7.9: <i>Shared Community Facilities</i> advocates the consideration of “the provision of shared community and childcare facilities on sites made available to the Department of Education and Skills” for schools. The Social Inclusion and Community Facilities sections of Chapter 7 “<i>Inclusive Neighbourhoods</i>” acknowledges the need for access to services and facilities which enables people to achieve their own potential. Objective 7.5 <i>Community Facilities</i> supports the development of a range of community facilities throughout the city and these should be designed to be flexible in terms of their useable and adaptable over time so that a range of services can be accommodated.</p> <p><b>Recommendation:</b> No change</p>
<p><b>7.9 Social Interactions</b>                      Open Spaces for food growing allotments, Men’s Sheds. Provision of indoor and outdoor youth facilities. Increase densities and mixed use to encourage social interactions.</p>	<p>25, 34, 57, 70</p>	<p>Paragraph 7.19 supports social interactions which green spaces can provide. This includes allotments and “Men’s Sheds”.</p> <p>Objective 7.14 <i>Neighbourhood Recreation &amp; Amenity</i> aims to support and facilitate the development of outdoor and indoor recreational facilities to cater for all age-groups.</p> <p><b>Recommendation:</b> Include a new Objective 7.14a <b>To encourage development of food growing spaces such as allotments and community gardens.</b></p> <p>Paragraph 16.11 aims to ensure that all new development enrich the urban qualities of the city as well as fostering socially and economically viable communities. Paragraph 16.12 notes that the attainment of higher densities is not a stand-alone objective but rather higher densities must be delivered in tandem with quality to ensure the creation of good urban places and attractive neighbourhoods.</p> <p><b>Recommendation:</b> No change</p>
<p><b>7.10 Health</b>                      Acknowledge role that the Mercy University Hospital has in providing key City Centre acute healthcare facilities.</p>	<p>88</p>	<p>Paragraph 7.14 of Chapter 7, <i>Inclusive Neighbourhoods</i>, notes the Mercy as an acute hospital. The wording can be re-phrased to acknowledge the provision of key City Centre acute health care facilities.</p> <p><b>Recommendation:</b> Amend text in paragraph 7.14 as follows “Other supporting <b>key</b> acute <b>city centre</b> hospitals include The Mercy <b>University Hospital</b> and the South Infirmary”.</p>

**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 7: INCLUSIVE NEIGHBOURHOODS</b>		
<p>7.11 Request for additional text relating to the relationship between good health and a sense of community, social interaction community empowerment and a built environment that facilitates social interaction.</p>	34	<p>Most of the recommended additional text is already reflected throughout Chapter 7 as a whole as was its intended purpose. Paragraph 7.1 also reflects these sentiments to a large degree. However, it is recommended that some additional text be included for further emphasis.</p> <p><b>Recommendation:</b> Amend paragraph 7.1 to incorporate some of the recommended changes. Noted.</p>
<p>7.12 Objective 7.1 should be amended to refer to the group as “People with disabilities</p>	34	<p>Noted</p> <p><b>Recommendation:</b> Amend text in Objective 7.1a) to read as follows: “To support provision of appropriate community facilities for all, the young, the ageing population, able-bodied, <del>disabled</del> <b>people with disabilities</b> etc.”</p>
<p><b>7.13 Facilities for teenagers</b> It is submitted by Comhairle Na n’Og that the following facilities are needed in the city:</p> <p><u>Indoor Youth Facilities</u> These should include: Youth cafes; youth spaces; youth gym facilities, all with free wi-fi. Young people generally look to the City Centre for facilities rather than neighbourhoods when they get to teenagers and it is important that adequate provision is made there for them.</p>	57 (CNNO)	<p>Agreed. City Centre facilities are dealt with at 13.x.</p> <p><b>Recommendation:</b> Amend paragraph 7.9 / Objective 7.6: Cork City as a Child-Friendly City to reflect the need to provide for children, families and young people, including specific facilities to provide for young people.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Section 8: Arts , Cultural Heritage and Tourism</b>		
<p><b>8.1 Relationship with the river and sea</b> Promote Cork's relationship with the river and sea for example, place an art installation at the Port of Cork Custom House/Bonded Warehouses site facing sea and convert the buildings for tourism purposes such as eateries and markets</p>	23, 25	<p>The Draft Plan includes objectives to promote the maritime heritage of the city and its on-going links to the river and sea. Objective 8.3 Maritime Harbour includes an objective to Commission a River Use and Management Plan.</p> <p>In relation to the Custom House Quay/Bonded Warehouse complex Objective 8.3(c) proposes the preparation of a Conservation Strategy for the complex and working with Failte Ireland and others to secure landmark tourism/arts and cultural uses for the site (although this is not intended to exclude consideration of other suitable uses). In addition paragraph 13.56 refers to possible uses such as arts, crafts, bars and restaurants.</p> <p><b>Recommendation:</b> No change</p>
<p><b>8.2 Arts and Crafts</b> Establish a permanent site in Cork devoted to arts and crafts</p>	23	<p>Objective 8.8 (c) of the Draft Plan aims to investigate the possibility of developing a craft centre in the city centre and other ways of supporting the development of the craft sector.</p> <p><b>Recommendation:</b> No change</p>
<p><b>8.3 Tourism Booklets</b> Publish booklets/maps on a variety of subjects of tourism interest</p>	23	<p>Cork City Council through TEAM and working with Failte Ireland and other stakeholders aim to promote Cork as a tourism venue with particular emphasis on cultural identity, arts and creativity. The tourism objectives are detailed in Chapter 8 of the Plan. The Arts Office and Heritage section also work to achieve these objectives. Preparation of booklets and maps as well as online information for visitors are part of this endeavour</p> <p><b>Recommendation:</b> No change</p>
<p><b>8.4 Art on buildings facades</b> Decorate facades of buildings creating artistic /environmental projects</p>	23, 25	<p>Chapter 8 includes an objective, 8.6 (b), which seeks to create a 'colour corridor' along the North South Historic Spine, through working with the Arts Office to develop a high quality a building and street art project, and this proposal gives scope for the ideas proposed in the submission. The idea could also be implemented elsewhere</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Section 8: Arts , Cultural Heritage and Tourism</b>		
<p><b>8.5 Tourism Flagship projects</b> Promote tourism flagship projects to raise the profile of the Marsh and Cork – Celebrate George Boole through an International Event in conjunction with UCC and Tyndall, and restore the Boole House; Commemorate William Penn and the contribution of the Quakers to Irish Society by Twinning Cork with Philadelphia</p>	52	<p>The George Boole Centenary occurs in 2015 and UCC are planning to mark it with a series of events. The City Council commissioned a feasibility study on the repair and reuse of the Boole House in Grenville Place and is investigating ways of implementing it with other stakeholders</p> <p>Twinning proposals are outside the scope of the Development Plan.</p> <p><b>Recommendation:</b> No change</p>
<p><b>8.6 Use of the River</b> Meitheal Mara welcomes the recognition of the river and its tourism and recreation potential in the Draft Plan. Identifies a need for a slipway within in the city for larger boats, a number of potential locations are referred to.</p>	25, 69	<p>The Draft Plan includes an objective to commission a River Use and Management Plan to examine the recreational and commercial potential and management needs of the River and an objective 'to improve physical and visual access to the water and improve water based activities' and (Objective 8.3 (a) and (f)). The feasibility for providing a slipway can be examined further as part of the proposed river use plan. Reference to the need for a slipway will be included in Chapter 11 Recreational Infrastructure..</p> <p><b>Recommendation:</b> Amend Section 11.31 and Objective 11.2 to include reference to need for a slipway.</p>
<p><b>8.7 The Buttermarket</b> The old Buttermarket Exchange building in Shandon should be developed as a year round tourist attraction, such as a living history of the butter industry in Cork like Bunratty Folk Park.</p>	8	<p>Cork City Council is exploring possible tourist or other public uses for the building, including its potential for the craft industry (See Objective 8.8(c)).</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Section 8: Arts , Cultural Heritage and Tourism</b>		
<p><b>8.8 Food Strategy</b>                      The S and E Regional Assembly and Cork Food Policy Council welcome the proposal to produce a Food Strategy for the city. The latter requests that it should aim to support a healthy, sustainable and resilient food system, deepen food culture across the city and ensure that it is inclusive of all citizens.</p>	19,86	<p>Objective 8 (a) aims to produce a food strategy for the city. Changes can be made in the objective to reflect the points raised.</p> <p><b>Recommendation</b>                      Amend 8.3(a) to provide for an inclusive food strategy and the need to develop a healthy sustainable and resilient food system, and a deeper food culture</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 9: BUILT HERITAGE AND ARCHAEOLOGY (AND RELATED MAPPED OBJECTIVES)</b>		
<b>Architectural Conservation Areas</b>		
<p><b>9.1 Albert Quay ACA</b>                      O’Callaghan Properties object to the proposed ACA and submit that it should be omitted from the CDP on the grounds that:                      The area is identified as a regeneration location in the South Docks LAP and the designation may conflict with this;                      The ACA will impose controls over the future of the area in conflict with the existing planning permission for the Events Centre; and                      There is no statutory need for the ACA. It is acknowledged that there is a need to add a number of buildings to the RPS as they are on the NIAH. The process of adding a number of buildings to the RPS was commenced in 2013 but not finalised and therefore a new statutory process would need to be started;</p> <p>John Cleary Developments (JCD) object to the ACA on the same grounds and also draw attention to the fact that the ACA relates to Albert Quay East and not Albert Quay, and that JCD would prefer their office development not to be associated with the ACA.</p>	<p>40, 41</p>	<p>The ACA designation will not impede regeneration. It is intended to ensure that the nature of the regeneration takes account of the surviving historic elements of architectural heritage importance in how the regeneration is conceived and implemented.</p> <p>The ACA designation would not be in conflict with the existing planning permissions in the area, as architectural heritage issues and the NIAH recommendations have already been considered in the assessment of these applications.</p> <p>The ACA designation will impose fewer restrictions on owners and occupiers than protected structure status would, and is considered a more appropriate way of protecting the architectural heritage significance in particular of former industrial buildings and those of modest but attractive architectural character, such a most of the NIAH-recommended structures in the area.</p> <p><b>Recommendation:</b> No change</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Architectural Conservation Areas</b>		
<p><b>9.2 Former Ford Factory ACA (Marina Commercial Park)</b>                      Templeford object to the proposed ACA and submit that it should be omitted from the CDP on the grounds that:                      The area is identified as a regeneration location in the South Docks LAP, and has an existing planning permission (TPI0/34546) that may conflict with the proposed designation; and                      The buildings on the site currently house 160- businesses / 1500 people and therefore comprise a very important business location in the city. The proposed ACA could lead to unnecessary and undesirable planning controls on alterations to the buildings on the site and red-tape that could limit the ability of business to operate and adapt. Any ACA would need to be accompanied by an Area of Special Planning Control designation to provide a basis for defining exempted development in the ACA.</p>	84	<p>It is considered reasonable to reduce the area of the ACA to focus on the most significant earlier parts of the complex.</p> <p><b>Recommendation:</b>                      Adjust boundary of ACA to encompass only the extent of the former Tractor Plant, 1929 additions to east and west and the former-Electricity sub-station.</p> <p>Amend the wording of the statement of character and of the issues affecting the site to emphasise that the retention of the historical, architectural, industrial archaeological and technical significance of the site does not imply the retention of the entire extent of the low-rise historic industrial structures: the retention of significance rather places these significant structures at the centre of a new intensified spatial and architectural conception for the development of the site, as exemplified in the recent planning permission which the City Council granted.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Architectural Conservation Areas</b>		
<p><b>9.3 North Mall and the Marsh ACA</b></p> <p>It is submitted by the MERCY UNIVERSITY HOSPITAL welcomes the designation of the ACA and hopes that it will contribute to investment in the public realm in the North Mall/Marsh area which they feel is poor and requires improvement. They also request that the role of the Mercy University Hospital in the evolution of the area since the mid-19<sup>th</sup> C be recognised in the description of the ACA.</p> <p>The MARSH Stakeholders Group submits that dereliction in the proposed ACA / area should be tackled pro-actively by the City Council, including enabling the productive re-use of the Boole House.</p>	52 88	<p>I welcome the support of the MUH for the designation of the area as an ACA and share their concerns about the condition of the public realm and their hopes that ACA-designation can help to improve it. I consider that the request for the recognition of the historical role of the hospital in the development of the area is valid and worth including in the description of the area.</p> <p>The City Council will use its powers under the Planning and Development Act 2000-2013, Derelict Sites 1990 and Dangerous Structures provisions to tackle dereliction. The City Council is actively pursuing a solution to Boole House.</p> <p><b>Recommendation:</b>  <u>Volume 3: North Mall / The Marsh ACA Character Statement (pp50-51)</u>                      Minor change in wording recommended to recognise the historic significance of the establishment of the Mercy University Hospital in the former Mansion House to the evolving development of the area.</p>
<p><b>9.4 Model School</b></p> <p>It is submitted by BRENDAN DEASY that:                      The proposed District Court building is not designed to be fit-for-purpose (i.e. it is not designed to provide universal access);                      The Former Model School (and its related site) should be redeveloped as a cultural / artistic facility for the benefit of the city.</p>	18	<p>The design of the new court facility is subject to a separate statutory process.</p> <p>The OPW are in control of the site / building and their current aspirations for the site are as indicated. If there is a need to develop the site for other purposes then this would need to be negotiated with the OPW. This is not a development plan issue.</p> <p><b>Recommendation:</b> No change recommended</p>



Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 10: LANDSCAPE AND NATURAL HERITAGE (AND RELATED MAPPED OBJECTIVES)</b>		
<p><b>10.1 RTE Mast site Ballinure, Mahon.</b> To rezone site from Landscape Preservation Zone (LPZ) to Public Infrastructure and Utilities.</p>	43	<p>The LPZ lands are listed as site ‘SE6’ in Table 10.2. as the RTE Mast, Ballinure Road, Douglas Estuary. It is designated for the following Landscape Assets: Water/ River Corridors, namely, the Douglas estuary; Ecology, areas which provide a habitat for wild flora and fauna; and Visual importance. There is also a site specific objective to provide significant tree planting on its northern boundary to screen the retail park.</p> <p>The existing structure does constitute infrastructure. However, the landscape and natural heritage value of the site goes well beyond its use as a location for the Mast, as highlighted above. Furthermore the specific LPZ designation should be seen the wider context of the adjoining LPZ designations, namely, SE4 - Bessboro House, and SE5 - the Pond at Douglas estuary; and the adjoining Public Open Space zoning of Jacobs Island including its Area of High Landscape Value designation. Furthermore, the Douglas Estuary is a designated Special Protection Area under the EU Birds Directive. Objective 15.1 of the Plan facilitates the continued operation of the Mast as a non-conforming use provided it does not seriously detract from the zoning objective for the area, from residential or other amenities.</p> <p>To rezone the lands to Public Infrastructure and Utilities could be detrimental to the landscape, natural heritage and biodiversity objectives for the area and is therefore considered to be inappropriate.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>10.2 Views and Prospects</b> The protection of views from suburban hills out over the city should be considered</p>	80	<p>It is considered that the important views are those of the ridges such Montenotte Ridge and these are protected in the Plan.. The panoramic views of the City and Lee valley from the ridges although impressive by virtue of their elevated position are less sensitive, in that any particular (intensive) development, within the majority of districts or neighbourhoods of the city will not have a detrimental impact on the said view. For this reason, the views from the suburban hills such as Montenotte Ridge do not warrant protection.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 10: LANDSCAPE AND NATURAL HERITAGE (AND RELATED MAPPED OBJECTIVES)</b>		
<p><b>10.3 Green Corridors</b> Consider idea of green corridors to enhance walkability. Include edible trees in tree planting programmes. Enhance biodiversity function.</p>	19	<p>Objective 10.3 Cork City (Landscape Structure Plan) seeks “to preserve and enhance Cork’s landscape and where appropriate, to increase access to and utilise the landscape for recreational purposes through the implementation of the Landscape Structure Plan.” The Council will seek to enhance Cork’s landscape through the development of a framework of primary and secondary green links, key landscape areas and new urban woodlands. The primary and secondary green links are formed by the river corridors and a series of parks and walkways along same. Objective 10.10 (Trees and Urban Woodland) of the plan seeks “to promote the planting of native deciduous trees and mixed forestry in order to benefit biodiversity.” This could include trees with edible fruit, in locations where it is considered to be appropriate. <b>Recommendation:</b> No change</p>
<p><b>10.4 Brighton House , Blackrock</b> To change the zoning of the former Brighton House, Castle Road, Blackrock site from the proposed “Landscape Preservation Zone” as per the draft plan to the existing “Residential Local Services and Institutional Uses” zoning.</p>	59	<p>The proposed Natural Heritage Area (pNHA) the Douglas Estuary Ref. No. 1046, traverses / abuts the eastern end of the site. These are important habitat areas, natural and semi natural. The pNHA forms part of the Special Protection Area (SPA) under the EU Birds Directive, by reason of bird species and populations that they support. The site is an important and prominent element within Protected View “BC1” to Blackrock Castle. It is considered that development of the site could have a detrimental impact on the protected view and on the Area of High Landscape Value as it would necessitate site clearance and the felling of number of trees. The site is in the very near vicinity of known Otter (a protected species) feeding sites up and downstream and is therefore a sensitive site and would require evaluation. Any development of the site would require rebuilding the former harbour/ quay wall. Such works would have the potential to disturb/ damage the (NHA) SPA habitat and would require environmental assessment. As identified in the LeeCFRAMS maps, the site is subject to flooding and maybe at increasing risk of flooding in the future. It is considered inappropriate to zone flood risk lands for a non-compatible land-use such as residential, local services and institutional uses. There has been no form of development on the site for a very long time and as such to zone the land for ‘development’ purposes is considered inappropriate, having regard to the above issues. The requested zoning for development purposes is considered to be contrary to the landscape and natural heritage objectives. <b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 10: LANDSCAPE AND NATURAL HERITAGE (AND RELATED MAPPED OBJECTIVES)</b>		
<b>10.5 New Urban Woodlands</b> Section 10.17 can it be specified that native species, derived from native stock and appropriate to the location are used.	50	It is desirable that native trees of native stock are sourced and planted; and Objective 10.10 Trees and Woodland, promotes the planting of native deciduous trees and mixed forestry in order to benefit biodiversity.  <b>Recommendation:</b> No change.
<b>10.6 Salmonoid River</b> Section 10.50 typing error: should read “resting grounds for a variety of protected species of birds, bats and other mammals such as the otter.”	50	Section 10.50 - typing error. Accepted.  <b>Recommendation:</b> To amend Section 10.50 as follows: “In addition the river Lee and its banks provide habitats, feeding and resting grounds for a variety of protected species of birds, bats and <b>other</b> mammals such as the otter.
<b>10.7 Non-designated areas of Natural Heritage Importance – additional habitats</b> Section 10.52: There should be specific mention of wetlands, semi-natural grasslands and woodlands in the introductory passage.	50	Section 10.52 should mention wetlands, semi-natural grasslands and woodlands. Accepted  <b>Recommendation</b> To amend Section 10.52 as follows: “Non-designated areas of natural heritage include <b>woodlands</b> , hedgerows, tree lines, <b>wetlands</b> , rivers, streams, <b>semi-natural grasslands</b> , private gardens, parks, sports grounds and urban green spaces.”
<b>10.8 Non-designated areas of Natural Heritage Importance - special zoning</b> Submits that Non-Designated Areas of Natural Heritage Importance should be afforded protection by the Council and should be zoned “Areas of Biodiversity and Natural Heritage Value”	50	It is not considered appropriate to create a distinct land use zoning for Areas of Biodiversity and Natural Heritage Value, given the Landscape Preservation Zones land-use zoning. Landscape Preservation Zones are designated on the basis of containing a number of landscape assets including ‘Ecology, areas which provide a habitat for flora and fauna.’ These areas are in need of special protection. There is a presumption against development within landscape preservation zones.  <b>Recommendation.</b> No change

Key Issue	Sub.	Chief Executive’s Response and Recommendation
-----------	------	---



	No.	
<b>CHAPTER 10: LANDSCAPE AND NATURAL HERITAGE (AND RELATED MAPPED OBJECTIVES)</b>		
<p><b>10.9 Jacobs Island</b> In particular points out that ZO 20 Jacobs Island is adjacent to an SPA and pNHA but it is not referred to in the zoning objective.</p>	50	<p>The Objective of ZO 20 Jacobs Island Mixed Use zoning is to set out the main land use objectives for the area, rather than to highlight the environmental sensitivities of adjoining land. Appropriate Assessment of any impact on the Protected Areas will be part of the assessment of any planning applications on the lands .</p> <p><b>Recommendation:</b> No change</p>
<p><b>10.10 Farranferris LPZ</b> See Issue 11.4 below.</p>	64	
<p><b>10.11 Rivers and Waterways – 10m restriction</b> Section 10.59 referring to restricting development within 10 metres of waterside locations : 'apart from in exceptional circumstances'. As there is no definition of what these exceptional circumstances are this cannot be commented on as part of a consultation process and so the phrase should be removed.</p>	50	<p>It is not possible to define all 'exceptional circumstances'. While accepting that it may not always be possible to meet the prescribed standard, the onus will fall on the applicant/ developer to provide a robust rationale to seek an exception.</p> <p><b>Recommendation</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 10: LANDSCAPE AND NATURAL HERITAGE (AND RELATED MAPPED OBJECTIVES)</b>		
<p><b>10.12 Rivers and Waterways- Riparian Habitats</b>                      Section 10.60: 'In new major development locations the preference will generally be to provide parks in waterside locations to maximise the potential for linkages between landscape, natural heritage and recreational opportunity.' This should be re-worded to the effect that 'In new development locations the preference will be to retain and protect existing riparian habitats. Where an ecological assessment by a suitably qualified ecologist suggests features may be added to improve ecological corridors, such features will be stipulated to specifications recommended by a suitable qualified ecologist.'</p>	50	<p>Section 10.60. Preference should be to retain and protect existing riparian habitats. Where an ecological assessment suggests features may be added to improve ecological corridors, such features will be stipulated to specifications recommended by a suitable qualified ecologist. Accept that text/ policy should be to retain and protect riparian habitats, in conjunction with Objective 10.9 River and Watercourses which states that proposals should preserve the biodiversity value of the site subject to ecological assessment by a suitably qualified ecologist.</p> <p><b>Recommendation.</b>                      To amend Section 10.60 as follows: “In new major development locations the preference will <del>generally</del> be to <b>retain and protect existing riparian habitats while provide providing</b> parks in waterside locations to maximise the potential linkages between landscape, natural heritage and recreational opportunity.”</p>
<p><b>10.13 River Glasheen</b>                      It is submitted by O’Brien and O’Flynn that provision should be made in the CDP to allow access to a land-locked site in the County Council’s area (between Sandbrook and Saint Finbarre’s GAA pitch). This would require the loss of a small area of public open space. In return the developer would invest a sum in upgrading the existing open space serving Wilton Court.</p>	71 )	<p>See 11.10 for a response to the public open space issue.</p> <p>The River Glasheen is a landscape type of significance in the city that merits protection.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• The River Glasheen should be given an Area High Level Value (overlay) designation.</li> </ul>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 11: RECREATIONAL INFRASTRUCTURE (AND RELATED MAPPED OBJECTIVES)</b>		
<b>Purpose of recreational Infrastructure</b>		
<p><b>11.1 Importance of Recreational Infrastructure</b></p> <p>It is submitted that the purpose / value of recreational infrastructure should be explicitly expanded to refer to the benefits to the human benefits, including social interaction, physical activity, mental health and exposure to nature.</p>	19	<p>Agreed.</p> <p><b>Recommendation:</b> Amend 11.1-11.4 accordingly.</p>
<b>Public open space provision / POLICY</b>		
<p><b>11.2 Purpose of public space / recreational infrastructure</b></p> <p>It is submitted that the CDP should be amended to make clear that public space, and particularly public open space, is multi-functional and plays a range of important roles in the make-up of Cork, including:                      Exposure to nature                      Physical activity; and                      Social interaction.</p> <p>Specific outcomes should be framed in relation to the nature of spaces (i.e. in relation to management / enhancement of existing spaces as well as in the design of new spaces).</p>	19	<p>Agreed.</p> <p><b>Recommendation:</b> Amend 11.24-11.26 / 11.7 accordingly to refer to design outcomes.</p>

**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Public open space provision / POLICY</b>		
<b>11.3 Protection of public open space</b> It submitted by the <u>Cork Food Policy Council</u> and the <u>Montenotte Residents Association</u> that it must be a priority to protect all public open space (green and urban) as should be provided and improved so that it provides for social interactions as one of the vital building blocks for community development.	19, 80	Agreed. This will be achieved effectively through <i>Objective 11.7: Public Open Space</i> and the zoning of public space in Volume 2: Mapped Objectives.  <b>Recommendation:</b> No change.



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Public open space provision / NORTH-WEST</b>		
<p><b>11.4 Farranferris Ridge</b>                      It is submitted by the Diocese of Cork and Ross that: The land use zonings in the DCDP (for sports and landscape preservation zone) within the grounds of the former Farranferris Seminary should be amended to reflect the site layout permitted under TP 11/34953 in 2012 – with particular regard to central recreational area;</p>	64	<p>The site is primarily zoned Residential, Local Services and Institutional Uses with Sports Grounds and Landscape Preservation Zones.</p> <p>It is not appropriate to rezone a site in accordance with an extant permission as a matter of general principle as the nature of the development can change before it is finalised. The normal approach would be to amend the development plan when a development is completed and validated as being accordance with its permission. However, given the following it is considered appropriate to make a number of amendments:</p> <ul style="list-style-type: none"> <li>• The planning authority has invested a great deal of time in negotiating an outcome that differs from Variation No.1 to the CDP 2009-2015 but is considered to provide a very high quality outcome for the site as a whole in that the central recreational area will create a landscape that is strong in character that is respectful to the site, Farranferris Seminary and its assets; and</li> <li>• The City Council undertook a material contravention process to approve the planning permission, and therefore the development benefitted from a very strong social contract (i.e. 75% of members);</li> <li>• The fundamental difference between the development plan and that permitted is that the full size sports pitch at the top level has been substituted for an all weather pitch in the core of the site forming part of a wider recreational / landscape area. This substitution was accepted by the planning authority / elected members as an appropriate development strategy for the site within the context of its own exceptional circumstances.</li> </ul> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• Change the zoning of the upper pitch from Sports Grounds to Residential, Local Services and Institutions;</li> <li>• Change the land use zoning objective of lower pitch / area behind seminary building to Sports Grounds / Public Open Space (as part of central recreational / landscape area);</li> </ul>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Public open space provision / NORTH-WEST</b>		
<p><b>11.4 / contd. Farranferris Ridge</b> The site specific objectives for <b>Landscape Preservation Zone</b> NW10 be amended to reflect that permitted; and</p>	64	<p>Upon review of Table 10.2 it is clear that the site specific objectives relating to NE10, NE10a and 10b included in <i>Variation No.1</i> to the <i>CDP 2009-2015</i> have been inadvertently omitted from the Draft CDP 2015-2021. If development is to proceed then these objectives must be re-instated.</p> <p>An additional Site Specific Objective for LPZ 10a could be included to allow for the creation of high quality edge conditions for the site, and particularly housing to back onto existing housing (as permitted). However, this element of the permitted scheme was controversial and did not benefit from widespread support and is therefore not recommended for inclusion.</p> <p>However, the text for the NW10 should be refined so that it is free-standing from the LAP as currently it refers to sections of the LAP (i.ee. Area B and Area D) to improve clarity.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• The site specific objectives relating to NE10, NE10a and 10b included in <i>Variation No.1</i> to the <i>CDP 2009-2015</i> should be incorporated into Table 10.2. These were inadvertently omitted;</li> <li>• No change to the written objectives for NW10a;</li> <li>• Confirm intended land use for any new buildings in NW10 to be Institutions (education and training) with ancillary local services.</li> </ul>
<p><b>11.4 / contd. Farranferris Ridge / Business and Technology Uses</b> Allow a wider range of uses within the site within the site in the area where the non-residential buildings are located - to include <b>Business and Technology</b> uses. Currently Education and Training uses are permitted on the site through TP 11/34953.</p>	64	<p>The site has the following land use zoning objectives:</p> <ul style="list-style-type: none"> <li>• Residential, Local Services and Institutions / Area of High Landscape Value overlay (to the north of the college); and</li> <li>• Landscape Preservation Zone (NW10).</li> </ul> <p>The new building on the site falls partly in the Landscape Preservation Zone and partly in the residential, local services and institutions land use zoning objective. The permitted Educational and Training (institutional) use / commercial ground floor is compatible with the Residential, Local Services zoning objective for part of the site.</p> <p>The existing building is a protected structure and can accommodate permitted uses and other uses compatible with its special architectural interest. Business and technology uses are not ruled out in principle providing the impact on the building is acceptable. This would be assessed at planning application stage and is not a development plan issue.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Public open space provision / NORTH-WEST</b>		
<p><b>11.4 / contd. Farranferris Ridge / Business and Technology Uses</b></p>	64	<p>The permitted new building includes education / training and local services uses. It is not considered appropriate to allow Business and Technology Uses in this location as the site has significant access and amenity issues and this type of uses which would generate a lot to traffic are most appropriately located in areas with access to high quality public transport. The most appropriate location for these uses in this is of the city, and for which provision of land is made by land use zoning, are in the Blackpool Valley and Kilbarry IDA Estate. However uses ancillary to the educational/training use of the complex would be open for consideration.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• No change to the objectives for NW10.</li> <li>• No change to Residential, Local Services and Institutions zoning objective.</li> </ul>
<b>Public open space provision / NORTH-EAST</b>		
<p><b>11.5 Provision of POS in the North of the City</b></p> <p>It is submitted by EcCoWel that the priority for investment in public space / parks / recreational infrastructure should be the north-side as there is a demonstrable deficit in this half of Cork. It is submitted by the MONTENOTTE RESIDENTS ASSOCIATION that: There is a significant deficit of public open space and parks provision in the North-East of the city; and The CDP should restate that the importance of delivering Ennismore and extending the Glen Amenity Park is a very high priority and that other uses will not be permitted in these areas.</p>	<p>25</p> <p>80</p>	<p>The deficit in existing public open space provision is identified in paragraph 11.12 of the Draft Plan.</p> <p>The Draft Plan sets out the following for the NE of the city:</p> <ul style="list-style-type: none"> <li>• A new City Park outside of the current City Boundary (see Table 11.2);</li> <li>• An extension of the Glen Amenity Park into a new larger River Glen Corridor Park extending to the new City Park (see 11.22 / Table 11.3).</li> <li>• A new neighbourhood park at Ennismore (see Table 11.3); and</li> </ul> <p>The delivery of these large parks and lower level amenity space improvements, where possible, will be a priority for the City Council in this area of the city. The proposed <i>Cork Neighbourhoods Strategy</i> and <i>Parks Strategy</i> should provide an objective basis for prioritising the allocation of resources for the development of parks throughout the city.</p> <p><b>Recommendation:</b> No change recommended</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Public open space provision / NORTH-EAST CONTINUED</b>		
<p><b>11.6 Tank Field</b>                      It is submitted that the land use zoning objective for the Tank Field should be amended to revert to being public open space (i.e. the Schools / (Brian Dillon GAA) Sports Grounds zoning objectives should be replaced by public open space). The City Council should invest in creating a high quality park (People's Park) on the site on the grounds that:                      There is a very real shortage of quantity and quality of public space / parks in the North-East of the city;                      It is unacceptable that a public amenity is privatised; and                      The school / club would be much better suited to other sites in the NE.</p>	<p>39 80 82</p>	<p>The City Council have agreed the principle of the landowner-ships at the Tank Field and the land use zoning proposed reflects this decision.</p> <p>The proposed <i>Parks Strategy</i> and <i>Cork Neighbourhoods Strategy</i> will provide an analysis and proposals for public open space / Parks in the North-East of the city.</p> <p><b>Recommendation:</b> No change is recommended.</p>
<p><b>11.7 Tinker's Cross</b>                      It is submitted by JOHN KELLEHER that the site at Tinker's Cross zoned for public open space be developed as a public park and multi-use games area (MUGA) on the grounds that there is a deficit of public parks in this area of the city.</p>	<p>1</p>	<p>The Parks Department have undertaken to develop a landscape masterplan for the upgrade of this space into a pocket park that will form part of the wider River Glen Corridor Park. This is referred to in Table 11.3 of the DCDP. The design process has already commenced. The delivery of the park will be subject to resource allocation.</p> <p><b>Recommendation:</b> No change.</p>

**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Public open space provision / NORTH-EAST CONTINUED</b>		
<p><b>11.8 Saint Luke's Neighbourhood</b> It is submitted by NUALA FENTON that there is a deficit in recreational infrastructure in the Saint Luke's Area despite the development plan / North Docks Local Area Plan identifying appropriate sites for pocket parks in the area. The Mahony's Avenue lands should be acquired to provide a public park and to secure this valuable landscape.</p>	87	<p>The City Council is currently in negotiations with the owner of this site to seek its transfer to the City Council with a view to providing a pocket park to provide for the needs of the area. The park is identified in Table 11.3 as a park project to be delivered in the period of the next development plan.</p> <p><b>Recommendation:</b> No change recommended</p>
<b>Public open space provision / SOUTH-EAST</b>		
<p><b>11.9 Lindville</b> It is submitted by Cathal O'Connor (Corbel Limited) that a site at the north-eastern corner of the Lindville Estate lands should be rezoned from public open space to Residential, Local Services and Institutions and the residual open space be protected by a landscape protection designation on the grounds that: Provide passive surveillance of the open space; Resolve outstanding unauthorised development issues; and Consolidate development form of estate (built and landscape).</p>	36	<p>The site indicated forms part of the permitted public open space area to serve the needs of the Lindville housing development. The site has been the subject of long-standing enforcement action. Development of this area for housing would be unacceptable in principle.</p> <p><b>Recommendation:</b> No change recommended</p>



Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Public open space provision / SOUTH-WEST</b>		
<p><b>11.10 Sandbrook, Wilton</b> It is submitted by O’Brien and O’Flynn that provision should be made in the CDP to allow access to a land-locked site in the County Council’s area (between Sandbrook and Saint Finbarre’s GAA pitch). This would require the loss of a small area of public open space. In return the developer would invest a sum in upgrading the existing open space serving Wilton Court.</p>	71)	<p>The proposal being put forward by the housebuilder was refused by the City Council and An Bord Pleanala in 1999 (CCC TP99/23482 and ABP - 28/116872). The insertion of a new access street to the land-locked site is not considered appropriate or desirable on the following grounds:</p> <ul style="list-style-type: none"> <li>• The proposed access street would involve the insensitive urbanisation of the River Glasheen corridor, which would be contrary to <i>Objective 10.9: River and Waterway Corridors</i>, which seeks to maintain the course and integrity of rivers in the city. The street, in its entirety to the rear of 68-86 Southbury Road, would fall within the 15m river corridor protected by the objective;</li> <li>• The most appropriate use for the land-locked site is as a site ancillary to the adjoining sports use or as open space; and</li> <li>• The site’s use as a residential site, if access were possible, would be affected by noise pollution challenges, the presence of the River Glasheen and an additional watercourse on the site;</li> </ul> <p>The loss of an area of public open space to provide the required access could be considered favourably if it resulted in the improvement of the quality of the park (e.g. investment in a landscape structure / facilities or new positive frontage to provide supervision of the space). However, this is ruled out as a matter of principle as the need to link the street from the open space to the land-locked site via the space behind the 68-86 Southbury Road would result in an unacceptable level of damage to the River Glasheen corridor.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• The shapefile for the public open space in this location should be corrected.</li> <li>• The River Glasheen should be given an AHLV designation.</li> </ul>
<b>WATER SPORTS</b>		
<p><b>11.11 New City Slipway</b> It is submitted by MEITHEAL MARA that there is a need for a new public water slip capable of meeting the needs of individuals and organisations that use the water. The slip should provide access to the water for users that need vehicles to put craft in the water within the city limits / upper harbour (the only ones exist in the lower harbour).</p>	69)	<p>Agreed.</p> <p><b>RECOMMENDATION:</b> Amend 11.31 and add Objective 11.12a: New Public Slipway.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>AMENITY ROUTES</b>		
<p><b>11.12 Blackrock Village – Blackrock Castle route</b>                      It is submitted by CORK BOAT CLUB that they welcome the proposed Amenity Route between Blackrock Village (Harbour) and Blackrock Castle but asks that the design of the route be subject to detailed design study taking into account the operational issues of the boat club, and also proper consultation. It is requested that the development plan be amended to include a statement indicating that the Amenity Route is flexible and mention the special challenges of the Club.</p> <p>It is submitted by SEAN KEOHANE that the location of the Amenity Route be relocated to follow the route indicated in the withdrawn Part 8 planning application for the walkway.</p>	<p>59 79</p>	<p>The location of the Blackrock Village – Blackrock Castle Amenity Route is indicative on the development plan maps in terms of where the route will be located on the ground (i.e. it is mapped to be accurate to a scale of 1:500). The line of the route is considered to be reasonable at this scale.</p> <p>The City Council aims to create a network of walkways for the benefit of Cork and the common good. This Amenity Route will be designed in the common good and will be delivered for the benefit of the citizens of Cork. Appropriate consultation with the Cork Boat Club and other landowners will occur as part of any design process. A design study should be prepared to explain the options considered as part of the design process.</p> <p><b>Recommendation:</b>                      Insert new paragraph in “Amenity Routes” to deal with alignment of routes and state that routes are indicative.</p> <p><b>Correct Map 6:</b>                      Existing Amenity Route extends to the eastern side of Blackrock Castle (i.e. minor edit).</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>11.10 PLAY / YOUTH FACILITIES</b>		
<p><b>11.13 Facilities for teenagers</b> It is submitted by Comhairle Na n'Og that the following facilities are needed in the city:</p> <p><u>Indoor Youth Facilities</u> These should include: Youth cafes; youth spaces; youth gym facilities, all with free wi-fi. Within the City Centre there is a need for more commercial cafes that are targeted at young people in terms of their offer. There is also a need for lockers for young people to leave their stuff between activities.</p> <p><u>Outdoor Youth Facilities</u> Parks and spaces need to be designed / delivered to meet the needs of teenagers specifically (i.e. include elements that are specifically designed for teenagers). There may be a need for one, or more, parks to be specifically designed for teenagers. Skatepark facilities could be incorporated into all larger parks.</p> <p>It should be noted that young people need youth facilities in their neighbourhoods to serve young people up to the age of 13. Facilities for young people older than this are better provided in the City Centre.</p>	57)	<p>Agreed.</p> <p><b>Recommendation:</b> Amend sections in <b>Chapter 11 Recreational Infrastructure</b> dealing with indoor and outdoor recreational and play facilities for young people to take account of the submission.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>11.12 ALLOTMENTS</b>		
<p><b>11.14 Allotments and community gardens</b></p> <p>It is submitted by the Cork Food Policy Council, Rory Moorish and the Healthy City Initiative that:</p> <p>The Allotments policy should be reframed as the “Allotments and Community Garden” policy and this recognises the value of enabling communities to come together and for people to be self-sufficient;</p> <p>There should be a strategy to provide a basis for allocating land for the purposes of allotments / community gardens, and that facilities are supported by services to advise / organise food production.</p> <p>The CDP should support and promote the provision of allotments and community gardens on some green spaces (e.g. a proportion of green space) in the city;</p> <p>The use of derelict / vacant sites for allotments / community gardens is strongly supported.</p>	<p>19, 30, 34</p>	<p>Agreed.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• Reframe 11.38 as “Allotments and Community Gardens”;</li> <li>• Refine statement of benefits;</li> <li>• Set out the options for the kinds of sites that allotments and community gardens may be provided on;</li> <li>• State that the Allotments Strategy will develop appropriate guidelines on standards;</li> <li>• City Neighbourhoods Strategy will identify deficits / need.</li> </ul>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>11.12 ALLOTMENTS</b>		
<p><b>11.15 Apple City</b> The Future Orchard Trust and the Independent Workers Union submits that Cork City Council should initiate an apple-growing and processing business that would have social, economic, employment, biodiversity / bee colony, and tree coverage benefits for the city. The idea being that the city as a whole would become an apple-growing area (on public and private lands) and that the picking, sale and processing (juice / cider) would generate significant employment and economic benefits for the city.</p>	20, 22	<p>This proposal sounds like an idea that has the potential to be an excellent business initiative that could have extensive benefits for Cork and its citizens. However, the proposal does not appear to have a sufficient shape or momentum to justify any amendments to the development plan at this stage.</p> <p><b>Recommendation:</b> No change recommended.</p>
<b>CITY CENTRE RECREATIONAL INFRASTRUCTURE</b>		
<p><b>11.16 City Centre Recreational Infrastructure (Objective 11.18)</b> It is submitted that there is a need for children's playgrounds in new locations in the City Centre (on the Island) to meet the needs of residents and visitors.</p>	12	<p>Agreed.</p> <p><b>Recommendation:</b> Amend paragraph 11.42 to refer to the need for playgrounds in appropriate locations on the island and in City Centre neighbourhoods.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 12: ENVIRONMENTAL INFRASTRUCTURE AND MANAGEMENT</b>		
<b>Strategic Objectives / Approach</b>		
<p><b>12.1 EU Directives Analysis</b>                      Suggests the inclusion of a specific objective to ensure that in relation to the planned/ possible infrastructure improvements included in the Plan, the requirements of the EIA, Habitats, Birds, Water framework and Floods directives respectively are taken into account where appropriate, as well as the potential for cumulative effects on population, water quality, flood risk, landscape and biodiversity.</p>	7	<p>This is a legislative requirement; it is therefore considered that there is no need to state it as an objective in the Development Plan.</p> <p><b>Recommendation: No change.</b></p>
<p><b>12.2 Water Supply</b>                      Revise Para. 12.3 – 12.4 to reflect that the construction of the new treatment plant has not commenced (as stated in the Draft Plan), that there is a need to modernise the water treatment plant, and that Irish Water has committed to this capital investment.</p>	7	<p>Agreed,</p> <p><b>Recommendation:</b>                      Revise Para. 12.4 as submitted.</p>
<p><b>12.3 Concurrency Policy</b>                      There would be merit, to include where appropriate, a commitment to ensuring that appropriate critical infrastructure is in place prior to permission being granted to any proposed development.</p>	7	<p>Adequate capacity and in water and waste water supply will be available during the lifetime of the Development Plan, and this is specifically stated in the Plan. Given this context, it is not considered that such an objective is required.</p> <p><b>Recommendation:</b> No change.</p>

**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Strategic Objectives / Approach</b>		
<p><b>12.4 Foodwaste Management</b>            A proposal for a large scale anaerobic digestion plant near Cork City is currently being developed. The Draft Development Plan states that food waste would be processed in a regional composting facility. Instead of being prescriptive, the plan should leave the door open for other methods (such as anerobic digestion, a higher order treatment in the EU Waste Hierarchy) and scales of treatment (i.e. not just a singular regional facility).</p>	73	<p>Cork City Council had been advised that current regional plans call for food waste to be handled in a regional composting facility. This was noted in the Plan simply to state that there were currently no landuse requirements for foodwaste treatment within the City’s administrative area, rather than being a prescriptive statement regarding the type of treatment.</p> <p><b>Recommendation:</b> Revise 12.17 to leave the method of treatment and scale of facility open for consideration.</p>
<p><b>12.5 National Grid</b>            Reference “Government Policy Statement on the Transmission and Other Energy Infrastructure” in Chapter 1 as one of the documents framing the Plan, include details of the Grid 25 Strategy in Chapter 12 and ensure that plans for the grid are not compromised by development proposals.</p>	48	<p><b>Recommendation:</b> Reference to the Government Policy Statement in Appendix A (where similar guidelines are currently listed). Revise Paras. 12.24 – 12.25.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 12: ENVIRONMENTAL INFRASTRUCTURE AND MANAGEMENT</b>		
<p><b>12.6 Flood Risk</b> To amend text of Objective 12.14 Flood Risk Management in Development Proposals. To replace “shall have regard to” with “will implement” the Planning System and Flood Risk Management Guidelines for Planning Authorities.</p>	7	<p>Agreed.</p> <p><b>Recommendation.</b> To amend Objective 12.14 Flood Risk Management in Development Proposals as requested.</p>
<p><b>12.7 Water</b> Commitments have been made in the plan to undertake plans/ studies/ strategies such as a storm water management plan. Consideration should be given to make adopting a timeframe for same, including the adoption of any resulting recommendations during the lifetime of the plan.</p>	7	<p>The issue requires further internal review and discussion before a timeframe can be agreed so it is not possible to include it in the Plan at this time.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>12.8 Airport Safety Zones</b> Request that the Plan maps include the Public Safety Zones (PSZ) and policies to reflect the recommendations of the Environmental Resource Management Ireland Ltd Report commissioned by the Departments of Transport and Environment in 2000, in order to safeguard the public on the ground.</p>	37	<p>In the interest of safety and the proper planning and sustainable development of the area, it is considered appropriate to illustrate the Public Safety Zones on a Map in the Volume 2 and to insert written text and an objective relating to Public Safety Zones to the Written Statement - Volume 1.</p> <p><b>Recommendation</b> To illustrate the PSZs of Cork Airport in the Plan Maps, Volume 3 and to insert a text and objective relating to same in Chapter 12 Volume 1.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 12: ENVIRONMENTAL INFRASTRUCTURE AND MANAGEMENT</b>		
<p><b>12.9 Noise – Cork Airport</b> As per the Cork Noise Action Plan 2013 - 2018 there are noise contours associated with Cork Airport. Appropriate policies should be put in place within the plan to ensure that noise sensitive uses are not subject to inappropriate noise levels and that appropriate noise mitigation measures are required for all proposed development.</p>	37	<p>The draft Plan adequately addresses the issue of Noise Pollution. (Sections 12.64 - 12.67). Objective 12.20 seeks to implement the Joint Cork Noise Action Plan; whereas Objective 12.21 requires all developments to be designed and operated in a manner that will minimise and contain noise levels.</p> <p><b>Recommendation.</b> No change apart from that proposed below.</p>
<p><b>12.10 Noise Action Plan</b> Consider including an objective to implement the recommendations of the Noise Action Plan following its adoption.</p>	7	<p>The CDP includes such an objective, namely, Objective 12.21 Joint Cork Noise Action Plan. To implement the Joint Cork Noise Action Plan 2013-2018 in order to prevent and reduce environmental noise. Minor correction is appropriate as below.</p> <p><b>Recommendation.</b> To amend Objective 12.21 as follows: To implement <b>the recommendations</b> of the Joint Cork <b>Agglomeration</b> Noise Action Plan 2013 - 2018 <b>upon its adoption</b>, in order to prevent and reduce environmental noise.</p>
<p><b>12.11 Radon</b> The Radiological Institute of Ireland has identified an area within and adjacent to the Plan area that has radon levels 10%-20% above reference levels. Requests an objective that requires the assessment for radon mitigation in respect of development proposals.</p>	7	<p>All new dwellings and long stay buildings are required to incorporate some degree of radon preventative measures in accordance with the Building Regulations. It is not a matter for the Development Plan.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 12: ENVIRONMENTAL INFRASTRUCTURE AND MANAGEMENT</b>		
<p><b>12.12 SEA Directive</b>                      Recommends that local authority considers the potential for cross-boundary consultation to assess cumulative impacts in compliance with SEA Directive.</p>	86	<p>The City Council will continue to consult and cooperate with Cork County Council on all matters of mutual responsibility such as potential cumulative impacts on the receiving environment as set in the SEA Directive.</p> <p><b>Recommendation:</b> No change</p>
<p><b>12.13 Flood Risk Management</b>                      The plan should be much clearer on how the planning guidelines on flood risk have influenced the draft plan as compared to the previous plan. How has the plan been made differently as a result of the guidelines?</p>	38	<p>The draft plan differs from the current plan in that a flood risk assessment has been incorporated into the plan making process, resulting in the proposed rezoning of Greenfield lands at Carrigrohane Road in the western suburbs to 'water compatible' uses, namely, Public open space and Landscape preservation zones. There are no resulting zoning changes to the historic core of the city, as this area will be protected from flood risk by structural defences. Future development in the North and South Docks and Tivoli will be subject to detailed flood risk assessment and management measures. Further details are outlined in the SEA of the Plan, Volume 4.</p> <p><b>Recommendation.</b>                      To amend section 12.48 to describe influence of flood risk assessment on the Plan.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.1 Regeneration of the City Centre</b></p> <p>Regional Assembly welcomes the draft Plan commitment to providing a proactive response to addressing City Centre challenges. While development of Docklands is a key objective, it is only deliverable if overall City Centre regeneration provides the catalyst.</p> <p>Cork Chamber is supportive of plans to correct dereliction and concentrate growth in the city centre and the part of the city centre close to Docklands but argues for more proactive and targeted measures with detail and timelines</p>	24, 86	<p>Noted. The Draft Plan aims to focus on regeneration of the City Centre whilst facilitating eastwards expansion into Docklands.</p> <p>It is intended to prepare a more detailed implementation plan to address the main recommendations of the City Centre Strategy including the high level objectives contained in the City Development Plan</p> <p><b>Recommendation:</b> No change.</p>
<p><b>13.2 Eastwards Expansion of City Centre</b></p> <p>Supports the expansion of the eastern end of the City Centre and into Docklands as the first stage of Docklands development and the upgrading and redesign of the streets in this area and adjoining Docks areas</p>	14	<p>Noted. Upgrading and redesign of the streets at the eastern end of the city centre and leading into Docklands will take place part of public realm projects and will proceed as resources permit.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.3 Vacancy and Dereliction</b> The Plan should include a cohesive policy to tackle vacancy and dereliction in the city centre and in particular the historic core and areas such as The Marsh.</p> <p>Is there anything prescriptive that can be done to ensure property owners maintain their properties?</p>	<p>24, 25 38,52,78, 86</p>	<p>The policies in Chapter 13 City Centre and Docklands are aimed at supporting a thriving city centre as the Healthy Heart of the region, achieving a good supply of viable mixed uses to occupy the city centre buildings and a high quality public realm. It is recognised there are certain areas of the city centre which have persistent vacancy and increasing numbers of run-down and derelict buildings (as referred to in Section 13.5 of the Draft Plan). The City Centre Strategy aims to recognise and address this by a series of short and long term actions. Development Plan policies to increase office employment in the city centre will make shops restaurants and services more viable. Reductions in Development Levies for city centre development have also been put in place. A package of 'carrot and stick' measures to tackle dereliction are also underway or in planning. Positive actions include painting grant schemes; grants for repair of buildings; facilitating short-term cultural uses in vacant buildings, a Postcard project for vacant shop-fronts; and co-operating with traders groups in improving their areas.</p> <p>Actions under the Derelict Sites Act to combat dereliction are also underway. These can include serving a notice requiring action to render a building non-derelict, placing a property on the Derelict Sites Register and charging a levy, or acquiring the property.</p> <p>A greater focus on managing, branding and marketing the city centre is also envisaged over the next 5 years. The Government's Living City Initiative will also support the revitalisation of marginalised areas of the city centre. The Plan also includes measures to support residential uses in and around the city centre and to upgrade the public realm and amenities. It is proposed to add a specific objective on tackling dereliction and vacancy to the Plan to explicitly show that the City Council is committed to tackling these problems.</p> <p><b>Recommendation</b> Add section and objective on City Centre vacancy and dereliction and an objective to Chapter 13</p>
<p><b>13.4 Partnership Structure</b> Establish a Partnership structure comprised of Cork Chamber and city centre business/retail representatives to identify and implement targeted actions to support city centre regeneration</p>	<p>24</p>	<p>The City Council recognises that achieving many of the objectives of the City Plan is dependent on the significant involvement from the private sector. While the detail of a Partnership Structure is outside the remit of the Development Plan, the City Centre Strategy report 2014 proposes a City Centre Partnership made up of business and traders representatives and City Council representatives to focus on implementing the recommendations of the Strategy, some of which are included in the Draft City Plan. The possible Partnership structure has yet to be developed but it is hoped to do so over the coming months.</p> <p><b>Recommendation:</b> No change</p>



Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.5 Support local traders groups</b> Ring fence resources to support local traders groups in developing and implementing strategies in the city centre.</p>	24, 25	<p>The City Council engages with traders groups on an on-going basis in relation to relevant local issues. Resources to directly support traders groups are limited but the City Council hopes to work in partnership with them so that the resources of both traders groups and the City Council can be used to maximum effect. An example of this in action is in the Oliver Plunkett Street area, where the City Council has put a building improvement grant scheme in place this year and is engaging with local traders to examine other measures that the parties can take to improve the appeal of the area. The City Centre Strategy proposes appointing a City Centre Liaison person or small team to liaise with businesses and organisations and the detail of how this can be implemented will be examined over the coming months.</p> <p><b>Recommendation:</b> No change</p>
<p><b>13.6 Retail Frontages</b> To amend Objective 13.4 Protection of Prime and Key Secondary Frontages, and adopt a more flexible approach to allow restaurants and local services at ground floor level, in order to tackle vacancy at the western end of St Patrick’s Street.</p>	66	<p>Objective 13.4 aims to ensure that St Patrick’s Street and adjoining streets are: <i>“the prime location in the region for national and international multiples to locate”</i> (Section 13.13), by restricting non-retail uses at ground floor level on these streets. Section 13.16 states, <i>“The City Council aims to support and strengthen the higher order retail function of the city centre and the concentration of shops within the city centre retail area... there is a need to maintain a strong retail character and identity of the prime retail streets.”</i> Although there is vacancy at the western end of St Patricks Street these policies are considered still to be valid, however the City Centre Strategy recognises that actions are needed to attract new retail users into the area.</p> <p><b>Recommendation:</b> No change</p>
<p><b>13.7 City Centre Offices</b> Supports clustering of office uses in the city centre where they can benefit from existing infrastructure. More detailed action plans and timelines sought to realise objective of supporting office developments in city centre.</p> <p>Reference should be made to the technological requirements for offices</p>	21, 24, 78	<p>There is general support for the proposal in the Draft Plan to focus new office development in the City Centre and the eastern edge of City Centre where it can benefit from existing infrastructure. The Draft Plan identifies the location for such uses and has zoned the land accordingly. The City Council will work with landowners and developers, as well as the economic development agencies through its Planning and Economic Development Sections to achieve this objective. It will also be supported by further improvements to the public realm and access in the city centre. As referred to above, it is intended to put in place an implementation plan for the city centre strategy, which will also support office development in the city centre. It is therefore not considered appropriate to include more detail in the City Plan at this time.</p> <p>New office buildings will generally have high quality fit-out in relation to technological requirements, although there are sometimes challenges in incorporating the necessary infrastructure into older buildings.</p> <p><b>Recommendation:</b></p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.8 Reduce Development Levies for offices</b> Requests that large scale office developments be exempt from Development Levies in the Commercial Core Area to support viability of such uses</p>	21	<p>The Development Contribution Scheme is not part of the Development Plan but the current scheme will be reviewed once the new Plan is made in 2015.</p> <p>The revised development contribution scheme (2013-2015) that was adopted in October 2013 allowed for a 100% reduction of Development Contributions for refurbishment or change of use of city centre buildings for any purpose, giving the city centre a significant advantage over other areas. Furthermore the 2012 waiver scheme which gives a 25% reduction in levies and a 25% waiver on contributions to IDA etc' type office developments anywhere in the city, was amended in 2014 to give a further 25% waiver to 'Green Buildings' built in the city centre. New city centre offices can therefore get a reduction of up to 75% if they comply with these requirements. These waivers will be reviewed as part of the preparation of the new scheme in 2015.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>13.9 Transformational Development Projects</b> Do the zonings on the transformational development sites reflect the objectives specified?  Objective 13.21 refers to co-ordinated development and does this apply to the lands of these projects as well.</p>	78	<p>There are two locations identified as capable of delivering transformational mixed use development projects:</p> <p><u>Grand Parade/Beamish and Crawford Cluster:</u> The proposed zoning on the block bounded by Grand Parade/Washington Street and South Main Street is 'City Centre Retail Area', while the proposed zoning of the Beamish and Crawford site is 'Commercial Core Area'. Both of these are broad zonings where a wide range of uses are permitted; the main difference is that large scale comparison retail uses are permitted in the former but not the latter. The zonings reflect the uses proposed for these sites in the draft Plan.</p> <p><u>Cluster at Eastern end of the City Centre Island</u> These sites are mainly zoned 'Commercial Core Area', while some are in the 'City Centre retail area' so a wide range of uses are permissible to allow the objective of creating an office led mixed use quarter to be achieved.</p> <p>Objective 13.1 is a broad objective advocating a co-ordinated approach to development of larger sites. The Plan specifically looks for a co-ordinated approach for sites such as the Beamish and Crawford site and the North Docks lands but is not intended to be prescriptive as to which other sites it should apply to.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.10 Event centre</b> The proposal for an Event Centre in the City Centre is welcomed. Question raised as to whether the Plan should make reference to the potential for other development on the basis that only one of the sites being proposed for an Event Centre is likely to go ahead.</p>	57, 77	<p>The Plan allows for enough flexibility in the zoning and objectives that apply to the respective sites to allow a range of alternative uses to be considered. Both of the sites are in areas which are identified as being capable of delivering transformational mixed use projects for the city centre. When the result of the Event Centre process is completed it will be desirable to develop wider proposals for both areas, as the presence or absence of an event centre will have implications not just for the specific site but for the surrounding area as well.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.11 Beamish and Crawford site</b> Heineken Ireland objects to proposed change of zoning from City Centre Retail Area (CCRA) to Commercial Core Area (CCA), Concern that comparison retail is not permitted under Commercial Core Area Zoning. Concern that extension of existing permission would not be granted as it contains close to 3,000sq m of retail floorspace .</p> <p>Another submission requests that the Beamish and Crawford site should be made into a new city centre type development with shops, apartments, restaurants and cinema.</p> <p>Heineken Ireland requests that zoning of area zoned public open space on riverside southern boundary of site be deleted and replaced with a specific objective for a riverside walk and pedestrian bridge to French’s Quay.</p>	<p>2, 60</p>	<p>The emphasis in the new Development Plan will be on strengthening and consolidating the existing retail core. Taking into account the need to support the existing core retail area it is desirable that the redevelopment of more peripheral sites such as the Beamish and Crawford not be retail-led. It would not be desirable to have a major retail development on the Beamish and Crawford site competing with the existing core. Therefore the change of zoning to ‘Commercial Core Area’ was proposed in the Draft Plan. The definition of this zoning does not permit comparison retailing.</p> <p>The permitted development did not describe the type of retailing proposed in any detail or refer to comparison retailing. Nor was the retail floorspace in the permitted development constrained by condition as to retail type. Therefore if implemented the development could include a variety of types of retailing including comparison retailing, regardless of the change in zoning. An application for an extension of the permission would consider the application as it stands, including the permitted quantum of unspecified retailing and it would not be open to the Local Authority to add in conditions, such as one which would constrain the type of retailing.</p> <p>It is considered reasonable that development of this major development site should include some retail space to support primary uses. Convenience retailing is permitted under the proposed CCA zoning. In addition limited small scale comparison floorspace to support cultural, heritage or civic uses should be open for consideration, Section 13.52 will be amended to refer to such retail uses. The Development Brief prepared for the site still remains valid, apart from the references to the land-use zoning and comparison retailing which will be superseded by the new Plan. The current City Development Plan and the new Draft Plan include a zoning objective to have a small riverside park along the southern boundary of the site, linking to a riverside walk. The permission granted on the site for an Event centre allowed this to be reduced in scale and replaced by a smaller riverside plaza, supplemented by a public space in front of the Counting House building. This was considered a reasonable response in the context of the particular application and the economic and cultural gain of the Events Centre proposal. However it is considered desirable to retain the zoning objective so that if the current proposals on the site do not go ahead, the objective of creating a park can be taken into account in any future development proposals for the site. The Draft Plan proposes a pedestrian Bridge linking the site eastwards to Crosses Green. The permitted development includes a second bridge to French’s Quay. The French’s Quay Bridge while necessary for circulation purposes for the Event Centre is not considered an essential element for all possible future developments therefore it is not included it in the Plan, although it would be open for a developer to propose it any development proposal.</p> <p><b>Recommendation</b></p> <p>Amend 13.52 to include reference to acceptable retail uses and clarify status of Development Brief.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.12 Custom House Quays Complex</b></p> <p>Concern expressed that objective 8.3 which says Cork City Council will work with Failte Ireland and other agencies to secure landmark tourism and cultural uses for the Custom House Quays Complex, could limit its development and commercial potential, despite its Commercial Core Area zoning. Request amendment to the policy to refer to commercial viability of proposals.</p> <p>The City Plan should state that any Plan for the Custom House Quays area will have regard for the need to capitalise sufficient replacement Port capacity</p> <p>Requests that the City Plan state that a Masterplan will be prepared for the complex in conjunction with Port of Cork.</p>	77	<p>The Custom House and Bonded Warehouse area is zoned ‘Commercial Core Area’ which means a wide range of uses are open for consideration. Furthermore the status of the buildings as Protected Structures means that there are few limitations as to use. The main concern is that a use is found which is compatible with the character and form of the buildings and facilitates their careful restoration and maintenance into the future. Objective 8.3 which refers to tourism and cultural uses is not intended to rule out commercial uses. Financial viability will be an essential element in any future proposals for the area whether for cultural, tourism or other commercial purposes. Paragraph 13.56 makes reference to possible uses such as arts, crafts, bars, cafes and restaurants but this is not intended to be an exhaustive list. An amendment to 8.3 and paragraph 13.56 can be added to clarify that other uses are open for consideration. It must be borne in mind, however, that the character and uniqueness of the Georgian Docks complex imposes constraints on the interventions that can be made to the buildings and on the potential for new development on the site.</p> <p>The City Council recognises the economic importance of the port as a Tier 1 National Port to the region and supports its plans to relocate many of its activities downstream. The City Plan identifies potential for the future redevelopment of significant parts of the Port of Cork’s land holdings within the city, in particular Tivoli, for good planning reasons. This supports Port relocation and should contribute to funding of new port capacity elsewhere. However it is not considered necessary to refer to the need to capitalise Port relocation in the Development Plan.</p> <p><b>Recommendation</b> Amend Objective 8.3(c) and 13.56 by clarifying that other uses compatible with the character of the buildings will also be open for consideration in the Customs House complex.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.13 Waterfront Amenity Areas</b> Concern by Port of Cork that the amenity and public access objectives along the waterfront could mean that there would be little incentive for a developer to acquire the campshires along the quays as they would have little value. Port needs its property assets to fund relocation to Lower Harbour. Requests that the objectives be refocused to assume a presumption in favour of appropriate development, subject to provision of public access to the quays .</p>	77	<p>Objective 13.3 of the Draft Plan and a similar objective in the current Plan states that there will be a general assumption against development within 10 metres of the quayside. The purpose of the objective is to create accessible public space along the river for pedestrians and cyclists. The objective as currently worded allows for small scale development which relates to the use of the quayside space, provided it leaves adequate access for recreation, walking and cycling. This should allow for quayside kiosk cafes or similar structures, such as those on the boardwalks. This is considered an acceptable objective and it would be inappropriate to reverse it as proposed. Where an area of greater than 10 m exists along the waterfront development proposals will be considered on their merits, taking into account Local Area Plan objectives.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>13.14 City Centre Living</b> Should Objective 13.11 identify preferred locations for 3 or 4 bedroom houses or is it presumed that the existing Inner City Neighbourhoods provide adequate opportunity for development</p>	78	<p>The aim is to continue to have a choice of types of residential accommodation available in and close to the city centre. Houses can more easily be provided in the older inner city residential neighbourhoods and, as well new units, there is a need to upgrade many of the existing buildings to make them attractive for modern living. In major redevelopment sites a choice of residential types and sizes will be sought, including those with own door access.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.15 MacCurtain Street</b> To insert a specific, robust and comprehensive Policy Objective in relation to regenerating MacCurtain Street and Bridge Street.</p> <p>A public realm improvement scheme needs to be developed in line with the new traffic routing proposals and recognise MacCurtain Street and Bridge Street as 'Key Landmark Streets' in need of targeted investment be conducted prior to re-introduction of two-way traffic.</p>	74	<p>Bridge Street / MacCurtain Street is zoned 'City Centre Retail Area' with the objective "to provide for the protection, upgrading and expansion of retailing, in particular higher order comparison retailing, as well as a range of other supporting uses in the City Centre Retail Area."</p> <p>Section 13.36 states that "A city centre public realm strategy will be prepared to help highlight both the 'movement' and 'place' functions of the streets in the city centre and ensure they are taken into account in design of new public realm and traffic management schemes (as required in the Design Manual for Urban Roads and Streets)." This is set out as an Objective in 13.12 City Centre Public Realm Projects.</p> <p>Objective 13.14 identifies McCurtain Street as a priority public realm improvement project and it is included in the City Centre Movement Strategy. Local stakeholders will be consulted with during the detailed design of the improvement project.</p> <p>It is considered that the Plan recognises the importance of Bridge Street and Mac Curtain Street. Through the City Centre Retail Area Land-Use Zoning Objective and the Objectives to carry out a Public Realm Strategy and a City Centre Movement Strategy, the Council is tackling the fundamental issues facing the streets, and is seeking to find a balance between creating a successful 'place', i.e. a high quality public realm and facilitating the allocation of road space to public transport, pedestrians and cyclists. The proposed re-introduction of two-way traffic will re-define the streets as retail and leisure destinations, as opposed to a through route, out of the city.</p> <p><b>Recommendation:</b> No change.</p>
<p><b>13.16 City Centre Parks and recreation</b> Support for improvement and expansion of city centre parks Need for a children's playground and public spaces for children on the Island.</p>	12, 25, 57	<p>The need to improve and expand city centre parks is recognised in <b>Objective 13.15 City Centre Parks</b> which seeks to improve existing parks and develop new pocket parks both hard and soft landscaped, and to include small play areas, refreshment stands, and cafes where appropriate. Wider City Centre recreational infrastructure issues are also addressed in Sections 11.40-11.42 and in Objective 11.18.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.17 Children, young people and families.</b> It is submitted that there is a need to ensure that the City Centre is friendly to children, young people and families.</p> <p>Within the City Centre there is a need for more commercial cafes that are targeted at young people in terms of their offer. There is also a need for lockers for young people to leave their stuff between activities.</p>	12, 57	<p>Agreed. The City Centre should be consciously developed to ensure that it offers the right attractors for all age groups and sectors of the population in terms of public and private goods.</p> <p><b>Recommendation</b></p> <ul style="list-style-type: none"> <li>• Refine Objective 13.1 / h to explicitly refer to making the City Centre attractive for all age groups, including children, young people and families;</li> <li>• See Issue 11.x regarding the provision of City Centre Recreational Infrastructure;</li> <li>• Insert sentence in 13.18 referring to the importance of the City Centre to young people and the need to provide for their needs.</li> </ul>
<p><b>13.18 Redesign of city centre streets.</b> Supports the redesign of City Centre streets to meet with European city standards</p>	14	<p>Noted. Many of the principal city streets have been redesigned to a high standard over the last decade. The Plan identifies priority public realm projects which will be implemented as resources permit.</p> <p><b>Recommendation:</b> No change</p>
<p><b>13.19 Lights on St Patrick's Street</b> Lights on Patricks Street are unattractive and should be replaced by traditional lights</p>	3	<p>The lights were developed on foot of an international competition for redesign of St Patricks Street some years ago. They are of contemporary design and received both positive and negative response when installed. They are part of the overall redesign of the street and there are no plans to replace them for the foreseeable future.</p> <p><b>Recommendation:</b> No change</p>
<p><b>13.20 Pedestrianisation</b> Pedestrianise more streets in the city centre</p>	1	<p>The Draft Plan aims to encourage walking around the city centre by creating an attractive walking environment. <b>(Objective 13.16 Strategic Pedestrian Links)</b> This will include public realm improvements which give more street space to pedestrians and in some cases total or partial pedestrianisation, improved priority at junctions and creation of new pedestrian links when sites are redeveloped.</p> <p><b>Recommendations</b> No change.</p>



**Chief Executive’s Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>CHAPTER 13: CITY CENTRE AND DOCKLANDS</b>		
<p><b>13.21 Sustainable transport</b> Create a sustainable city centre giving priority to public transport, pedestrians and cyclists</p>	14	<p>Objectives to support walking, cycling and public transport in the city centre are included in the this are included in the Movement and Accessibility Section of Chapter 13 and in Chapter 5 Transport. The implementation of the City Centre Movement Strategy in particular is focused on supporting these modes of transport in the city centre.</p> <p><b>Recommendation:</b> No change</p>
<b>Docklands</b>		
<p><b>13.22 Cork City Harbour Report</b> Better integrate recommendations of Cork City Harbour, Unlocking Cork Docklands in to the City Development Plan as they are more appropriate and attainable than the North and South Docks LAPs</p>	24	<p>Cork City Harbour: Unlocking Cork Docklands, although not primarily a land use planning report, includes some recommendations on planning issues. These are largely taken on board in the Draft Plan. The proposal to re-orientate Docklands as an extension of the city centre has been included in the Draft City Plan. The Draft City Plan also indicates that the review of the South Docks Plan will take account of the relevant parts of the Cork City Harbour report and its Product Area approach and diagram is included in the Draft Plan.</p> <p><b>Recommendation:</b> Additional Docklands objectives are proposed below.</p>
<p><b>13.23 Docklands Objective</b> While understanding why emphasis has moved to City Centre, recommend strong objective re development of Docklands be included given projected economic recovery over the Plan period.</p>	24	<p>Its is agreed that the Plan should include a specific objective on Docklands Development, restating the City Council’s commitment to development of Docklands. This is included in the text of the Draft Plan but not in an Objective. An objective for the South Docks should also be included. The Draft Plan already includes an objective for the North Docks.</p> <p><b>Recommendation:</b> Insert a new Objective 13.23A to set out Cork City Councils commitment to development of Docklands Insert a new Objective 13.26 A addressing the South Docks</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Docklands</b>		
<p><b>13.24 Marina Power Station</b> City Council should: acknowledge that the Quayside amenity area will need to allow the Marina Power Plan continued access to the jetty; revise the policy regarding non-compatible uses to facilitate future initiatives associated with renewable energy CHP or district heating; protect ESBs ongoing operations by discouraging inappropriate uses on adjoining lands and requiring adequate buffers with new development.</p>	46	<p>Provision of a quayside amenity area to create a continuous walkway/cycleway from the city centre to Blackrock is a key objective of the draft City Plan and the South Docks Local Area Plan. It is also recognised that the continued operation of the Power Station and supply of electricity is a vital part of the city's infrastructure. It is acknowledged that provision of the riverside walk will have to take account of operational requirements along the quays at the Power Station and elsewhere.</p> <p>The section on non-compatible uses (13.91) can be amended to take account of future initiatives such as CHP. The issue of impact of new development on the ESBs operations will be taken account of when assessing planning applications, as has been the case in such applications in Docklands development proposals heretofore.</p> <p><b>Recommendation:</b> Amend 13.91 to include reference to other possible ESB activities such as CHP and district heating on the Power Station site.</p>
<p><b>13.25 Former Odlum's site</b> Concern expressed that objective 8.3 which says Cork City Council will work with Failte Ireland and other agencies to secure landmark tourism and cultural uses for the Odlums building, could limit its development.</p>	77	<p>The main Odlum's building is zoned 'Cultural and Community Building' in the current 2009 Development Plan, while the remainder of the Odlums site is zoned mixed use. The new Draft Plan proposes to change the zoning so that the entire site is zoned 'Mixed Use'. This means that a wide variety of uses are open for consideration provided they are compatible with the character of the building. Furthermore the status of the building as a Protected Structure means that there are few limitations as to use. The main concern is that a use is found which is compatible with the character and form of the buildings and facilitates its sensitive restoration and maintenance into the future. Objective 8.3 refers to tourism and cultural uses however it is not intended to completely rule out commercial uses. An amendment to 8.3 will be added to clarify that other uses are open for consideration. It must be borne in mind, however, that the character and uniqueness of the Odlum's Building imposes constraints on the interventions that can be made to the building and on the potential for new development on the site.</p> <p><b>Recommendation</b> Amend Objective 8.3(c) by clarifying that other uses compatible with the character of the buildings will also be open for consideration.</p>

**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Docklands</b>		
<p><b>13.26 R. and H. Hall site</b> While the site has a positive policy context (Mixed Use zoning) it is requested that the draft Plan is amended so that the importance of the redevelopment of the site as the first phase of the Docklands is fully supported in the Plan</p>		<p>The draft Plan is clear that the priority area for development will be the eastern end of the city centre and the adjoining parts of Docklands, as these lands benefit from the existing infrastructure in the city centre and do not require major infrastructure investment. Section 13.5 identifies three main areas where development can take place over the lifetime of the Plan including 'development close to the eastern end of the city centre'. However, it is not desirable to identify an individual site such as the R and H Hall site, although it is very close to the city centre, as being the first phase of Docklands. There are a number of sites that could come forward at the eastern end of the city centre or close by on the north or south docks. Furthermore the issue of Port relocation was used by An Bord Pleanala as a reason for refusal of the previous permission applied for the site and that issue would need to be resolved to allow development to proceed there.</p>
<p><b>13.27 Docklands Parks</b> Supports the creation of Dockland parks and amenity areas including Marina Park and walkway/cycleway along the Marina and along Monahan Road.</p>	14, 57	<p>Noted. The Docklands parks are an important part of the vision for redevelopment of Docklands. It is hoped to implement the early phases of Marina Park and to upgrade amenity facilities on Monahan Road over the period of the Plan.</p> <p><b>Recommendation:</b> No change</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.1 Jacob's Island land uses and specific objectives / Office uses and Tall Building</b>                      The <b>MINISTER for Environment, Communities and Local Government</b> submits that the proposed development of significant offices on Jacob's Island are not supported in principle on the following grounds:                      Dilution effect on the City Centre                      Dispersal effect on Mahon of locating offices on Jacob's Island;                      Infrastructural constraints on Jacob's Island, as explored by adverse decisions by ABP;                      Lack of existing or likely public transport service to the area and dependent on car-borne trips, contrary to government's policy framework and specifically Spatial Planning and National Roads Guidelines for Planning Authorities; and                      Sense that the local area plan has been developer-led approach rather than strategic / plan led approach.</p>	<p>38 (DECLG)</p>	<p><b>Offices on Jacob's Island</b>                      The executive advised elected members throughout the Mahon Local Area Plan process and also prior to the publication of the Draft Cork City Development Plan that including business and technology uses on Jacob's Island would be bad for the City Centre, Mahon, Jacob's Island and the N40. This was for both planning and transportation reasons.</p> <p>The points raised by the Minister, the NTA (see below) and the NRA (see below) reflect those points made in previous debates.</p> <p>Including offices on Jacob's Island is not in accordance with good planning / transport practice or national planning / transport policy.</p> <p>The Minister states that if the offices are not omitted from the Draft Plan then he reserves the right to take future action under the provisions of the <i>Planning and Development Acts 2000-2012</i>.</p> <p><b>RECOMMENDATION:</b>                      Omit proposals for offices on Jacob's Island.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.1/contd Jacob's Island land uses and specific objectives / Office uses and Tall Building</b>                      The following specific amendments are requested:                      Omission of Section 14.6: paragraph setting out basis for 15,000sqm of offices on Jacob's Island (also supported by 72);                      Change in land use zoning objective for JI to RLSI (also supported by 40);                      Amendments to paragraph 2.25                      Omission of 16.8: <i>South Mahon Tall Building</i> on the basis that this is not an appropriate location for a tall building as it is not served by public transport.                      The Minister will further consider actions to ensure that the plan is consistent with national policy and also internally.</p>		

**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.1/contd. Jacob's Island land uses and specific objectives / Office uses</b></p> <p>The <i>National Transport Authority</i> (72) objects to the proposed offices on Jacob's Island (14.6 / zoning) on very similar grounds to the Minister. In addition to the above points:            Jacob's Island is physically separated from Mahon by the N40 Interchange, which would be loaded by local trips as the walking / cycling environment is very poor; and            There is a need to consolidate future employment development in areas that will benefit from high levels of public transport services;</p>	<p>72 (NTA)</p>	<p>Agreed.</p> <p><b>RECOMMENDATION</b> See above.</p>



**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.1/contd The National Roads Authority</b> (17) objects to the proposed offices on Jacob's Island (14.6 / zoning) on very similar grounds to the Minister and the NTA. In addition to the above points: There is already a significant supply of land with an employment zoning objective within Mahon capable of accommodating employment in excess of the Mahon targets to 2031 and therefore this provision is both unnecessary and undesirable;The proposed development will lead to unnecessary local traffic generation on the strategic national road network which would be contrary to the provisions of official policy; and The proposed development would be contrary to the provisions of the <i>DECLG Spatial Planning and Roads Guidelines for Planning Authorities (2012)</i>.</p>	<p>17 (NRA)</p>	<p>Agreed.</p> <p><b>RECOMMENDATION</b> See above.</p>
<p><b>14.1/contd The SOUTH AND EASTERN REGIONAL AUTHORITY</b> seeks the omission of offices (in accordance with that requested by the Minister) on the grounds that discrepancies in the development plan between locating employment on Jacob's Island and stated objectives in the Core Strategy, City Centre and Docklands chapters of the plan. The effect of offices on Jacob's Island would be to undermine the viability of the City Centre as an employment location.</p>	<p>86 (SERA)</p>	<p>Agreed.</p> <p><b>RECOMMENDATION</b> See above.</p>



**Chief Executive's Report on**Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<b>14.1/contd O'Callaghan Developments</b> object to the proposed mixed use land use zoning objective on Jacob's Island on the grounds that: Jacob's Island is now a residential development location; Employment uses are not appropriate on Jacob's Island given the transport impediments.	40 (OCD)	Agreed.  <b>RECOMMENDATION</b> See above.
<b>14.1/contd McCarthy Developments</b> supports the proposed land use objectives (mixed use) for Jacob's Island on the grounds that this reflects earlier Council decisions in relation to the Mahon Local Area Plan and responds appropriately to the potential of this waterfront development area.	53 (MCD)	Noted.  <b>RECOMMENDATION</b> See above.





Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.2 Jacob's Island specific objectives / Tall Building</b>                      The MINISTER for Environment, Community and Local Government submits that the proposed development of a tall building on Jacob's Island is not supported and requests the following changes:</p> <p>The following specific amendments are requested:                      Omission of 16.8: South Mahon Tall Building on the basis that this is not an appropriate location for a tall building as it is not served by public transport.</p> <p>The Minister will further consider actions to ensure that the plan is consistent with national policy and also internally.</p>	<p>38 (DECLG)</p>	<p><b>Tall Building on Jacob's Island</b>                      The current Tall Buildings Policy in Cork was incorporated into the <i>Cork City Development Plan in 2008</i>. Tall buildings in Cork are defined as those buildings with a height greater than 32 metres. Buildings higher than this are excluded from locations apart from those specifically identified in the development plan, in accordance with international best practice. Tall buildings are most easily integrated into new development areas where environmental impacts can be designed out. The Elysian is currently the tallest building in the State and the fourth tallest in Ireland.</p> <p>Tall building locations identified in the development plan are in Docklands and South Mahon. As the Minister states in his submission, tall buildings should only be located where they can be served by high quality public transport in accordance with best practice and 16.37 of the development plan. Given that it is now clear that it will not be possible to serve Jacob's Island by high quality public transport it would therefore seem inappropriate to include an objective for a tall building on Jacob's Island. In addition, the NPWS also have reservations about the wisdom of a tall building adjacent to the SAC. This context may also affect the general density of development that is appropriate to Jacob's Island.</p> <p><b>RECOMMENDATION:</b>                      Omit objective to locate a tall building on Jacob's Island from Chapter 16 and Map 8: South-Eastern Suburban Objectives.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.3 Jacob's Island land uses and specific objectives /</b> Neighbourhood Centre The NRA object to the proposed Neighbourhood Centre on the grounds that it is out of scale with Jacob's Island and lead to unnecessary local traffic congestion..</p> <p>It is submitted by OCD that the proposed Neighbourhood Centre should be replaced by a symbol for a new Local Centre in the same location as that in the <i>CDP2009-2015</i> prior to <i>Variation No.11</i> on the grounds that: A Local Centre is already committed on OCD lands; There is no need for a neighbourhood centre on Jacob's Island; Retaining the neighbourhood centre will compromise the amount of residential that can be delivered.</p> <p>McCarthy Developments support the proposed land use objectives (mixed use) for Jacob's Island on the grounds that this reflects earlier Council decisions in relation to the Mahon Local Area Plan.</p>	<p>17 (NRA) 40 (OCD) 53 (MCD)</p>	<p>The CDP 2009-2015 allows for a neighbourhood centre on Jacob's Island in principle.</p> <p>An Bord Pleanála refused the most recent planning application for a neighbourhood centre on Jacob's Island on the grounds that:</p> <ul style="list-style-type: none"> <li>• There is no demonstrable justification for a neighbourhood centre despite the fact that the <i>CDP2009-2015</i> and <i>Variation No.11</i> makes provision for a neighbourhood centre if it can be demonstrated; and</li> <li>• The development would have an adverse impact on traffic congestion.</li> </ul> <p>This decision is subject to Judicial Review.</p> <p>The CDP makes explicit provision for a Neighbourhood Centre on the basis of the <i>Metropolitan Cork Retail Hierarchy</i> with its foundation in the related <i>Retail Study</i> and specific land use zoning objective.</p> <p><i>Taking into account that the ABP decision that a neighbourhood centre is not appropriate on Jacob's Island it is considered appropriate to amend the DCDP to state that a local centre is appropriate on Jacob's Island.</i></p> <p><b>Recommendation:</b> Amend CDP to state that a local centre should be provided on JI. Delete Neighbourhood Centre Zoning and replace with 'Residential, Community and Local Services' zoning.</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>I4.4 Residential development at Jacob's Island</b>                      It is submitted by O'CALLAGHAN DEVELOPMENTS that there is a discrepancy between the Core Strategy residential targets and targets / zoning for Jacob's Island..</p> <p>Table 2.3 clearly states that only land zoned for residential purposes will yield housing. This is incorrect as regards Jacob's Island as the intended use of the "Mixed Used Jacob's Island" zoning is predominantly for residential purposes, apart from a limited amount of Business and Technology floorspace</p> <p>The global figures in Table 2.2 (on page 17 of the DCDP) should also be corrected to ensure consistency.</p>	<p>40 (OCD)</p>	<p>Noted and agreed with regard to Table 2.3 and Table 2.2.</p> <p>If Council support my recommendation to omit offices from Jacob's Island then Table 2.3 / Table 2.2 will not need to be amended.</p> <p>If Council do not support my recommendation to omit offices then Table 2.3 / Table 2.2 will need to be corrected by reducing the "residential zoning" figures and increasing the "Residential and Other zoning" figures accordingly.</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• No change if offices omitted from Jacob's Island; or</li> <li>• Reduce Residential Zoning hectares / capacity figures and increase Residential and Other Use Zoning hectares / capacity accordingly in Table 2.3.</li> </ul>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.5 Mahon Industrial Estate, Bessboro Road</b>                      The <u>Chamber of Commerce</u> submits a request for the retention of Business and Technology zoning in the Mahon Industrial Estate on the grounds that: Lands at Bessboro and Jacob’s Island are the most appropriate locations for residential use; and                      The industrial estate hosts a range of businesses of varying size, and has done since its inception in the 1970s.  <u>O’Flynn Construction</u> submit that they object to the proposed rezoning of the former Motorola premises from Business and Technology to Residential, Local Services and Institutions on the following grounds:                      The draft CDP proposes zoning objectives that will not be realised during the plan period, and that will therefore be contrary to s15 of the Act and Development Plan Guidelines for Planning Authorities. This would make the CDP contrary to s28 of the PDA;                      The draft CDP is inconsistent with the Core Strategy (and s10 of the PDA) and CASP;</p>	<p>24 (CoC) 58 (OFC)</p> <p>92 (MTL)</p>	<p>The City Council’s understanding has been informed by the <i>Cork City Development Plan 2009-2015</i> (and studies prior to that, including the CATS Study), the local area plan process, and a strategic transport and traffic assessment. The future of Mahon is as a mixed-use development area served by high quality public transport.</p> <p>The City Council has a duty to provide land use zonings that reflect the intended nature of development in the city. The proposed future of Mahon with regard to employment sites in the area is as follows:</p> <ul style="list-style-type: none"> <li>• The employment targets for Mahon for the next 10 years can be met by lands zoned in the Lough Mahon Technology Park and lands on Jacob’s Island and Mahon Industrial Estate are not required for employment development;</li> <li>• There is a need for a strong mix of uses in the area to enable it to function effectively from a transport perspective in line with national policy</li> <li>• The transport capacity to accommodate additional high density employment in the Mahon Industrial Estate does not exist.</li> <li>• The future of the Mahon Industrial Estate will therefore be as a residential neighbourhood and not an employment location, although recently developed high density office buildings are likely to remain in the estate for the foreseeable future as progress in delivering housing will be slow.</li> </ul> <p>However, it is recognised that change will only occur slowly over the next two development plan periods when development is realisable and as land owners / businesses take strategic decisions to relocate and optimise their assets.</p> <p>The majority of existing jobs in the area are office-based and could relocate within Mahon to alternative higher density facilities or available sites. Non office-based enterprises within the industrial estate are limited in quantity and include Kinsale Oil and SR Technics. It is proposed to amend the development plan to zone these lands for residential uses as they are underutilised and could begin to help create a strong and coherent neighbourhood in this location.</p> <p>Land use zoning is not permanent and can change over time. Proposed land use zonings, even if they are different to zonings in the last development plan, will not impact on the operation of current uses or on existing planning permissions. If current permissions are implemented then zoning could be changed in the future to reflect new uses. Even if land use zoning were to remain unchanged all planning applications would still have to be assessed on the basis of available transport and other infrastructure capacity.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.5 contd Mahon Industrial Estate, Bessboro Road</b></p> <p>The Council is following a “bottom-up” approach to land use planning that is contrary to s19(2)(B) of the PDA; and The <i>Mahon LAP</i> is based upon a strategic transport and traffic assessment that was rejected by Council (elected members). It is submitted by <u>Murphy’s Transport Limited</u> that the land use zoning objective for the former Hormann’s Electrical Site should be Business and Technology on the grounds that: The owners have recently purchased the site for the purposes of light industrial use, and the zoning allows this use (they are currently seeking planning permission for the use); The purchase was within the context of the Mahon Industrial Estate as an employment location since the 1970s; It is not good strategic planning or reasonable to change the land uses of sites from employment use in the Mahon Industrial Estate and create a new location on Jacob’s Island. Any employment uses should go to lands currently zoned for that purpose and residential uses should go to lands currently zoned for that purpose;</p>		

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.5 / contd. Mahon Industrial Estate</b></p> <p>Residential uses are not likely to be developed in the plan period, rendering the proposed land use zoning objective incompatible with the purpose of the development plan (i.e. to identify the land use for the period of the development plan); and</p> <p>The proposed residential use would not be an attractive use with Kinsale Oil on the adjacent site due to frequent HGV movements.</p> <p>It is considered appropriate that the Mahon Industrial Estate remain in employment use and in the event that the zoning is changed that a policy be inserted to provide a context to investment in existing and new employment uses in the area during the plan period.</p>		<p><b>RECOMMENDATION:</b></p> <ul style="list-style-type: none"> <li>• Retain sites for residential, local services and Institutions;</li> <li>• Change land use zoning objective for area south of Bessboro Road from Business and Technology to Residential, Local Services and Institutions;</li> </ul>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.6 Tivoli</b> Submission seeks a more proactive and collaborative approach to the development of Tivoli via a masterplan/local area plan. Plan should reflect approach in 'Unlocking Cork Docklands'.</p> <p>Cork Chamber seeks incremental release of lands in Tivoli to give competition and choice in the market.</p> <p>Port of Cork seek a zoning change from 'General Industry' to 'Existing General industry/development opportunity'.</p> <p>Montenotte residents association seeks extension to parks in Tivoli in any redevelopment.</p>	<p>24, 77, 80</p>	<p>Tivoli Industrial Estate is zoned as 'General Industry' in the Draft Plan, although it is identified as an area with significant redevelopment potential in the Core Strategy and there is an objective to prepare a Local Area Plan for it.</p> <p>To present a more proactive approach, it is now proposed to amend the Draft Plan to show the boundary of the proposed Local Area Plan area in Volume 2 Mapped Objectives. The existing 'General Industry' zoning and as well as the zoning of adjoining sites to the east and north would be deleted and a new zoning and development framework would be developed via a Local Area Plan. Future development in the area would be subject to the adoption of a local area plan in line with the objectives set out in the Development Plan. The existing uses in the area can continue to operate under this objective but expansions of general industrial or other existing uses would not be in keeping with future redevelopment of the area for residential and other mixed uses and so would not be permitted. Temporary uses or those involving only limited capital investment would be open for consideration.</p> <p>Objective 14.4 sets out the issues to be addressed in the Local Area Plan. This includes the vision for the area as a new residential quarter which will help achieve the Core Strategy population targets. It is proposed to amend the Objective to make more explicit the residential target for Tivoli, reflecting the Core Strategy. Employment uses to complement the residential uses are also provided for in Objective 14.4.</p> <p>The need to phase development is recognised under Objective 14.4 of the Draft Plan which requires the Local Area Plan to include a phasing strategy.</p> <p><b>Recommendation</b></p> <ul style="list-style-type: none"> <li>• Delete 'General Industry' zoning from Zoning and Objectives Map in Volume 2. Outline proposed Tivoli Local Area Plan area on Map. Include area shown as public open space to the east of Tivoli Industrial Estate and land along railway line and the site north of railway line beside bridge, currently zoned residential local services and institutions within the Local Area Plan boundary and delete the existing zonings.</li> <li>• Include reference to role of Port of Cork as a key stakeholder in developing the strategy for Tivoli.</li> <li>• Amend Section 14.4 to refer to objective to accommodate a target of 3,000 residential units at a medium density in Tivoli, to achieve Core Strategy targets.</li> </ul>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 14: Suburban Area Policies</b>		
<p><b>14.7 Tramore Road</b> Kinsale Road - former Dairygold brownfield, zoned 'light industry and related uses', limited range of uses permitted; Requests that Plan create an Opportunity site on subject site, subject to a masterplan to be prepared by the owner and agreed with Cork City Council, independent of any other Local Area Plan, and that a wider range of uses including offices, retail warehouses, convenience retail, health, leisure, restaurants be permitted.</p>	21	<p>This site is in an area of low to medium density light industrial and commercial uses at Tramore Road/Kinsale Road which the Plan identifies as a 'Future development Area' . It adjoins a similar area in the County Council area. It is envisaged that a local area plan or other mechanism be developed to identify appropriate future uses ( as outlined in Section 2.29 Objective 14.5). It is unlikely that the area will be suited to a large amount of high density uses due to the absence of high quality public transport and the proximity to the Kinsale Road Interchange.</p> <p>The submission is de facto seeking a mixed use open zoning on the site. It is not considered appropriate to radically change the zoning objectives for an individual site in the absence of an overall plan being developed for the future of the wider area. The 'Light Industrial and related uses' zoning on the site allows for a wide range of use options to be considered for the site.</p> <p><b>Recommendation:</b> No change</p>
<p><b>14.8 Mercy Hospital/UCC</b> Reference should be made to proposed joint development of North Mall Distillery lands with UCC as in the 2009 Plan. Expresses support for the pedestrian bridge proposed from the Lee Maltings and asked that it also take vehicular traffic serving Mercy Hospital developments.</p>	88	<p>It is agreed that reference be made to the joint development of the North Distillery lands by UCC and the Mercy Hospital, subject to protection of the built and natural amenities of the area.</p> <p>A carefully designed pedestrian bridge, taking account of the environmental issues, would be as asset but it is not envisaged that a vehicular bridge would be provided at this location.</p> <p><b>Recommendation</b> Insert reference to the proposal for a joint development by UCC Mercy Hospital in Section 14.48</p>



**Chief Executive's Report on**

Submissions on Draft Cork City Development Plan 2015-2021/ **Part 2: Issues raised in submissions and Proposed Responses**

<b>Key Issue</b>	<b>Sub. No.</b>	<b>Chief Executive's Response and Recommendation</b>
<p><b>Chapter 15: Land-Use Zoning Objectives</b></p> <p>Please note that submissions relating to requests for Land-Use Zoning changes are addressed in the appropriate topic area rather than under Section 15, e.g. open space zonings are considered in Section 11, employment related zoning changes are considered under Section 3. The exception is zoning changes relating to the City Centre and Docklands which are addressed in Section 13 and the zoning changes relating to the suburban key development areas such as Tivoli, Mahon and Tramore Road which are addressed in Chapter 14.</p>		



Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>Chapter 16: Development Management</b>		
<p><b>16.1 South Mahon Tall Building</b> It is submitted by the Minister that the objective for a tall building in this location should be omitted.</p>	38	<p>See Issue 14.x (above).</p> <p><b>Recommendation:</b></p> <ul style="list-style-type: none"> <li>• See Issue 14.x (above).</li> <li>• Omit written <i>Objective 16.8: Tall Building in South Mahon</i> and omit “South Mahon£” from Objective 16.7: Tall Building Locations.</li> </ul>
<p><b>16.2 Order and Cross Referencing</b> Revise sequencing of information including cross referencing with use restrictions outlined in Chapter 3 to make the chapter easier to use.</p>	75	<p>Agreed. The guidance relating to house extensions and other minor domestic works will be grouped under a separate extension for ease of reference and cross-referencing will be introduced where appropriate.</p> <p><b>Recommendation:</b> Revise as above</p>
<p><b>16.3 Health Impact Assessments</b> to be carried out on all new housing developments.</p> <p>Promote dementia friendly design in making decisions about public space.</p>	34, 5	<p>Chapter 16 outlines the standards which new developments will be considered under. Applications will be thoroughly assessed and the provision of development of the highest standards will be encouraged. Aside from this, proposals must also comply with objectives throughout the Development Plan including those set out in Chapter 6 <i>Residential &amp; 7 Inclusive Neighbourhoods</i> outlines objectives for sustainable, high quality developments which enhance the health and well-being for all. Goal 7 in <i>Chapter 2</i> advocates the importance of recreation and open spaces as vital to the health &amp; well-being of Cork’s Residents. In terms of promoting dementia friendly designs, submissions on individual applications advising the Planning Authority of suitable designs for same will be welcomed and taken into consideration.</p> <p><b>Recommendation:</b> No change recommended</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>Chapter 16: Development Management</b>		
<p><b>16.4 Flexible building heights for offices/new developments</b> Proposes flexibility in building height criteria for the new office quarter in the city centre. Specific requests relating to large floor plate office buildings to have an increase in height on Albert Quay and other quays which are transition areas to Dockland, and on South Terrace, to improve financial viability.</p>	21, 24, 41	<p>It is considered that the text contained in the Paragraphs 16.30, 16.31, 16.32, 16.33, 16.34 &amp; Table 16.3 is appropriate. Paragraph 16.31 allows for some scope in modest increases in building height in appropriate circumstances. In the interests of properly assessing and protecting sun-penetration levels, protected views and prospects, the cityscape and views of special amenity value, it is considered that text remain un-amended.</p> <p>As stated in paragraph 16.34, Maps 2 &amp; 7 in Volume 2 outlines the Docklands and South Mahon Areas as referred to in the document.</p> <p><b>Recommendation:</b> No change recommended</p>
<p><b>16.5 Electric Vehicles</b> Provide parking standards in respect of Electric Vehicles</p>	45	<p><b>Recommendation:</b> Revise as recommended.</p>
<p><b>16.6 Transport Assessment</b> Include reference to revised Traffic and Transport Guidelines. 2014. Plan should also refer to Road Safety Impact assessment and Road Safety Audits</p>	17	<p><b>Recommendation:</b> Amend as requested</p>

## Part 2c: Issues relating to Volume 4: Environmental Reports

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17.0 Environmental Reports - SEA</b>		
<p><b>17.1 SEA Mapping</b> To include a “cumulative environmental sensitivity map” showing the overlapping environmental sensitivities of the plan, thus highlighting sensitive areas and allow for redirection of development and/ or the formulation of mitigation measures.</p>	7	<p>SEA Mapping While it would be desirable to produce a cumulative sensitivity map, the Council does not have all mapped data in a GIS format and the resources available in order to prepare it at this time. However it will be produce if and when the data and resources become available.</p> <p><b>Recommendation:</b> No change</p>
<p><b>17.2 Dredging</b> Chapter 3. Clarification should be given as to whether a Dredging Management Plan is in place for the Port of Cork. If not a commitment should be given to prepare same in association with the relevant authorities.</p>	7	<p>A Dredging Management Plan is in place, including dredging licence, foreshore licence and dumping at sea licence.</p> <p><b>Recommendation.</b> Make reference within the SEA report to the Port of Cork Dredging Management Plan and licences.</p>
<p><b>17.3 Alternative Scenarios (Chapter 5)</b> There would be merit in clarifying how baseline environmental data in Chapter 3 informed the selection and assessment of the alternatives.</p>	7	<p>Under Article 5 of the SEA Directive the Council was required to consider “reasonable alternatives taking into account the objectives and geographical scope of the plan” and the significant environmental effects of the alternatives considered. As the city area is more compact than most authorities, the availability or access to essential infrastructure within competing different districts or neighbourhoods is not a major issue, and as such the Alternative Scenarios were formulated more in terms of how best to achieve or facilitate growth efficiently with minimal impact on the built and natural assets of the city. The Alternative Scenarios were assessed in terms of Planning and Environmental Impacts in Chapter 6. A ‘Cumulative Environmental Sensitivity Map’ would identify areas that can or should absorb or take development, but as outlined above, the issue for the city is not a simple question of whether to locate development at particular geographical locations, but how to facilitate continued targeted growth within the city, increasing efficiencies within the limited land resources; by better integrating land use and transportation; and redeveloping under-utilised brownfield lands, etc.</p> <p><b>Recommendation:</b> No change.</p>

Key Issue	Sub. No.	Chief Executive’s Response and Recommendation
<b>17.0 Environmental Reports - SEA</b>		
<p><b>17.4 Evaluation of the Draft Plan Recommendations</b> Chapter 7. To include summary of the SEA recommendations and related mitigation measures. To clarify how the full range of environmental effects have been assessed and documented and make reference to the potential of cumulative effects in combination with other plans.</p>	7	<p>Plan objectives with any potential to ‘adversely affect’ the receiving environment have been omitted or designed to incorporate mitigation measures. Table 7.2 illustrating the “Implications of the Development Plan Objectives on the Environmental Protection Objectives” is a considerably complex and varied analysis of interactions of 58 pages. There are no ‘significant adverse impacts’ identified in the Cork City area. The number of ‘uncertain impacts’ is in the hundreds. Table 7.4 is a Summary of the Assessment of Plan Objectives versus Environmental Protection Objectives. This is a simplified or summary evaluation of the draft plan.</p> <p>As stated in page 182 of the SEA. <i>“The City’s existing capacity and infrastructure (in terms of water supply and wastewater treatment) in line with future population growth and resulting demand is a key mitigation to potential impacts on the receiving environment.”</i> This is most important ‘mitigation’ factor.</p> <p><i>“Plan objectives with the potential to adversely affect the receiving environment have been designed to incorporate mitigation measures from the outset.”</i> The inclusion of a summary of mitigation measures would be little more than a repetition of considerable extracts of Table 7.2, an extensive list of objectives of the draft Plan.</p> <p>The receiving environment from Cork city is Cork Harbour and the city environs within the County. In theory there is potential for cumulative effects from the Cork County Development Plan, prepared by Cork County Council, in combination with the City Development Plan. However, as there are no significant adverse impacts identified from the City Development Plan, the issue of cumulative impacts is academic.</p> <p><b>Recommendation.</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17. Environmental Reports - SEA</b>		
<p><b>17.5 Monitoring SEA</b>  <b>Chapter 8. To complete columns in Table 8.1.</b>                      To include a commitment to review of the effectiveness of monitoring / mitigation measures during the lifetime of the plan.                      To include a commitment to link the environmental SEA related monitoring of the Plan to implementation and reporting procedure.</p>	7	<p>The issue of 'Frequency of reporting' and 'Department responsible' columns in Table 8.1 requires further internal review and discussion. The development plan is reviewed two years after adoption and this may form the basis for an SEA review process. Developing a review process as outlined has merit, but raises organisational resource issues.</p> <p><b>Recommendation.</b>                      Table 8.1 will be completed prior to the adoption of the plan.</p>
<p><b>17.6 Section 1.9 Difficulties Encountered.</b>                      Establish as objectives the undertaking of research to deal with the lack of information that provided difficulties in establishing baseline data to properly undertake an Environmental Report, and/ or raise the lack of available data with appropriate regional and national planning bodies. This means that the emphasis for assessment should be on objectively demonstrating with supporting evidence that there will be no significant effects on a Natura 2000 site. On this basis, that the plan cannot proceed without a Stage 2 AA in particular as it relates to land-use zonation in areas adjacent to or connected with a Natura 2000 site.</p>	50	<p>The difficulties encountered in preparing the SEA as listed in Section 1.9 included a lack of habitats surveys for non-designated sites and insufficient baseline data on habitats and species to allow for on-going monitoring.</p> <p>It is important to conduct surveys update baseline data in order to effectively monitor impacts on the Natura 2000 sites. The inclusion of measurable targets and indicators in Table 8.1 of SEA will facilitate effective monitoring of implementation of the plan and contribute to subsequent reviews.</p> <p>It is an objective of the City Development Plan, (Objective 10.13) "to adopt and implement the remaining actions from the Cork City Biodiversity Plan into the Heritage Plan 2014-2018."</p> <p>It is an objective (Objective 1.8) of the Draft Heritage Plan 2014-2018 to prepare and implement a Biodiversity Plan; to identify gaps in the research and make recommendations for further research; and to carry out a habitat and species survey of the city;</p> <p>In highlighting the difficulties encountered in Section 1.9 of the SEA report, the City Council is bringing it to the attention of the Environmental Authorities that there are fundamental resource issues to be addressed at Regional / National level.</p> <p><b>Recommendation:</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17. Environmental Reports SFRA</b>		
<b>17.7 Strategic Flood Risk Assessment</b>		
Strategic Flood Risk Assessment The inclusion of pluvial and ground water risks to flood risk maps where applicable would be welcomed.	54	There are areas/ sites of localised pluvial flood risk in the city, where surface water cannot escape due to high river or tide levels. There is no significant ground water flood risk within the city. (Section 4.5.2 of Lee CFRAMS states there is no evidence of groundwater flooding). Localised pluvial flood risks will be identified.  <b>Recommendation.</b> Incidents of pluvial flooding will be illustrated on the flood risk maps.

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17. Environmental Reports - SFRA</b>		
<p><b>17.8 Stage 3 Flood Risk Assessment</b> It is highlighted in the Guidelines, that a Stage 3 Detailed Flood Risk Assessment may be required. Assessing each site independently.</p>	54	<p>A Detailed Flood Risk Assessment was carried out. The hydraulic modelling and mapping was prepared as part of the Lee Catchment Flood Risk Assessment and Management Study, (LeeCFRAMS). Subsequently, the Lower Lee Flood Relief Scheme has reviewed modelling and mapping of LeeCFRAMS. Flood incidents have been verified on floodmaps.ie. Risk receptors (economic and social assets) in the city have been identified, including the N8 including Lower Glanmire Road, N20, N22 including Carrigrohane Road, N27, the Jack Lynch Tunnel and N40, the Rail line running alongside Tivoli, the Lee Road Water Treatment Plant.</p> <p>The LeeCFRAMS identified Un defended Risk of Fluvial Flooding (at 10%, 1% and 0.1% flood events); and of Tidal Flooding (at 10%, 0.5% and 0.1% flood events). The said maps were illustrated in the SEA. Actual Risk and Residual Risk was extrapolated from the LeeCFRAMS flood extent maps. Electronic versions of the final Flood Extent Maps were not available at the time the SFRA/ SEA report was prepared, and as such it was not possible to illustrate same. It is intended to illustrate within the SEA/ SFRA the (a) 'Actual Risk' for a 1% Fluvial event and 0.5% Tidal event with proposed defences in place, and (b) 'Residual Risk' from a failure/ malfunction of the defences or an extreme event exceeding the flood design standard, (in the format demonstrated in Figure 4.1 of the Guidelines).</p> <p>Recently, the preliminary Lower Lee Flood Relief Scheme has been prepared and exhibited as part of a public consultation exercise. The scheme involved a detailed review of the LeeCFRAMS modelling and mapping data. The scheme outlines the preferred option and is designed to deal with 1 in 100 year fluvial events or 1% AEP flood event (Zone B); and 1 in 200 year tidal events or 0.5% AEP flood event (Zone A). As outlined in Objective 12.13 of the draft Plan, the City Council will have regard to the Lower Lee Flood Relief Scheme as it progresses.</p> <p><b>Recommendation</b> The Flood Extent Maps will be updated and the detailed Flood Risk Assessment maps will be inserted into the SEA report.</p>
<p><b>17.9 Lee CFRAMS Maps</b> In order to complete stage two flood risk assessment, the CFRAMS maps need to be validated in terms of their extent from historical floods in particular around structures, and should include investigation of minor tributaries.</p>	54	<p>As part of the Lower Lee Flood Relief Scheme commissioned by the OPW, the Consultant Engineers reviewed all the flood data and hydraulic modelling of the LeeCFRAMS and the Final Version Flood Risk Maps, published May 2014.</p> <p><b>Recommendation</b> The Mapping in the SFRA will be updated/ revised to reflect Final Version LeeCFRAMS Maps and the Lower Lee Flood Relief Scheme data as it is made available.</p>



Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17. Environmental Reports SFRA</b>		
<p><b>17.10 Cork City APSR</b> Clarify that the highlighted text (“See Appendix 2 Lee CFRAMS Management Plan for the Cork City Area of Particular Significant Risk APSR”) of page 221, Volume 4, refers to the site areas of pages 222 - 246 and asks whether the text refers to sites that were subjected to the Justification Test.</p>	54	<p>The Justification Test was applied to all sites of significant risk (Flood Zone A and Flood Zone B), as outlined in pages 222-246. <i>(Note. The submission refers to Appendix 2, namely, the Lee CFRAMS Management Plan for the Cork City Areas of Particular Risk or APSR, but it should read Appendix 3.5).</i></p> <p><b>Recommendation</b> No change</p>
<p><b>17.11 Tidal and Fluvial Maps</b> Suggests that the Tidal Maps in Appendix 3 are overlaid onto the Fluvial Maps for ease of use.</p>	54	<p>The said flood zone maps were not available to the City Council at time of preparing the SFRA. It is intended to revise the SFRA to include composite flood risk maps (fluvial and tidal) in order to assist user.. <i>(Note, the omission of the electronic format - tidal flood risk maps, had no impact on the assessment, except to hinder and make cumbersome the assessment process and to limit the presentation value of the report, in terms of illustrations, etc).</i></p> <p><b>Recommendation</b> The Mapping will be updated/ revised.</p>
<p><b>17.12 Carrigrohane Road site</b> Clarify if Site 1.5 includes the Carrigrohane Road or just that area within the 'ellipse', page 222.</p>	54	<p>Site 1.5 does not include the Carrigrohane Road. The road is highlighted as it forms part of the mapping 'polygon' for the “Residential” land-use zoning. It is a result of the mapping system. The relevant land is within the ‘ellipse.’</p> <p><b>Recommendation</b> No change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17.0 Environmental Reports - SFRA</b>		
<p><b>17.13 Influence of Flood Risk Guidelines on the Plan</b> Requests clarity on how practically, the planning guidelines on flood risk have influenced the draft plan as compared to the previous plan, including an overlay of catchment flood risk assessment and management studies and zoning maps.</p>	38	<p>As evidenced in recent years, Cork city is subject to Tidal and Fluvial (River) flooding events. The central spine of the city, bounding the River Lee and Cork Harbour is the area, most at risk of flooding. There are also localised pockets of flood risk throughout the north and south suburbs, relating to minor tributaries. There is no evidence of flood risk from groundwater within the city.</p> <p>In accordance with the 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities 2009' the City Council has incorporated flood risk into the plan preparation process.</p> <p>In short, the draft Plan proposes to 'retreat' from the River Lee and Carrigrohane Rivers at the western outskirts of the city, thus preserving the water carrying capacity of these Greenfield lands, and to retain and defend for development purposes, the long established central core of the city, and the critically important development sites to the east of the city centre, namely, the North &amp; South Docks and Tivoli.</p> <p><b>Recommendation</b> To amend the Strategic Environmental Assessment (Strategic Flood Risk Assessment) Volume 4 of the Plan outlining the implications of the flood risk assessment and the significant changes between the current Plan and the draft Plan.</p>
<p><b>17.14 GSI</b> The Geological Survey of Ireland has geological datasets available online. The website should be regularly checked as they are being updated on an on-going basis.</p>	85	<p>Noted.</p> <p><b>Recommendation:</b> No Change</p>

Key Issue	Sub. No.	Chief Executive's Response and Recommendation
<b>17 Appropriate Assessment</b>		
<p><b>17.15 Development lands in Mahon</b></p> <p>The Habitats Directive advocates the precautionary principle, namely, if adverse impacts cannot be ruled out then an Appropriate Assessment is required. As qualifying protected species of the Cork Harbour SPA can be impacted by activity from within and outside of the SPA, phrases such as 'the quantification of this impact is extremely difficult' and 'it is unlikely to constitute a significant adverse effect' are unacceptable in an AA screening</p>	50	<p>The Mahon area is significant as it fronts onto Douglas Estuary and Lough Mahon, which form part of the Cork Harbour SAC and are proposed Natural Heritage Areas / Special Protection Areas.</p> <p>These designations mean that development that has the potential to affect the assets are subject to the requirements of the Habitat Directives Assessment. In practice this means that any Plan or development project for Jacob's Island will be subject to rigorous assessment to establish whether there is any significant risk of harm to the habitat. The fact that a parcel of land has specific objectives does not imply that development of a particular type or form is possible, as it is subject to project level AA (appropriate assessment).</p> <p>Potential threats to the bird habitat could include:</p> <ul style="list-style-type: none"> <li>• loss of habitat;</li> <li>• loss of related roosting sites;</li> <li>• negative impact on flightpaths;</li> <li>• run-off pollution; and</li> <li>• disturbance.</li> </ul> <p>In addition, the Cork City Plan has included as an overarching policy, Policy 1.10, page 9 as follows:  <b>Policy 1.10 (page 9)</b>  <i>The Council will ensure that any plan/ project and any associated works in the city, individually or in combination with other plans or projects, are subject to Appropriate Assessment Screening to ensure there are no likely significant effects on the integrity (defined by the structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. Where a plan/ project is likely to have a significant effect on a Natura 2000 site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/ project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.</i></p> <p>This is reiterated in Section 10.1 of the Plan and Objective 10.7 Designated areas and protected species further emphasises these points.</p> <p><b>Recommendation:</b> No change</p>

## Section 3: Table of submissions

Submissions received between 8<sup>th</sup> April 2014 and 17<sup>th</sup> June 2014

Ref	Name	On behalf of	Relating to	Section 2 Response reference
1	John Kelleher		More pedestrianised streets in City Centre. Provide public park at Tinkers Cross Mayfield.	5.12, 11.7 & 13.20
2	Ron Horgan		Preserve city heritage. Redevelop Beamish and Crawford site for city centre uses.	13.11
3	Patrick Wade		Replace street lighting Patrick Street. Remove road hazard at St Lukes.	5.41 & 13.19
4	Phil O'Keefe		Road improvements required at Skehard Road/ Church Road Junction, at Skehard Road/ Mahon Link Road junction, and at Mahon Point.	5.19
5	Cathal O'Connell	Working Group on Services & Infrastructure for an Ageing Population	Raises a wide range of issues to do with providing for an aging population under the headings: Housing, Accommodation & Planning, Personal & Community Security, Transport & Mobility, Socialisation Spaces, Connectivity & I.T. & Knowledge:	5.46, 6.1, 6.2, 7.2, 7.3, 7.4, 7.5, 7.6 & 16.3
6	Rory O'Neill		Relocate the Port of Cork to Ringaskiddy. Investment in Docklands Bridge and N28, City Bus services, School bus services and Park 'n Ride.	2.6, 5.9, & 5.44
7	Tadhg O'Mahony	EPA	Core Strategy, Transportation, Residential Strategy, Housing Strategy, Landscape and Natural Heritage, Recreational Infrastructure, Environmental Infrastructure, Water Supply and Treatment, Strategic Environmental Assessment, Strategic Flood Risk Assessment.	2.4, 12.1, 12.2, 12.3, 12.6, 12.7, 12.10, 12.11, 17.1, 17.2, 17.3, 17.4 & 17.5
8	Martin Purcell	Butter Market House B & B	Develop Old Butter Market Exchange as 'folk park' style attraction.	5.45 & 8.7
9	Denis Lynch	Retailers of Drawbridge Street and Perry Street	Upgrade and pedestrianise Drawbridge Street and Perry Street. Poor quality dangerous environment. Direct taxi and delivery vehicles down Bowling Green Street. Improve Signage.	5.12
10	Michael Carroll		Oppose deletion of road objective Ardrostig Cross to Curragheen Road. Oppose the demolition of boundary wall as part of any future development of site.	5.20

## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference.
11	Claire O'Callaghan		Develop ferry service for city quays and lower harbour and quayside restaurant boat.	5.43
12	Shirley Martin		City Centre playgrounds and public spaces for children. Objectives for children, childcare and a child friendly city centre. Examine Spanish model.	11.16, 13.16 & 13.17
13	Neil Daly & Vincent Redmond	Melbourne Residents Association	Supports the deletion of road objective at Ardrostig Cross to Curragheen Road.	5.20
14	Greg O'Neill		Raises issues to do with the city centre design of city centre streets, Docklands bridges and amenities, the railway station, sustainable transport including cycleways and pedestrianisation, and the need to expand the city boundary.	5.10, 5.20A, 5.41, 13.2, 13.21 & 13.27
15	Noirin Fleming	Connaught Avenue Residents Association	Transportation and residential parking. Residential Strategy. Housing pressures for families, couples, etc. versus student accommodation near UCC.	5.45, 6.2 & 13.18
16	Elisabeth O'Brien	Limerick Institute of Technology	Use Sustainable Urban Mobility Planning (SUMP) model as tool for proofing the transport management and mobility elements of the draft Plan.	5.6
17	Tara Spain	National Roads Authority	Incorporate N40 Demand Management Study into draft Plan. Prohibit advertising hoardings on N40. Road Safety Impact Assessment and Road Safety Audit. Local Area Plan should be prepared for Tivoli. Expansion of Blackpool District Centre Zoning may impact on N7 road. Opposes the increased quantum of non-residential uses on Jacob's Island. Opposes western access to CIT Campus from Cork Science, Innovation and Technology Park. Requires Policy to safeguard the strategic national road network.	5.52, 14.1 & 14.3, 16.6
18	Brendan Deasy		Redevelop Model School for cultural / artistic purposes to complement School of Music; Washington Street Courthouse, a Museum.	9.4
19	Dr Colin Sage	Cork Food Policy Council	Support local food retailers. Restrict fast-food outlets near schools/ leisure facilities. Ensure access to healthy, affordable food. Protect green spaces. Develop a food strategy. Develop green corridors as walking routes. Allotment and food gardening strategy to support community gardens.	4.1, 4.2, 4.3, 8.8, 10.3, 11.1, 11.2, 11.3 & 11.14
20	Elaine Garde	Future Orchard Trust	Develop a citywide apple growing project.	11.15



## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 response reference.
21	KMPC	Watfore Limited (Dairygold Co-op Society Ltd)	Facilitate large scale offices on South Terrace and the Commercial Core Area; To make the Commercial Core Area exempt from development contributions scheme. Identify former 'Dairygold' brownfield site, Kinsale Road as an opportunity site.	13.7, 13.8, 14.7 & 16.4
22	Noel Murphy	Independent Workers Union	Develop a citywide Apple growing project	11.15
23	Ann Duggan		Promote the River Lee & Harbour. Convert bonded warehouses customs house quay to tourist attraction. Establish a permanent Arts & Crafts centre. Decorate building facades as artistic, environmental projects.	8.1, 8.2, 8.3 & 8.4
24	Siobhan Bradley	Cork Chamber	Covers a wide range of topics including: Core Strategy. Economic Strategy. Strategic & Local Context & Future Growth Sectors. Flexibility in Height Restrictions & Office Buildings in the city centre, Connectivity. Retail Strategy and vacancy reduction, Transport Strategy, Joint Tourism Strategy with Cork Co Co. City Centre, Docklands. Tivoli. Mahon. Marketing & Branding.	2.1, 2.6, 2.7, 3.1, 3.2, 3.4, 5.13, 5.14, 5.20A, 5.39, 5.44, 5.45, 13.1, 13.3, 13.4, 13.5, 13.7, 13.22, 13.23, 14.5, 14.6 & 16.4
25	Deirdre Creedon	EcoWell Steering Group	This submission reflects the outputs from a workshop on the Draft Development Plan co-ordinated by EcoWell and attended by representatives of a wide range of stakeholders, many of whom also made separate submissions on behalf of their own organisation. It includes issues relating to regeneration of the City Centre, sustainable transport, Age Friendly initiatives, need to focus more on the northside of the city, provide better parks, community gardens, make more use of the river, create smart economy initiatives, develop social inclusion.	2.2, 5.7, 5.9, 5.13, 5.17, 5.21, 5.22, 5.32, 5.44, 5.45, 5.46, 7.1, 7.4, 7.6, 7.7, 7.8, 7.9, 8.1, 8.4, 8.6, 11.5, 13.3, 13.5 & 13.16
26	Simon Clear & Associates	Dunnes Stores	Supports Retail Strategy. Masterplan should be prepared for Ballyvolane District Centre. The co-ordinated approach between Cork City Council and Cork County Council is vague and needs definition.	4.4
28	Denis Barrett	RAPID	A strategy to linking existing transport corridors to the City North-West Quarter in the short, medium and long terms is required.	5.5
29	Cllr Henry Cremin	The Rise Residents	To retain the boundary wall at The Rise, Bishopstown to remain as a permanent structure.	5.20
30	Rory Morrish		Allotments are consistent with the Strategic goals of the Core Strategy. Quality of life; Promoting the food economy; Protecting green areas.	11.14



**Chief Executive’s Report on**

**Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions**

Ref	Name	On behalf of	Relating to	Section 2 Response reference
31	Clayton Love	Shipton	Concern at Southside’s commercial dominance and the decline of the Northside. Development Contributions schemes should favour areas with public transport, Re-opening Kilbarry station. Blackpool shopping centre – car parking issues. Joint Retail Study/ Strategy – methodological issues.	2.2, 4.19, 5.41 & 5.44,
32	Denise Cahill	Health Promotion Dept	The designation of Cork as a World Health Organisation Healthy City status has been omitted in the current draft of the CDP.	2.3
33	Bernadette Connolly	Transport & Mobility Forum	Importance of mode share targets. Alternative fuels & technologies are not referenced. Proximity as a key principle, local street network & public transport crucial. Requirement for Northern Ring Road and Transport Corridor to City North West Area.	5.1, 5.2, 5.4, 5.5, 5.7, 5.8, 5.11, 5.13, 5.18, 5.19, 5.21, 5.22, 5.24, 5.25, 5.29, 5.30, 5.35, 5.37, 5.38, 5.39, 5.41, 5.44, 5.45, 5.47, 5.48, 5.49, 5.51, 7.6, 7.9
34	Aoife Ní Chonchuir	Healthy Cities	Cork is a designated WHO Healthy City. Health references in plan could be strengthened.	2.3, 6.1, 6.2, 6.3, 7.11, 7.12,
35	Paul McGuirk	Northside Economic Development Group	A strategy for linking existing transport corridors to the City’s North West Quarter is needed.	5.5
36	Cathal O’Connor	Lindville Lodge	References issues at the Lindville residential estate.	11.9
37	Tanya Murray	DAA	Requests inclusion of Public Safety Zones (PSZs) at Cork Airport and policies to safeguard the public on the ground. Cork Noise Action Plan 2013 – 2018. Noise contours associated with Cork Airport. Requests appropriate policies to safeguard noise sensitive uses.	5.42, 12.8, & 12.9
38	Minister for Environment, Community & Local Government		The Minister raises a number of topics including support for high level goals of the Plan, concerns about employment and other policies in Mahon in particular Jacob’s Island, need for a residential lands active land management strategy, supports employment targets and initiatives to regenerate the city centre, recommends actions to tackle retail vacancy, supports transportation strategy with the proviso that the city has to become more attractive for public transport, walking and cycling, Dept endorses the sustainable neighbourhood approach and raises some issue to do with the Flood Risk Assessment.	Part 2A:1-8 Part 2B: 2.8, 5.10, 5.24, 6.3, 7.1, 12.13, 13.3, 14.1, 14.2 & 16.1
39	John Tuohy		To retain Tank Field as public open space. Objects to proposed sale to the Dept of Education & Skills. Evict Brian Dillons GAA Club.	11.6



## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference
40	Cunnane Stratton Reynolds	O'Callaghan Properties	To remove the Albert Quay East Architectural Conservation Area, (ACA). To rezone lands at Jacobs Island, to omit the Mixed-Use zoning and revert to Residential, Local Services and Institutional Uses.	9.1, 14.1, 14.3, & 14.4
41	Cunnane Stratton Reynolds	John Cleary Developments	Welcomes the omission EIS policy on 'taller buildings.' Requests deletion of part of paragraph 10.19 relating to discretionary EIAs. Supports Taller buildings on Albert Quay and other transition areas to Docklands. Requests omission of Albert Quay East Architectural Conservation Area.	9.1 & 16.3
42	St. FinBarres Cathedral		Lack of tourist coach parking. Suggests east-gate area of Cathedral. Invest in branding, signage, wi-fi, ambassadors and website. Plan should emphasise a network of city heritage and culture.	5.16
43	O'Connor Whelan Ltd.	Radio Teilifís Eireann	To rezone RTE mast site, Jacobs Island from Landscape Preservation Zone to Public Infrastructure and Utilities.	10.1
44	The Planning Partnership	Lidl	New convenience floorspace associated with foodstore developments should not be restricted to areas of population increase. To allow more than one anchor convenience store in Neighbourhood centres. To increase size of convenience stores in neighbourhood centres to 1800sq.m. net.	4.11, 4.12 & 4.18
45	Gerard Crowley	ESB	Supports policies and objectives in Environmental Infrastructure chapter. Welcomes Mixed-use zoning of Marina site. Strengthen support for rollout of Electric Vehicle infrastructure. Include specific objectives for the provision of charge points and parking provision.	13.24
46	Gerard Crowley	ESB	Welcomes mixed use zoning for ESB lands in Docklands. Concern with the proposed Quayside amenity area as it may restrict access to the jetty. Policy 13.91 on non-compatible uses may be too restrictive. To protect ongoing ESB activities by restricting inappropriate uses on adjacent sites.	3.5
47	Gerard Crowley	ESB	ESB Sarsfield Road. The current land-use zonings, 'public open space' and the 'residential, local services and institutional uses' do not recognise current employment function of the site and strategic position.	12.5
48	Sinead O'Malley	Eirgrid	Welcomes section 'Electricity Provision and Generation.' Suggests additional objectives to ensure consideration of the development of the Grid in all proposals. That the Council supports the grid 25 strategy.	6.4





## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference
49	Douglas O'Brien	Henry O'Brien	Requests that lands at Banduff (located in County Council area) be considered for development for housing in any future expansion of the city.	6.4
50	Finbarr Wallace	Irish Wildlife Trust	Suggests minor text amendments in Chapter 10. Submits that Non-Designated Areas of Natural Heritage Importance should be afforded protection and be zoned "Areas of Biodiversity and Natural Heritage Value." The Habitats Directive advocates the precautionary principle, and if adverse impacts cannot be ruled out by screening then an Appropriate Assessment is required. The emphasis of the Strategic Environmental Assessment should be demonstrating that there will be no significant effects on a Natura 2000 site.	10.5, 10.6, 10.7, 10.8, 10.9, 10.10, & 10.11, 17.15
51	Joseph Carey & Frank Sheehan	McCutcheon Halley Walsh	Request that site at Assumption Road. Site which is proposed to be zoned as 'Public Open Space' in the Draft Plan, (is zoned 'Residential, Local Services and Institutions in current Development Plan), be rezoned 'Business and Technology'.	3.7
52	KS Architecture	Marsh Stakeholders Group	The Marsh. Prepare Local Area Plan, tackle vacancy and dereliction, recognise heritage, deal with flooding, re-use older buildings; transport, access and parking, revisit the City Centre Movement Strategy; support community to establish a sustainable and inclusive neighbourhood.	8.5, 9.3 & 13.3
53	Oisín Creagh	McCarthy Developments	Welcome the proposed zoning changes at Jacob's Island which reflect earlier policy decisions to promote a mixed use development of Jacob's Island. Vision for Mahon outlined in the Mahon Local Area Plan and Draft City Development Plan is fully supported as is the means of using land use zoning to achieve a shift to more sustainable travel patterns. The proposed Neighbourhood Centre will assist in the delivery of a mixed use community which is seen as vital if sustainable travel patterns are to be encouraged. The provision of Business and Technology offices on Jacob's Island will provide additional floor space required to ensure that Mahon achieves its jobs target and will provide this in an attractive setting, within walking distance of residential opportunities and existing public transport services.	14.1 & 14.3
54	Tony Dolan	OPW	Strategic Flood Risk Assessment. Would welcome the inclusion of pluvial and ground water risk maps. To complete stage two flood risk assessment, the CFRAMs maps need to be validated, i.e. historical floods. Requests clarification regarding application of the Justification Test. Suggests that the Tidal Maps be overlaid onto the Fluvial Maps. Welcomes the layout of the Justification Test tables. Refers to need for a Stage 3 Detailed Flood Risk Assessment.	17.7-17.12



## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference
55	George Carolan	Dept of Education & Skills	Acknowledges policies relating to provision of educational and shared community facilities and sites zoned for schools. Is open to sharing of facilities and multi-campus schools. Refers to guidance documents on site suitability.	7.7 & 7.8
56	Veronica Downes		Supports dual aspect and minimum floor size for apartments. Does not support units for home based economic activity or limiting commuter parking. Calls for better connectivity to Cork Airport; better commercial leisure, supports light rail. Consultation period not long enough.	5.43, 5.44 & 5.45
57	David Backhouse	Cork City Comhairle na nÓg	Welcomes development of docklands as extension to the city centre. Supports proposed Event Centre on Albert Quay. Develop parks such as Bishop Lucy Park. City lacks indoor and outdoor youth facilities. Cycling is dangerous, infrastructure is inadequate. Supports Cork 'rent-a-bike' scheme.	5.24, 5.44, 7.9, 7.13, 11.13, 13.10, 13.16, 13.17 & 13.27
58	McCutcheon Halley Walsh	O'Flynn Construction	Former Motorola Site, Mahon Industrial Estate. Objects to the proposed rezoning from Business & Technology to Residential, Local Services and Institutional Use as it is inconsistent with the Core Strategy, CASP, and the Development Plan Guidelines, 2007. That the rationale for the Mahon LAP was based upon the Mahon Strategic Transportation and Traffic Assessment, subsequently rejected by Council. The draft plan is inconsistent with the Core Strategy. The Council should not undermine efforts to reinstate employment uses on this B & T site.	2.9 & 14.5
59	McCutcheon Halley Walsh	Sean Keohane	Site of former Brighton House, Castle Road, Blackrock. Request that site revert to 'Residential, Local Services and Institutional Uses as in the current City Development Plan rather than 'Landscape Preservation Zone' as proposed in Draft Development Plan. Argues most of site outside flood risk zone and private garden use is a flood compatible use. Requests that indicative objective to provide an amenity walk through the site be relocated along the foreshore north of the site.	10.4 & 11.12
60	McCutcheon Halley Walsh	Heineken Ireland Ltd.	Beamish & Crawford site. Objects to proposed change of zoning of most of site from City Centre Retail area to Commercial Core Area. Concern that extension of existing permission which includes 3000sq m of retail space would not be granted as it would not conform to proposed zoning, as comparison retailing is not permitted in Commercial Core Area. Argues the reason for change in zoning was not made clear to Council. Request that zoning revert to City Centre Retail area. Requests removal of Open Space zoning on southern boundary of site by river, and inclusion of pedestrian bridge to French's Quay. Mix of uses in Plan should reflect permission granted.	13.11



## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference
61	Caoimhín Ó'Donnchu		Introduce integrated ticketing and modern ticketing system for buses. Certain parts of the city do not have good access to the local bus services. Consider small vehicle (8-16 seat) bus services for these areas to act as a feeder to the regular bus services. Bus Eireann should improve information systems such as real time passenger information systems. No mention of private bus services. Make space available in Parnell St bus station for private operators. The Council should play active role to acquire derelict buildings for same. Recommend that all bus lanes be full-time. Should be policy to provide improved adequate tour bus parking at and near the City Centre.	5.16, 5.36, 5.37 & 5.38
62	McCutcheon Halley Walsh	Origen Enterprises	South Docks. Former Odlums site. The Draft Plan includes an objective to secure landmark tourism/arts and culture uses for the Odlum Mills. Such an inflexible approach to uses would preclude uses which might also be compatible with the building and compromise the scope of uses achievable on the site. Seeks removal of this objective to a less restrictive approach. R &H Hall site: Requests that the Draft Plan be amended to highlight the importance of the redevelopment of the site as the first phase of the Docklands redevelopment.	13.26
63	McCutcheon Halley Walsh	Tom McCarthy	Site east of Kingsley Hotel, Carrigrohane Road currently, a surface car park. The site is currently zoned 'Residential, local services and institutional uses. 'Requests rezoning to commercial/local centre to form an extension of the local centre at Victoria Cross.	4.17
64	McCutcheon Halley Walsh	Diocese of Cork & Ross	Former Farranferris seminary site. Requests amending the zoning map to provide for a central recreational area. To amend the site specific objectives for the Landscape Preservation Zone in Table 10.2, to provide for the extent of development permitted. Requests a wider range of uses extending beyond education and training to include Business and Technology uses.	11.4
65	McCutcheon Halley Walsh	Motor Services Ltd.	To amend Section 4.40 to refer to Kinsale Road Retail Park and provide a more positive, proactive approach for the Kinsale Road Retail Park. To amend Objective 14.5 to acknowledge the additional space capacity and potential to expand within the Kinsale Road Retail Park. To rezone part of site as a neighbourhood centre forming an extension of the existing 'Tory Top Road/ Curragh Road' Neighbourhood Centre zoning to provide additional retail opportunities on Kinsale Road.	4.10 & 4.13
66	Michael Clarke	IPUT	No. 74 & 75 Patrick Street. To amend Objective 13.4 Protection of Prime and Key Secondary Frontages, and adopt a more flexible approach to allow restaurants and local services at ground floor level, in order to tackle vacancy at the western end of St Patrick's Street, to address ongoing vacancy in this area.	13.6



## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference
67	McCutcheon Halley Walsh	Melbourne Management Co. Ltd.	The draft Plan proposes the removal of the specific objective for a local centre on Model Farm Road. Proposes designation of local /neighbourhood centre at Melbourne Business Park, Model Farm Road as the significant catchment population of 8,000 persons is not served by a local/ neighbourhood centre. Need for a centre was identified in the <i>Bishopstown/Wilton AAP (2007)</i> and the <i>Cork City Development Plan 2009-2015</i> .	4.15
68	Thomas Erbsloh	Cork Traveller Organisations	To include an additional zoning objective for 'Traveller Accommodation', committing to the delivery of Traveller-specific accommodation. To list Traveller Accommodation as a permitted use in all zoning objectives. To zone Ellis Yard, Ballyvolane for traveller-specific accommodation. To consider provision of Traveller specific accommodation on all developable sites within a 2 mile radius. To zone additional lands for Traveller Accommodation in Knocknaheeny area, including the needs of the St. Anthony's Park residents in the North West Masterplan. To zone additional lands for Traveller Accommodation in Nash's Boreen and Corcoran's Quay. To develop a Traveller Horse Project. To list Travellers as an ethnic minority. To include a commitment to effective, regular Estate Management meetings with tenants, including Travellers.	6.3
69	Meitheal Mara		Meitheal Mara welcomes the recognition of River Lee in the draft Plan. Outlines need for an adequate slip in the city for larger boats, the Ferryman Slip, Lower Glanmire Road could be short term solution. Need for more funding into the harbour/ river Lee estuary for tourism. Blackrock Harbour Project. Suggests improved access to the water by dredging, improved slips, shore-side facilities and vehicular access for boat launching.	8.6 & 11.11
70	Ted Owens	Cork ETB	Core Strategy: wants to ensure educational infrastructure will be in place for additional planned population, Economic Strategy - recognise Government's Youth Implementation Plan to ensure young people engage with education/ training. Development Management: Welcomes recognition in section 16.95. Chapter 7 Inclusive Neighbourhoods: Supports dual purpose, out of school hours educational facilities. Is committed to social inclusion and supports Comhairle na nÓg as a forum for young people. Appropriate zoning and planning for schools. Seeks restrictions to fast food/ off licences/ gambling premises near schools. Improve cycle lanes/ footpaths near schools. Engage with student body at St John's College. Linkpoint, Knocknaheeny should be explored as a model of good planning/ integrated delivery. Welcomes development of Fitzgerald's Park and network of cycle lanes. Need more art and spaces for young people to 'hang out'. Dialogue needed with educational centres with regard to future development of campus accommodation. Specific Built Heritage Objectives, surprised by omission of Buckingham Hall, Sawmill Street and the Deanery, Dean Street. Concerns over volume of traffic in St John's College area.	3.3, 7.4, 7.7, 7.8 & 7.9



**Chief Executive's Report on**

**Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions**

Ref	Name	On behalf of	Relating to	Section 2 Response reference
71	O'Brien O'Flynn	McCutcheon Halley Walsh	Sandbrook, Wilton. Requests amendment to draft Plan to include an objective for access over the public open space to the landlocked site at Sandbrook, Wilton. (The site is in the County Council area and the public open space is within the City Council area.) Proposal includes a landscape plan to redesign and upgrade the open space and to incorporate an access to the landlocked site.	10.13 & 11.10
72	Hugh Creedon	NTA	Supports overall objective set out in Core Strategy. Supports prioritisation of development in locations that facilitate development within defined public transport corridors delivered through Local Area Plans. Mixed-Use development at Jacobs Island and considers it a risk to future investment in transport infrastructure and public transport services in the City. Need an agreed approach to car parking standards with the County. Need a strong emphasis on a sequential approach to location of employment development, focused firstly on the City Centre and Docklands and then on locations within District Centres and Key Development Areas. Seeks a clear link between density and public transport provision.	2.5, 5.3, 5.8 & 14.1
73	Stream BioEnergy		Stream BioEnergy is currently developing a large scale AD plant in Cork to serve the Southern Waste Management Region. Plan should not be prescriptive with regard to the provision of waste treatment plants (Chapter 12) and should promote higher order treatments in line with the EU Waste Hierarchy. Future waste treatment infrastructure will be predominantly market led so the plan should acknowledge that the private sector can provide necessary infrastructure.	12.4
74	Butler O'Neill Total Planning Solutions	MSDTA	Need specific objective in relation to MacCurtain Street and Bridge Street. A public realm improvement scheme is needed in tandem with the new traffic routing proposals. Seeks clarification and assurance that any scheme or project to address public realm and urban design parameters prior to any works commencing. Policy should establish a hierarchy of streets and ensure MacCurtain Street and Bridge Street is recognised as 'key landmark streets' in need of targeted investment.	13.15
75	Irene O'Brien		The new layout of the Development Management Standards in Chapter 16 is welcomed, but set out further revisions/ improvements proposed including relationship with Chapter 3, Economic Strategy.	16.3
76	Stefanie Dinkelback & Brendan Roycroft		City Centre living. Recommends relocating nightclubs outside the city centre to facilitate and foster residential living; restrict student accommodation in all areas on a quota basis; to reduce noise pollution and anti-social behaviour through regulations and public awareness campaign; the concentration of pubs and nightclubs on Washington Street area should be examined; Improved school bus services required. Parents driving to/ from school is a main contribution to traffic congestion and pollution.	5.9



**Chief Executive's Report on**

**Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions**

<b>Ref</b>	<b>Name</b>	<b>On behalf of</b>	<b>Relating to</b>	<b>Section 2 Response reference</b>
77	Denis Healy	Port of Cork	Concern expressed that objective 8.3 which seeks landmark tourism and cultural uses for the Custom House Quays Complex, could limit its development and commercial potential. Requests amendment to the refer to commercial viability of proposals. City Plan should state that any Plan for the Custom House Quays area will have regard for the need to capitalise sufficient replacement Port capacity. Requests that the City Plan state that a Masterplan will be prepared for the complex in conjunction with Port of Cork. Port needs its property assets to fund relocation to Lower Harbour. Requests that the amenity and access objectives along the waterfront be amended to assume a presumption in favour of appropriate development, subject to provision of public access to the quays. Tivoli - Argues for a proactive rather than reactive approach to development of Tivoli. Highlights the need for a collaborative approach to development of a masterplan or local area plan for the area. Commercial interest of Tivoli needs to be secured in advance of Port relocation. Tivoli should be a 'Development Opportunity Area' not a 'Future Development Area.' Seeks rezoning from 'General Industry' to 'Existing General industry/development opportunity.'	2.6, 2.7, 13.10, 13.12, 13.13, 13.25 & 14.6
78	Cllr John Buttimer		Plan should be updated to reflect that Farranferris Local Area Plan has been extended by 5 yrs. Provide definition of Action Area Plans. Is it intended that bus rapid transit corridor includes Bishopstown? Identify preferred locations for Park & Ride facilities on Maps. No reference made to illegal carparks. Make reference to coach parking. City Centre Office Development: Refer to need for 4G office space development and technological requirements? Objective 13.11 City Centre Living - Should identify preferred city centre locations for three and four bedroom developments. Chapter 13 Transformational Development projects are aspirational. Reference is made to the potential development event centre in two locations. Should the Plan refer to alternative development for the unsuccessful site? Include glossary of terms. To elaborate section 14.27. The Rise Estate, Bishopstown: Identify a zoning such public/ open space to protect the current boundary of the Rise Estate. Prohibit access road from the Rise. The Fairways landbank should be open space or low-rise development. Maps should identify land-use zoning of the adjoining County Council lands.	5.16, 5.20, 5.40, 5.44, 13.3, 13.7, 13.9 & 13.14
79	Tom Hegarty Architects	Cork Boat Club	Concern with the route of the proposed amenity walk from Blackrock Castle to Blackrock Harbour via their club property. Plan should be flexible. Request a range of short and long term options to be included in the development of design proposals.	11.12



## Chief Executive's Report on

### Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions

Ref	Name	On behalf of	Relating to	Section 2 Response reference
80	Anne M.Nolan	Montenotte Park Residents' Association	A LAP should be developed for the north-east of the city. Objective 7.8 Educational Facilities should reflect the Council's statutory responsibility for planning within its area and have regard to requests and submissions from educational authorities regarding school sites and buildings. Opposes the proposed rezoning of the Tank Field and should be retained/ revert to public open space. Potential green spaces at Ennismore and the Glen Amenity Park. Planning for Tivoli Industrial Estate should insure that public green areas and amenity walks are provided. Plan should recognise Montenotte/ St. Luke's/ Mayfield area as an historic area of the city and historic walks, guides and appropriate signs should be provided. Invest in Mayfield Library. The St. Luke's/ Wellington Road ACA should extend to Middle Glanmire Road, Montenotte Road and Lover's Walk. Streetscapes need upgrading and services should be put underground. Views and Prospects should be considered FROM the suburban hills rather than just looking to the hills. The Local Centres should be extended and Dillons Cross should be revitalised. Supports a city-wide tree planting programme.	4.16, 10.2, 11.3, 11.5, 11.6 & 14.6
81	Cunnane Stratton Reynolds	Tesco	Seeks clarification of the provision that states that comparison floor space expansion is driven by the future population of the Ballyvalone Masterplan area, as per the Blarney Electoral Area LAP, advocating that convenience provision in a District Centre needs to be accompanied by some comparison floorspace, which is likely to be lower order. Request the insertion of an objective into paragraph 4.13 of the draft plan as follows: "It is recognised that the most suitable access to the (Ballyvolane) T-01 zoned lands is through the City Council zoned lands to the south of the Glen River and the City Council will facilitate the development of an access to service the District Centre lands and ensure it complements objectives to facilitate the proposed linear walkway and other enhancements to the local road network." Considers that Hollyhill is not suitable to accommodate the retail floorspace envisaged in the retail strategy and draft plan in the short term. Objectives for the growth of Blackpool District Centre should be clarified to recognise additional convenience floorspace. Requests insertion of text to Objective 14.6 (Wilton) of Plan as follows: "It is recognised that the site of the existing shopping centre is in multiple ownership and the redevelopment of the site should be carried out in consultation with all stakeholders."	4.5, 4.6, 4.7, 4.8 & 4.9
82	Brendan Goggin		Opposes the proposed rezoning of the Tank Field. The requirements of the Gaelscoil can be met by existing publicly funded school buildings.	11.6
83	Cunnane Stratton Reynolds	Carey Murphy Solicitors	Object to the proposed rezoning of lands west of the Linn Dubh Office development, fronting onto the Blackpool bypass, to 'Public Open Space.' The land has no amenity value and is in private ownership. Zoning should revert to current zoning 'Residential, Local Services and Institutions.'	3.7





**Chief Executive’s Report on**

**Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions**

<b>Ref</b>	<b>Name</b>	<b>On behalf of</b>	<b>Relating to</b>	<b>Section 2 Response reference</b>
<b>84</b>	Cunnane Stratton Reynolds	Gerry Wycherley	Objects to designation of Marina Park as an Architectural Conservation Area and requests it be omitted from Plan. Site is a regeneration location in the South Docks LAP and has permission for major development. The ACA designation may constrain the operation of the current industrial/business park and restrict operations that would normally be exempt. The "Statement of Character" in Volume 3 is an attack on current planning permission developed over 2 years at cost of 2m.	9.2
<b>85</b>	Frances Dunne	Geological Survey of Ireland	Outlines that datasets are available in relation to soils and geology, surface water and ground water, geological heritage.	17.14
<b>86</b>	Southern & Eastern Regional Assembly		Submission includes recommendations to promote development of key areas, expresses concerns about zoning of Jacobs Island for offices, proposes measures to reduce vacancy in city centre shops. Recommends objectives to encourage 55% level of non-car modes of transport, to promote improved fuel efficiency of motorised transport, and to encourage other forms of sustainable transport. Welcomes the proposals for a Food Strategy and Food Innovation Centre. Recommends local authority considers the potential for cross-boundary consultation to assess cumulative environmental impacts. Welcomes the objectives to ensure sufficient infrastructure to serve populations targets in the Core Strategy and supports provision of telecommunications infrastructure to improve Cork’s international connectivity. Recommends that the Plan identify areas where social deprivation and community infrastructure deficits occur and respond to them.	Part 2A: 9-15 Part 2B: 2.8, 4.22, 5.1, 5.4, 5.5, 5.8, 5.9, 5.47, 5.48, 8.8, 12.12, 13.1, 13.3, 14.1
<b>87</b>	Nuala Fenton		Imbalance in provision between the north and southside of the city. Concern that provision of park at O’Mahoney’s Avenue not in Plan, proposes CPO of lands. Proposes St Lukes Church as a children’s cultural centre. Supports smarter travel proposals. Neighbourhood villages in walking distance to the city centre – need more support. Suggests incentives to renovate houses including Lower Glanmire Road and tighter regulations for Landlords to reduce dereliction. A special rates arrangement should be in place in relation to arts and culture.	5.8 & 11.8
<b>88</b>	Paul Butler	The Mercy Hospital	MUH requests that plan acknowledge its healthcare and to economic development roles. Requests that plan support the joint development of the North Mall site by UCC and MUH. Supports pedestrian bridge proposal but believes it should include vehicular access. Note proposed ACA and seeks confirmation that this will not limit future developments by MUH. Hopes ACA designation will support improved investment in public realm and historic amenity of area. Hope that City Centre Movement Strategy will alleviate problems in parking and accessibility.	5.15, 7.10, 9.3 & 14.8





**Chief Executive's Report on**

**Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions**

Ref	Name	On behalf of	Relating to	Section 2 Response reference
89	Eugene Crowley		Dam the south channel at County Hall weir and the Customs House and create a river bed park.	
90	Adam D'Arcy	Cork Cycling Campaign	Cycling reduces air and noise pollution, is low cost and is accessible to most. Investment in both "hard" measures - signs, lights, road surfaces etc - as well as "soft" measures - training, promotion, incentives, is needed. City Plan should reflect National Cycling Policy Framework document to achieve 10% of work travel by bike by 2020 (from 2% currently). City Council should prepare a cycling strategy with realistic goals. Provide public walk and cycle ways along riversides. Cycle Routes linking CIT with city centre. Cycling to school should be facilitated e.g. 30km speed limit near schools. Better links to rail station for cyclists and more bike storage on trains and at Park and Rides. Encourage walking by improving public realm and reducing speed limits in residential areas.	5.4, 5.8, 5.9, 5.17, 5.19, 5.21, 5.22, 5.23, 5.24, 5.26, 5.27, 5.28, 5.29, 5.30, 5.33, 5.34, & 5.44
91	Dave Coakley	Topaz Energy Group	To permit more than 100sq.m. of retail floorspace in Service Stations on a sequential basis, subject to a Retail Impact Assessment.	4.23
92	Dave Coakley	Murphy Transport Ltd.	To revert to existing zoning at Mahon Industrial Estate, 'Business and Technology' as opposed to 'Residential Local Services and Institutions'.	14.5
93	Dave Coakley	Kevin O'Leary (South Douglas Rd)	To rezone Kevin O'Leary Group site, South Douglas Road, from Residential, Local Services and Institutional Uses to Neighbourhood Centre.	4.14
94	Dave Coakley	Kevin O'Leary (Blackpool)	To rezone site on Commons Road Blackpool from Residential, Local Services, and Institutional Uses and Light Industry and related Uses to Mixed-Use.	3.6
95	Stephan Koch	UCC	UCC is fully committed to an overall sustainable campus strategy, (details provided). UCC welcomes upgraded cycling routes between the campus and city centre, and strongly supports more upgraded cycling infrastructure in Cork City, particularly in the south-west. Completion of the "southern route" greenway between O'Donovan Rossa Road and Sharman Crawford Street is a key element. The Plan should provide for closing gaps in the walking/cycling network, which often forces cyclists onto busy main roads. Could create a continuous safe cycling route (consisting of cycle lanes/tracks, residential streets, greenways etc) connecting CSIAP, CIT, CUH, County Hall, UCC etc to the city centre and Kent Station. Cycling storage facilities in residential areas and city centre are needed. Promote walking by upgrading public realm and planting more street trees. Key benefits of BRT should be in Plan. Science Park should be included in BRT corridor. Integration of Park and Ride into the general Public Transport network.	5.21, 5.26, 5.29, 5.39, 5.40, 5.44, & 5.49.



**Chief Executive's Report on****Submissions on the Draft Cork City Development Plan 2015-2021 / Part Three: Table of Submissions**

<b>Ref</b>	<b>Name</b>	<b>On behalf of</b>	<b>Relating to</b>	<b>Section 2 Response reference</b>
<b>96</b>	Cunnane Stratton Reynolds	Ballyvolane Developments	Supports continued designation of Ballyvolane as District Centre. Requests clarification of the Objective which links the delivery of additional comparison offer to the planned future population of Ballyvolane area. Argues the comparison offer proposed in new Ballyvolane development would be lower order and not compete with city centre. Plan should have objective to support access to the 'town centre' zoned lands at Ballyvolane in County area from the City Council owned lands to the south. Seeks pragmatic approach to vacancy and pipeline floorspace in assessing retail proposals	4.2, 4.3, 4.20 & 4.21
<b>97</b>	Jack Callanan	The Rise Residents	Request that proposed relief link road from Ardarostig Cross to Curraheen Road not be deleted from the City Development Plan 2015 -2021. Request that Cul de Sac, at "Fairwinds", The Rise remain as such. Concern that wall might be removed to access adjoin lands. Not desirable due to narrow width of road, on-road parking; precedent; safety of residents. Cul de sac should be retained to avoid any further through traffic. Alternative access to the lands is available off Bishopstown Road or Curraheen Road. Local Councillors support retaining the wall. Any development on adjoining lands should be in keeping with area.	5.20



**Chief Executive's Report on**

Submissions on the Draft Cork City Development Plan 2015-2021 / **Part Three: Table of Submissions**





Cork City Council  
Comhairle Cathrach Chorcaí