

Our ref: IE000185

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Date: 28th April 2022

Development Plan Submissions,
Strategic and Economic Development,
City Hall,
Anglesea Street,
Cork T12 T997

RE: Proposed Material Alterations to the Draft Cork City Development Plan 2022 – 2028

Submission on Behalf of Cork Airport (and Dublin Airport Authority plc)

Dear Sir / Madam,

RPS is instructed by Cork Airport, Kinsale Road, Cork to lodge this submission on its behalf in respect of the proposed Material Alterations to the Draft Cork City Development Plan 2022 – 2028.

In the first instance, Cork Airport notes and welcomes a number of proposed material alterations which address items raised by RPS in its previous submission on behalf of Cork Airport (Submission No. 386) in respect of the initial Draft Cork City Development Plan. These proposed alterations comprise proposed amendments 2.41 and 2.42, though we do request consideration of further revisions in respect of proposed amendment 2.42. Proposed amendment 1.92 is also welcomed with reference to the content of our original submission. This submission also addresses proposed amendment 1.298.

In addition to addressing the particular amendments 2.41, 2.42, 1.92 and 1.298, we also take this opportunity to comment briefly on the response of Cork City Council to a number of the issues raised in our initial submission.

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1 Proposed Amendment No. 2.41 (Rezoning of former 'Airport Lodge Site)

Proposed amendment 2.41 proposes to change the zoning objective of land at the former 'Airport Lodge' site adjacent to the main airport N27 roundabout from the previously proposed ZO21 City Hinterland zoning to ZO 22 Cork Airport Infrastructure.



Cork Airport welcomes this proposed revision which acknowledges the genuine and necessary operational requirements of Cork Airport as well as the constraints on existing landside airport infrastructure zoned lands.

We request that proposed material alteration No. 2.41 be adopted in the final City Development Plan.

2 Proposed Amendment No. 2.42 (Rezoning of Lands to south of Runway 34)

Proposed amendment 2.42 proposes to change the zoning objective of a parcel of land to the southeast of the runway from ZO 11 Business & Technology to ZO 10 Light Industry & Related Uses.



While this proposed revised zoning objective is welcomed as a more suitable proposed use at this site than the previously proposed business and technology use, Cork Airport still has concerns regarding this proposed zoning objective.

While the Chief Executive's report recommended that the ZO 10 zoning be applied to these lands instead of the ZO 11 zoning it also recommended that it be zoned as such with additional supporting text to ensure the development on the lands is compatible with airport activities. Despite this recommendation no supporting text or restrictions on the ZO 10 zoning appear to have been applied.

The preferred position of Cork Airport remains that any development in this area would be incompatible with the primary airport use on safety grounds.

Our Ref. IE000185

On this basis we request that proposed amendment 2.42 be further revised to City Hinterland, which would be comparable with the greenbelt zoning it was previously zoned prior to 2017.

As this plot of land is located within only 150m – 700m from the end of the airport runway, commercial development here would conflict with airport activities on public safety grounds.

Zoning of these lands for any development other than aviation / airport related uses should be rejected on aerodrome safety grounds as follows:

1. the lands are less than 200m from the end of Runway 34 of an international airport
2. the lands are within the outer public safety zone for the airport.
3. Given its location proximate to the runway there is potential for any development of the site to interfere with radar and flight instrumentation, navigation aids and instrument flight procedures, create wind turbulence which might impact aircraft safety, impact EASA Obstacle Limitation Surfaces.
4. The initial proposed rezoning of these lands to Business & Technology by Cork City Council in the first instance suggests that the planning authority was satisfied that there was no need for lands in the vicinity of the airport to specifically accommodate light industrial or logistics, distribution and storage type uses, for which it is zoned under the current Development Plan. If there is no identified need by the Planning Authority for lands for such uses in the immediate vicinity of the airport, then these lands should revert to a Greenbelt designation.
5. Development in this area may compromise Cork Airport's ability to grow and achieve connectivity as envisaged in both the RSES and NSO6 of the National Planning Framework for High Quality International Connectivity.

3 Proposed Amendment No. 1.92 (additional text at para. 4.45 re BusConnects)

Proposed amendment No. 1.92 proposes to add text to paragraph 4.45. stating that, “*this Development Plan will be amended to reflect recommendations of the Bus Connects plan as they arise*”.

Cork Airport welcomes this proposed amendment as it will ensure that Development Plan policy is fully aligned with the provisions of the final BusConnects plan and will clarify all connections from the airport to other public transport providers.

We request that proposed material alteration No. 1.92 be adopted in the final City Development Plan.

4 Proposed Amendment No. 1.298 (alteration of Objective for Airport Business Park)

We request that proposed material alteration No. 1.298 be appropriately applied to Objective 10.49 of the Draft City Development Plan and not to Objective 10.40 as incorrectly referenced in the published proposed material alterations

Proposed Amendment No. 1.298 is identified in the published material alterations as an alteration to Objective 10.40 of the Draft City Development Plan, relating to ‘Development of an Airport Business Park’. This proposed amendment appears to incorrectly reference the Airport Business Park as objective 10.40. Objective 10.40 of the Draft City Development Plan relates to Tivoli. The Airport Business Park objective is in fact objective 10.49 of the Draft City Development Plan.

Presuming that the intention of this amendment is to alter objective 10.49 to add a requirement for a Road Safety Audit to be undertaken for development within the Airport Business Park, Cork Airport has no objection to this alteration, other than that the correct section of the Draft Plan be amended.

5 Responses of Cork City Council to Previous Submission on Draft Cork City Development Plan

We have reviewed the content of the report of the Chief Executive on the submissions on the Draft Cork City Development Plan insofar as it related to the submission lodged by RPS on behalf of Cork Airport (Submission No. 386). Appendix 1 attached contains a table which summarises the content of the previous submission, notes the recommendations of the Chief Executive in relation to each item and indicates any proposed material alterations arising. It also notes Cork Airport's position in respect of each of the items.

We also set out commentary below on the more critical of the issues raised in the previous submission and which were not proposed to be revised in the proposed material alterations. These are items which will affect future development at Cork Airport and which the airport authority will seek to address with Cork City Council again in the future.

5.1 Request to Extend of ZO 22 Zoning and Revise ZO 24 Runway Extension Boundary

In our initial submission on behalf of Cork Airport we requested a modest extension of the ZO 22 zoning and associated revision to the ZO 24 Runway Extension boundary to the northwest of the airport. The purpose of this was to facilitate the future extension of the runway in a logical manner. It is noted that the report of the Chief Executive considered this request to be reasonable and the revision was recommended. Unfortunately, no such revision was included in the proposed material alterations.

While plans for the future runway extension are not imminent, this is a matter which Cork Airport will seek to address again with Cork City Council in the future.

5.2 Proposed Policy for Obstacle Limitation Surfaces

Our previous submission sought to include policy to explain the implications of obstacle limitation surface areas and to provide policy for appropriate referrals to Cork Airport. Despite a recommendation of the Chief Executive's report to amend working in relation to the OLS no such alteration was proposed.

In the absence of such proposed policy provision within the Plan, Cork Airport nevertheless requests that in practice the Planning Authority refer development proposals within the OLS area to Cork Airport for comment.

5.3 Revisions to Figure 10.32

Our previous submission sought revisions to the mapped information presented on Figure 10.32. It was requested that the information be presented on two maps rather than one to make the information more legible and easier for the public to understand. The Chief Executive recommended that CCC would amend the mapping if it was provided to it.

This mapping was submitted with the previous submission and can be made available in alternative formats to CCC by Cork Airport at its request.

5.4 Revisions to Various Policy Provisions to provide for Flexibility and Input by Cork Airport to the Future Framework Plan in respect of Future Land Use and Parking Requirements

The previous submission sought revisions to policy provision within the Draft City Development Plan to ensure Cork Airport would input to the development of the Framework Plan for the airport in particular in relation to car parking requirements, other land use and operational requirements and to ensure an

Our Ref. IE000185

appropriately flexible plan. The Chief Executives report generally found that the current provisions within the Draft Plan were sufficient but did advise that matters such as parking requirements would be addressed at the time of the Framework Plan.

In this regard, Cork Airport requests that it will work closely with Cork City Council in the preparation of a Framework Plan to ensure it identifies and addresses the full future operational requirements of Cork Airport.

6 CONCLUSION

Cork Airport requests as follows with respect of the proposed Material Alterations:

- Adopt material alteration No. 2.41 (Rezoning of former 'Airport Lodge Site')
- Further revise material alteration No. 2.42 (Rezoning of Lands to south of Runway 34) to revise the zoning to ZO 21 City Hinterland. In the event that the Planning Authority does not decide to make this further revision, adopt the material alteration No. 2.42 as proposed
- Adopt material alteration No. 1.92 (additional text at para. 4.45 re BusConnects)
- Apply material alteration No. 1.298 (alteration of Objective for Airport Business Park) to Objective 10.49 (not objective 10.40)

Cork Airport also looks forward to engaging with Cork City Council in the future preparation of a Framework Plan for the airport to ensure such plan is reflective of the future development needs and strategic layout requirements for the airport.

Yours faithfully,
for RPS Group Limited


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APPENDIX 1 – COMMENTARY ON PROPOSED REVISIONS TO DRAFT CORK CITY DEVELOPMENT PLAN SOUGHT IN PREVIOUS SUBMISSION

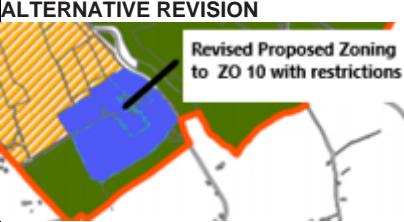
Draft Development Plan Reference	Proposed Revised Provision	Reasons for Change sought in initial submission	Chief Executive's general commentary on the proposed revision	Proposed Material Alterations	Cork Airport Current Position	
Volume 2 Zoning and Development Objectives Map 15	 <p>Proposed Additional ZO 22 Zoning</p> <p>Proposed Revision to ZO 24 Runway Extension Boundary</p> <p>Provide additional area of ZO 22 Zoning & Revised ZO24 Runway Extension Boundary</p>	To facilitate northern runway extension	Request to extend the area zoned ZO 22 Cork Airport infrastructure to the northwest of the airport from ZO 21 City Hinterland and extend the runway extension boundary to further facilitate a runway extension is considered reasonable.	No proposed revision	While plans for the future runway extension are not imminent, this is a matter which Cork Airport will seek to address again with Cork City Council in the future.	
Volume 2 Zoning and Development Objectives Map 15	 <p>Proposed Additional ZO 22 Zoning</p>	Provide additional area of ZO 22 Zoning adjacent to N27 Airport roundabout	To facilitate replacement / relocated petrol filling station of suitable scale and at suitable location	Chief Executive report notes that filling station could be considered under the existing ZO 21 City Hinterland zoning.	Zoning proposed to be revised to ZO 22	Cork Airport welcomes this proposed revision which acknowledges the genuine and necessary operational requirements of Cork Airport as well as the constraints on existing landside airport infrastructure zoned lands.
Volume 2 Zoning and Development Objectives Map 15	<p>PREFERRED REVISION</p>  <p>Omit Proposed ZO 11 Zoning and designate as City Hinterland</p> <p>Remove proposed ZO 11 zoning and zone instead as ZO 21 City Hinterland</p>	<p>PREFERRED REVISION</p> <p>Zoning these lands for development other than aviation / airport related uses should be rejected on aerodrome safety grounds.</p> <p>ALTERNATIVE REVISION</p> <p>The Science and technology uses would generate employment levels in excess of levels recommended in the ERM report on Public Safety Zones (PSZs) at Ireland's three principal airports. Airport area adequately served by other Science and Technology zoned</p>	Request to rezone lands is considered reasonable. However it is proposed to rezoned the lands to ZO 10 Light Industry and Related Uses with additional supporting text to ensure that development on these lands is compatible with airport activities.	Zoning proposed to be revised to ZO 10. No restrictions applied regarding compatibility with airport activities.	<p>Cork Airport seeks further revision to ZO 21 City Hinterland.</p> <p>If CCC is minded to retain the ZO 10 zoning there should be supporting policy test added to restrict development to that which is compatible with airport activities.</p>	

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APPENDIX 2: SUMMARY OF PROPOSED REVISION TO DRAFTCORK CITY DEVELOPMENT PLAN

Draft Development Plan Reference	Proposed Revised Provision	Reasons for Change sought in initial submission	Chief Executive's general commentary on the proposed revision	Proposed Alterations	Material	Cork Airport Current Position
	<p>ALTERNATIVE REVISION</p>  <p>Revise zoning to ZO 10 with restrictions</p> <p>lands more suitably located. Removal of Science and Technology zoning from these excess lands will provide for logical and sequential development of Business and Technology within the airport precinct. To maintain lands in the vicinity of the airport that can accommodate logistics, storage, distribution uses that require an airport location – if deemed necessary.</p>	<p>Revise zoning to ZO 10 with restrictions</p> <p>lands more suitably located. Removal of Science and Technology zoning from these excess lands will provide for logical and sequential development of Business and Technology within the airport precinct. To maintain lands in the vicinity of the airport that can accommodate logistics, storage, distribution uses that require an airport location – if deemed necessary.</p>				
Volume 1 Paragraphs 10.194 and 10.195 – Page 381	<p>PREFERRED REVISION – Revise Para. 10.194 and Omit Para. 10.195</p> <p><i>"10.194 To safeguard the future operations of the Airport no new housing will be permitted within the area delineated as Airport Safeguard Area".</i></p> <p>ALTERNATIVE REVISION – Revise Para 10.194 and 10.195</p> <p><i>"10.194 To safeguard the future operations of the Airport new housing will not be permitted within the area delineated as Airport Safeguard Area, save in exceptional circumstances where consideration may be given to the development of new housing for those who are owners of (or immediate family members of owners) and actively engaged in full-time farming within the Airport Safeguard Area, where the majority of the farmholding falls within this zone and where no suitable sites are available within the farmholding for the development of a house outside this zone.</i></p> <p><i>10.195 Site selection must ensure that the rural character of the area is maintained, a maximum of two dwellings (including any existing dwellings) only can be considered on single landholdings. Planning applications within this area shall be accompanied by a noise assessment report produced by a specialist in noise measurement which shall detail all proposed noise mitigation measures together with a declaration of acceptance of the applicant of the result of a noise acceptance report. Further indemnification Cork City Council and Cork Airport from any loss of amenity which may arise as a result of</i></p>	<p>PREFERRED REVISION</p> <p>To prohibit any new residential development within the Safeguard Area as they are incompatible on safety and / or residential amenity grounds.</p> <p>ALTERNATIVE REVISION</p> <p>To provide for strengthened 'exceptional circumstance' criteria to ensure only absolutely necessary housing is provided within this zone and where there are no viable alternatives.</p>	<p>CE report advises that CCC considers existing proposed policy reasonable and sufficiently addresses one-off housing</p>	<p>No change</p>		<p>Cork Airport will continue to comment on individual applications notified to it by Cork City Council, in particular in relation to any safety and compatibility concerns.</p>

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	Airport Operations shall be agreed at Development Management Stage."					
Volume 1 Objective 10.52 Page 384	<p>PREFERRED REVISION</p> <p><i>This objective is intended to safeguard the sustainable development of the Airport. All proposed developments within this area will be referred to the Irish Aviation Authority and Cork Airport by Cork City Council's Development Management Section to seek their observations as part of the statutory planning process under Article 28 of the Planning and Development Regulations, 2001.</i></p> <p><i>In addition, the construction of one-off housing will not be permitted in the Safeguard Area."</i></p> <p>ALTERNATIVE REVISION</p> <p><i>"This objective is intended to safeguard the sustainable development of the Airport. All proposed developments within this area will be referred to the Irish Aviation Authority and Cork Airport by Cork City Council's Development Management Section to seek their observations as part of the statutory planning process under Article 28 of the Planning and Development Regulations, 2001.</i></p> <p><i>In addition, the construction of one-off housing will generally not be permitted save for exceptional circumstances for those who are owners of (or immediate family members of owners) and actively engaged in full-time farming within the Airport Safety Zone, where the majority of the farmholding falls within these zones and where no suitable sites are available within the farmholding for the development of a house outside this zone. Additional requirements for the construction of dwellings in this area under these exceptional circumstances are set out in paragraph 10.195,"</i></p>	<p>PREFERRED REVISION</p> <p>To prohibit any new residential development within the Safeguard Area as they are incompatible on safety and / or residential amenity grounds.</p> <p>ALTERNATIVE REVISION</p> <p>To provide for strengthened 'exceptional circumstance' criteria to ensure only absolutely necessary housing is provided within this zone and where there are no viable alternatives.</p>	<p>CCC considers the policy of the Draft Plan to be reasonable and that it sufficiently addresses the issue of one-off housing in the environs of the airport.</p>	No change	Cork Airport will continue to comment on individual applications notified to it by Cork City Council, in particular in relation to any safety and compatibility concerns.	
Volume 1 Paragraph 10.193 – Page 381	"Cork Airport has at present three noise contours associated with aircraft operations, namely 57dB (outer zone).66dB (inner zone) and 72dB (inner, inner zone) These existing noise contours for the airport are indicated on the following map. The noise environment and contours around the airport are likely to change because of future growth and development. Increased operations, changes in aircraft type and mix, changes in the associated operations such as maintenance and construction activity during implementation of developments will all contribute to increased noise.	To include provisions in the Development Plan for relevant development controls to be applied within the airport noise zones. The inner zones fall fully within the Safeguard Area and accordingly the protections applied under paragraphs 10.194 and 10.195 apply. Parts of the outer noise zone	Report doesn't appear to address this specific item.	No Change		Cork Airport will continue to comment on individual applications notified to it by Cork City Council, in particular in relation to any safety and compatibility concerns.

APPENDIX 2: SUMMARY OF PROPOSED REVISION TO DRAFTCORK CITY DEVELOPMENT PLAN

Draft Development Plan Reference	Proposed Revised Provision	Reasons for Change sought in initial submission	Chief Executive's general commentary on the proposed revision	Proposed Material Alterations	Cork Airport Current Position
	<i>Development within Noise Zones A and B will be controlled by the general Safeguard Zone provisions set out in paragraphs 10.194 and 10.195 below. Any proposed new noise sensitive development (e.g. housing, schools, hospitals etc) within Noise Zone C (the outer zone) shall incorporate appropriate noise attenuation measures."</i>	however extend beyond the Safeguard Area and accordingly it is appropriate to clarify policy for this area.			
Volume 1 Paragraph 10.198 – Page 382	<i>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (IAA) and Cork Airport by Cork City Council's Development Management Section to seek their observations as part of the statutory planning process under Article 28 of the Planning and Development Regulations, 2001. Cork City Council will adhere to the advice of the Irish Aviation Authority regarding the effects of proposed development on the safety of aircraft and the safe and efficient navigation thereof.</i>	To seek observations from Cork Airport for proposed development within Public Safety Zones.	Chief Exec report says that CCC recognises Cork Airport as a prescribed body. However, it recommends no change to the statutory consultee.	No change	Cork Airport will continue to comment on individual applications notified to it by Cork City Council, in particular in relation to any safety and compatibility concerns.
Volume 1 After Paragraph 10.198 – Page 382	<i>"Obstacle Limitation Surfaces 10.199 The Planning Authority supports the safe and effective operation of Cork Airport, and shall have regard to the Obstacle Limitation Surfaces in determining any development proposals in terms of the safety of aircraft and the safe and efficient navigation thereof. The planning authority shall take account of the advice of the Irish Aviation Authority and Cork Airport with regard to the effects of any development proposal on aircraft safety."</i>	To provide appropriate policy to explain Obstacle Limitation Surface Areas and to provide for referrals to Cork Airport.	Chief Exec report suggests CCC would amend wording in relation to the OLS	No change – despite recommendation of CE to revise.	Cork Airport will continue to comment on individual applications notified to it by Cork City Council, and trusts that CCC will have regard to OLS areas in development management decisions
Volume 1 Figure 10.32 – Page 382	<i>This information should be presented on two maps: One Map to illustrate Approach Surfaces Second Map to illustrate Public Safety Zones and Noise Zones</i>	Information will be more legible and easier for public to understand various designations.	Chief Exec report advises CCC would amend mapping if provided to it.	No change – despite recommendation of CE to revise.	Cork Airport can make mapping available to Cork City Council at its request.
Volume 1 Paragraph 5.40 – Page 151	<i>SuDS strategies will not be uniform and will differ from site to site owing to site characteristics, location and existing constraints, such as contamination risk. In addition, some NBS solutions may not be appropriate in some cases due to the risk of transporting contamination. Careful consideration should be given to all SuDS proposals in the vicinity of Cork Airport, such as open water storage, which has potential to act as a bird attractant, and create bird hazard for aircraft."</i>	To clarify and restrict all incompatible water bodies / wetlands in the vicinity of the airport. Such uses can increase bird activity which is a safety issue for airport operations.	Doesn't appear to be specifically addressed in CE report.	No change	Cork Airport will continue to comment on individual applications notified to it by Cork City Council, in particular in relation to any safety and compatibility concerns.

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Draft Development Plan Reference	Proposed Revised Provision	Reasons for Change sought in initial submission	Chief Executive's general commentary on the proposed revision	Proposed Alterations	Material Cork Airport Current Position
Volume 1 Objective 10.51 – Page 384	<p>"During the lifetime of the Plan, Cork City Council in collaboration with Cork Airport and in consultation with other relevant stakeholders including Transport Infrastructure Ireland, National Transport Authority and Cork County Council will prepare a framework plan to allow for the co-ordinated and sustainable growth of the Airport to underpin its function as an economic driver for the Southern Region.</p> <p>The relevant area for a new framework plan which will be prepared and adopted during the lifetime of this plan is delineated in Volume 2 Mapped Objectives. The Framework Plan will provide for a coherent and coordinated land use plan for the Airport and its immediate environs while maintaining flexibility to accommodate unforeseen emerging needs in the future."</p>	To reflect the input required from Cork Airport for future development needs and layout needs and to acknowledge the need for flexibility in the Framework Plan.	Report advised that CCC will deal with inputs at time of Framework plan	No change	Cork Airport requests that it will work closely with Cork City Council in the preparation of a Framework Plan to ensure it identifies and addresses the full future operational requirements of Cork Airport
Volume 1 Paragraph 10.190 – Page 380	<p><i>"The Airport is served by several car parks within walking distance of the terminal and there is currently adequate capacity for both passenger and staff parking to cater for current demand and for the short term future. Additional parking requirements for the medium term shall be set out and provided for in the proposed Framework Plan".</i></p>	To clarify the correct recent situation in respect of car parking demand and capacity and to provide for appropriate levels of additional parking that may be required within the lifetime of the plan to serve the airport.	CCC considers text is currently sufficient but will consider parking at the time of the Framework Plan	No change	Cork Airport requests that it will work closely with Cork City Council in the preparation of a Framework Plan to ensure it identifies and addresses the full future operational requirements of Cork Airport
Volume 1 Paragraph 10.192 – Page 380	<p><i>"10.192 Notwithstanding modal shift targets it is recognised that additional lands will be necessary to accommodate the parking requirements generated by increased passenger numbers in the longer term. Additional lands may be identified to allow for car park expansion, and these will be safeguarded in the new framework plan. The scale and location of such lands will be identified in collaboration with Cork Airport having regard to its long term future growth plans and operational and development requirements."</i></p>	To reflect the input that will be required by Cork Airport to inform the future parking strategy to be incorporated into the Framework Plan.	CCC considers text is currently sufficient but will consider parking at the time of the Framework Plan	No change	Cork Airport requests that it will work closely with Cork City Council in the preparation of a Framework Plan to ensure it identifies and addresses the full future operational requirements of Cork Airport
Volume 1 Objective 10.49 – Page 383	<p><i>"Allow for Office based industry or tourism related projects which would benefit from an Airport location, internationally traded services, corporate offices and uses that are complementary to those in the existing Airport business park. All such proposals shall be accompanied by Traffic and Mobility management plans."</i></p>	Proposed wording of Draft Plan is unnecessarily restrictive. Proposed revised wording is in line with the policy set out at paragraphs 10.178 and 10.179.	CCC consider current text is not restrictive and is appropriate for proper planning and development	No chance	Noted
Volume 1 Objective 10.50 – Page 384	<p><i>"To promote and support the operations of Cork International Airport subject to normal planning considerations in relation to:</i></p> <ul style="list-style-type: none"> • General aviation activity • Passenger terminal building and pier development • Cargo pier and associated building development • Runways, apron and aircraft stand development for commercial, light aircraft and helicopter craft 	A more generalised list of land use and activity types which are required within a general airport zoning area is more appropriate for a Development Plan general policy provision	CE report advises that the intention of the use list is not exhaustive and that the Planning Authority will consider other uses	No change	Noted

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	<ul style="list-style-type: none"> • Control tower and associated development • Fire station, fire search and rescue and training facilities • Aircraft, vehicle and general maintenance and storage facilities • Car parks and coach parking • Car hire facilities • Public transport and taxi provisions • Airport hotel development • Energy centre, fuel farm, auto-generating renewable energy development • Petrol station • Water storage and utilities provision • Met Éireann facilities <p><i>This list is not exhaustive, and consideration may be given to items not listed."</i></p>	than specific project or development proposals. Specific proposals for the future development of the area will be more appropriately identified in the future Framework Plan				
Volume 1 Paragraph Z022.2 – Page 540	"Such uses include but are not restricted to: General aviation activity; Passenger terminal building and pier development; Cargo pier and associated building development; Runways, apron and aircraft stand development for commercial, light aircraft and helicopter craft; Control tower and associated development; Fire station, fire search and rescue and training facilities; Aircraft, vehicle and general maintenance and storage facilities; Car parks and coach parking; Car hire facilities; Public transport and taxi provisions; Airport hotel development; Energy centre, fuel farm, auto-generating renewable energy development; Petrol station; Water storage and utilities provision; Met Éireann facilities. This list is not intended to be exhaustive and the other developments not listed will be considered, subject to normal planning and environmental considerations."	General list of land use and activity types which are required within a general airport zoning area is more appropriate for a Development Plan general policy provision than specific project or development proposals. Specific proposals for the future development of the area will be more appropriately identified in the future Framework Plan	CE report advises that the intention of the use list is not exhaustive and that the Planning Authority will consider other uses	No change		Noted
Volume 1 Table 4.5 – Page 118	CBC 9 Cork Airport to Kent Station via City Centre and Turners Cross.	Proposed revision to reflect envisaged connection under CMATS for radial route from Cork Airport to Kent Station. To facilitate interconnection with rail and light rail.	CE report advises that the routes are being considered as part of the BusConnects plan which is currently on public consultation. Dev Plan will be amended to reflect the recommendations of the BusConnects plan as they arise	No change to Table – However, proposed amendment No. 1.92 includes text that the development plan will be amended to reflect recommendations of the BusConnects Plan as they arise		Amendment 1.92 welcomed.
Volume 1 Figure 4.4 – Page 118	Revise route CBC 9 to extend beyond City Centre to Kent Station.	Proposed revision to reflect envisaged connection under CMATS for radial route from Cork Airport to Kent Station.	CE report advises that the routes are being considered as part of the BusConnects plan which is currently on public consultation. Dev Plan will be amended to reflect the	No change to Figure - However, proposed amendment No. 1.92 includes text that the development plan will be amended to reflect		Amendment 1.92 welcomed.

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		To facilitate interconnection with rail and light rail.	recommendations of the BusConnects plan as they arise	recommendations of the BusConnects Plan as they arise	
Volume 1 Figure 4.5 – Page 119	Key interchange stop locations between the orbital route and the each of the radial CBCs should be identified on Figure 4.5.	The identification of a key stop interchange between the orbital route and the Airport CBC will increase opportunities for encouraging sustainable travel to and from the airport	CE report advises that the routes are being considered as part of the BusConnects plan which is currently on public consultation. Dev Plan will be amended to reflect the recommendations of the BusConnects plan as they arise	No change to Figure - However, proposed amendment No. 1.92 includes text that the development plan will be amended to reflect recommendations of the BusConnects Plan as they arise	Amendment 1.92 welcomed.
Volume 1 Paragraph 10.191 – Page 380	<i>"In conjunction with public transport improvements, it considered that enhanced modal shift targets aimed at reducing the number of private car journeys to the airport be provided for in the new framework plan for the Airport. Cork City Council will work with Cork Airport and the National Transport Authority to successfully achieve these targets. Modal shift targets will be aligned to the unique nature and needs of an airport, with the level and timing of public transport improvements and with the proportion and nature of airport journeys that could practically avail of these services."</i>	To ensure that modal shift targets are realistic and timely with due regard for the particular nature of travel to and from the Airport as well as for the timing and nature of public transport provision.	Doesn't appear to be specifically addressed in CE report.	No change	Modal shift will be addressed as appropriate in future development proposals
Volume 1 Paragraph 4.129 – Page 131	No specific revision proposed at this time as the options are yet to be placed on public display. Cork Airport however requests that Cork City Council consult directly with it in relation to the SDLR proposals before any detail on same is included in the next stage of the Development Plan on foot of the current provision of para. 4.129	Any potential new vehicular access to Cork Airport has implications for strategic layout and operations.		No change sought	