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Part 1

Introduction to the Chief Executive's Amendments Report

This document contains the detail of the amendments agreed by Cork City Council at its meeting of 15th March 2022.

The layout of this document corresponds to the chapters in the Draft Plan and should therefore also be read in conjunction with the Plan. For ease of legibility amendments have been divided into those relating to:

Volume 1 The Written Statement:	Part 2
Volume 3 Specific Built Heritage Objectives:	Part 3
Appendices	Part 4

The proposed alterations to the Plan agreed by the Elected Members are set out in Parts 2 and 3. They include changes to the text of the Draft Cork City Development Plan Written Statement and certain Appendices which were also subject to amendments. The SEA Screening Determination and amended SEA Environmental Report (which includes information on the likely significant effects on the environment of implementing relevant alterations), amended SEA Non-Technical Summary, AA Screening Determination and amended AA Natura Impact Report– are also on public display and these are bound separately.

This document should be read in conjunction with the Draft City Development Plan 2022-2028. Note that paragraph and Objective numbers referenced relate to those published in the Draft Plan and are subject to change as a consequence of the amendments set out in this report; these changes will be made on foot of adoption of the Plan.

Note that all amendments have been screened / assessed to comply with requirements under the Strategic Environmental Assessment Directive, Strategic Flood Risk Assessment Guidelines and for Appropriate Assessment under the Habitats Directive. The Environmental amendments and assessments are available online in separate documents.

The reference and location of the amendment in the Draft Plan is signalled through the use of the first and second columns and black text in italics indicates the change in the last column, for example:

No.	Ref.	Page No.	Proposed Amendments
1.1	1.5	9	<p><i>Including following text in Chapter 1, paragraph 1.5 ‘Strategic Vision’ under heading ‘A city of neighbourhoods and communities’:</i></p> <p>‘A city of neighbourhoods and communities’ Develop a sustainable, liveable city of neighbourhoods and communities based on the 15-minute city concept, ensuring that placemaking, accessibility and safety is at the heart of all development.</p>

Textual changes are indicated in **bold** where new text is proposed and with a ~~strikethrough~~ where existing text is to be deleted or amended. Example

No.	Ref.	Page No.	Proposed Material Amendments
1.17.	Obj. 3.20	98	Objective 3.20 Cork City as a Child-Friendly City To promote Cork as a child-friendly city by considering the design needs of children young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.

Zoning and other map changes are illustrated in a separate document where the proposed change is explained in text with the appropriate map change outlined underneath. Mapping changes have been arranged by Local Electoral Area.

Each Proposed Amendment has a unique reference number:

- Proposed Material Amendments in this document, Part 1: Volume 1 Written Statement and Volume 3 Built Heritage Objectives, are numbered 1.1, 1.2, 1.3 etc.
- Proposed Material Amendments in Part 2: Volume 2 Mapped Objectives, are numbered 2.1, 2.2, 2.3 etc.

Next Steps

The material amendments are now being put out for public consultation for a period running from the 1st of April to the 28th of April 2022 so that the public has a chance to comment on proposed changes to the Draft Plan, before its final adoption. The proposed amendments and associated documents are available at www.corkcitydevelopmentplan.ie.

Part 2

Amendments to Volume I Written Statement

Chapter 1 Introduction

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.1.	1.5	9	<p><i>Include the following text in Chapter 1, paragraph 1.5 'Strategic Vision' under heading 'A city of neighbourhoods and communities':</i></p> <p style="padding-left: 40px;">'A city of neighbourhoods and communities'</p> <p style="padding-left: 40px;">Develop a sustainable, liveable city of neighbourhoods and communities based on the 15-minute city concept, ensuring that placemaking, accessibility and safety is at the heart of all development.</p>
1.2.	1.6 1.9 1.10	10	<p><i>Non material</i></p> <p>Cork has a strong foundation on which to build this strategic vision. Cork is already a well-performing medium-sized European urban center centre and a major driver of growth in Ireland.</p> <p>Development Plans have a wide stakeholder audience including local communities, developers, health services, business businesses, education providers, landowners, government departments, infrastructure and utilities companies, and environmental groups.</p> <p>This plan sets a foundation to achieve long term long-term goals for Cork City that are beyond the timeframe of the plan.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.3.	1.15	11	<p><i>Include additional text in Chapter 1 Introduction under “Local Planning” as follows:</i></p> <p>1.13 Apart from the Cork County Council Municipal District Local Area Plans 2017 that relate to the Cork City Council Area and will eventually be replaced by this City Development Plan, only one Local Area Plan is currently active, the North Blackpool Local Area Plan 2011 which has been extended until September 2021.</p> <p>1.14 Where appropriate, the City Development Plan objectives may be developed in more detail at a local level. This may be through local area plans, framework plans or development briefs. These will be prepared as the need arises and resources allow.</p> <p>1.15 Where framework plans are indicated for an area, this does not imply that no development proposals will be considered prior to the framework plan being prepared. However, the scale, mix and form of any such development and its associated infrastructure will need to be designed to successfully integrate with the existing and emerging local neighbourhood and wider city area.</p>
1.4.	1.23	15	<p><i>Include the following supporting text to paragraph 1.23:</i></p> <p>CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the Metropolitan Area’s development in the period up to 2040. It provides a coherent transport planning policy framework and implementation plan, around which Cork City Council, Cork County Council and other agencies involved in land use planning, transport investment, environmental protection and the delivery of housing, employment development and other infrastructure can align their investment priorities.</p>
1.5.	SO1	16	<p><i>Non material</i></p> <p>Deliver compact growth that achieves a sustainable 15 minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to the existing city.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.6.	SO4	17	<p><i>Non material</i></p> <p>Implement climate mitigation and adaptation measures that reduce our carbon footprint including sustainable energy consumption, sustainable transport, circular economy, green construction and flood risk mitigate mitigation and adaptation.</p>
1.7.	SO7	17	<p><i>Non material</i></p> <p>Identify, protect, enhance and grow Corks Cork's unique cultural heritage and expression in an authentic and meaningful way.</p>
1.8.	1.31 1.32	20	<p><i>Omit these paragraphs as they are no longer relevant for final publication stage:</i></p> <p>How to Participate and Influence the Next City Development Plan</p> <p>1.31</p> <p>There is an opportunity to participate in the plan-making process for this Plan by participating in the formal public consultations. This Draft City Development Plan will be available in public offices and online at:</p> <p>www.corkcitydevelopmentplan.ie</p> <p>Continued engagement with the public and other stakeholders is planned as part of this process. Everyone is welcome to and encouraged to make submissions during this consultation.</p> <p>1.32</p> <p>At the end of the public consultation period, a Chief Executive's report on the issues arising in the submissions received and the public and stakeholder engagement will be prepared and submitted to the Elected Members of Cork City Council. Following consideration of the report if the Council decides to amend the Draft Plan, a further period public consultation on these amendments will take place. You will have another opportunity at this stage to participate and make submissions on the proposed amended Plan.</p>

Chapter 2

Core Strategy

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.9.	2.14	29	<p><i>Non material</i></p> <ul style="list-style-type: none"> Investment in initiatives that delivery deliver housing growth, increasing affordable housing and tenure mix, tackling vacancy and enhancing communities;
1.10.	2.19	32	<p><i>Non material</i></p> <p>A breakdown of this shows how the City will need to achieve 10% - 17% population growth within each of the next four census periods.</p>
1.11.	2.22	33	<p><i>Insert new text after paragraph 2.22 as follows:</i></p> <p>Employment-led growth is central to delivering sustainable and ambitious growth targets envisaged for the City. This is also a core theme of the National Planning Framework as set out under National Strategic Outcome 6 which seeks to deliver a strong economy supported by enterprise, innovation and skills. It is estimated that approximately 35,000 new jobs will be generated by the planned population growth targets of 125,000 additional people up to 2040. The table below outlines the projected break-down of the future jobs figure per sector.</p> <p>Geographically, lands have been zoned to accommodate the future demand in a manner that positively responds to wider challenges that includes targeting neighbourhoods where there are relatively high levels of unemployment, creating inclusive and sustainable communities and anticipating likely market trends over the period to 2028. See Chapter 7 Economy and Employment for further details.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>There is currently a jobs shortfall in the allocation of employment lands within the North western suburbs. Over the Plan period it is intended to identify further employment lands that can fulfil the target jobs requirement.</p>
1.12.	Fig. 2.8	34	<p>Amend Figure 2.8 as follows (illustrated below)</p> <ul style="list-style-type: none"> Amend legend to read 'Lea to Sea Greenway' instead of 'Greenway'. Include roads in the map Update city boundary/built up area of the city and airport lands.
<div style="display: flex;"> <div style="flex: 1;"> <p>Cork City 2040</p> <ul style="list-style-type: none"> ● City Regeneration and Expansion Areas ● Hinterland ● Compact Growth ● Urban town ● City Hinterland Settlements ● Long term Growth Areas ● Consolidate Urban Edge ● District Centre ● Urban town Centres <p>Indicative Transport Routes</p> <ul style="list-style-type: none"> — Suburban Rail Transport — Light Rail Transport — Lea to Sea Greenway — Northern Distributor Road — Southern Distributor Road — National Road upgrade projects <p>Other Icons:</p> <ul style="list-style-type: none"> Kent Station Public Transport Hub New Train Station Cork International Airport </div> <div style="flex: 2;"> </div> </div>			
1.13.	Fig. 2.12	40	<p>Non material</p> <p>Amend graphic to reflect Core Strategy amendments</p>

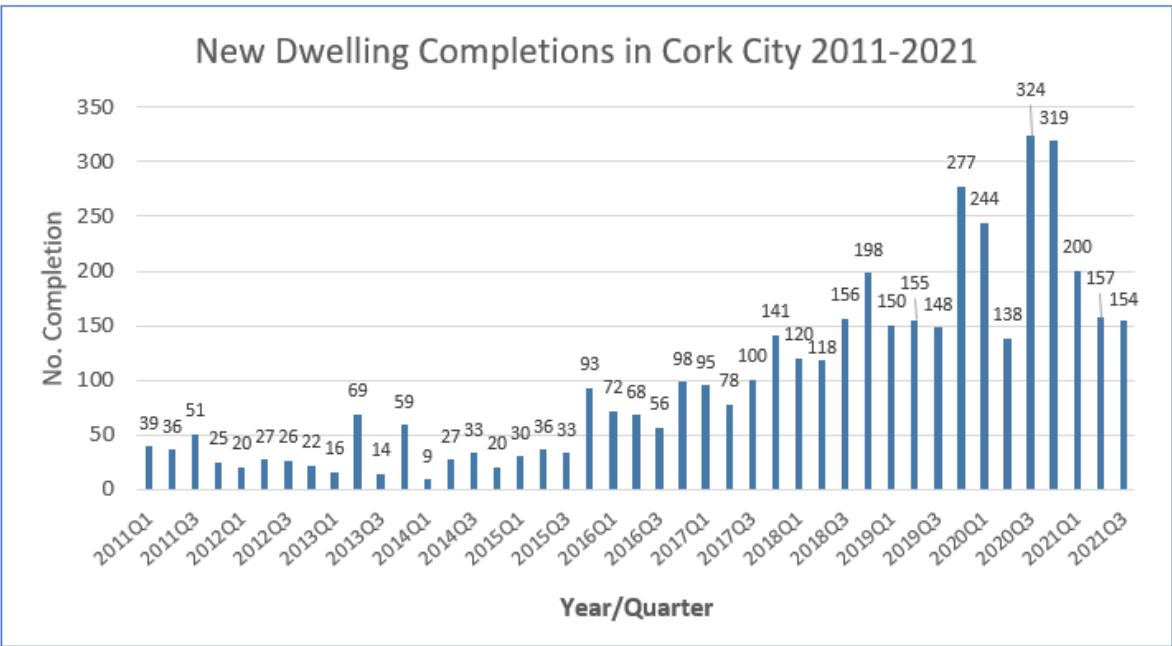
Amend. No.	Ref.	Page No.	Proposed Material Amendments
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Figure 2.12: An Evidence-Based Approach to Cork City's Development Plan.

1.14.	2.34	41	<p><i>Non material</i></p> <p>Following the economic crash in 2010, ew few home construction declined dramatically.</p>
1.15.	2.34	42	<p><i>Non material amendment to delete paragraph 2.34 which is a Duplicate</i></p> <p>2.34 The Joint Cork Housing Strategy includes an assessment of housing market trends in Cork since 1970. Fig 2.13 shows how Cork has consistently accounted for 10% – 15% of national new-build homes. Following the economic crash in 2010, ew home construction declined dramatically. While gradually recovering, it remains well below the long-term average. The housing strategy highlights how the Cork housing market is currently marked by a supply/demand mismatch, with under-supply remaining a serious issue, particularly in key urban areas.</p>
1.16.	2.35	42	<p><i>Non material</i></p> <p>Figure 2.14 shows how, reflecting the national trend, the City's more recent dwelling completion rates rate is characterised by considerable change.</p>
1.17.	Fig. 2.14	43	Update graphic based on CSO published findings

Amend. No.	Ref.	Page No.	Proposed Material Amendments
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1.18.	Fig. 2.15	43	Update graphic based on CSO published findings
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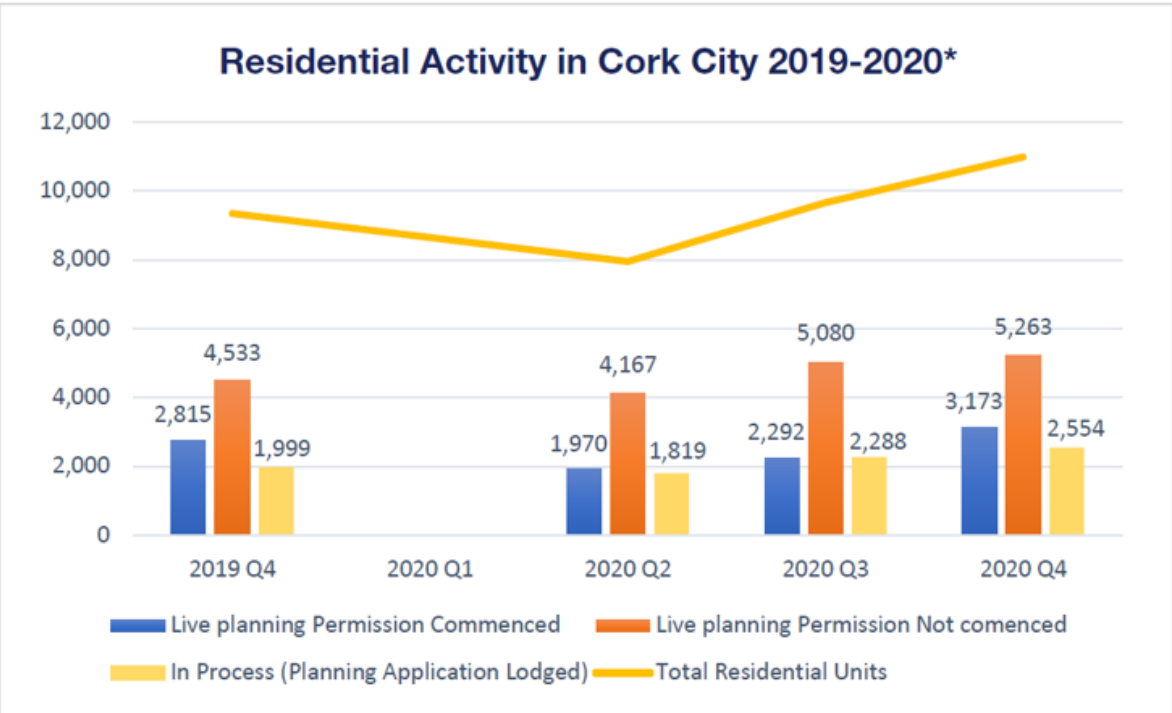


Figure 2.15: Residential Development Activity, Source: CSO 2021 (*excludes social and student units).

1.19.	2.30	39	Amend paragraph 2.30 Using an Evidence Based Approach as follows:
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Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p><i>Delete “retail” from the following text:</i></p> <p>The studies cover a range of land use planning areas such as housing, green and blue infrastructure, employment, retail, urban density and building height and are prepared to inform the delivery and implementation of this Plan.</p> <p><i>Delete the following text:</i></p> <p>Cork Metropolitan Area Joint Retail Strategy 2022-2028:</p> <p>This strategy, which was commissioned jointly by Cork City Council and Cork County Council, sets out a plan-led approach to retail development and the retail hierarchy, floorspace allocations and objectives for the sequential approach to retail planning across the Cork Metropolitan Area. Specific objectives guiding retail typologies, placemaking, vacancy and regeneration are also set out in the strategy.</p>
1.20.	Fig 2.20	48	<p><i>Retitle ‘Park and Ride’ to ‘Park and Ride – Indicative Locations’ in Fig. 2.20 Core Strategy Map.</i></p>
1.21.	Table 2.2	49	<p><i>Amend table 2.2 to read as follows:</i></p> <p><i>Title in light blue column to be changed from “Actual Population Growth (2028)” to “Targeted Population Growth (2028)”</i></p>
1.22.	Table 2.2	49	<p><i>Amend table 2.2 to read as follows:</i></p> <p><i>Title of row no.6 to be changed from “Actual Population Growth” to “Targeted Population Growth”</i></p>
1.23.	Table 2.2	49	<p><i>Amend table 2.2 to read as follows:</i></p> <p><i>Title of row no.7 to be changed from “Proportionate Growth Rate” to “Proportionate Growth Rate Target”</i></p>
1.24.	Table 2.2	49	<p><i>Amend table 2.2 to read as follows:</i></p> <p><i>remove “(-25% site area)” from title of final row</i></p>

1.25.	2.51	50	<p><i>Amend paragraph 2.51 as follows</i></p> <p>This Plan also identifies a third tier of land – longer term strategic development land – required beyond this Plan period to fulfil the City’s ambitions in achieving the growth targets for 2040. These Tier-3 lands are not zoned as they are but considered as being unlikely to be serviced during the lifetime of this Plan. These lands are identified as long term strategic sites needing long term planning and service delivery. They are identified to ensure active land management by safeguarding and strategically planning for the longer term growth needed to achieve ambitious NPF growth targets. For these reasons these longer term strategic development Tier-3 lands are not included within the Core Strategy for calculation purposes. Table 2.4 details the location and quantum of longer term strategic development Tier-3 lands within the city.</p>
1.26.	Table 2.3	52	<p><i>Update Table 2.3* to illustrate the density targets in response to the illustrative Core Strategy Table set out in Appendix One of the Draft Development Plans Guidelines for Planning Authorities, August 2021</i></p>

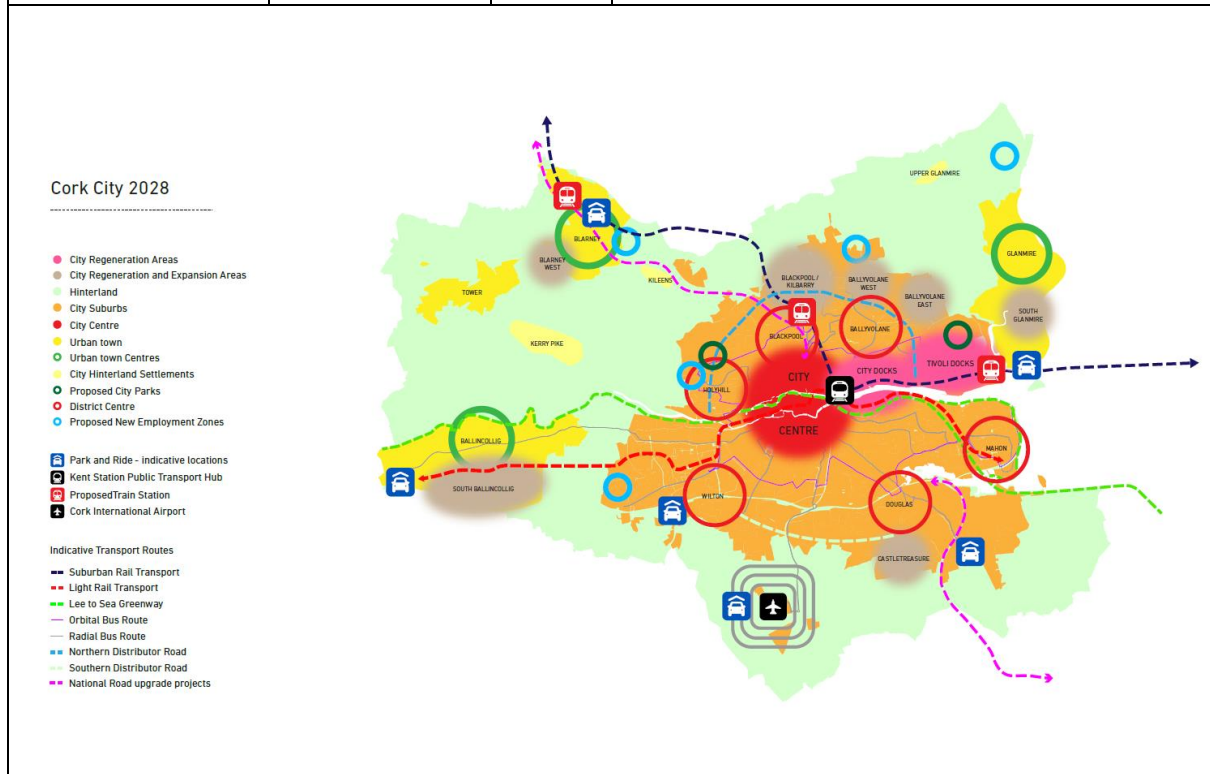
Growth Strategy 2028*

Location	Underutilised Sites (Net Hectares)	Potential Tier 1 & 2 Yield (Units)	Tier 1 Potential Yield (Units)	Tier 1 Potential Yield (Units)	Long-Term Strategic Development
CITY CENTRE	2	1,400	1,400	0	0
New build	n/a	487	487	0	0
Re-use	n/a	913	913	0	0
DOCKLANDS	18	2,438	988	1,450	12,527
City Docks	16	2,238	988	1,250	7,775
Tivoli Docks	2	200	0	200	4,752
CITY SUBURBS	341	8,634	4,338	4,296	2,741
North East Suburb	176	4,001	1,075	2,926	2,356
North West Suburb	26	616	316	300	0
South East Central Urban Area	105	3,028	2,509	519	0
South West Central Urban Area	33	989	438	551	529
URBAN TOWNS	363	9,579	4,272	5,307	5,175
Ballincollig	157	4,346	2,126	2,220	829
Blarney	66	1,908	764	1,144	4,071
Glanmire	119	2,858	1,193	1,665	65
Tower	21	467	189	278	210
HINTERLAND	8	493	0	201	0
Kerry Pike	n/a	20	n/a	n/a	n/a
Killeens	n/a	31	n/a	n/a	n/a
Upper Glanmire	8.11	201	0	201	0
Hinterland	n/a	241	n/a	n/a	n/a
TOTAL	732	22,544	10,998	11,254	20,443

**these tables have been amended to reflect the extent of lands rezoned as part of the proposed amendments. The information displayed has also been amended to read consistently with the population targets. The addition of sub city area densities is not shown. This is because the core strategy targets are based on assumed residential outputs (see section 2.5.2). As such the Core Strategy does not translate the new density targets set out in this plan on a site by site basis.*

1.27.	Table 2.2 Table 2.3 Table 2.4	49, 52, 53	<i>Provide a single core strategy table for each tier across the settlement hierarchy. This table will combine the outputs of the existing Tables 2.2, 2.3 and 2.4 of the Draft Plan.</i>
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			<i>This is included as an Appendix and cross reference to Core Strategy Tables and is illustrated at the end of this section.</i>
1.28.	ALL		Make associated ancillary changes to text, tables and objectives in the Plan that reference “Tier-3” to reflect the correct reference to ‘ Long Term Strategic Residential ’.
1.29.	Fig. 2.20	48, 51, 55	<i>Amend Figures 2.20 to reflect a more accurate alignment of the built up edge of Cork City.</i>



1.30.	Fig. 2.21 Fig. 2.22	51-55	<i>Amend figures 2.21 and figure 2.22 to reflect a more accurate alignment of the built up edge of Cork City, map to be published pending rezoning alignments as part of plan finalisation.</i>
1.31.	Table 2.6	57	Amend the City Centre section of Table 2.5 2.6 Summary of Key Objective for City Growth to include the following under the list of Key Deliverables: 5. The UCC School of Business on Union Quay
1.32.	Table 2.6	57	<i>Amend the Hinterland Settlement section of Table 2.6 (Summary of Key Objective for City Growth) to read as follows:</i>

			Growth of 15% 10% within the three hinterland settlements.
1.33.	Table 2.6	57	<p><i>Amend Table 2.5: Summary of Key Objectives for City Growth. As follows</i></p> <p>Table 2.5 Table 2.6 Summary of Key Objectives for City Growth.</p>
1.34.	Obj. SO1	61	<p><i>Amend Strategic Objective 1 as follows:</i></p> <p>Strategic Objective 1 Compact Liveable Growth</p> <p>To increase the population of Cork City in line with national and regional growth targets. To develop Cork City as an international compact, sustainable healthy city of scale and the regional driver of growth by creating sustainable, liveable, integrated communities and neighbourhoods for all. To plan to deliver at least half (50%) of all new homes in the existing built-up footprint of the City.</p>
1.35.	Obj. 2.8	63	<p><i>Amend the wording of Objective 2.8 as follows</i></p> <p>Objective 2.8 The 15-minute city</p> <p>To support the delivery of a 15-Minute City delivering that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.</p>

1.36.	Obj. 2.9	63	<p>To amend Objective 2.9 (Low Carbon City) to read as follows:</p> <p>Put in place mechanisms to support the delivery of a lower carbon, sustainable city where development avoids, mitigates and adapts to the effects of climate change while protecting and enhancing Cork City’s environmental assets.</p>
1.37.	Obj. 2.11	63	<p>Amend wording of Objective 2.11 Design-Led City, as below:</p> <p>Objective 2.11 Design-Led City Follow a design-led approach that delivers sustainable, high quality placemaking, urban regeneration and high quality architecture in this context. Development shall contribute positively to the quality of the surrounding built and natural environment, health and wellbeing, and shall be planned and designed with reference to climate change mitigation and adaptation.</p>
1.38.	Obj. 2.12	63	<p>Amend Objective 2.12 Walkable Neighbourhoods as follows:</p> <p>Objective 2.12 Walkable Neighbourhoods New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <ol style="list-style-type: none"> a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of “dead” spaces. c. Ensuring a child friendly and age friendly environment applying Universal Design principles with a mix of household types.

			<ul style="list-style-type: none"> d. Designing a safe place that enables access for all. e. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services. f. Being well-connected with easy access to public transport and active travel. g. Providing enhanced permeability for walking and cycling.
1.39.	Obj 2.14	64	<p><i>Non material</i></p> <p><i>Include missing title</i></p> <p>'Objective 2.14'</p>
1.40.	Obj 2.18	64	<p><i>Non material</i></p> <p><i>Include missing title</i></p> <p>'Objective 2.18'</p>
1.41.	Obj. 2.23	65	<p><i>Amend Objective 2.23 (Quality of Life) as follows:</i></p> <p>In planning for future population growth, Cork City Council will assess and monitor quality of life factors including improvements in the urban environment, community infrastructure, education and learning, reducing average commute/journey distance and cultural experiences that can increase the numbers of people seeking to live, work, study, visit and experience the city.</p>
1.42.	Obj. 2.26	65	<p><i>Amend Objective 2.26 (Housing Supply) as follows:</i></p> <p>Support an increase in the supply, affordability and quality of new housing in city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.</p>

1.43.	Obj. 2.27	66	<p><i>Non material</i></p> <p><i>Include missing title</i></p> <p>'Objective 2.27'</p>
1.44.	Obj. 2.31	66	<p><i>Non material</i></p> <p><i>Include missing title</i></p> <p>'Objective 2.31'</p>
1.45.	Obj. 2.27	66	<p><i>Amend Objective 2.27 Long Term Planning:</i></p> <p>Objective 2.27 Long Term Planning Safeguard and plan for the longer term delivery of the lands reserved as Longer Term Strategic Development Lands, marked accordingly on Figure 2.21 and Table 2.4. Protect these lands for strategic long term growth.</p>
1.46.	Obj. 2.28	66	<p><i>Amend Objective 2.28 (Supply of Zoned Land) as follows:</i></p> <p>Monitor and review the Core Strategy to ensure that sufficient zoned and serviced land, located close to employment, community, transport and educational services, continues to be available to meet the City's housing requirements over the lifetime of the Plan.</p>
1.47.	New Objective	66	<p><i>Include new Objective in Chapter 2 Core Strategy:</i></p> <p>Objective 2.x In line with emerging policy on Urban Development Zones (UDZs), as set out in the Government's (2021) Housing for all A New Housing Plan, Cork City Council will consider the application of UDZ designation for strategically important and large-scale areas of growth identified in the Core Strategy. Reflecting the Housing for All Plan, these UDZs will focus on the following:</p> <ul style="list-style-type: none"> • Design and delivery focused planning

			<ul style="list-style-type: none"> • Addressing infrastructural constraints in a sustainable manner • Delivering Transport Orientated Development • Integrating development potential within the context of an existing or merging neighbourhood or city area. • Planning and delivery of physical and community infrastructure • Delivery of Compact Liveable Growth, in accordance with this Plan's objectives.
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1.48.	New Objective	66	<p><i>Include new Objective in Chapter 2 Core Strategy:</i></p> <p>Objective 2.x</p> <p>To co-ordinate and enable active land management with the delivery of key infrastructure and regeneration projects, Cork City Council will prepare a framework plan for the existing and emerging built environment in and around the central city area. The plan will seek to co-ordinate the delivery of compact liveable growth by facilitating the planning and design of the following land use related issues:</p> <ul style="list-style-type: none"> • Active land management of strategic underutilised sites • Inter connections between the City Centre, City Docks and Tivoli Docks. • Enable high levels of mobility connecting BusConnects Cork, the proposed LRT route and the emerging Lee to Sea Greenway • Land use planning around planned transport interchanges • Built Heritage and Conservation, including maritime heritage • GBI implementation, Natural Heritage, and Biodiversity management • Co-ordinating Placemaking objectives at a local level • River Transport and Mobility (including water-based transport and recreation) • River use management to balance demand and potentially conflicting interests.
1.49.	New Objective	66	<p><i>Include the following objective in Chapter 2</i></p> <p>Objective 2.x</p>

			<p>Cork City Council shall support and encourage development proposals that strengthen Cork City's role as a national and regional economic driver, and that contribute to a strong, resilient, diverse and innovative economy for the City, as envisaged in national and regional planning policy.</p>
1.50.	New Objective	66	<p><i>Include the following objective in Chapter 2:</i></p> <p>Objective 2.xx (Delivery of Relevant State Land)</p> <p>Cork City Council, relevant stakeholders such as the Land Development Agency (LDA), will support and enable the development and renewal and regeneration of suitable state-owned lands as potential key deliverables to achieve NPF growth targets.</p>
1.51.	New Objective	66	<p><i>Include new objective to Chapter 2:</i></p> <p>Objective 2.x (Cork City role as a Primary National and Regional Driver)</p> <p>To support the deliver compact liveable growth in Cork City that enables the City to increase its role as a primary national and regional driver and increase the achievement of regional parity in accordance with NPO 1a of the NPF and RPO 6 of the RSES for the Southern Region.</p>
1.52.	New Objective	66	<p><i>Include new objective to Chapter 2:</i></p> <p>Objective 2.x (Regional Collaboration)</p> <p>To support regional interaction and collaboration, including improved transport and digital connectivity, in accordance with Cork MASP Objective 4 of the RSES for the Southern Region.</p>

Amend no. 1.27

Compact Liveable Growth Scenario 4 (b)	Baseline Populations (2016)		Future Population Growth (2028)		City Capacity' (2028)			Estimated Tier 1 & Tier 2 lands		
	Existing Pop	% of Total Pop	Future Pop	% of Total Growth	Net Units required for Plan Period	Brownfield / Infill Development Sites (%)	Greenfield Sites (%)	Total (ha)	Tier 1 (units)	Tier 2 (units)
City Centre	22,732	10.8%	26,218	9.80%	1,400	100	0	2	1,400	0
City Centre Regeneration (new build)	-	-	23,945	8.90%	487	100	0	n/a	487	0
City Centre Consolidation (re-use)	-	-	2,273	0.80%	913	100	0	n/a	913	0
Docklands	1,667	0.8%	8,235	3%	2,438	100	0	18	988	1,450
City Docks	1,667	0.8%	7,737	15.90%	2,238	100	0	16	988	1,250
Tivoli Docks	0	0.0%	498	1.10%	200	100	0	2	0	200
City Suburb	141,808	66.7%	163,170	61.10%	8,634	41	59	341	4,338	4,296
North East Suburb	26,841	12.7%	36,639	13.70%	4,001	26	74	176	1,075	2,926
North West Suburb	23,125	11.0%	24,659	9.20%	616	47	53	26	316	300
South East Suburb	51,605	24.5%	59,172	22.10%	3,028	57	43	105	2,509	519
South West Suburb	40,237	19.1%	42,700	15.90%	989	67	33	33	438	551
Urban Town	33,886	16.1%	57,738	21.60%	9,579	51	49	363	4,272	5,307
Ballincollig	18,159	8.6%	22,981	8.60%	4,346	39	61	157	2,126	2,220
Blarney	2,550	1.2%	7,300	2.70%	1,908	25	75	66	764	1,144
Glanmire	9,903	4.7%	17,020	6.30%	2,858	82	18	119	1,193	1,665
Tower	3,274	1.6%	4,437	1.60%	467	100	0	21	189	278
City Hinterland	10,521	5.0%	11,800	4.40%	493	n/a	n/a	8	0	201
Kerry Pike	1,792	0.8%	546	0.20%	20	n/a	n/a	n/a	n/a	n/a
Killeens			841	0.30%	31	n/a	n/a	n/a	n/a	n/a
Upper Glanmire			1083	0.40%	201	n/a	n/a	8.11	0	201
Hinterland	8,729	4.1%	9,165	0.90%	241	n/a	n/a	n/a	n/a	n/a
NET Total	210,853	100%	266,902	100%	22,544	51.6	48.4	732	10,998	11,254

Chapter 3

Delivering Homes and Communities

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.53.	3.5	72	<p><i>Amend paragraph 3.5 as follows:</i></p> <p>Cork City’s settlement structure is set out in Table 3.1 (please refer to Chapter 2: Core Strategy for a full outline and Figure 2.10: Liveable, Walkable Neighbourhoods, Communities and Urban Towns that also spatially defines Cork’s neighbourhoods and urban villages).</p>
1.54.	3.8	74	<p><i>Amend paragraph 3.8 as follows:</i></p> <p>A key premise of the 15-minute city is that people should be able to walk and cycle to access the resources and facilities within their neighbourhood. Not only will this reduce car travel and improve health but most of all it will result in an equity in the Quality of Life of Cork’s citizens. Within 15 Minutes of people’s home they should have access to: local commercial services (e.g. shops), a creche, a primary school and other community services, a bus stop high-quality bus network, open space, a playground and wildspace (nature). The City Council is also locating new employment opportunities in multiple locations around the city to ensure that more people will have the chance of working close to home.</p>
1.55.	3.14	74	<p><i>Amend paragraph 3.14 as follows:</i></p> <p>Cork City Council is active in developing partnerships and programmes to ensure equality and inclusivity in all of these areas identified in 3.12 (e.g. Age-Friendly City for Older People, Child-Friendly City, the Playful Paradigm). It also works through the Local Economic and Community Plan (LECP) and the Public Participation Network (PPN) to develop collaborative working. It is committed to continuing and improving this work. Cork City Council will engage with ethnic minorities and this work will inform the policy and operational function of the Council. Cork City Council will collaborate with relevant stakeholders to help deliver the objectives set out in Cork MASP.</p>
1.56.	New Text	74	<p><i>Include new paragraph of text after paragraph 3.15 in Chapter 3 under ‘A Diverse and Inclusive City’:</i></p> <p>Cork City is being considered as a possible Gaeltacht Service Town. An Irish Language Plan is being produced as part of that process. Cork City Council support such a Language Plan and ‘Gaeltacht Service City’ designation and recognise the cultural, economic and social benefits for Cork City.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments																											
1.57.	Table 3.2	75	<p>Update Table 3.2 as follows:</p> <table border="1"> <thead> <tr> <th>Year</th> <th>2022</th> <th>2023</th> <th>2024</th> <th>2025</th> <th>2026</th> <th>2027</th> <th>2028</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Homes</td> <td>1,514</td> <td>3,023</td> <td>3,023</td> <td>3,023</td> <td>3,023</td> <td>3,023</td> <td>1,512</td> <td>17,118</td> </tr> <tr> <td></td> <td>1,353</td> <td>2,706</td> <td>2,706</td> <td>2,706</td> <td>2,706</td> <td>2,706</td> <td>1,353</td> <td>16,236</td> </tr> </tbody> </table> <p>Table 3.2: Housing Supply targets per annum.</p>	Year	2022	2023	2024	2025	2026	2027	2028	Total	Homes	1,514	3,023	3,023	3,023	3,023	3,023	1,512	17,118		1,353	2,706	2,706	2,706	2,706	2,706	1,353	16,236
Year	2022	2023	2024	2025	2026	2027	2028	Total																						
Homes	1,514	3,023	3,023	3,023	3,023	3,023	1,512	17,118																						
	1,353	2,706	2,706	2,706	2,706	2,706	1,353	16,236																						
1.58.	Table 3.3	75	<p>Amend Table 3.3 as follows:</p> <table border="1"> <thead> <tr> <th>Residential Land</th> <th>Regeneration Land</th> </tr> </thead> <tbody> <tr> <td>ZO 1-9</td> <td>ZO 1 Sustainable Residential Neighbourhoods</td> </tr> <tr> <td rowspan="7">Please refer to Chapter 12, 12.10 Clarification of Residential Uses.</td> <td>ZO 4 5 Mixed Use Development</td> </tr> <tr> <td>ZO 5 6 City Centre</td> </tr> <tr> <td>ZO 6 7 Urban Town Centre</td> </tr> <tr> <td>ZO 7 8 District Centres</td> </tr> <tr> <td>ZO 8 9 Neighbourhood and Local Centres</td> </tr> <tr> <td>ZO 9 10 Light Industry and Related Uses</td> </tr> <tr> <td>ZO 10 11 Business & Technology</td> </tr> </tbody> </table>	Residential Land	Regeneration Land	ZO 1-9	ZO 1 Sustainable Residential Neighbourhoods	Please refer to Chapter 12, 12.10 Clarification of Residential Uses.	ZO 4 5 Mixed Use Development	ZO 5 6 City Centre	ZO 6 7 Urban Town Centre	ZO 7 8 District Centres	ZO 8 9 Neighbourhood and Local Centres	ZO 9 10 Light Industry and Related Uses	ZO 10 11 Business & Technology															
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	ZO 10 11 Business & Technology																													
1.59.	3.27	77	<p>Update text at paragraph 3.26 as follows:</p> <p>The Joint Housing Strategy / Housing Need and Demand Assessment provides an analysis of the need for below-market priced housing for new households. Within Cork City the target is to provide housing for new households at a ratio of 79.5% 67% market homes to 33% 20.5% 20% below-market priced homes. In addition to meeting this new housing need the existing housing waiting list will also need to be housed. This Joint Housing Strategy demonstrates that there is an average estimated need for 20.4% of housing output to be social housing units and 12.7% for affordable housing units over the Plan period to 2028. Table 3.4a outlines estimated delivery of both social housing and affordable units on an annual basis within the 2022-2028 timeframe. There is a need to ensure the provision of affordable private rented housing to address rising student accommodation costs.</p>																											
1.60.	3.27	77	<p>Update text at paragraph 3.27 as follows:</p>																											

Amend. No.	Ref.	Page No.	Proposed Material Amendments						
			The Part V housing requirement is for an equal split comprising 10% social housing and 10% affordable housing within qualifying housing scheme. Below-market priced housing need will be met by Social and Affordable tenure housing products, which are constantly evolving and it is anticipated that they will continue to evolve through the Plan period.						
1.61.	Table 3.4	78	<i>Update Table 3.4, Chapter 3 as follows:</i>						
Year	2022	2023	2024	2025	2026	2027	2028	Total	
Household Size								No.	%
1-person	355 337	711 674	711 674	711 675	712 675	712 675	356 338	4268 4045	25
2-person	424 402	846 803	845 801	843 800	842 798	840 797	420 398	5060 4799	29.5
3-person	255 242	509 482	508 481	507 481	506 480	505 478	252 239	3042 2884	18
4-person	234 221	469 445	472 447	474 450	477 452	479 454	241 228	2846 2697	16.5
5/5+ persons	459 151	318 302	318 301	318 301	317 301	317 301	458 150	4905 1807	11
Total	1427 1353	2853 2706	2853 2706	2853 2706	2853 2706	2853 2706	1427 1353	17124 16236	100
1.62.	Table 3.4a	78	<i>Include table with overview of Social and Affordable Housing requirements as follows:</i>						

Amend. No.	Ref.	Page No.	Proposed Material Amendments
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Table 3.4a: Overview of social and affordable housing requirements								
Year	2022 H2	2023	2024	2025	2026	2027	2028 H1	Total
Social Housing	276	552	552	552	552	552	276	3,312
Affordable Housing	172	344	344	344	344	344	172	2,064

1.63.	3.40	79	<p><i>Amend paragraph 3.40 as follows:</i></p> <p>In order to make Cork City attractive to students it is important that the cost of accommodation is affordable to the student population. Initiatives to make this type of housing more affordable will be subject to government policy. Within Cork City new PBSA schemes will not be subject to the provisions of Part V of the Planning and Development Act. During the lifetime of the Plan a scheme will be developed to apply Part V requirements to student housing developments.</p>
1.64.	3.48	81	<p><i>Amend paragraph 3.48:</i></p> <p>Cork City Council will renew its determination to meet the needs of the Traveller Community by working with those constituent communities to implement the projects defined in the <i>Traveller Accommodation Plan 2019-2024</i>. The development plan will be updated to incorporate specific development proposals and updated objectives following the adoption of the <i>Traveller Accommodation Plan 2024-2029</i>.</p> <p><i>New paragraph</i></p> <p>Table 3.6 sets out the developments identified for delivery in the Plan period. This will include development of residential sites with ancillary communal facilities (e.g. paddocks, stables), as required, to meet the needs of the community. Private planning applications by the Traveller Community for development will be assessed on their merits against <i>Objective 3.12: Special Categories of Housing</i> and <i>Objective 11.7: Traveller Accommodation</i> and other relevant objectives.</p>
1.65.	Table 3.6	81	<p><i>Correct incorrect descriptor and update Table 3.6 to reflect the latest position:</i></p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
	Community	Development Type	Area of Cork City
	Spring Lane	Existing	North-East City/ Hinterland
	Ellis's Yard	Extension	North-East City
	Nash's Boreen	New	North-West City/ Hinterland
	Saint Anthony's Park	Extension	North-West City
	Meelagh GHS	Extension	South-East City
	Carrigrohane Road	New	South-West City / Hinterland
	Nomadic	New	Sites to be identified

1.66.	New Text	84	<p><i>Insert new sub-section / paragraph after paragraph 3.65 to enable provision of a Traveller Community Horse Project:</i></p> <p style="text-align: center;">Traveller Community Facilities</p> <p>In accordance with the <i>Traveller Accommodation Plan 2019-2024</i> it is recognised that horses are an important part of Traveller culture and form a key part of the community's needs. A Horse Project will be developed in the City to help meet the needs of the Traveller community in the key areas including education, animal welfare and management. This land use will be most suited to ZO-21 City Hinterland.</p>
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1.67.	Table 3.7	85	<i>Amend Table 3.7 to reflect most up-to-date DES assessment:</i>
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DoE Preliminary Assessment of Additional Education Capacity			
School Planning Area	Growth Areas included	Number of new or expanded Primary Schools (baseline figure)	Number of new or expanded Secondary Schools (baseline figure)
Ballintemple		5-7	2

Amend. No.	Ref.	Page No.	Proposed Material Amendments	
Ballintemple	General	1	0	
	Mahon	1	0	
	City Docks	4-6	1-2	
Montenotte	Tivoli Docks	2-3	1	
Glasheen		1-3	0	
Glasheen	General	1-2	0	
	Pouladuff / Lehenagmore	1	0	
Gurrabraher		1-2	1	
Gurrabraher	Ballyvolane	1-2	1	
	Old Whitechurch Road	1	0	
	Kilbarry	1	0	
	Farranferris	1	0	
Ballincollig	Maglin	2	1	
Blarney	Stoneview	1-2	1	
Glanmire		4	4	
Glanmire	General	0	1	
	South Glanmire	1	0	
South Suburbs	Douglas	1	1	
	Castletreasure	1	0	

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.68.	3.75	86	<p><i>Amend paragraph 3.75:</i></p> <p>Cork City is a twin-university city that hosts a range of further and third-level education facilities of the highest quality including University CollegeCork, Munster Technological University, and the Cork Education and Training Board. These institutions provide a diverse range of educational, research,training and innovation options that support the social and economic development of the region. Cork City Council supports the continued development, upgrade and expansion of Further Education and Higher-Level Education facilities in a sustainable manner and will work with the educational institutions and the Department of Further, Higher Education, Research and Skills to achieve sustainable growth of the sector. The importance of third level education and further education in facilitating economic innovationand reliance is addressed in Chapter 7 of the Development Plan.</p>
1.69.	SO2	91	<p><i>Amend Strategic Objective 2 as follows:</i></p> <p>...To deliver sustainable, liveable, integrated, safe, healthy and child friendly communities and neighbourhoods. ... To ensure that new homes are provided with a good mix of accommodation types and sizes to meet the needs and abilities of all members of society.</p> <p>...To ensure that placemaking is at the heart of all development to create attractive, accessible, liveable, well - designed, child-friendly, playful, healthy, safe, secure and welcoming, high-quality urban places. ...</p>
1.70.	Obj. 3.1	92	<p><i>Include additional text within Criteria 'b', 'c' and 'e' of Objective 3.1:</i></p> <p>Objective 3.1 Planning for Sustainable Neighbourhoods Cork City Council will seek to:</p> <ol style="list-style-type: none"> a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-minute city concept. b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood integration, health and wellbeing and enhancement is central to this. c. Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A Best Practice Guide', Universal Design principles and any updates. d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods.

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<ul style="list-style-type: none"> e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods. f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.
1.71.	Obj. 3.2	92	<p><i>Amend Objective 3.2 as follows:</i></p> <p>Objective 3.2 A Diverse, Inclusive and Equal City Cork City Council will seek to ensure that ensure that Cork is an inclusive City and meets the needs of the City through by:</p> <ul style="list-style-type: none"> a. Providing a land use planning system that ensures an appropriate distribution of land uses, infrastructure and services to give equal access to all residents to live, work, educate, recreate and avail of other services in terms of range and quality; b. Consciously considering specific people population groups in the design of neighbourhoods, places, buildings, streets and spaces to meet the needs of all citizens; c. Consciously considering specific people population groups in the development of planning policy, strategies and frameworks with an emphasis on young people, old people and people with disabilities. d. Promoting measures that reduce concentrations of social inequality between neighbourhoods
1.72.	Obj. 3.4	93	<p><i>Amend text of Objective 3.4 Compact Growth clause (e):</i></p> <p>Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork.</p> <p>Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by:</p> <p>...</p> <ul style="list-style-type: none"> e. The development of small and infill sites and the re-use of existing designated and undesignated built heritage assets including those on these development sites;
1.73.	Obj. 3.12	96	<p><i>Correction to clause a. of Objective 3.12: Special Categories of Housing and new text relating to private Traveller Community developments:</i></p> <ul style="list-style-type: none"> a. To directly provide and also support the development of Providing suitable accommodation to meet the particular housing needs of for CorkCity's Travelling Community through the planning process and development of new sites, the extension of existing sites and the refurbishment of existing sites in accordance with the needs identified in the Travellers Accommodation Plan. Specific

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>development locations are specifically identified in Table 3.6 Volume 2: Mapped Objectives and accommodation for Travellers will also be suitable on lands zoned for purposes that accommodate residential uses, including the ZO 1: Sustainable Residential Neighbourhoods and ZO 21 20 City Hinterland land use zoning objectives.</p>
1.74.	Obj. 3.13	96	<p><i>Include cross-reference between Objectives 3.13 and 11.9 as follows:</i></p> <p>Objective 3.13 Rural Generated Housing</p> <ol style="list-style-type: none"> a. To sustain and renew established rural communities, by facilitating those with a rural generated housing need to live within their rural community (see Objective 11.9 – One-Off Housing: Demonstrable Need to Reside on Landholding). b. To discourage urban generated housing in the City Hinterland. c. The City Hinterland is the area under strongest urban generated pressure for rural housing. Therefore, single rural housing applicants must satisfy Cork City Council that their proposal constitutes an exceptional rural generated housing need and satisfies all the requirements of this Plan. Any application for the development of a single rural dwelling must set out a comprehensive and conclusive demonstrable economic or social need to live in a rural area.
1.75.	Obj. 3.19	97	<p><i>Include cross-reference between Objectives 3.13 and 11.9 as follows:</i></p> <p>Objective 11.9 One-Off Housing: Demonstrable Need to Reside on Landholding With reference to Objective 3.13 – Rural Generated Housing, applicants shall satisfy the Planning Authority that their proposal represents a demonstrable need to reside on the land by based on their social and / or economic links to a particular local rural area, and in this regard, must demonstrate that they comply with one of the following categories of housing need:</p> <ol style="list-style-type: none"> a. Farmers, including their sons and daughters who wish to build a first home for their permanent occupation on the family farm. b. Persons taking over the ownership and running of a farm on a full-time basis, who wish to build a first home on the farm for their permanent occupation, where no existing dwelling is available for their own use. The proposed dwelling must be associated with the working and active management of the farm. c. Other persons working full-time in farming, forestry, inland waterway, or marine related occupations, for a period of over seven years, in the local rural area where they work and in which they propose to build a first home for their permanent occupation. d. Landowners including their sons and daughters who wish to build a first home for their permanent occupation on the landholding

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			associated with their principal family residence for a minimum of seven years prior to the date of the planning application.
1.76.	Obj. 3.20	98	<p><i>Amend Objective as follows:</i></p> <p>3.20 Cork City as a Child-Friendly City To promote Cork as a child-friendly city by considering the design needs of children young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.</p>
1.77.	Obj. 3.21a	98	<p><i>Insert new objective sub-section / paragraph after para 3.65 to enable provision of a Traveller Community Horse Project:</i></p> <p>Objective 3.21a: Traveller Community Facilities Cork City Council will support the development of a Traveller Horse Project in Cork City. In order to enable the delivery of this community infrastructure project Cork City Council will utilise its CPO powers in the event that additional lands are required for this purpose.</p>
1.78.	Obj. 3.23	98	<p><i>Amend Objective 3.23 School Facilities as follows:</i></p> <ol style="list-style-type: none"> a. To work closely with the Department of Education and Skills in planning for the delivery of new schools in-step with new housing development within the city. b. To ensure that new school sites are made available in accordance with the requirements of the Department of Education. c. To encourage the co-location of schools as part of education campuses and with other community uses to create community hubs. This could facilitate the sharing of halls, playing fields and courts where feasible. d. Work closely with the Department of Education and Skills and landowners to ensure that new schools are provided to meet the needs of new residential neighbourhoods at: City Docks; Tivoli Docks; Ballincollig Maglin; Ballyvolane; South Glanmire; Blarney (Stoneview); Kilbarry / Blackpool Neighbourhood; and Douglas (Castletreasure).
1.79.	Obj. 3.24	98	<p><i>Amend Objective 3.24 as follows:</i></p> <ol style="list-style-type: none"> a) To support the ongoing development and provision of third-level education, further education and lifelong learning in the City. b) To support University College Cork in delivering the <i>University College Cork Masterplan Review 2021</i> and the Munster Technological University in delivering the <i>MTU Masterplan Review 2021</i>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>c) To support investment in strategic national innovation enabling assets within the city, specifically the expansion of Tyndall National Institute to the North Mall and the development of UCC's new Cork University Business School in the City Centre.</p> <p>d) To work with the education providers and the Department for Further, Higher Education, Research and Innovation to ensure that facilities can be upgraded and expanded to meet their requirements.</p>
1.80.	Obj. 3.28	99	<p><i>Amend in Objective 3.28 Neighbourhood Recreation and Amenity (b):</i></p> <p>b. To support and facilitate the development of outdoor and indoor recreational facilities, play facilities and services to cater for all-age groups and people of all abilities on suitable sites.'</p>
1.81.	3.48	81	<p><i>Include additional text in Chapter 3 under paragraph 3.48:</i></p> <p>In accordance with the Traveller Accommodation Plan 2019-2024 it is recognised that horses are an important part of Traveller culture and form a key part of the community's needs. A Horse Project will be developed in the City to help meet the needs of the Traveller community in the key areas including education, animal welfare and management.</p>
1.82.	3.48	81	<p><i>Amend text for 3.48 as follows:</i></p> <p>Housing for the Traveller Community 3.48 Cork City Council will renew its determination to meet the needs of the Traveller Community by working with those constituent communities to implement the projects defined in the Traveller Accommodation Plan, and the future updated Traveller Accommodation Plan 2024. Table 3.6 sets out the developments identified for delivery in the Plan period. This will include development of residential sites with ancillary communal facilities (e.g. paddocks, stables), as required, to meet the particular housing needs of the community.</p>
1.83.	3.48	81	<p><i>Paragraph 3.48 and Objective 3.12 reframed to provide a clause to support the development of Traveller Accommodation to meet the "particular housing needs" in specified land use zonings, in principle.</i></p> <p>A separate clause to frame developments that will be provided by the State in the locations identified in Table 3.6, the Traveller Accommodation Plan.</p>
1.84.	3.75	86	<p><i>Insert new paragraph in Chapter 3 after paragraph 3.75 to frame further education, its role and development of facilities in the City.</i></p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>Cork City Council works with third-level education providers in relation to their development and expansion in a sustainable manner. Cork City Council will work with stakeholders to examine the potential of a Cork City Third-Level Education Expansion Strategy and Impact Assessment.</p>
1.85.		All	<p><i>Correct typographical errors to ensure correct use of capitalisation for “Traveller”.</i></p>

Chapter 4

Transport and Mobility

Amend. No.	Ref.	Page No.	Proposed Material Amendments																				
1.86.	Table 4.1	105	Change reference to "Targets" in Table 4.1 to Outcomes . Change '4%' to 10%																				
<table border="1"> <thead> <tr> <th colspan="5">CMATS Modal Share (Peak Morning) Baseline and Targets</th> </tr> <tr> <th>Mode</th> <th>Walking</th> <th>Cycling</th> <th>Public Transport</th> <th>Car</th> </tr> </thead> <tbody> <tr> <td>Existing</td> <td>21%</td> <td>1%</td> <td>10%</td> <td>66%</td> </tr> <tr> <td>Target Outcomes</td> <td>21%</td> <td>4%</td> <td>25.7%</td> <td>49.3%</td> </tr> </tbody> </table>				CMATS Modal Share (Peak Morning) Baseline and Targets					Mode	Walking	Cycling	Public Transport	Car	Existing	21%	1%	10%	66%	Target Outcomes	21%	4%	25.7%	49.3%
CMATS Modal Share (Peak Morning) Baseline and Targets																							
Mode	Walking	Cycling	Public Transport	Car																			
Existing	21%	1%	10%	66%																			
Target Outcomes	21%	4%	25.7%	49.3%																			
1.87.	4.4	105	<p>Change reference to "Targets" in paragraph 4.4 to Outcomes</p> <p>These are targets outcomes that the CMATS was modelled on, however there is scope, and an ambition of Cork City Council, to exceed the targets set for sustainable transport modes. Cork City Council agreed to set a modal share target for cycling of 10%. Due to forecast population growth, achieving these targets will mean that by 2040 there will be:</p>																				
1.88.	New Text	106	<p>Insert new text following 4.10:</p> <p>It shall be an ambition of this plan to increase the modal share for cycling within the City administrative area to 10% to be achieved through a consequent reduction in the number of car journeys.</p>																				
1.89.	4.13	106	<p>Amend paragraph 4.13 as follows:</p> <p>CMATS is supported in the Southern Regional Spatial and Economic Strategy (RSES) and has formally been adopted and agreed between the National Transport Authority and the other key stakeholders – Cork City Council, Cork County Council and Transport Infrastructure Ireland by the National Transport Authority and, as such, underpins the aims and objectives of this section</p>																				
1.90.	4.13	106	<p>Include additional text after paragraph 4.13:</p> <p>Cork City Council will work with the National Transport Authority on the implementation of the Cork Metropolitan Area Transport Strategy (CMATS) 2040 which is intended to incrementally deliver the specified transport infrastructure interventions and public transport services</p>																				

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>over time, to align with the continued growth of the City and wider Metropolitan Area.</p> <p>In this regard, CMATS is a live document, subject to periodic review and is intended to be scalable, flexible, and future proofed enough to meet changes in population and employment growth. This, however, comes with the proviso that any such changes will still need to be consistent with the principle of compact growth and public transport-oriented development.</p>
1.91.	4.42	116	<p><i>Amend paragraph 4.42 as follows:</i></p> <p>The Safe Routes to School programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing walking and cycling facilities.</p> <p>The improvements to the school commute could range from an upgraded footpath or new cycle lane to a complete reworking of a school's entrance or the potential for school environments to be made safer by 30 km/h speed limits and the removal of on-street parking. It is funded by the Department of Transport through the National Transport Authority (NTA) and is supported by the Department of Education.</p>
1.92.	4.45	117	<p><i>Add text to paragraph 4.45:</i></p> <p>This Development Plan will be amended to reflect recommendations of the Bus Connects plan as they arise.</p>
1.93.	4.62	121	<p><i>Add text to paragraph 4.62:</i></p> <p>In advance of the development of the LRT, and to allow the development consolidation to support its delivery, the selected route will be served with a high frequency bus service with bus priority measures to enable a high level of performance in advance of its transition to light rail. The manner in which services are configured in the area corresponding to the LRT corridor, within the Development Plan period and beyond, is expected to be determined through the BusConnects network redesign process.</p>
1.94.	4.74	124	<p><i>Include additional text in paragraph 4.74:</i></p> <p>InterCity Rail</p> <p>In addition to improvements in the Cork-Dublin service, Cork City Council supports the development of an enhanced direct and frequent rail service between Cork and Limerick.</p>
1.95.	Table 4.2	106	<p><i>Retitle Table 4.2 and amend M20 to N/M20 Cork to Limerick (see below).</i></p> <p>Table 4.2: CMATS Modal Share Baseline and Targets – CMATS Implementation”. Source: CMATS.</p>

Roads*				
North & Southern Distributor Roads appraisal				
Delivery of both NDR & SDR				
Appraisal of Northern Ring Road (NRR)				
Delivery of NRR				
Dunkettle interchange				
M28 Cork to Ringaskiddy motorway				
N/ M20 Cork to Limerick				
Delivery of Cork distributor roads				
N27				
N40 Demand Management				
Docklands and Tivoli road network and bridges				
Regional roads				
Operation and maintenance parking management integration & ITS				

1.96.	4.132 – 4.136	132	<p><i>Amend paragraph 132 as follows:</i></p> <p>N/M20</p> <p>4.132 The N/M20 Cork to Limerick Project is a key element in Project Ireland 2040 and has been identified as a major enabler for balanced regional development.</p> <p>4.133 The N/M20 Cork to Limerick project will provide better connectivity between Ireland’s second and third largest cities enabling safer and more efficient journey times.</p> <p>4.134 The project is currently at Phase 2 Option Selection. A number of Options have been identified with a Preferred Option due to be selected in early 2022.</p>
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			4.136 In addition to road-based improvements, a series of rail-based improvements are also being examined and are discussed in preceding sections of this chapter.
1.97.	4.149-50	134	<p><i>Amend paragraphs 4.149-4.150:</i></p> <p>Water based Transport Waterborne Mobility</p> <p>4.149 The relocation of Port Facilities away from the City will free up significant landbanks for housing and employment and allow the creation of compact, vibrant urban neighbourhoods in Cork Docklands. This will be integral to the realisation of the significant population and housing ambitions for Cork contained in the National Planning Framework (NPF).</p> <p>4.150 With the increase in land available due to the anticipated relocation of port operations, Cork City Council will consider measures to support water based transport in the City and wider Cork harbour area in conjunction with the NTA and Cork County Council innovative waterborne alternatives which may present an opportunity to complement already existing and proposed land-based public transport and other sustainable mobility modes. Cork City Council considers that waterborne mobility has the potential to become an effective complementary link in the Metropolitan Transportation system.</p>
1.98.	New text	135	<p><i>Insert additional text into Chapter 4:</i></p> <p>Paragraph 4.159</p> <p>Cork City Council acknowledges the recent publication of the Five Cities Traffic Demand Management (TDM) Study.</p> <p>The Study will help Cork City Council to better understand what drives transport demand and how a greater shift to more sustainable and healthier forms of travel can be encouraged in our City.</p> <p>The Study is welcomed as a valuable resource as Cork City Council work to implement complementary demand management policy at both a strategic City wide level and at a more micro level where it will assist in the preparation of local framework plans.</p> <p>The Transport Demand Management (TDM) Study sets out a roadmap for a better future for all those visiting, living, working and studying in our city.</p>
1.99.	SO 3	137	<p><i>Include the following text in Strategic Objective 3:</i></p> <p>The delivery of the key transport projects in CMATS will be supported by land use policies and the phasing of development which is compatible with those in CMATS' land use outcome.</p>
1.100.	Obj. 4.1	138	<p><i>Amend Objective 4.1 as follows:</i></p> <p>Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area</p>

			Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure, including the Northern Distributor Road and Southern Distributor Link Road.
1.101.	Obj. 4.4	138	<p><i>Insert additional text on Objective 4.4:</i></p> <p>To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands).</p> <p>To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electronic bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.</p>
1.102.	Obj. 4.7	139	<p><i>New Objective 4.7:</i></p> <p>Objective 4.7 Protection of National Roads</p> <p>To protect the strategic transport function of national roads, including motorways through the implementation of the ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ DECLG, (2012) and the Trans-European Networks (TEN-T) Regulations. No new accesses will be permitted where a speed limit greater than 50-60 kph applies. For existing developments with current access outside the defined speed limits, proposals for expansion of same must be accompanied by a Traffic and Transportation impact assessment. Proposals for new developments and intensification of existing developments within speed control zones must also be accompanied by a Traffic and Transportation assessment.</p>
1.103.	Obj. 4.8	139	<p><i>Insert new objective 4.8 Mitigation of Adverse Impacts on Strategic Roads:</i></p> <p>Objective 4.8 Mitigation of Adverse Impacts on Strategic Roads</p> <p>To safeguard the carrying capacity, operational efficiency and safety of strategic national roads and to require development proposals that would materially impact the capacity of the strategic national road network to mitigate any adverse effects of their development on transport systems and/or infrastructure and make reasonable contributions towards the costs of any required mitigation, alterations or capacity enhancement works to transport systems and/or infrastructure as required.</p>
1.104.	Obj. 4.9	139	<p><i>Insert new objective 4.9 Safeguarding National Road Drainage Regimes:</i></p> <p>Objective 4.9 Safeguarding National Road Drainage Regimes</p> <p>The capacity and efficiency of the national road network drainage regimes in Cork City will be safeguarded.</p>

1.105.	All	409	This Development Plan will be amended to reflect recommendations of the Bus Connects plan as they arise.
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Chapter 5

Climate Change and Environment

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.106.	Table 5.1	153-155	<i>Update Table 5.1 to include relevant policy objectives from Chapter 5 and their contribution to climate change mitigation/ adaptation of the Plan as follows:</i>

Development Plan Chapter	Policy Objective	Climate Change Mitigation/ Adaptation Contribution
<p>Chapter 5 Climate Change and Environment</p>	<p>Strategic Objective 4 – Climate and Environment</p> <p>5.1 A Climate Resilient City</p> <p>5.2 International, national climate change legislation, policy and guidance</p> <p>5.3 International Climate Change Research and Recognition</p> <p>5.4 Co-ordinated Regional Action on Climate Change</p> <p>5.5 Climate and Environmental Action Strategies</p> <p>5.6 Climate Change Projects</p> <p>5.7 Sustainable Energy Community</p> <p>5.8 Cork City Decarbonisation Zone</p> <p>5.9 A Just Transition and Climate Justice</p> <p>5.10 Energy Conservation and Efficiency</p> <p>5.11 Energy Efficiency Considerations</p> <p>5.12 Energy Use Management</p> <p>5.13 Waste Management – Construction and Operation of Development</p> <p>5.14 Adaptable Design</p> <p>5.15 Lifetime Adaptable Housing</p> <p>5.16 Renewable and Low Carbon Energy</p> <p>5.17 Heat Pumps</p> <p>5.18 Roof top solar photovoltaic/ thermal panels</p> <p>5.19 Sustainable Energy Generation – Standalone Projects</p> <p>5.20 Cork City District Energy Action Plan</p> <p>5.21 District Heating</p> <p>5.22 Electric Vehicles</p> <p>5.23 Rainwater Harvesting</p> <p>5.24 Green and Blue Infrastructure.</p>	<ul style="list-style-type: none"> • Just transition and Climate Justice • Implement climate mitigation and adaptation measures locally • Carbon reduction • Sustainable transport • Circular economy • Green Construction • Flood risk mitigation and adaptation

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.107.	5.11	146	<p><i>Update paragraph 5.11 as follows:</i></p> <p>The Climate Action and Low Carbon Development (Amendment) Bill 2021 is expected to come into force later in 2021. The Draft Bill seeks to establish a legally binding, national commitment to secure a 51% reduction in carbon emissions by 2030 and to net zero by no later than 2050. It confirms an intention for the Government to prepare a new national Climate Action Plan in 2021 and for the plan to be then updated annually. One of the draft provisions within the Bill includes the requirement for Local Authorities to prepare Climate Action Plans (CAPs) for their administrative areas addressing climate mitigation and adaptation measures within 12-months of the Minister making such a request and then updating the CAPs every 5-years. The evolving statutory framework in the delivery of climate change and adaptation goals may require further variations to the Development Plan over the plan life cycle to reflect the dynamic policy context internationally and nationally.</p>
1.108.	5.18	147	<p><i>Update paragraph 5.18 as follows:</i></p> <p>Cork City Council will work with the Government, the Sustainable Energy Authority of Ireland (SEAI), the Southern Regional Assembly (SRA), the Climate Action Regional Office (CARO), Energy Cork, leading specialists including our universities and our communities to implement innovations and behavioural change initiatives designed to address climate change promoting energy efficiency and renewable energy actions across the City.</p>
1.109.	5.21	148	<p><i>Update paragraph 5.21 as follows:</i></p> <p>Just Transition and Climate Justice</p> <p>Just Transition is a concept that puts local people’s needs at the heart of challenging actions required to mitigate and adapt to combined climate and socio-economic change. The intention is to support a fairer, and faster, transition from a polluting, extractive economy to one that is regenerative and sustainable. In delivering the concept, there is a pre-requisite to involve communities in climate action decisions owing to a risk of these disproportionately affecting the most vulnerable in our communities. This is particularly relevant to the transition from fossil fuels to cleaner energy and the shift to more sustainable transport modes.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>Climate justice links human rights and development to achieve a human-centred approach, safeguarding the rights of the most vulnerable people and sharing the burdens and benefits of climate change and its impacts equitably and fairly. Climate justice is an important part of the decision-making process and acknowledges the need for equitable stewardship of our natural resources as part of our future climate adaptation and mitigation actions.</p>
1.110.	5.28	149	<p><i>Update paragraph 5.28 as follows:</i></p> <p>Renewable and low carbon energy generation can take a number of forms including, but not limited to wind; solar; geothermal; hydro; air, water and ground source heat pumps; biomass; and energy from waste. Geothermal energy is addressed in more detail in Chapter 9.</p> <p>The Plan promotes the generation and supply of low carbon and renewable energy alternatives, having regard to the opportunities offered by the City's urban morphology, settlement hierarchy and the hinterland.</p> <p>NZEB homes and passive non-residential developments will have an important role to play in carbon reduction measures. Roof level solar banks are already a feature in new and retrofitted buildings in the City and will be an important part of the solution to achieving low carbon and carbon neutral developments. It is envisaged that wind power will make the most significant contribution to the achievement of national targets for renewable electricity. Micro-renewable wind energy generation has a part to play in reaching these targets, and potential may exist for on-site and micro wind energy production in industrial areas and business parks subject to the requirement to protect residential amenity in surrounding areas.</p> <p>Potential also exists for the production of electricity from large scale offshore wind energy facilities off the coast of Cork City in the Celtic Sea. In this regard, Cork City Council, where applicable, supports the implementation of the 'Offshore Renewable Energy Development Plan' (OREDPP) published in 2014 by the Department of Communications Energy and Natural Resources (and subsequently reviewed in 2018) and will co-operate with state and semi-state agencies in relation to the implementation of projects in the Irish Sea.</p> <p>Where appropriate, Cork City Council will also seek to facilitate infrastructure such as grid facilities on the land</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>side of any renewable energy proposals of the offshore wind resource, in accordance with the principles of the National Marine Planning Framework (See also Chapter 9 Environmental Infrastructure and Management).</p>
1.111.	5.34	150	<p><i>Update paragraph 5.34 as follows:</i></p> <p>In accommodating more compact and sustainable patterns of development, Cork City Council will assess the feasibility to deliver district heating, particularly in Cork City Docklands, Tivoli Docklands and the Cork Science and Innovation Park. District heating is a distribution network of insulated pipes that carry heat from a central source and delivers it to a number of buildings within the network. The heat source can vary and could include a facility that provides a dedicated supply to the heat network, such as a combined heat and power plant; or heat recovered from industry and urban infrastructure, or energy from waste plants.</p> <p>In accommodating more compact and sustainable patterns of development, Cork City Council will assess the feasibility to deliver district heating across the City. Future growth areas which may be compatible to District Heating systems include, but are not restricted to, the Cork City Docklands, Tivoli Docklands and the Cork Science and Innovation Park. See further details in Chapter 11.</p>
1.112.	5.34	150	<p><i>Provide the following additional text after paragraph 5.34 District Heating Opportunities:</i></p> <p>Geothermal Energy</p> <p>Ireland has widespread shallow geothermal resources for small and medium-scale heating applications, which can be explored online through Geological Survey Ireland’s Geothermal Suitability maps for both domestic and commercial use. Their Geothermal Suitability maps can also be utilised to determine the most suitable type of ground source heat collector for use with heat pump technologies. Ireland also has recognised potential for deep geothermal resources. The Assessment of Geothermal Resources for District heating in Ireland and the Roadmap for a Policy and Regulatory framework for Geothermal Energy documents can also be referenced on this area.</p>

Chapter 6

Green & Blue Infrastructure, Open Space and Biodiversity

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.113.	6.4	165	Add extract from GBI study in paragraph 6.4 to explain the connection between green spaces and green infrastructure: GBI provision is not limited to traditional green spaces such as parks and other open spaces but can involve various interventions to thread nature into streetscapes or provide corridors of connectivity between the GBI features described above, known as 'assets'.
1.114.	Fig 6.1	165	Add text info on top of graphic of figure 6.1, as done in the GBI study
<p>Figure 3.4</p> <p>The components of GBI in Cork City</p>			
1.115.	Table 6.1	167	<i>Non material</i> The City's rivers and catchments play central central roles in a healthy GBI network.
1.116.	Table 6.2	168	<i>Non material</i> Cork's maritime history, and in particular its relationship with the River Lee, informed the location and form of built and cultural heritage features and the blueprint of the the today's City.

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.117.	Table 6.4	169	<p><i>Non material</i></p> <p>2. Develop Urban Drainage Strategies for City Docks and Tivoli Docks to integrate best practice climate change actions that combine water management with the creation and protection of a new GBI networks network with amenity, recreation, wildlife and placemaking benefits that enhance the distinctiveness of Corks Docklands.</p>
1.118.	Fig 6.3	170	<p><i>Non material</i></p> <p>Update graph to integrate the two new Strategic GBI projects (see amendments above referring to table 6.4)</p>
1.119.	Table 6.4	171	<p><i>Non material</i></p> <p><i>Correct text for the 4. Cork City Tree Planting and Management strategy, which had been wrongly copied from the point 5 below.</i></p> <p><i>Replace with appropriate text taken from the GBI study</i></p> <p>Delivery of a medium-term city-wide tree planting and management strategy focussing on best practice implementation, design and management of the city's tree network.</p>
1.120.	Table 6.4	171	<p><i>Non material</i></p> <p>To support the provision provision of safe, off-road access from Vernon Mount to Tramore Valley Park that connects Grange/Frankfield to the city and, provides public access to the eastern wooded valley.</p>
1.121.	Table 6.4	172	<p><i>Non Material</i></p> <p>10. Support a scoping and feasibility assessment feasibility assessment for a new, large scale, GBI-based tourism attraction within Cork City.</p>
1.122.	Table 6.4	172	<p><i>Add an additional item in Table 6.4 relating to the proposed Maritime Hub</i></p> <p>17. Maritime Activities and Recreation Hub To support the planning, design and delivery of a multi-use maritime activities and recreation hub in the Marina along the River Lee. The hub shall</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>enhance the recreational, natural and cultural heritage value of the River Lee by improving access, activities and use of the water including water-based leisure activities and land site facilities such as rowing, light craft, swimming and other suitable active and passive recreational activities. Planning and design shall include stakeholders engagement designed to facilitate safe, improved accessibility to the water and the exploration of co-location and sharing of community, enterprise, recreation and open space infrastructure that helps create a community based maritime hub for the city and wider area.</p>
1.123.	Figure 6.3	170	<p><i>Amend figure 6.3 to add the no. 17 Maritime Activities and Recreation Hub as a GBI Opportunity.</i></p>
1.124.	Figure 6.4	174	<p><i>Amend figure 6.4 to add the no. 17 Maritime Activities and Recreation Hub as a GBI Opportunity.</i></p>
1.125.	Table 6.4	172	<p><i>Add an additional item in Table 6.4 relating to the proposed Glenamought River Valley Park</i></p> <p>18 . Glenamought River Valley Park Project: To establish the Glenamought River Valley Park as a key green and blue infrastructure asset by safeguarding and enhancing its function a linear wildlife corridor and riverside amenity. Development within this area shall safeguard access to the riverside, protect biodiversity and preserve this ecological and visually sensitive asset. Consideration will be given to existing historic, cultural and social landmarks and their integration into any enhanced future riverside park.</p>
1.126.	6.19	175	<p><i>Amend paragraph 6.19 as follows:</i></p> <p>Landscape Preservation Zones (LPZs) are areas zoned ZO 17 18 Landscape Preservation Zones (see Chapter 12 Land Use Zoning Objectives) in order to protect their character and amenity value. These areas are considered to be highly sensitive to development and as such have limited or no development potential. Typically, the landscape character of these areas combines distinctive landscape assets such as topography, slope, tree cover, setting to historic structures, open spaces and other landscape assets – see Table 6.5.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.127.	Table 6.7	179	Amend Table 6.7 to omit Landscape Preservation Zones NE 8 and NE 9 to reflect the proposed material zoning alterations following the meeting of Cork City Council on 15 th March 2022:

Reference	Landscape Preservation Zone (General Name)	Landscape Assets to be protected	Site Specific Objectives
NE 8	Middle Glanmire Road (2) (Convalescent Home)	C,G	
NE 9	Middle Glanmire Road (3) (Hyde Park House)	C,G	

1.128.	Table 6.8	183	Amend Table 6.8 to update SW 10:
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Reference	Landscape Preservation Zone (General Name)	Landscape Assets to be protected	Site Specific Objectives
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Amend. No.	Ref.	Page No.	Proposed Material Amendments
SW 10		Model Farm Road / Wilton AFC	C Consideration should be given to permeability to this landscape preservation zone from any redevelopment of the adjoining lands to the north.
1.129.	Map	190	<i>Non material</i> Cork City Scenic Route Ref. HVP5 Road from Dunkettle to Glanmire and eastwards to Caherlag and Glounthane Glounthaune
1.130.	6.42	192/193/194	<i>Non material</i> <i>Clarify information regarding the park hierarchy in the Active Recreation and Open Space chapter:</i> <ul style="list-style-type: none"> - Include a map to highlight existing and new proposed parks. - Review figure 6.6, update figure title and park hierarchy
1.131.	6.77	202	<i>Non material</i> In recognition of the need to manage natural capital, provisions have been integrated into this Plan tha that will contribute towards management of air quality,
1.132.	Obj. 6.2	206	<i>Amend text in Objective 6.2 Accessibility to the Green and Blue Infrastructure Network and add text in point c.</i> <ul style="list-style-type: none"> a. Cork City Council will work with stakeholders in ensuring that green and blue infrastructure networks and spaces are made available, accessible and safe for all. This includes seating, accessible toilet facilities, appropriate path gradients and surfacing, path widths and signage. b. Cork City Council will seek that severance or impediments to green and blue infrastructure routes by development are avoided or overcome with appropriately designed schemes. Where an access route is disrupted by development, an alternative route shall be provided, except in exceptional circumstances.

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>c. In supporting the implementation of the 15-minute concept, Cork City Council will encourage urban greening at the neighbourhood scale, transforming existing grey, hard-surfaced spaces into green, natural environments projects, creating an enhanced walking experience for local residents as well as increased access to green and blue infrastructure.</p>
1.133.	Obj. 6.3	206	<p><i>Amend Objective 6.3 as follows:</i></p> <p>Objective 6.3 Access to Water Resources</p> <p>Cork City Council will seek to work with stakeholders in facilitating safe, improved accessibility to the water environment including the River Lee and Cork Harbour and encouraging uses which optimise the amenity, tourism, recreation and leisure opportunities associated with this blue infrastructure, while contributing towards the protection of protected species and without adversely impacting on the day-to-day economic functions of these assets.</p>
1.134.	Obj. 6.16	210	<p><i>Amend text in Objective 6.16 Public Rights of Way:</i></p> <p>Objective 6.16 Public Rights of Way</p> <p>a. To be cognisant of the need to preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to green and blue infrastructure seashore, mountain, lakeshore, riverbank, place of natural beauty or recreational utility and prohibit development that would adversely impact the routes.</p> <p>b. To seek to assess, identify and safeguard rights of way in the City Council area within the Plan period.</p>
1.135.	Obj. 6.17	210	<p><i>To amend Objective 6.17 of the Draft Plan as follows:</i></p> <p>Objective 6.17 Open Space Strategy:</p> <p>Cork City Council will seek to prepare a citywide Open Space Strategy during the life of this Plan to ensure that Cork City has a framework to define strategy, projects and standards to ensure that Cork City will have an excellent network of open spaces to meet the needs of its residents. The strategy shall include</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>the identification of existing, emerging and future GBI route networks within the city's neighbourhoods, urban towns and hinterland area. Extensions and connections to the metropolitan GBI network shall also be investigated and planned for.</p> <p><i>Non material</i></p> <p><i>In addition, text and visual elements will be added to clarify the framework of the Open Space Strategy paragraph by highlighting the current network of parks around the City. Information already present in the Plan will be reworked into new maps and tables to clarify spatial distribution of parks across the city and the park categorisation.</i></p>
1.136.	Obj. 6.18	210	<p><i>Add a reference to inclusive design in Objective 6.18, Public Open space.</i></p> <p>d. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities, including good practices of inclusive design.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.137.	Obj. 6.20	212	<p><i>Amend Objective 6.20 Active Recreational Infrastructure as follows:</i></p> <p>Objective 6.20 Active Recreational Infrastructure</p> <ul style="list-style-type: none"> a. To ensure that all residents have access to neighbourhood scale outdoor and indoor active sports recreational and play infrastructure within their neighbourhood or in accessible locations. b. To protect and retain the range and quality of existing active recreation infrastructure within the City by applying a presumption against the loss of land zoned for Sports Grounds and active recreation purposes to other forms of development. c. To support the development of active recreation infrastructure (including outdoor and indoor facilities) in Cork’s City Parks while also ensuring the continued improvement of their passive recreational offer, natural setting and biodiversity credentials. d. Active recreation and play infrastructure should meet current and future growth needs of the City and shall incorporate universal design principles to ensure accessibility for all ages and abilities and which is designed in a manner to reduce anti-social behaviour and shall be accessible by sustainable means of transport such as walking, cycling, greenways and public transport. e. To develop a robust feasibility study to examine the provision of sports facilities including multi-use community activity hubs, indoor and outdoor swimming pools, indoor sports facilities and artificial grass pitches. f. To require new residential developments over 10 units and other major developments to meet those active recreation needs generated by the development with the provision of appropriate active recreation infrastructure.
1.138.	Obj. 6.22	213	<p><i>Amend Objective 6.22 clause (e):</i></p> <p>Cork City Council will seek the enhancement of work with communities to enhance existing, and the delivery of new, biodiversity-rich areas throughout the City including individual buildings, streets, public and private spaces by supporting the provision of green roofs and walls, rain gardens, biodiversity-rich</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			parklets, rainwater harvesting, natural banks and naturalised SUDS.
1.139.	Obj. 6.23	213	<p><i>Amend Objective 6.23:</i></p> <p>Objective 6.23 Designated Sites and Protected Species</p> <p>To preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to green and blue infrastructure and prohibit development that would adversely impact the routes with the following:</p> <p>To protect and enhance designated sites and areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated, and to protect, enhance and conserve designated species.</p>
1.140.	Obj. 6.24	213	<p><i>Amend Objective 6.24:</i></p> <p>Objective 6.24 Information to be Considered for Development Affecting Designated Sites</p> <p>To preserve all public rights of way in Cork City, encourage opportunities to enhance existing or create new rights of way to improve access to green and blue infrastructure and prohibit development that would adversely impact the routes with the following:</p> <p>To ensure that development proposals affecting designated sites have regard to the sensitivities identified in the SEA Environmental Report prepared in respect of this Plan.</p>

Chapter 7

Economy and Employment

Amend. No.	Ref.	Page No.	Proposed Material Amendments																
1.141.	7.16	219	<p><i>Update text in paragraph 7.16 as follows:</i></p> <p>Fáilte Ireland, in partnership with Cork City Council, is currently leading the preparation of a Tourism Destination Experience Development Plan for Cork City and East Cork. It is envisaged that this plan will seek to broaden the appeal of Cork to tourists by enhancing the tourism product and strengthening the existing assets of the city. The plan will also build on the lessons of COVID 19 by, for example, enhancing the attractiveness of outdoor dining and other activities in the City and develop sustainable tourism products and services, building on the strength of the maritime heritage of the City. It is also envisaged that the plan will support the expansion of the night-time economy, particularly for families, by expanding the cultural offering of the city.</p>																
1.142.	Table 7.1	220	<p><i>Alter Table 7.1 Disaggregated Jobs Target to 2028 as follows</i></p> <table border="1" data-bbox="280 1207 1347 1397"> <thead> <tr> <th>Overall Target to 2028</th> <th>Retail1</th> <th>Office</th> <th>Manufacturing/ Light Industry</th> </tr> </thead> <tbody> <tr> <td>31,000</td> <td>7,130 (23%)</td> <td>17,980 (58%)</td> <td>5,890 (19%)</td> </tr> </tbody> </table> <p><i>And replace with:</i></p> <table border="1" data-bbox="280 1489 1347 1677"> <thead> <tr> <th>Overall Target to 2028</th> <th>Retail1</th> <th>Office</th> <th>Manufacturing/ Light Industry</th> </tr> </thead> <tbody> <tr> <td>35,000</td> <td>7,130 (20.4%)</td> <td>17,927 (51%)</td> <td>9,976 (28.5%)</td> </tr> </tbody> </table>	Overall Target to 2028	Retail1	Office	Manufacturing/ Light Industry	31,000	7,130 (23%)	17,980 (58%)	5,890 (19%)	Overall Target to 2028	Retail1	Office	Manufacturing/ Light Industry	35,000	7,130 (20.4%)	17,927 (51%)	9,976 (28.5%)
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1.143.	7.17	220	<p><i>Include additional text to paragraph 7.17 (b) as follows:</i></p> <p>b. Employment Land Requirement</p> <p>The retail jobs target of 7,130 is addressed through the retail strategy, primarily on lands already zoned for retail-related uses. The quantum of employment land to accommodate the office and manufacturing/light industry jobs projection is assessed within the SELS using international best practice whilst also taking account of</p>																

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>the need to plan for replacement employment lands to accommodate approximately 4,000 jobs that are likely to be displaced from regeneration areas including City Docks, Tivoli and areas under regeneration influence such as Tramore Road. The decanting of existing uses to new greenfield sites is critical to realise National and Regional Policy Objectives in the delivery of ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands and other strategic areas, and realising the ambitious growth targets for the City as a regional driver of future development. The SELS quantifies a need to identify 228ha of employment lands to accommodate the office/manufacturing/light industry needs of the City over the period to 2028.</p>
1.144.	7.17	220	<p><i>Update 7.17d New Strategic Employment Lands as follows:</i></p> <p>The Development Plan provides for approximately 243 207ha of zoned, undeveloped employment lands that also includes an allowance for employment from proposals within the City Centre Core, Town Centres, District Centres and mixed-use sites over the period to 2028. The Plan has taken forward some of the recommended new strategic employment lands listed in the SELS and in total identifies 7 6 new strategic employment locations. These have been targeted at or within close proximity of areas with higher unemployment rates as it the case with the new employment locations at Hollyhill, Clogheen, Fairhill and Ballyvolane. Lands at Blarney and Glanmire, South Link Industrial Estate have been identified owing to the proximity to successful employment facilities or where there is market demand for a location alongside the strategic road network.</p>
1.145.	7.20	221	<p><i>Update text under 7.20 Support Sustainable Economic Growth as follows:</i></p> <p>The NPF sets ambitious targets for Cork City to grow by 125,000 by 2040. It is estimated that approximately 31,000 jobs will need to be created in Cork City by 2028. This will require a considerable effort by employers, agencies and academia to ensure that the City’s economic ecosystem can support this level of job creation. It will also need a broad range of property solutions to satisfy the needs of employers, from entrepreneurs and small businesses to larger multi-national companies, and cater for office based, manufacturing and services based employment.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>The competing issues and trans-boundary nature of Cork's Maritime and Harbour economy requires collaboration as part of A Cork Harbour Planning Framework Initiative, as per RSES Objective 79 and Cork MASP Objective 3 Cork Harbour. Cork City Council is committed to part-take as a key stakeholder and consultee in the preparation of this framework.</p>
1.146.	7.22	221	<p><i>Update paragraph 7.22 as follows:</i></p> <p>It is important that the economy of the city is not overly dependent on FDI diverse and resilient and includes a balanced mix of FDI and Indigenous Enterprise. Cork City Council will continue to harness entrepreneurship in the city. Acting as a first-stop-shop, Cork City Local Enterprise Office (LEO) will continue to support small businesses in Cork. In addition, the City Council will work with Enterprise Ireland, academia and local communities to support entrepreneurship, development of indigenous industry and business start-ups throughout the city.</p>
1.147.	7.25	222	<p><i>Amend paragraph 7.25 as follows:</i></p> <p>In light of the development of Cork Science and Innovation Campus, along with the development of MTU, UCC, Cork University Hospital, North Mall Campus, the City Centre, Cork University Business School (CUBS), the Docklands, and Mahon along the proposed route of the Light Rail Transit network, an Innovation Corridor is emerging in the city. The objective is to strengthen innovation in the Cork and ensure that it the benefits are spread throughout the city.</p>
1.148.	7.26	222	<p><i>Update paragraph 7.26 as follows:</i></p> <p>Cork is a UNESCO City of Learning, using knowledge and talent as a key enabler for city and economic growth. In addition to University College Cork and Munster Technological University, Cork City has four Colleges of Further Education (CityNorth College, Coláiste Stiofáin Naofa, St John's Central College and Cork College of Commerce) and benefits from the work of the Cork Education and Training Board (CETB), Regional Skills Forum for the South West, SOLAS and other stakeholders in strengthening an expanding the education and training ecosystem in Cork City.</p> <p>In a wider regional context, Cork City is working with both Limerick and Waterford to finalise A Learning Region Action Plan for the region as part of its</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			commitments under RSES. The implementation of this report will support increased investment for education and training providers in our Region and enhance our unique proposition as a Learning City and Region.
1.149.	Strategic Emp. Site 2	226	<i>Modify Site extents of Strategic Employment Site 2 (Clogheen Business Park Extension) and update site area (3ha).</i>

Strategic Employment Site	Clogheen Business Park Extension	Zoning	Light Industry and related uses
Area	6ha 3ha	Zoning Tier	Tier 1



Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.150.	Strategic Emp. Site 4	227, 246	<p><i>Modify Site extents of Strategic Employment Site 4 (Lands at Glanmire) see below, update site area (ha) with updated text to Objective 7.10d New Strategic Employment Sites as follows:</i></p> <p>Land at Glanmire: To provide for a high-quality employment development that will primarily service logistics or logistics related uses. No more than 30% of the zoned land shall be developed for non-logistics related employment uses.</p> <p>The overall site shall be subject to a Masterplan to ensure connectivity to adjacent uses and accessibility to planned Cork Northern Transport Project and set out the future placemaking parameters for this light industrial landbank. public transport infrastructure (bus terminus) at Sarsfied’s Court Hospital. This strategic land bank is proposed to be sub-divided into 2 parcels as follows:</p> <ol style="list-style-type: none"> 1. Site 4A to provide logistics uses. 2. Site 4b to provide for light industrial uses.

Strategic Employment Site	Lands at Glanmire (4A)	Zoning	Logistics
Area	57ha 22ha	Zoning Tier	Tier 2



Strategic Employment Site	Lands at Glanmire (4B)	Zoning	Light Industry and related uses
Area	57ha 24ha	Zoning Tier	Tier 2




1.151.	Strategic Emp. Site 5	228	<p><i>Remove Strategic Employment Site No. 5 (South Link Road) from future Strategic Employment Landbank.</i></p> <p>Lands to be rezoned as “ZO 4 Long Term Strategic Regeneration” – see Chapter 10 Amendments and mapped Amendments.</p>
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Strategic Employment Site	South Link Industrial Estate	Zoning	Light Industry and Related Uses
Area	3 ha	Zoning Tier	Tier 2



1.152.	Strategic Emp. Site 6	228, 246	<p><i>Remove Strategic Employment Site No. 6 (Fairhill) from future Strategic Employment Landbank and delete corresponding reference in Objective 7.10.f.</i></p> <p><i>f. Land at Fairhill: To provide for a high quality light industrial development scheme that is accessed from Upper Fairhill and suitably responds to the site topography, the site's frontage onto Nash's Boreen and the need to protect residential amenity of nearby residential priorities.</i></p>
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Strategic Employment Site	Fairhill	Zoning	Light Industry and Related Uses
Area	9 ha	Zoning Tier	Tier 1
			

1.153.	7.53	231	<p><i>Update paragraph 7.53 as follows:</i></p> <p>Light industry and manufacturing are core contributors to the local economy. They provide for a diverse economic base to support a more inclusive and resilient city overall and can be an integral part of the Circular Economy. New collaborative ways of delivering responsible entrepreneurship, underpinned by sustainable design and circularity is supported within these sectors and the wider economy.</p>
1.154.	New Text	232	<p><i>Include a specific category related to Health, Education, under Key Employment Types in Chapter 7, as follows:</i></p> <p>Health and Education</p> <p>The City contains a significant number of institutions which are collectively major employers in the City. The growth and collaboration within these sectors is recognised as a vital component of the City's economic success.</p>
1.155.	New Text	233	<p><i>Insert the following new text into Chapter 7 Economy and Employment under The Rural Economy:</i></p> <p>Quarries and Aggregate Resources</p> <p>Currently there are no quarries registered under Section 261 of the Planning and Development Act 2000 (as amended) operating within the functional area of Cork</p>

			<p>City Council, and given its largely built-up nature, it is considered that there is limited potential for quarrying activity. However, as mineral extraction and the aggregate industry can provide raw materials for the construction industry, it is important to protect any reserves of aggregates and minerals from development that might impact on their utilisation. As the processes involved in extraction can give rise to long term environmental effects and significantly alter the character of the landscape as well as impacting negatively on residential amenity, there is also a need to balance the economic benefits of extraction against potential environmental impacts. Extractions that would result in a reduction of the visual amenity of areas of high amenity or damage to areas of scientific importance or of geological, botanical, zoological and other natural significance including all designated European Sites will not be permitted. Cork City Council will have regard to the Guidelines for Planning Authorities for Quarries and Ancillary Activities (DoEHLG, 2004) when assessing applications relating to the extraction industry.</p> <p>Objective 7.x Quarries and Aggregate Resources</p> <p>To recognise the important role the mineral extraction and aggregate industry can play by protecting any reserves of aggregates and minerals from development that might impact on their utilisation. Extractions that would result in a reduction of the visual amenity of areas of high amenity or damage to areas of scientific importance or of geological, botanical, zoological and other natural significance including all designated European Sites or have a detrimental impact on residential amenity will not be permitted. The Planning Authority will have regard to the Guidelines for Planning Authorities for Quarries and Ancillary Activities (DoEHLG, 2004) when assessing applications relating to the extraction industry.</p>
1.156.	7.71	235	<p><i>Update text in Section 7.71 as follows:</i></p> <p>As previously stated, at the time of preparation of the Draft Development Plan, Cork City Council is working with Fáilte Ireland and other stakeholders to prepare a Tourism Destination Experience Development Plan for Cork City and East Cork. It is envisaged that this will address the reliance of Cork City's tourism market on commercial tourism. There is a need to broaden this base to include leisure tourism by developing the tourism products and activities in the city.</p>
1.157.	7.78	236	<p><i>Amend Section 7.78 Introduction as follows:</i></p>

			<p>The Cork Metropolitan Area Joint Retail Study and Strategy 2021 is currently being prepared on behalf of Cork City Council and Cork County Council in accordance with the Retail Planning Guidelines for Planning Authorities (2012) and it is envisaged that upon completion, its findings will be incorporate into the adopted Cork City Development Plan.</p> <p>Cork City Council remains committed to preparing a Cork Metropolitan Area Joint Retail Study and Strategy with Cork County Council, having regard to the Retail Planning Guidelines for Planning Authorities (2012). It may be necessary to include any policy outcomes of this process as a variation to the plan.</p>
1.158.	7.91	241	<p><i>Amend Section 7.91 as follows:</i></p> <p>The Sequential Approach to the Location of Retail as follows: Upon completion, the Joint Retail Strategy will set out capacity figures for comparison and convenience floorspace requirements in the Cork Metropolitan Area.</p>
1.159.	SO 6	243	<p><i>Update text in Strategic Objective 6 Employment and Economy to cross reference Objective 7.23:</i></p> <p>To support Cork City’s role as the economic driver for the region and the creation of a strong, resilient, diverse and innovative economy, and enable a just transition to a low carbon economy. Cork City Council will support the evolution of the innovation city by linking academia with employers and creating education and training opportunities for all. Employment growth will be focused on the key strategic areas of the City Centre, docklands, urban towns, neighbourhoods, suburban district centres and strategic employment locations identified in this Plan. Cork City Council will support the development of a suite of property solutions in appropriate locations required for job creation in a diverse and evolving economy. Opportunities to diversify and strengthen the rural economy will be supported in appropriate locations. Cork City as a twin-university city will continue to be a city of learning, using knowledge and talent as a key enabler for city and economic growth. Tourism is an economic contributor and Cork City Council will support sustainable tourism product development and facilities in appropriate locations. The growth and expansion of the creative industries and the arts in Cork City is also supported and includes encouraging the delivery of new workspaces as part of mixed-use developments and supporting the potential for workspaces. Good urban design and placemaking are increasingly critical to successful economic development. Proposals for new employment, economic, educational, retail or tourism development in Cork City will be required to demonstrate high-quality</p>

			architectural, landscape and urban design and placemaking, and will integrate with sustainable transport networks. Development proposals will be supported in appropriate locations across Cork City in accordance with the retail and employment strategies set out in this Plan.
1.160.	Obj. 7.3	244	<p><i>Update Objective 7.3 Economic Clusters and Innovation Corridor as follows:</i></p> <p>To facilitate strategic innovation and competitiveness by:</p> <ol style="list-style-type: none"> a. Supporting the prominence and expansion of existing economic clusters. b. Encouraging and promoting opportunities to facilitate new cluster development and create spin-off opportunities outside the clusters. c. There is an emerging innovation corridor across the city, spanning from the Cork Science and Innovation Park to MTU, UCC, CUH, North Mall Campus, the City Centre, Cork University Business School (CUBS), Docklands and Mahon. Proposals are advancing to link these by Light Rail Transit in the long term. The City Council will consolidate the innovation ecosystem, with a view to ensuring the impacts of innovation are felt throughout the city. d. Economic interaction and collaboration across the wider Region will be strengthened, especially between emerging innovation corridors in Cork City and wider networks of collaboration and innovation such as the Atlantic Economic Corridor. These will serve to reaffirm the City's role as a primary driver for the region's economy. d. To support investment in strategic national innovation enabling assets within the City, specifically the expansion of Tyndall National Institute to the North Mall and the development of UCC's new Cork University Business School in the City Centre.
1.161.	Obj. 7.6	245	<p><i>Update Objective 7.6 as follows:</i></p> <p>To encourage and support social enterprise developments in the City which by their very nature seek to tackle and address social, economic and environmental challenges. This can also help the City transition to a Circular City, and bring new collaborative ways of delivering responsible entrepreneurship, underpinned by sustainable design and circularity. The benefits include the creation of significant direct economic benefits including resilient job creation, new sustainable business opportunities and true cost reductions.</p>

1.162.	Obj. 7.8	245	<p><i>Amend Objective 7.8 Mobility Management Plans as follows:</i></p> <p>'In addition to traffic impact assessments, Cork City Council will encourage require all planning applications for new employment uses, or extensions to existing commercial premises, for 100 or more employees to prepare mobility management plans which promote and prioritise the use of more sustainable transport modes.'</p>
1.163.	Obj. 7.10	246	<p><i>Updated text to Objective 7.10a New Strategic Employment Sites as follows:</i></p> <p>Blarney Business Park Extension: To provide for a high-quality extension to Blarney Business Park using the existing access to the Park, subject to finalisation of the M20 route corridor design and confirmation by TII of the suitable access arrangements for the business park. Any proposed development needs to safeguard the M/N20 (navy) route option which traverses part of the land until such time as a preferred route is chosen and the requirement lapses if the navy route is not identified as the preferred route.</p>
1.164.	Obj. 7.10	246	<p><i>Omit Objective 7.10.e.</i></p> <p>e. Land at South Link Industrial Estate: To provide for a natural extension to the existing industrial estate where, owing to the proposed intensification of use, an alternative access strategy through the industrial estate should be prioritised.</p>
1.165.	Obj. 7.26	251	<p><i>Amend Objective 7.26 Strategic Retail Objectives as follows:</i></p> <p>a. To support and implement the Cork Metropolitan Area Joint Retail Study and Strategy 2021 upon completion and the Retail Hierarchy in defining the role of retail centres, in preparing plans and in assessing development proposals for retail development.</p> <p>a. To support the preparation of the Cork Metropolitan Area Joint Retail Study and Strategy with Cork County Council and support and implement the Retail Hierarchy in defining the role of retail centres, in preparing plans and in assessing development proposals for retail development.</p>
1.166.	New Obj.	254	<p><i>Include new Objective in Chapter 7:</i></p> <p>Objective 7.37 Cork Harbour Planning Framework Cork City Council is committed to part-take as a key stakeholder and consultee in the preparation of a Cork</p>

			<p>Harbour Planning Framework Initiative, in coordination with other Local Authorities and stakeholders in the harbour area, as required under RSES Objective 79 and Cork MASP Objective 3 Cork Harbour, during the lifetime of the Plan.</p> <p>Cork City Council supports the preparation of an agreed framework to guide planning policy in managing the future development of the Cork Harbour Economy (CHE) as set out in RPO79 of the RSES to ensure that the sustainable development of the area not only harnesses the economic and social benefits to the City-region but also ensures that biodiversity, flora and fauna both within and outside protected sites are considered via the appropriate SEA and AA mechanisms.</p>
1.167.	New Obj.	254	<p><i>Include new Objective in Chapter 7 linked to Section 7.31 as follows:</i></p> <p>Objective 7.38</p> <p>Cork City Council will work with Fáilte Ireland, NTA and other stakeholders to improve visitor orientation and wayfinding as identified in the Visitor Orientation Strategy and Action Plan for Cork City.</p>

Chapter 8

Heritage, Arts and Culture

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
1.168.	8.1	256	<p><i>Non material</i></p> <p><i>Move the sentence below from paragraph 8.1 to paragraph 8.2 as it better describes role of arts and culture. Insert in Chapter 8.2 between sentence 1 and 2.</i></p> <p>Heritage is defined in a wide-ranging manner as including monuments, archaeological objects, heritage objects such as art and industrial works, documents and genealogical records, architectural heritage, intangible heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage parks and gardens and inland waterways. Heritage is a community's unique expression of what is valued, responding to the landscape, available resources, influences and activities. It is important for emotional and mental wellbeing, sense of identity and belonging and a point of integration and engagement for visitors and newcomers.</p>
1.169.	8.2	256	<p><i>In section 8.2 change wording</i></p> <p>It is important for emotional and mental wellbeing, sense of identity and belonging and a point of integration and engagement for visitors and newcomers. Cork City's Culture links Cork City's Arts and Culture links us to where we come from and shapes an understanding of our city as a unique and special place. Cork's unique cultural identity is distinct yet evolving and is shaped by our diverse communities. The preservation of Cork's cultural heritage and cultivation of our cultural identity makes the city an attractive and vibrant place to live, work, study and visit. Cork City Council has an important role to play in ensuring that the city's culture is valued.</p>
1.170.	8.3	258	<p><i>In Section 8.5 at the end of first paragraph add the following:</i></p> <p>The Government has signed and ratified a number of International and European Conventions, which have guided the formulation of national legislation and national and regional policy to protect the built and natural heritage, as well as Cultural Expression.</p> <ul style="list-style-type: none"> • The Convention for the Protection of the Architectural Heritage of Europe, 1985 - the Granada Convention (ETS No. 121)

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<ul style="list-style-type: none"> • This Convention was ratified by Ireland in 1997 and recognises that architectural heritage constitutes an irreplaceable expression of the richness and diversity of Europe’s cultural heritage which fosters the economic, social and cultural development of states and regions. • The European Convention on the Protection of the Archaeological Heritage, 1992 - the Valletta Convention (ETS No. 143) • The Convention provides the basic framework for policy on the protection of archaeological heritage as a source of the European collective memory. • Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters, 1998 - the Aarhus Convention The Aarhus Convention lays down a set of basic roles to promote citizens’ involvement in environmental matters and improve enforcement of environmental Law. • European Landscape Convention, 2000 – the Florence Convention (ETS No. 176) This Convention defines landscape as ‘...an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors’ and applies to both rural and urban landscapes. <p>UNESCO Convention on the Protection and Promotion of the Diversity of Cultural Expression</p> <p>The Convention supports national policies and measures that promote creation, production, distribution and access with regard to diverse cultural goods and services.</p>
1.171.	8.6	258	<p><i>In Section 8.6 at the end of the section insert the following:</i></p> <ul style="list-style-type: none"> • Culture 2025 - National Cultural Policy Framework <p>This framework recognises the value of creative practice, cultural participation and Ireland’s cultural heritage.</p>
1.172.	8.7	259	<p><i>Non material</i></p> <p>The archaeological heritage of an area includes monuments, sites, and objects whether situated on land or under water. Cork City has a significant archaeological heritage, that provides a valuable cultural, educational and tourism resource.</p>
1.173.	8.10	259	<p><i>Non material</i></p> <p>Cork’s pre-eminence as a trading centre and maritime merchant port in the eighteenth and nineteenth century has</p>

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<p>created industrial archaeology and historic remains which still survive in the contemporary city e.g., Butter Market in Shandon and the Bonded Warehouses in the Port of Cork. The nearby riverside villages of Douglas and Glanmire also have a range of mill complexes. The gunpowder mills in Ballincollig with its combination of size (53 hectares), range of surviving buildings and canal system make it a is a unique industrial heritage site.</p>
1.174.	8.13	260	<p><i>In paragraph 8.13 after Triskel Christchurch insert the following:</i></p> <p>The City boasts a range of performance venues and cultural facilities, some of which have been developed by Cork City Council, such as Triskel Christchurch, Wandesford Quay, Civic Trust House, St. Lukes Church and St. Peter’s Commemoration Centre and many other venues and organisations that receive financial and other support</p>
1.175.	8.14	260	<p><i>In Section 8.14 insert the following change:</i></p> <p>Cork City Council acknowledges the important contribution of the arts to the city’s unique cultural identity and the potential of the arts and creativity as a driver of social and economic development. The arts are central to the vibrancy of the city and can serve to give a voice to the many cultures in the city. The arts are central to the vibrancy of the city and can serve to give voice to its many cultures. The strengths of Cork’s arts and cultural sector lie in its people and organisations. By investing in their development, Cork will grow its cultural capacity and enhance its attractiveness and vibrancy.</p>
1.176.	8.15	260	<p><i>In Section 8.15 insert the following:</i></p> <p>Cork City Council will implement its Arts and Culture Strategy for the period 2021-2025 2022-2026. This Strategy will aim to:</p> <ul style="list-style-type: none"> • Support the sustainability of the arts and cultural sector through post-pandemic recovery; • Develop the arts and cultural needs of the expanding city demographic; and

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<ul style="list-style-type: none"> Support arts and cultural development that is representative of the full diversity for the city's population.
1.177.	8.16	260	<p>In Section 8.16 insert the following:</p> <p>In addition to providing and developing physical space for the arts in Cork, there is potential to protect, enhance and market the city's natural assets, as well as outdoor public realm spaces for artistic facilities and festivals/events to the benefit of both citizen and tourist alike. Cork City Council recognises that well-designed, flexible public space that can be animated by the arts and cultural culture can have cross-cutting benefits to public amenity, tourism and the night-time economy.</p>
1.178.	SO 7	267	<p><i>Non material</i></p> <p>...Proposals for new development must have regard to the historic built heritage of the City, particularly Protected Structures, archaeological monuments and archaeological heritage and Architectural Conservation Areas, and any development that has a detrimental impact on these assets will not normally be acceptable.</p>
1.179.	Obj. 8.1	268	<p><i>Non material</i></p> <p>b. Cork City Council will have regard to the relevant national statutory policies and guidelines, including Frameworks and Principles for the Protection of the Archaeological Heritage and to Best Practice Guidance documents published by the Heritage Council and the Institute of Archaeologists of Ireland</p>
1.180.	Obj. 8.2	268	<p><i>Non material</i></p> <p>'To ensure the preservation of archaeological remains in-situ, in accordance with national policy (and in the interests of sustainability), impacts on the buried archaeological environment should be avoided where possible.'</p>
1.181.	Obj. 8.11	271	<p><i>In Objective 8.11 omit the additional part (e) in the text:</i></p>

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<p>(e) To ensure that the nurturing of the arts and associated services is part of the planned development of Cork City and its urban and rural neighbourhoods</p> <p>(See amendment below)</p>
1.182.	Obj. 8.13	271	<p><i>Include additional text to Objective 8.13 part (d) Cork's Cultural Capacity as set out below:</i></p> <p>d. Ensure the retention and facilitation of artistic/design based educational institutions in the City, recognising the role of third level education institutions, including UCC and MTU, in the promotion and development of arts and culture in the City.</p>
1.183.	Obj. 8.14	271	<p><i>Change wording of text under Objective 8.14 Cork City Arts Strategy as follows:</i></p> <p>Replace Cork City Arts Strategy 2021-2025 with Cork City Arts & Culture Strategy 2022 - 2026.</p>
1.184.	Obj. 8.16	272	<p><i>Add the following wording to Objective 8.16:</i></p> <p>To ensure that the nurturing of the arts and associated services is part of the planned development of Cork City and its urban and rural neighbourhoods, in line with the 15 minute city concept and to enhance the cultural use of public realm spaces, Cork City Council will:</p> <ol style="list-style-type: none"> a. Stimulate cultural activity in Cork's public spaces including greater use of empty premises and outdoor spaces. b. Prioritise high-quality, design-led approaches to public realm enhancement. c. Provide for cultural and family uses in planning of public realm development projects. d. Observe principles of placemaking in public realm development projects. e. Implement the Arts Strategy for Cork Docklands Public Realm as part of the Docklands Development f. Protect and enhance built heritage through development for cultural uses where necessary, appropriate and feasible. g. Continue to promote and encourage the provision of public art in large scale developments, in public parks and other public spaces.

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<p>h. Ensure that all construction projects undertaken by Cork City Council which are supported by Government funding are considered for the 'Per cent for Art' Scheme.</p> <p>i. Ensure a good distribution of artistic and creative spaces and events across the walkable neighbourhoods areas identified in Chapter 2.</p>
1.185.	8.17	260	<p><i>In Section 8.17 insert the following:</i></p> <p>Cork City is host to more than 24 festivals each year. Cork Midsummer Festival, Cork International Film Festival, Cork International Choral Festival, World Book Festival, Cork Short Story Festival, and Cork Folk Festival are some of the festivals that have earned Cork a reputation as a City of Festivals. The contribution of such events adds to the vibrancy and attractiveness of the city for residents and visitors alike. In addition to other supports, Cork City Council facilitates the use of the public realm, including streets and parks, for these festivals.</p>

Chapter 9

Environmental Infrastructure

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.186.	9.4	279	<p><i>Amend Section 9.4 as follows:</i></p> <p>Irish Water recently published the National Water Resources Plan (NWRP) Draft Framework Plan for public consultation, which identifies a move towards achieving a sustainable, secure and reliable public drinking water supply over the next 25 years, whilst safeguarding the environment. It outlines how Irish Water intends to maintain the balance between the supply from water sources around the country and demand for drinking water over the short, medium and long term. Irish Water's National Water Resources Plan- Framework Plan - Irish Water's 25 Year Plan for our Water Assets (NWRP) was adopted in Spring 2021, which is a strategic plan used to identify deficiencies and need across an entire water supply, and to develop plan level capital and operational solutions to address these issues. The objective of the NWRP is to manage customer and communities needs while meeting their requirements over the short, medium and long term, by ensuring safe, secure, sustainable and reliable water supplies. Then ext phase will be the preparation of four Regional Water Resources Plans (RWRP), which will in turn inform future capital investment and operational plans. identify plan-level approaches to address the identified need in a sustainable manner. The relevant plan for Cork City will be the Southwest RWRP, which will outline the longer term plan for the Cork City Water Resource Zone (WRZ). The Full Options Assessment stage (FOA) of the NWRP for the Cork water resource zones is due to be finalised shortly.</p>
1.187.	9.5	280	<p><i>Add following text to paragraph 9.5:</i></p> <ul style="list-style-type: none"> • The Small Towns and Villages Growth Programme (STVGP) provides funding for Water and Wastewater Treatment Plant growth capacity in smaller settlements which are not otherwise provided for in the Capital Investment Plan 2020 to 2024. IW has recently announced funding for the upgrade of the Killeens WWTP as part of the STVGP.

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1.188.	9.7	281	<p><i>Amend paragraph 9.7 as follows:</i></p> <p>Cork City Council remains the designated authority for the assessment and approval of individual, on-site wastewater treatment systems in unsewered, rural parts of the City Council's administrative area. The requirements for domestic systems are set out in the EPA Code of Practice for Wastewater Treatment Systems and Disposal Systems Serving Single Houses (2009), to be replaced by the EPA Code of Practice for Domestic Waste Water Treatment Systems (Population Equivalent ≤ 10) ⁷ (2021) for site assessments and subsequent installations carried out on or after 7th June 2021 or where planning permission has Been applied for before that date. The EPA Wastewater Treatment Manuals – Treatment Systems for Small Communities, Business, Leisure Centres and Hotels (1999) ⁸ and EPA Guidance on the Authorisation of Discharges to Groundwater (EPA 2011) ⁹ is in place for other developments.</p>
1.189.	9.8	282	<p><i>Add following text to paragraph 9.8:</i></p> <p><i>The Department of Housing, Local Government and Heritage recently published: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, which provides useful information and guidance on managing surface water. It sets out the various steps that can be taken to move to a plan and design-led approach whereby all urban interventions or projects must incorporate water sensitive urban design and manage rainwater in a nature-based and sustainable manner. It is anticipated that there will be a more detailed Guidance Document produced in the medium term as part of an overall national strategy for the implementation of nature-based management of urban rainwater.</i></p>
1.190.	9.9	282	<p><i>Amend paragraph 9.9 as follows:</i></p> <p>This section should be read in conjunction with Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity in terms of protection of aquatic habitats, the riparian corridor, river catchments and Cork Harbour. The Water Framework Directive (WFD)</p>

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			<p>aims to prevent deterioration of the status of all waters and to protect, enhance and restore them with the aim of achieving good status at a minimum. It also aims to achieve compliance with the requirements for designated protected areas. The Directive is implemented through The River Basin Management Plan for Ireland 2018 – 2021 (RBMP), published by the Department of Housing Planning and Local Government. This is the second cycle of plans produced under the WFD and sets out supporting measures to improve water quality in water bodies. The third RBMP, which will run from 2022 – 2028, is due to be published in December 2021. The core objective of the national RBMP is to protect and restore water quality to ‘good ecological status’ in our rivers, lakes, estuaries and coastal waters. The draft River Basin Management Plan for Ireland 2022-2027 is currently out for public consultation. The overall aim of the plan is to ensure that our natural waters are sustainably managed and that freshwater resources are protected so as to maintain and improve Ireland’s water environment. The Local Authority Waters Programme (LAWPRO) is a local authority shared service working with the 31 local authorities, relevant State agencies, stakeholders and communities, to help meet the requirements of the WFD to have a good standard at all natural waters by 2027. The Geological Survey of Ireland’s (GSI) National Aquifer, Vulnerability and Recharge maps provide information on groundwater quality, quantity and distribution and are a useful resource in terms of monitoring groundwater.</p>
1.191.	11	283	<p><i>Delete incorrect link as part of “Footnote 11” to EU Floods Directive (2007/60/EC):</i></p> <p>https://www.gov.ie/en/publication/429a79-river-basin-management-plan-2018-2021/</p> <p><i>and replace it with the following link:</i></p> <p><u>Flood risk management - Water - Environment - European Commission (europa.eu)</u></p>
1.192.	9.12	284	<p><i>Amend paragraph 9.12 as follows:</i></p> <p>Some other flooding projects planned or progressing for the City include:</p>

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			<ul style="list-style-type: none"> • Morrison’s Island Public Realm Improvement and Flood Defence Scheme and • River Bride (Blackpool) Flood Relief Scheme • Glashaboy (Glanmire) Flood Relief Scheme • Douglas Flood Relief Scheme • Toghher Culvert Works, Service Diversions and Public Realm Enhancement
1.193.	9.13	284	<p><i>Insert a new section in Chapter 9 after paragraph 9.13 “Assessment of Development in Areas of Flood Risk”:</i></p> <p>Coastal Change</p> <p>A National Coastal Change Management Strategy Steering Group was set up in 2020 to scope out an approach for the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment. Cork City Council supports the preparation of the strategy and will consider its findings when published and how it may impact its functional area. In the interim consideration will be given to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change.</p>
1.194.	9.15	285	<p><i>Amend paragraph 9.15 as follows:</i></p> <p>9.15 The government’s Waste Action Plan for a Circular Economy- Ireland’s National Waste Policy 2020- 2025, endorses this approach and aims to shift the focus of waste management away from waste disposal and treatment to ensure that materials and products remain in productive use for longer. This is aimed at preventing waste and supporting reuse through a policy framework that discourages the wasting of resources and rewards circularity. In time it is aimed to replace the existing Regional Waste Management Plans with a National Waste Management Plan for a Circular Economy containing targets for: Reuse, Repair, Resource consumption and Reducing contamination levels. The upcoming National Waste Management Plan for a Circular Economy (NWMPCE), will replace the existing Regional Waste Management Plans. The NWMPCE will also include the new guidance document Waste Management Infrastructure –Guidance for Siting Waste</p>

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			<p>Management Facilities, the scope of which includes broad siting criteria and facility specific guidance for consideration when siting a waste facility. The City Council will input into the preparation of the new Waste Management Plan and endorse its objectives and outcomes once finalised.</p>
1.195.	9.16	285	<p><i>Amend Section 9.16 as follows:</i></p> <p>9.16 Currently Cork City is part of the Southern Waste Region. The strategic vision of the Southern Region Waste Management Plan 2015-2021 is to rethink our approach to managing waste, by viewing our waste streams as valuable material resources, leading to a healthier environment and sustainable commercial opportunities for our economy. Particular emphasis is placed on preventing and designing out waste at the initial stage of any activity, thus achieving the highest level of the waste hierarchy, namely waste prevention. The Southern Region Waste Management Office has commenced the process of drafting the next Waste Management Plan. The City Council will input into the preparation of the new Waste Management Plan and endorse its objectives and outcomes.</p>
1.196.	9.18	286	<p><i>Amend paragraph 9.18 "Energy" as follows:</i></p> <p>Future sustainable growth and development will rely on the provision of a stable and efficient energy system. The development plan aims to facilitate the provision of energy facilities to meet the needs of the city.</p> <p>In order to address rising energy demand, while also addressing the challenges of climate change, significant progress is required in the deployment of renewable electricity and renewable technologies. The Government's Climate Action Plan 2019, sets out a target to achieve a net zero carbon energy system by 2050. The aim is for at least 70% of Ireland's electricity supply to be generated from renewables by 2030. The Climate Action Plan also states that increased levels of renewable generation will require very substantial investment in the energy infrastructure, including grid infrastructure. The Climate Action and Low Carbon Development (Amendment) Act 2021 supports Ireland's transition to net-zero and the achievement of a climate neutral economy no later than 2050. Additionally, the Government's Climate Action Plan</p>

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			<p>2021, which will be updated annually, aims to increase the proportion of renewable electricity generation to up to 80% by 2030. This will support the reduction in emissions and a move from the promotion and development of renewable sources of energy and move away from fossil fuels as a source of energy, which will be encouraged by Cork City Council. It is recognised that natural gas, particularly renewable and indigenous gas, will continue to have a role to play in the transition to a low carbon economy and that renewable energy developments may require support from such sources in times of high energy demand.</p>
1.197.	9.19	286	<p><i>Amend paragraph 9.19 to include an additional reference to the following:</i></p> <ul style="list-style-type: none"> • Installation of further distribution transformers at the new indoor 110kV Marina Power Station
1.198.	9.20	286	<p>Include the following text in Section 9.20 “Renewable Energy”:</p> <p>Renewable energy and particularly specific targets are rapidly evolving at the moment, with national targets recently revised in light of the 2021 Climate Action Plan. The plan acknowledges existing national policy on renewable energy contained in Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (DoHPCLG, 2017) and the documents referenced in its Specific Planning Policy Requirement: the Government’s ‘White Paper on Energy Policy - Ireland’s Transition to a Low Carbon Future’, as well as the ‘National Renewable Energy Action Plan’, the ‘Strategy for Renewable Energy’ and the ‘National Mitigation Plan’, and any policy revisions in this area. The Climate Action Plan includes provision for revising the SEAI’s Methodology for Local Authority Renewable Energy Strategies (LARES), with input from relevant bodies, to provide a best practice approach to identifying and assessing renewable energy resources in spatial planning at local authority level. Cork City will input into the SEAI’s revised methodology and prepare a LARES for the City in due course, which will include specific targets on renewable energy.</p> <p>This section should also be read in conjunction with Chapter 5 Climate Change and the Environment and Chapter 11 Placemaking and Managing Development</p>

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			<p>in terms of policy guidance on Renewable Energy. Due to the City's largely urbanised nature, the potential for largescale wind energy development is very limited and therefore generally not open for consideration. However in terms of realising overall national targets on renewable energy and climate change mitigation, there may be further potential for small or microscale wind energy development, which will be supported in appropriate locations. The national Climate Action Plan also states that based on the indicative targets for onshore wind energy and grid-scale solar deployment, the Department of the Environment, Climate and Communications (DECC) will set out a target for the total onshore capacity that should be planned for on a national and regional level. The Development Plan may need to be amended to reflect national renewable energy objectives, and those set out in the regional strategies once they are available. A new Offshore Renewable Energy Development Plan (ORED II) will also be prepared, to quantify the offshore renewable energy potential in Ireland's maritime area, and an evidence base for the assessment of areas suitable for deployment of offshore renewable energy. The City Council will support and feed into this process. It will also work with Cork County Council to support and facilitate off-shore windfarms.</p>
1.199.	20	286	<p><i>Omit the following link under footnote 20:</i></p> <p>Government of Ireland; Climate Action Plan 2019 To Tackle Climate Breakdown</p> <p><i>And replace it with the following link to reference the Climate Action Plan 2021 as set out in the material amendments above:</i></p> <p><u>gov.ie - Climate Action Plan 2021 (www.gov.ie)</u></p>
1.200.	9.21	287	<p><i>Amend Section 9.21 as follows:</i></p> <p>Information and Communications Technology (ICT) and digital connectivity is a are key drivers of the social and economic development of the city.</p>
1.201.	22	287	<p><i>Delete incorrect link as part of "Footnote 22":</i></p> <p>Government of Ireland; Climate Action Plan 2019 To Tackle</p>

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			<p>Climate Breakdown</p> <p><i>and replace it with the following link:</i></p> <p>https://www.corkcity.ie/en/doing-business-in-cork/smart-cork/digital-strategy/</p>
1.202.	9.24	288	<p><i>Amend Section 9.24 as follows:</i></p> <p>An efficient telecommunications system is important in the development of the economy. Cork City Council will have regard to the guidelines issued by the Department of the Environment, Heritage and Local Government, 'Planning Guidelines for Telecommunications Antennae and Support Structures' (1996) and Circular Letter PL 07/12. The assessment of individual proposals will be governed by the guidelines and the controls schedule in the Development Management section of this plan.</p>
1.203.	Footnote 23	288	<p><i>Delete incorrect link as part of "Footnote 23":</i></p> <p>Government of Ireland; Climate Action Plan 2019 To Tackle Climate Breakdown</p> <p><i>and replace it with the following link:</i></p> <p>Cork Smart Gateway – innovating / creating / connecting</p>
1.204.	9.27	289	<p><i>Amend Section 9.27 as follows:</i></p> <p>While air quality is dependent on the achievement of outcomes in other policy areas such as promoting green energy and sustainable transport methods, Cork City Council is taking direct action by preparing having prepared its first Air Quality Strategy 2021-2026. The strategy outlines the actions that Cork City Council will undertake between 2021 and 2026 to reduce the concentrations of air pollutants in the city area, thereby positively impacting on the health and quality of life of residents and visitors to the city. It builds on significant work being conducted by Cork City Council to develop a high-quality air monitoring system and other initiatives that will significantly lower the levels of pollutants in the air in the city. The actions set out to deliver the strategy have been categorised into seven themes: Health and Well-being; Air Quality</p>

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			Monitoring; Travel; Electric Vehicles and Charging Infrastructure; Regulation and Enforcement; Green Infrastructure; and Research and Innovation. The strategy will be reviewed every five years and progress on measures to improve air quality set out in this strategy will be reported annually in an Annual Air Quality Report.
1.205.	Obj. 9.3	292	<p><i>Amend Objective 9.3 as follows:</i></p> <p>c. To discourage the provision of single house septic tanks and treatment plants to minimise the risk of groundwater pollution in line with the rural housing policy of this Plan. Where such facilities are permitted, full compliance with the prevailing regulations and standards, including the EPA's Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses (PE. ≤10) (EPA 2009), and its replacement the EPA Code of Practice for Domestic Wastewater Treatment Systems (Population Equivalent ≤ 10) (2021), will be required.</p>
1.206.	Obj. 9.4	293	<p><i>Add the following text to Objective 9.4 (c):</i></p> <p>c. To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim <i>The Department of Housing, Local Government and Heritage</i> document: <i>Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document</i>, will provide guidance in this regard.</p>
1.207.	Obj. 9.21	294	<p><i>Insert a new Objective in Chapter 9 as follows:</i></p> <p>Objective 9.21 Coastal Change</p> <p>To support the development of a national coordinated and integrated strategy to manage the projected impact of coastal change to our coastal communities, economies, heritage, culture and environment by the National Coastal Change Management Strategy Steering Group and fully consider its findings once published. In the interim consideration will be given to areas that may be at risk or vulnerable to coastal erosion or coastal</p>

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			<p>change, including change associated with climate change.</p>
1.208.	Obj. 9.11	294	<p><i>Amend Objective 9.11 Waste Management:</i></p> <ol style="list-style-type: none"> a. To support the sustainable management of waste in line with the objectives of the Southern Region Waste Management Plan 2015-2021 and its successor the National Waste Management Plan for a Circular Economy (NWMPCE) when published, which will replace the existing Regional Waste Management Plans. b. To facilitate the transition to a circular economy facilitating the value recovery and recirculation of resources in order to generate minimal waste. c. Continue to fulfil duties under the Waste Management (certification of historic unlicensed waste disposal and recovery activity) Regulations 2008 (S.I. No 524 of 2008), including those in relation to the identification and registration of closed landfills. d. To encourage the recycling of construction and demolition waste and the reuse of aggregate and other materials in future construction projects. Applications for large infrastructure projects shall be accompanied by a Construction and Environmental Management Plan that includes details of how construction and demolition waste generated is to be managed and, where reuse/recycling is not practicable, disposed of, in line with legislative requirements.
1.209.	Obj. 9.13	295	<p><i>Amend Objective 9.13 “Undergrounding of Cables” as follows:</i></p> <p>The Council will encourage the undergrounding of cables and associated equipment where feasible and generally require such services be located underground as part of new developments. It is acknowledged that this may not always be possible for high voltage transmission infrastructure. Proposals should demonstrate that environmental impacts including the following are minimised:</p> <ul style="list-style-type: none"> • Habitat loss as a result of removal of field boundaries and hedgerows (right of way preparation) followed by topsoil stripping (to ensure machinery does not destroy soil structure and drainage properties);

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			<ul style="list-style-type: none"> • Short to medium term impacts on the landscape where, for example, hedgerows are encountered; • Impacts on underground archaeology; • Impacts on soil structure and drainage; and • Impacts on surface waters as a result of sedimentation.
1.210.	Obj. 9.14	295	<p><i>Amend Objective 9.14 “Renewable Energy” as follows:</i></p> <p>To promote the increased use of renewable energy resources in Cork City such as solar, small or microscale wind, geothermal, heat pumps and district heating.</p> <p>To engage with the proposed revision of the SEAI’s Methodology for Local Authority Renewable Energy Strategies (LARES), to provide a best practice approach to identifying and assessing renewable energy resources in spatial planning at local authority level. Following this process a LARES for the City with specific targets on renewable energy will be prepared.</p> <p>To encourage small-scale wind energy developments and support small community-based proposals provided they do not negatively impact upon the environmental quality or amenity of the area.</p>
1.211.	Obj. 9.17	296	<p><i>Amend Objective 9.17 “Air Quality” as follows:</i></p> <p>a. To protect and improve air quality in Cork City in accordance with the provisions of EU Directives and national legislation on air pollution and support the actions of the City Council’s Air Quality Strategy 2021-2026, when it is finalised and its successors.</p> <p>b. To continue to monitor air quality results submitted from selected locations throughout the City in co-operation with the Environmental Protection Agency and support the creation of a regional air quality and greenhouse gas emissions inventory.</p>

Chapter 10

Key Growth Areas and Neighbourhood Development Sites

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.212.	Paragraph 10.15	305	<p><i>Amend Paragraph 10.15 as follows:</i></p> <p>10.15</p> <p>A Night-time Economy Taskforce was established by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media in 2020 to prepare a report, on how best to serve those who work in, and wish to engage with, a vibrant night-time culture. Cork City Council is playing a central role in this process with the Lord Mayor of Cork a member of the Taskforce. Cork City Council will also continue to assess ways to advance and improve night-time entertainment and creative offerings. Cork City has a vibrant and growing food scene including the English Market, which could offer potential opportunities, focusing on the delivery of an authentic local food experience, working with local producers, restaurants, food service providers and food markets. The Night-time Economy Taskforce was established in 2020, with its membership drawn from a range of Government Departments and agencies whose remit covers aspects of the Night-Time Economy and included the Lord Mayor of Cork. The Report of the Night-time Economy Taskforce was launched in September 2021 and defines the Night-Time Economy as “multi-layered, covering a range of sectors and stakeholders with a diverse offering including cultural activity, entertainment, hospitality, festivals, sport and retail activity, with the aim of providing a safe and secure space to work and/or socialise. A vibrant Night-Time Economy is enabled by a well-designed public realm, effective transport solutions and different activities occurring at different stages of the 6pm to 6am Night-Time Economy timeframe. A good Night-Time Economy should include a range of activities to suit all ages and interests and be a welcoming and flexible environment to do business and be creative.” The report includes a number of recommendations including a pilot project for Cork City to encourage and support Cork as a food destination.</p>
1.213.		306	<p><i>Amend the title as follows:</i></p> <p>Cork City Centre Strategy 2014 and Cork City Centre Revitalisation ActionPlan 2021-2025</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.214.	Fig. 10.1	306	<p>Amend the title Figure 10.1 as follows:</p> <p>Study Area Boundary of Cork City Centre Revitalisation Action Plan 2021-2025</p>
1.215.	10.18	306	<p>Amend Section 10.18 as follows:</p> <p>Cork City Council has commissioned a new five-year action plan (Cork City Centre Revitalisation Action Plan 2021-2025) to address the land use and economics of Cork City Centre, and ensure it is developed as a vibrant and viable core to Metropolitan Cork. This will be used to guide the ongoing efforts of building the City Centre’s attractiveness as a place to live, work and visit. This is set within the context of addressing the challenges of COVID-19, along with continuing to improve the fabric of the City Centre by addressing dereliction, vacancy and underutilisation of space. The Strategy will be available in Quarter 2, 2021 2022.</p>
1.216.	Obj. 10.1	309	<p>Amend Objective 10.1 (b) as follows:</p> <p>To support the preparation and outcomes of the Cork City Centre Revitalisation Action Plan 2021-2025</p>
1.217.	Obj. 10.2	309	<p>Amend Objective 10.2 (Living in the City and Dereliction) as follows:</p> <p>Objective 10.2 (Living in the City and Dereliction)</p> <p>To increase the residential population of the City Centre and improve its potential as a desirable place to live that is socially inclusive and caters for a wide variety of age groups. Cork City Council will use its powers through active land management initiatives to address vacancy, dereliction and underutilisation of property in the City Centre. Incentives such as the Living City Initiative, the Repair and Lease Scheme and built heritage grants will be promoted to ensure older and historic buildings are brought back into use. The Council will also facilitate appropriate “Meanwhile Uses” for vacant commercial buildings and sites that add to the quality and character of the local neighbourhood.</p>
1.218.	Obj. 10.10	311	<p>Amend Objective 10.10 City Centre Night-time Economy as follows:</p> <p>To fully engage with the government taskforce on the Night-time Economy (NTE) and play a leading role in promoting and developing the night-time economy through pilot projects and taking an active role in developing a vibrant night time culture in the City Centre. To support the implementation of the Report of the Night-time Economy Taskforce (2021) by playing a leading role in developing a night-time culture. Recommendations for promoting and developing the night-</p>

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			<p>time economy will be supported, including a pilot project for Cork City to encourage and support as a food destination.</p>
1.219.	10.25	314	<p><i>Amend paragraph 10.25 as follows:</i></p> <p>10.25</p> <p>The City Docks has the capacity to accommodate €9,000-10,000 homes and a residential population of between 20,00022,500 and 25,000 people. It also has the capacity to accommodate €400,000 sqm to 500,000sqm of non-residential space and 20,000-25,000 jobs with the potential for for 3,000 students in further and higher education institutions. The City Docks therefore has the capacity to accommodate approximately 20% of the population growth target for Cork City to 2040. The role of the City Docks therefore reflects its vision: a strategically significant new sustainable residential neighbourhood, an extension to the City Centre with a strong economic role and a sustainable green lung for Cork.</p>
1.220.	10.27	314	<p><i>Amend paragraph 10.27 as follows:</i></p> <p>10.27</p> <p>This Plan provides a strategic policy that will form the basis for the development of the City Docks. Cork City Council (CCiC) will seek to prepare urban design masterplans for the City Docks to update the urban design strategy for the development of the area. A strategic Framework Masterplan will be prepared to inform the design of infrastructure projects, master planning and design guidance across the South Docks. Following completion of the Framework Masterplan masterplans, In addition, a North Docks masterplan will be prepared to integrate the development of the North Docks with the infrastructure required for Kent Station to function as a transport hub. Cork City Council may seek to will prepare Character Area Masterplans Guidance to guide the development of individual sites or areas in the City Docks. Cork City Council will also seek to update the Docklands Public Realm Strategy Policy Document during the lifetime of this Plan. The masterplans will be prepared with key stakeholders including Irish Rail / CIE.</p> <p><i>New Text</i></p> <p>CCiC will progress the design and project planning of the key transport, drainage, flood protection and public realm infrastructure for the City Docklands in parallel with the</p>

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			development of strategic framework and other masterplans.
1.221.	10.34	316	<p><i>Amend Paragraph 10.34 as follows:</i></p> <p>The City Docks contains a wide range of built heritage assets that tell the story of the area, including:</p> <ul style="list-style-type: none"> • The quay walls; • Port related buildings, including those at Custom House Quay and the Odlums building; • Railway buildings; • Industrial buildings, including the Ford Factory developed from 1917, and its internationally significant collection of buildings; and • Buildings that relate to the development of the Lower Glanmire Road.
1.222.	10.40	317	<p><i>Amend Paragraph 10.40 as follows:</i></p> <p>10.40</p> <p>Climate resilience is addressed in Chapter 5 Climate and Environment. The City Docks will be developed to be as a climate resilient neighbourhood by incorporating Use, where appropriate, sustainable urban drainage systems (SUDS) and through by and achieving an ambitious mode split that prioritises walking, cycling and public transport over other modes. These will have a significant benefit for climate resilience and in terms of placemaking by designing streets that are not dominated by vehicular space. and on-street parking.</p>
1.223.	10.44	317	<p><i>Amend Paragraph 10.44 as follows:</i></p> <p>10.44</p> <p>The revised street network (see Transport Strategy ABTA, below) will integrate limiting vehicular access, requirements for sustainable urban drainage systems (SuDS) (see South Docks Drainage and Levels Strategy, below), extensive street tree planting, and a range of other design generators, will mean that the standard street typologies will need to be updated during the life of the Plan. In the interim period the <i>Docklands Public Realm Strategy Street Design Guide</i> will be applied.</p>
1.224.	Table 10.1	318	<p><i>Amend Table 10.1 as follows:</i></p>


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New Residential Neighbourhood	Land Use Zoning Objectives	Character Area	
	ZO 2 New Residential neighbourhoods Housing, employment, neighbourhood services, community hub, education, health services, cultural activities, sports and recreation, amenity and open space.	<ul style="list-style-type: none"> • Lower Glanmire • Wharf Quarter • Marina Walk • Monahan’s Quay • Canal Walk 	
	ZO 8 District Centres	<ul style="list-style-type: none"> • Polder Quarter 	
	ZO 9 Neighbourhood and Local Centres	<ul style="list-style-type: none"> • Ford Dunlop Quarter / Canal Walk 	
A Green Lung	ZO 16 Public Open Space	<ul style="list-style-type: none"> • Ford Dunlop Quarter • Polder Quarter / Marina Walk 	
	ZO 13 Education	<ul style="list-style-type: none"> • Monahan’s Quay (Primary) b. Canal Walk (Primary) • Marina Walk (Post-Primary) 	
A Green Lung	ZO 16 Public Open Space	<ul style="list-style-type: none"> • Marina Park • Kennedy Spine N+S / Kennedy Park • Monahan’s Road • The Marina • Centre Park Road • School Square 	
	ZO 17 Sports Grounds and Facilities	<ul style="list-style-type: none"> • Monahan’s Quay • Canal Walk Sports Hub • Polder Quarter • Marina Park (New) 	

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1.225.	10.46	319	<p><i>Amend paragraph 10.46 as follows:</i></p> <p>Land use zoning objectives are set out in Chapter 12 Land Use Zoning Objectives. For those areas zoned ZO 4 5 Mixed Use Development the target mix of uses are set out in Character Areas, below.</p>
1.226.	10.47	319	<p><i>Amend paragraph 10.47 as follows:</i></p> <p>The following are specific land use objectives that pertain to the City Docks:</p> <ul style="list-style-type: none"> • Western Neighbourhood / Local Centre: This urban centre is not zoned but its centre-point should closely correlate to the LRT route / stop. Whilst CMATS 2040 and the City Docks ABTA 2020 transport strategy have assumed a tram route this will need to be confirmed by the TII LRT Alignment Study due for publication in 2022. Three route options are currently being considered. The Neighbourhood / Local Centre should comply with ZO 8 9 Neighbourhood and Local Centres and provide a focal point for commercial / community services for this western City Docks area with the proposed tram stop at its heart. An indicative location is provided in Map 2: Development Objectives. • Live Uses at Ground Floor Level – Live ground floor frontage will be considered appropriate within the Mixed-Use Zone area and the zoned District Centre and neighbourhood centres. Live ground uses can bring positive benefits to key locations, such as: <ul style="list-style-type: none"> – Horgan’s Road; – Centre Park Road – Monahan’s Road; – The Water Street Link Street; – Key corners; and – Frontage onto key spaces
1.227.	10.50	319	<p><i>Amend paragraph 10.50 as follows:</i></p> <p>Retail Warehousing: will be open for consideration, only where it can be demonstrated in a retail impact assessment that there is sufficient retail warehouse capacity and that such uses will not have a detrimental impact on the city centre or other retail centres, as a live ground floor use at the edge of the District Centre in the ZO 4 5 Mixed Use</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			Development zone, in accordance with the provisions of the ZO 11 12 -Retail Warehousing zoning.
1.228.	10.57 / Obj. 10.28	321	<p><i>Amend text relating to Social and Affordable housing:</i></p> <p>10.57 Social and Affordable Housing Cork City Council aims to ensure that the City Docks is developed as a balanced and sustainable residential neighbourhood that is socially inclusive, in accordance with national policy and best practice. The City Council aims to apply the Joint Housing Strategy targets for below-market priced (Social and Affordable) housing to the City Docks in order to ensure the development of a balanced community and neighbourhood and to meet housing need. In addition to the opportunities provided by Part V the City Council will explore options to enable provision to be elevated to the Joint Housing Strategy target (see Objective 10.28).</p>
1.229.	10.59-10.62	321	<p><i>Amend text at 10.59 and 10.60.</i></p> <p>10.59 There are three zoned Education sites with the aim of meeting the primary and post- primary educational need of the City Docks. Additional educational development, such as higher educational institutes and further education, is most likely to be accommodated within the land designated for Mixed Use development. The Department of Education and Skills forecast that 4-6 Primary Schools and 1-2 Post-Primary Schools will need to be provided across the three sites to meet the needs of the new City Docks Neighbourhood.</p> <p>10.60 Two primary school sites are likely to accommodate between 2-4 primary schools and one post-primary site is likely to accommodate between 1 and 2 post-primary schools. Sports pitch / play needs will be mostly met off-site within lands zoned for the purposes of Sports Grounds and Public Open Space, which are located adjacent / proximate to the proposed school campuses. These will be public facilities benefitting from optimised use and are likely to be could be all weather pitches to enable intensive use, including schools use.</p>
1.230.	10.66	322	<p><i>Amend paragraph 10.66 as follows:</i></p> <p>Cork City Council aims to provide and manage these facilities to meet the needs of the area and to ensure optimisation of</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>use for public, club and school usage. Sports grounds and public open space will play an important role in complementing educational / schools campuses in the City Docks and meeting the needs of pupils during the “school day”. Other full size sports grounds will be accessible to the City Docks by public transport, walking and cycling.</p>
1.231.	10.70	322	<p><i>Amend paragraph 10.70 as follows:</i></p> <p>Table 10.3 sets out the indicative development capacity of the City Docks which is estimated to be c.1,110,000 square metres (sqm), of which c.750 768,000 sqm are residential and c.360322,000 sqm of non-residential floorspace in addition to completed developments and planning commitments (excepting Marina Commercial Park which is included as a future development), equating to 400,000sqm when combined with current planning commitments.</p>
1.232.	10.65	321	<p><i>Amend paragraph 10.65 as follows:</i></p> <p>10.65 Within the City Docks Cork City Council will provide support the provision of sports pitches / grounds at four locations:</p> <ul style="list-style-type: none"> • Kennedy Spine (south) • Monahan’s Park (south of the western primary school) within sites designated LUZO 16-Public Open Space); • Canal Walk Sports Hub (Centre Park Road / Monahan’s Road) within sites designated as LUZO17-Sports Grounds and Facilities); • Ardboyle Convent Lower Grounds within a site designated LUZO 16-Public Open Space); • ; and • Other locations, including those outside but accessible to the City Docks. • Marquee Road / Centre Park Road / Monahan’s Park.

1.233.	Table 10.3	322	<i>Update Table 10.3: City Docks Development Capacity in 2040</i>	
Character Area	Indicative Floorspace Capacity	Indicative plot ratio – Floor Area Ratio (FAR)	Residential Floorspace %	Non-Residential Floorspace %
Lower Glanmire Quarter	50,000	2	90	10
Warehouse Quarter	85,000 75,000	2.25	30	70
Ford-Dunlop Quarter	195,000 210,000	2.25	30	70
Wharf Quarter	185,000 175,000	2.25	85	15
Marina Walk	95,000 90,000	2.5	90	10
Monahan’s Quay	225,000 165,000	2	90	10
Canal Walk	125,000 160,000	2	80	20
Polder Quarter	163,000 160,000	2.25	95	5
City Docks	1,110 85,000	2.25	65	35
1.234.	10.76	324	<p><i>Amend paragraph 10.76 as follows:</i></p> <p>City Docks Transport Strategy City Docks Area-Based Transport Assessment</p> <p>10.76</p> <p>The transport strategy for Cork City Docklands Draft ABTA is firmly rooted in the National Planning Framework, the RSES and best practice in docklands regeneration.</p>	
1.235.	10.77	324	<p><i>Amend paragraph 10.77 as follows:</i></p> <p>10.77</p> <p>The transport strategy's Draft ABTA's innovative and ambitious approach will enable a step change in how people move around the City Docks and wider Metropolitan Cork Region. The approach prioritises walking, cycling and public transport as the instinctive modes of choice, and disincentivises the use of the private car for short trips. In line with international best practice, transport orientated development underpins the City Docks’ regeneration, facilitating the creation of liveable and connected neighbourhoods.</p>	

1.236.	Fig. 10.X	325	<p><i>Non material</i></p> <p><i>Title diagram: Figure 10.X: AM Peak Mode Share</i></p>
<p>Figure 10.X: AM Peak Mode Share</p>  <p>The infographic displays four categories of transport modes with their respective percentages: Walk (36%), Cycling (10%), Public Transport (29%), and Car (25%). Each mode is represented by a colored bar with an icon: a shoe for Walk, a bicycle for Cycling, a bus for Public Transport, and a car for Car.</p>			
1.237.	New Text	325	<p><i>Include following text in Chapter 10: City Docks:</i></p> <p>Cork City Council and the NTA will work in partnership to seek to ensure that levels of public transport in the City Docks are increased to meet evolving trip demand patterns generated by planning commitments and project delivery. This will be especially relevant to this major regeneration project in advance of the LRT project delivery, and the ambition to ensure that a gradual ramp-up of the bus network and services is provided to meet the needs of the area and facilitate the subsequent development of the adopted tram route. This public transport improvement will primarily be delivered through BusConnects Cork, but will be supplemented by further enhancements aligned with, and responding to, the development of this overall area.</p>
1.238.	10.80	325	<p><i>Amend paragraph 10.80 as follows:</i></p> <p>Mode Split 10.80</p> <p>The City Docks mode split target is ambitious and reflects the vision for the City Docks as a City Centre neighbourhood, with a 75% mode share for walking, cycling and public transport. The breakdown of the AM Peak Mode Share is set out in the infographic at Figure 10.5a. below in the infographic located at the top of this page.</p>
1.239.	10.81	325	<p><i>Amend paragraph 10.81 as follows:</i></p> <p>10.81</p> <p>Achieving this mode split will require the full suite of transport strategy Draft ABTA components to be delivered, including extensive pedestrian / cycle priority, the LRT, limiting car parking and confining vehicular access to specific streets.</p>

1.240.	10.82	325	<p><i>Amend paragraph 10.82 as follows:</i></p> <p>City Docks Transport Network 10.82</p> <p>The vision of the City Docks Transport Network was undertaken to align with future land use for the City Docks and the wider Cork Metropolitan Area to ensure close integration of land use and transport proposals:</p> <ul style="list-style-type: none"> • The vision is for walking and cycling to be the primary modes of choice within the City Docks. Pedestrian and Cycle Streets will provide strategic north-south movements through the City Docks and act as a network of quiet-ways for pedestrians and cyclists. The Greenway greenway routes along the North and South Quays will facilitate strategic east-west movements. • Bus Connects Cork will provide a significant step-change in public transport connectivity across the Cork Metropolitan Area. Transport -orientated development will play a critical role in enabling low-carbon development, by creating walkable neighbourhoods focused around public transport stops and stations. Bus Connects Cork will define the bus network and level of service. This will be dynamic in response to development activity (see City Docks Transport Services, below); • A new Light Rail Transit (LRT) corridor and stops will be defined by the TII Light LRT Alignment Study will bisect the South Docks through Centre Park Road and includes five new stations that cover the catchment area of the entire City Docks. The LRT stations will be located in areas with a mix of live ground floor uses highest intensity of land uses will be around. The LRT stations will be located in areas with a mix of live ground floor uses highest intensity of land uses will be around. • Three new City Docks Bridges will provide multi-modal connectivity between the North and South Docks, and Tivoli Docks. Kent Station Bridge (active travel plus possible public transport); Water Street Bridge (active travel); and Eastern gateway Bridge (multi-modal, active travel, public transport and vehicular traffic); <p>Kent Station will be the epicentre of activity in the North Docks and will play a significantly increased role as a multi-modal interchange from hub with the LRT corridor, the enhanced Cork Suburban Rail Network and InterCity services to Bus Connects significantly enhanced multi-modal</p>
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			accessibility from walking, cycling, BusConnects and light rail.
1.241.	10.83	325	<p><i>Amend paragraph 10.83 as follows:</i></p> <p>10.83 The City Docks Transport Network will comprise a combination of:</p> <ul style="list-style-type: none"> • Kent Station interchange and the suburban rail; • Light Rail Line; • Arterial Streets and spine transport network at Horgan’s Road, Monahan’s Road, Marquee Road and Centre Park Road; • Bus lanes / bus priority; • Link Streets; • Local Streets with filtered permeability; • Transition Zones (see DMURS) from faster design speeds to lower design speeds within the City Docks; • Pedestrian and Cycle Streets; and • Cycle / Pedestrian Greenway on the quays.
1.242.	10.84	325	<p><i>Amend paragraph 10.84 as follows:</i></p> <p>10.84 The Draft Cork City Docks ABTA includes an Indicative Transport Network that sets out the ambition for the City Docks. This will be applied to the Masterplans (see Objective 10.17: Masterplans) that will to be prepared to balance competing design objectives and confirm precise street locations, role and corridors and street role within the intent of the overall vision and framework for the transport network.</p>
1.243.	New Text	326	<p><i>Insert new paragraph after paragraph 10.84:</i></p> <p>City Docks Transport Services</p> <p>Cork City Council and the NTA will work in partnership to seek to ensure that levels of public transport in the City Docks are increased to meet evolving trip demand patterns generated by planning commitments and project delivery. This will be especially relevant to this major regeneration project in advance of the LRT project delivery, and the ambition to ensure that a gradual ramp-up of the bus network and services is provided to meet the needs of the area and facilitate the subsequent development of the adopted tram route. This public transport improvement will primarily be delivered through BusConnects Cork, but will</p>

			be supplemented by further enhancements aligned with, and responding to, the development of this overall area.
1.244.	10.85	329	<p><i>Amend paragraph 10.85 as follows:</i></p> <p>10.85</p> <p>The City Docks street network is based upon a clear street hierarchy consistent with the Design Manual for Urban Roads and Streets (DMURS). It has been configured to prioritise pedestrian, cyclist and public transport users for internal movements and to facilitate external connectivity by all transport modes. Arterial and Link routes are multi-modal facilitating movement by a range of road users. The design of Local streets and Filtered Permeability techniques will reinforce pedestrian and cyclist priority and place-making with design speeds set at 30kph (or lower) in line with best DMURS practice. High-quality public realm elements such as traffic calming, lighting and seating, are also required to emphasise the liveability of the City Docks. This will be further supported using Sustainable Drainage Systems (SuDS) and soft landscaping features including trees, swales and rain gardens to adapt the street network for climate change. The design speed of the streets in the City Docks will reflect the intended nature of the urban environment with placemaking qualities being given equal or greater weight on all streets, apart from the Arterial Streets.</p>
1.245.	10.88	329	<p><i>Amend paragraph 10.88 as follows:</i></p> <p>10.88</p> <p>The following are the integral building blocks of the City Docks public transport network:</p> <ul style="list-style-type: none"> • A dedicated LRT corridor running east-west through Centre Park Road and connecting to the City Centre (see Chapter 4 Transport and Mobility). • An enhanced role for Kent Station as multimodal interchange between other modes; • Enhanced Cork Suburban Rail services. • The Draft Cork City Docks ABTA indicative bus network builds upon the CMATS bus network to serve the City Docks. The bus network to be delivered will be defined by the NTA through the Bus Connects Cork Study. The City Docks ABTA proposes This may include continuous various bus priority corridors: <ul style="list-style-type: none"> – N8 to Albert Quay via the Eastern Gateway Bridge and the Monahan Road / Victoria Road; – Lower Glanmire Road serving Kent Station. – An inbound bus lane along the re-aligned

			<p>Horgan's Road</p> <ul style="list-style-type: none"> A (longer-term) bus gate at the section of Monahan's Road near the junction with Maryville. <p>Greater levels of permeability to the surrounding area.</p>
1.246.	10.89	329	<p>Amend paragraph 10.89 as follows:</p> <p>10.89</p> <p>The Draft Cork City Docks ABTA Indicative Transport Network diagram identifies the indicative transport role of the proposed streets in the City Docks, with Centre Park Road identified as the preferred LRT route through the City Docks. The Cork LRT Alignment Feasibility Study, which will determine the route of the tram, is currently being prepared by Transport Infrastructure Ireland (TII). It is anticipated that this study will be completed in 2022.</p>

1.247.	Fig. 10.5	326	Omit Figure 10.5: City Docks: Indicative Transport Network:
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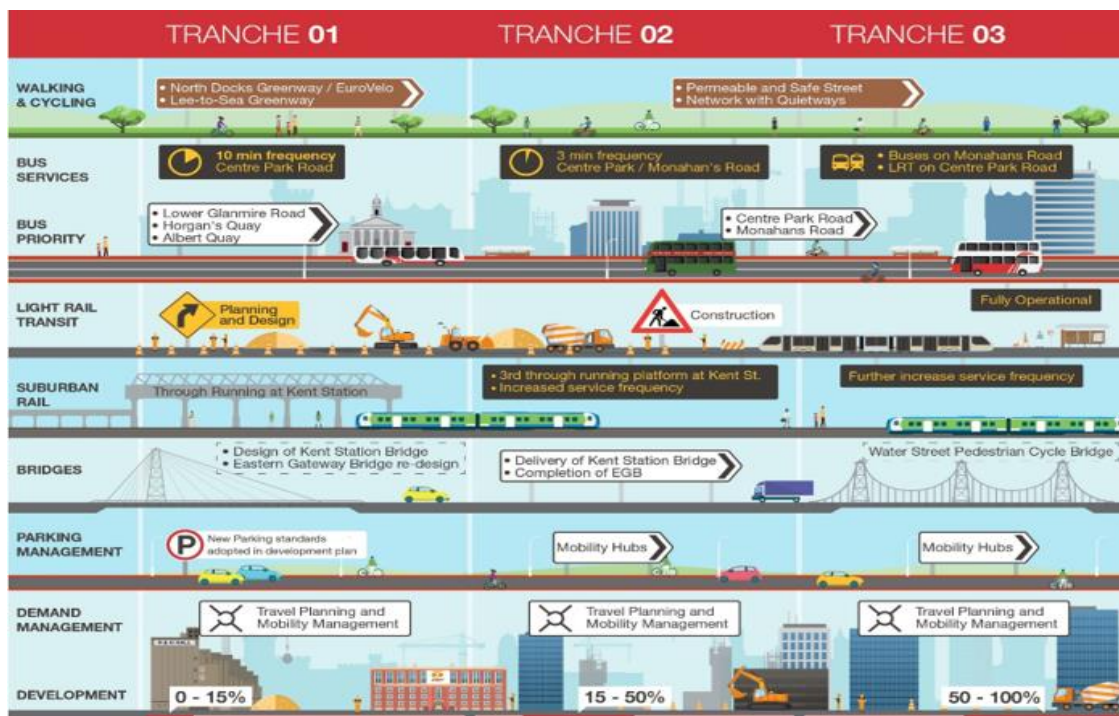


- KEY:
- Arterial Street
 - Link Street
 - Local Street / Filtered Permeability
 - Bus Lanes / Bus Priority
 - Cycle / Pedestrian Greenway
 - Pedestrian / Cycle Street
 - Subject to Feasibility (due to compet
 - Transition Zone
 - Rail Line / Light Rail Line
 - Rail Station
 - Gateway Junction
 - Mobility Hub

Figure 10.5: Indicative Transport Network.

1.248.	10.90	329	<p><i>Amend paragraph 10.90 as follows:</i></p> <p>City Docks Bridges 10.90</p> <p>The transport strategy Draft City Docks ABTA proposes three new bridges that will provide multi-modal connectivity between the City Docks and Tivoli Docks and wider connectivity to Metropolitan Cork. The nature of the public transport role of the bridges is subject to NTA / TII confirmation through the LRT Alignment / Bus Connects Cork Studies:</p> <ul style="list-style-type: none"> • A new bridge to connect Kent Station to the South Docks for walking and cycling. The nature of the public transport role of the bridge will be determined by the NTA / TII. • Eastern Gateway Bridge: Multi-modal bridge catering for bus, cycle, pedestrian and general traffic movements; and • Water Street Bridge: Pedestrian and cycle only.
1.249.	10.91	329	<p><i>Amend paragraph 10.91 as follows:</i></p> <p>10.91</p> <p>Car parking standards based upon the transport strategy Draft ABTA Car Parking Zones will be applied to the City Docks area, taking into account factors such as finite street capacity, development capacity of the area and mode split targets. Car Parking Standards are set out below in Table 10.5. Cork City Council will seek to engage with applicants for major development proposals to identify solutions for car parking provision where the public transport infrastructure and services envisaged for Docklands has not yet been provided, subject to the overall long-term achievement of the maximum capacity targets set out for the Docklands in the Draft ABTA.</p>
1.250.	10.95	329	<p><i>Amend paragraph 10.95 as follows:</i></p> <p>10.95</p> <p>Mobility Hubs are planned to be part of the residential parking offer for the City Docks for residential development. Each facility is envisaged to accommodate around 300 car parking spaces and combine car parking with car-share and multi-modal facilities to accommodate users of other modes of transport, such as cycling and public transport. Mobility Hub parking spaces will be deducted from the available maximum parking provision for each Draft ABTA Car Parking Zone and will therefore reduce the amount available for</p>

			individual developments. Cork City Council will seek to prepare a feasibility study to guide the future development of for mobility hubs and multi-modal facilities.
1.251.	10.96	329	Amend paragraph 10.96 as follows: 10.96 Offices will be assumed to have an employment density equal to of 1 person per 16 gross sqm.
1.252.	Fig 10.7	329	Figure 10.7: Indicative Phasing of Mobility and Transport Diagram to be updated to reflect latest phasing set out in Tables 10.14 and 10.15.



1.253.	Fig 10.8	330	Figure 10.8: Public Realm Strategy Masterplan 2012. Phasing of Mobility and Transport
1.254.	10.97	330	Amend paragraph 10.97 as follows: Public Realm / Public Open Space 10.97 Cork City Council will seek that the City Docks will have exemplar public realm and public open spaces befitting of a City Centre extension and new sustainable neighbourhood. The City Docks will include strategically important open spaces and public realm to provide for the passive and active recreational needs of the neighbourhood and to provide focal points for social interaction and pedestrian and

			<p>cycle routes:</p> <ul style="list-style-type: none"> • Marina Park – The Marina Park Masterplan 2013 2014, as amended by subsequent planning permissions, is being delivered in two three phases by Cork City Council. • Quayside Amenity Areas on Horgan’s Quay (including extension), Custom House Quay, Albert Quay and Kennedy Quay. • Kennedy Spine – A linear park extending from Kennedy Park to Kennedy Quay and also on Horgan’s Quay to the north of the River Lee. • Monahan’s Road Park – A linear park that combines swales with open space and landscape to create an attractive place for predominantly passive recreation. • Centre Park Square is a new linear amenity park at the heart of the City Docks that will provide for the passive amenity needs of the high density sustainable residential neighbourhood, as well as including a tree-lined linear swale, a pedestrian / cycle street and the LRT.
1.255.	10.99	331	<p><i>Amend paragraph 10.99 as follows:</i></p> <p>10.99</p> <p>The strategic public realm, such as Marina Park and the quaysides, will generally be provided over and-above the 15% Public Open Space requirement to be provided by developments themselves given their strategic nature. The provision of the Water Street Quayside Amenity Area and the Custom House Quay are exceptions to this, as these quaysides are strategically important spaces to be provided by the developer.</p>
1.256.	10.100	336	<p><i>Amend paragraph 10.100 as follows:</i></p> <p>10.100</p> <p>Key spaces to be provided by developers within their site development strategies will include:</p> <ul style="list-style-type: none"> • Kennedy Spine is a new urban amenity park extending from Kennedy Park to the Kent Station lands, the park combines urban zones with green open space, and will provide key views from the South Docks to the Saint Luke’s / Montenotte ridge and Saint Luke’s Church. This will be provided by developers as part of their 15% open space provision. • Marina Park – River Lee Spine – This north- south green spine will extend from Marina Park and the River Lee waterfront, and is derived from the South Docks Drainage and Levels Strategy (see below). The north south green corridor extends along Marquee Road and the boundary

			of the ESB and former Tedcastle sites. This will require urban blocks to be set back to frame a strong urban landscape and tree corridor, and the provision of public open space within site masterplans to respond to this significant public realm opportunity. The space will need to incorporate flood volume storage within the landscape (see paragraph 10.106 and Objective 10.34).
1.257.	10.103	336	<p><i>Amend paragraph 10.103 as follows:</i></p> <p>10.103 The South Docks Drainage and Levels Study (20221) provides key changes to the context to the Docks Public Realm Strategy 2012, including:</p> <ul style="list-style-type: none"> • A SUDS Drainage system that utilises nature- based (green infrastructure) solutions to mitigate, convey and store storm water, including swales on Centre Park Road and Monahan’s Road and storage within open spaces. • A new landscape concept to be integrated into the Public Realm Masterplan.
1.258.	10.105	331	<p><i>Amend paragraph 10.105 as follows:</i></p> <p>10.105 Centre Park Road will have a corridor width of in the order of 32m and may be exceeded depending on the infrastructure requirements.(consistent with the South Docks Local Area Plan 2008 corridor and the Docks Public Realm Strategy) and building lines will be required to be set-back to frame this key street. The nature of the corridor will vary along its length responding to the LRT stops and incidental public open space and plaza provision. And with Centre Park at its heart.</p>
1.259.	10.91 / Table 10.5	329	<p><i>Amend paragraph 10.91 by adding the following text at the end:</i></p> <p>Cork City Council will seek for disabled parking to be provided within parking provision</p>
1.260.	10.106	331-335	<p><i>Amend paragraph 10.106 as follows:</i></p> <p>South Docks Drainage and Levels Strategy 10.106 Cork City Council has prepared a South Docks Drainage and Levels Strategy (2022) to inform the development of the in City Docks (hereafter referred to as “the Strategy”). The objective of the Strategy is to provide a long-term placemaking vision that is flexible, environmentally responsible and climate-resilient, particularly to potential changes in sea level and rainfall intensity. The Strategy is based on a sustainable urban drainage solution approach to</p>

			provide the drainage network and conveyance and mitigation of water. The aim is to provide water features on Centre Park Road and Monahan's Road that form an integral part of the urban landscape. The Strategy was finalised in Q1 2022. Cork City Council are anticipating that the report will be finalised in July 2021 following completion of a final work package relating to Residual Risk Assessment.
1.261.	10.107	331-335	<p><i>Amend paragraph 10.107 as follows:</i></p> <p>10.107</p> <p>The Strategy provides an integrated landscape and sustainable blue-green drainage concept design, combining a number of key components:</p> <ul style="list-style-type: none"> • Marina Park / Atlantic Pond, the strategic park of landscape and recreational significance to the City Docks and wider area. The Park is designed to accommodate significant flood storage (c.72,000 cubic metres including c. 43,000 at the Atlantic Pond / surrounds and c5,500 at the PUC All Weather pitch tanks) • The Kennedy Spine Park that will provide flood storage for c.1500 cubic metres of flood storage integrated into a park that will combine soft and hard landscapes reflecting the vision for this key park; • An east-west green spine along Centre Park Road (West of Marquee Road), incorporating an open swale that is designed to accommodate c.2,300 1,000-cubic metres of flood storage; • An east-west green spine along Monahan Road, incorporating an improved drainage ditch / open swale designed to accommodate c.5000 cubic metres of flood storage; • Storage adjacent to the Atlantic Pond on the Ardfoyle Convent lands capable of accommodating c. 5,000 cubic metres of water; • A north-south green spine between Marina Park and the River Lee Frontage. The north south green route broadly along the line of Marquee Road and the boundary of the ESB and former Tedcastle sites. This will incorporate an open swale and/or storage area rather than closed pipe systems to allow for storage at a more elevated level and to provide an amenity aspect. <p>The Strategy sets out a full schedule of the strategic flood storage locations for the City Docks.</p>
1.262.	10.108	331-335	<i>Amend paragraph 10.108 as follows:</i>

			<p>10.108</p> <p>The Strategy provides the following (see Map X: in Volume 2: Mapped Objectives: Summary of Proposed Infrastructure Measures-in the South Docks Drainage and Levels Strategy):</p> <ul style="list-style-type: none"> • An infrastructure strategy to ensure that the South Docks is resilient to flood risk and climate change; • Drainage catchments that reflect provide for the capacity of the network to deal with pluvial (rainfall) runoff flooding; • A surface water drainage network based upon SuDS / nature-based solutions, storage and conveyance solutions, with limited including conveyance by grey infrastructure (see Figure 10.10a); • A perimeter flood protection defence from tidal and fluvial (river) flood risks, in accordance with the Drainage and Flood Strategy, including a transition from the standard perimeter defence of 4.35m OD at the proposed Kent Station Bridge to the proposed Flood protection levels defence levels of 3.6m OD at Albert Quay. • Minimum ground (public realm and streets) level and building finished floor levels (FFLs) with proposed ground levels as close to existing ground levels as possible, while to mitigating against pluvial (cloudburst) flood risk. • A requirement for surface water flood storage volume of 2,000 cubic metres to ameliorate surface water run-off in extreme flooding events in addition to that provided within the public realm at Kennedy Spine, Centre Park Road, Monahan Road and Marina Park / Atlantic Pond. This . Public strategic (regional) flood storage will need to be provided across a number of locations in the South Docks, as set out above. • Site acquisition is likely to be required to deliver elements of this green storage infrastructure, which are in private ownership. A key location for the preferred additional storage location will be for each of the three options: <ul style="list-style-type: none"> • The Marina Park – River Lee Spine in the area north of Centre Park Road. This would be integrated into public open space. • The Marina Park – River Lee spine west of Marquee Road; and • The proposed public open space to the south of the Atlantic Pond and within the north of Ardfoyle Convent lands, which will ould form part of the Marina Park. • The Strategy indicates that there may be a requirement for a surface water pumping station in the vicinity of the proposed extension to the Atlantic Pond area future to meet the challenge presented by climate change, with a
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			<p>site of a total c.250sqm being required to accommodate this infrastructure. The Strategy identifies a possible locations for this facility on the proposed extension to the Atlantic Pond area to be a public open space / flood volume storage location. The suitability of these, or other, this and other locations for the pumping station will need to be identified during the life of the Plan.</p>
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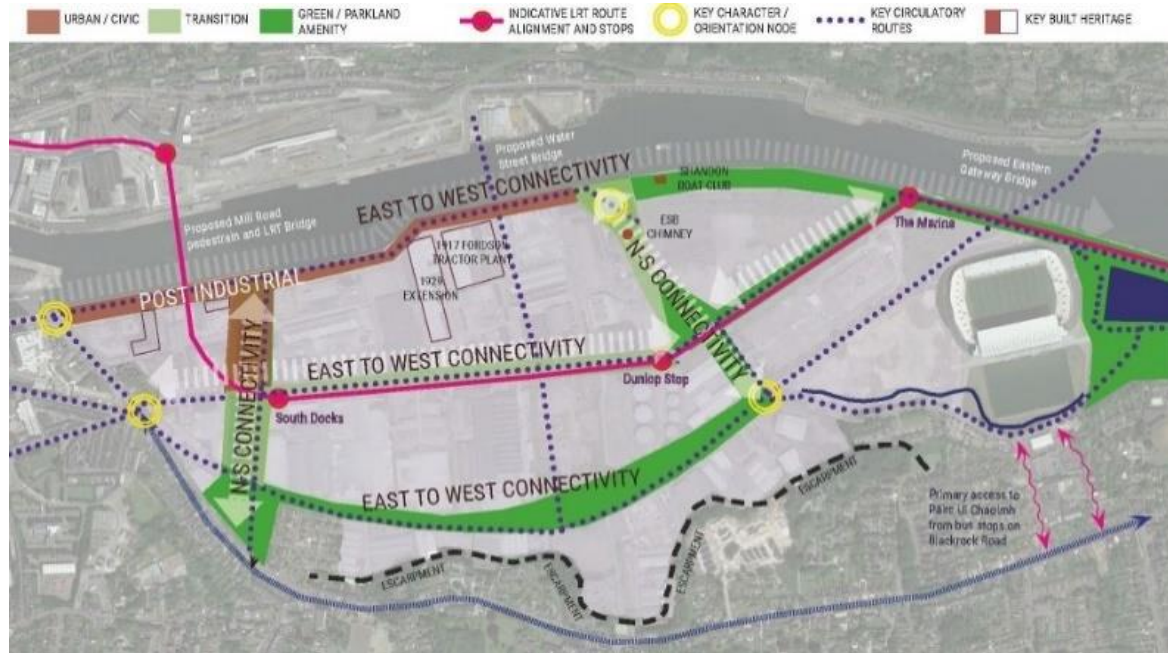
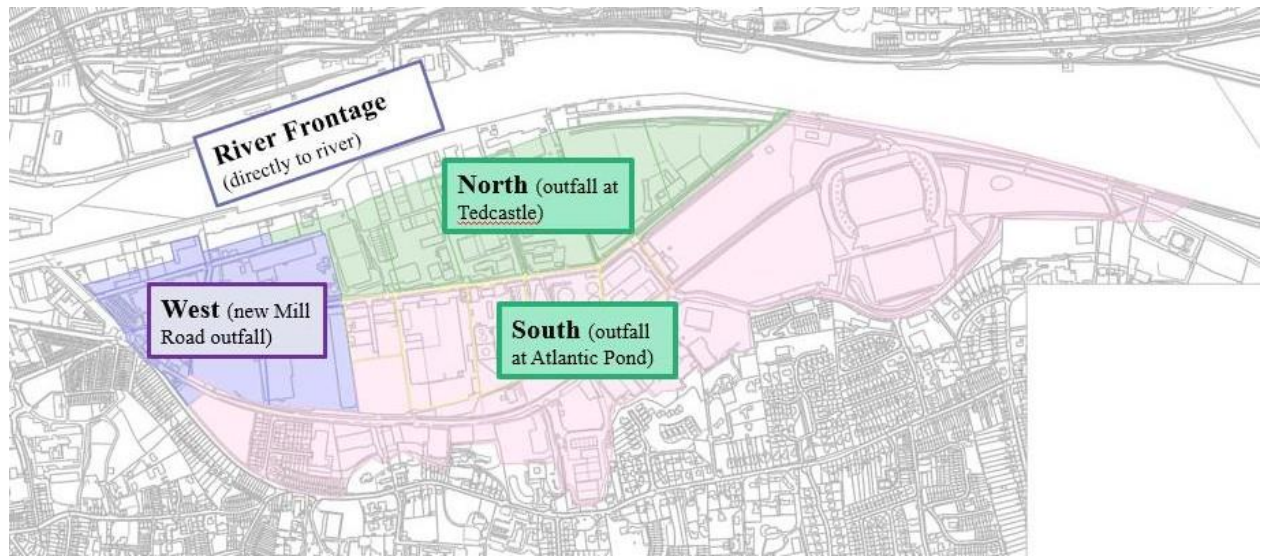


Figure 10.9: South Docks Drainage Strategy Placemaking and Landscape Concept

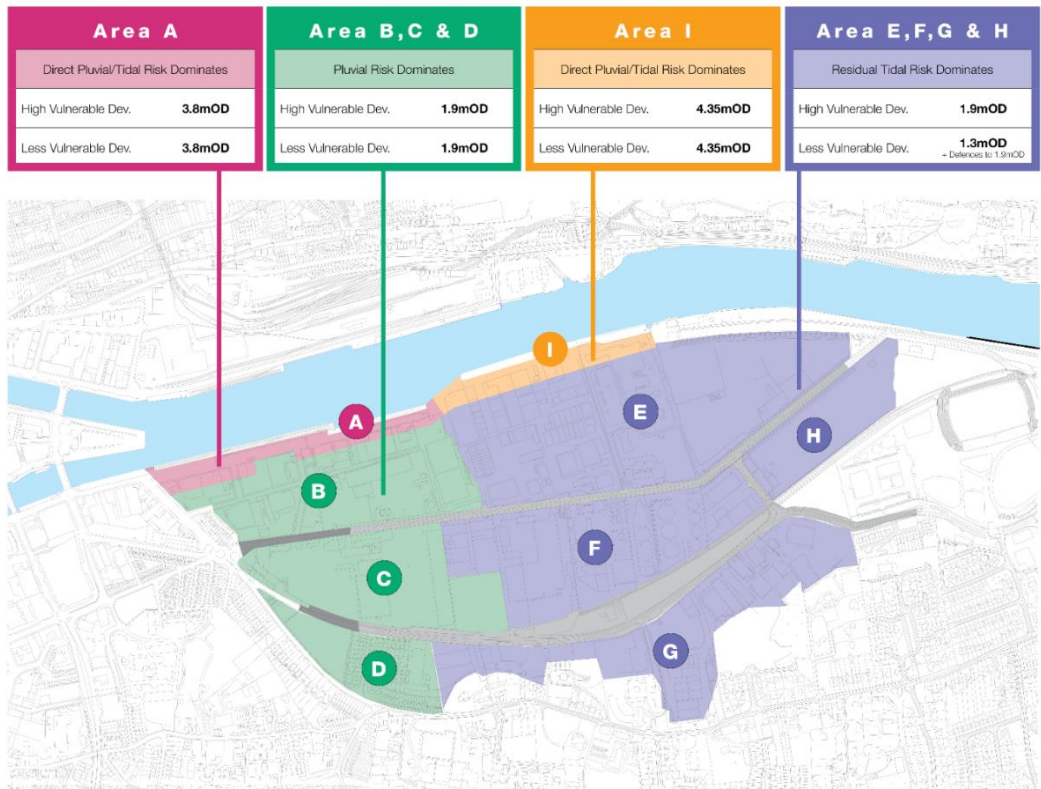
1.263.	10.109	331-335	<p><i>Amend paragraph 10.109 as follows:</i></p> <p>10.109</p> <p>A perimeter flood defence will also need to be integrated into the design for the North Docks and included in the North Docks Masterplan, which is due to be prepared. This will be based on the same principles of using SUDS, public realm, embracing the river and developing amenity as part of the drainage and flood defence for the North Docks.</p>
1.264.	10.110	331-335	<p><i>Amend paragraph 10.110 as follows:</i></p> <p>Minimum Ground Levels and Finished Floor Levels</p> <p>10.110</p> <p>To minimise storage and future-proof the proposed drainage system, It is necessary to marginally increase localised ground (public realm and roads) levels at low points to between 0.85m OD and 1.0m OD to facilitate an effective gravity system and achievable storage volumes for scenarios up to Medium Risk Future Scenario (MRFS) .</p>

it is necessary to marginally increase **localised** ground levels at low points to between 0.7m **Ordnance Datum** (OD) and 1.0m OD to facilitate an effective gravity system and reasonable storage volumes for scenarios up to Medium Risk Future Scenarion (MRFS) by circa 500mm with localised maximum increases of up to 1m. This ground raising will be required over a small area of the South Docks and will ensure minimum ground levels of between 0.7m and 1m above Ordnance Datum (OD).

1.265. **Fig 10.10a** **333** *Omit Figure 10.10a South Docks Drainage Catchments Overview*



1.266. **New Fig 10.10** **331-335** *Insert Figure 10.10: South Docks Drainage Catchments Overview with Finished Floor Levels*



1.267. Fig 10.10b 331-335 Omit Figure 10.10b: South Docks Minimum Finished Floor Levels.

1.268. 10.111 331-335 Amend paragraph 10.111 as follows:

10.111
To ensure that proposed buildings are at **acceptably low levels of low** risk of surface water flooding, it is proposed to set minimum finished floor levels (FFL) at least 300mm above the predicted 1 in 100 year (**=+40% climate change**) pluvial flood level **and the residual inundation risk, which varies across the docks, as shown above.**

1.269. 10.112 331-335 Amend paragraph 10.112 as follows:

10.112
It is recommended that this minimum level apply only to Water Compatible Development and Less Vulnerable Development as defined by the Flood Risk Planning Guidelines³, and subject to site specific flood risk assessment demonstrating appropriate flood mitigation strategy. **Within the polder, finished floor levels for less vulnerable uses do not strictly need to be above the residual risk level but will need defences up to that level through building flood resilience measures. Planning applications for development will demonstrate compliance with the provisions of the Guidelines by means of Site Specific Flood Risk Assessment.**

1.270.	10.113	331-335	<p><i>Amend paragraph 10.113 as follows:</i></p> <p>10.113</p> <p>Within the defended polder, a general minimum FFL for <u>Highly Vulnerable Development</u> shall be +1.9mOD to mitigate the residual risk of breach of the polder defence based on Highly Vulnerable Development shall be positioned above the 1 in 200 year tidal flood level, including appropriate allowances for climate change, residual risk (breach and overtopping) and freeboard. It is envisaged that minimum FFL along the quayside would be set at or above the proposed polder defence level of +3.8m to- +4.35m OD, except for the western transition from Albert Quay where a minimum FFL of +3.8m OD can be accommodated due to constraints imposed by existing streetscapes.</p>
1.271.	10.114	331-335	<p><i>Amend paragraph 10.114 as follows:</i></p> <p>10.114</p> <p>Proposed Minimum Finished Floor Levels are provided in Figure 10.10 and in the Character Area Guidance, below. Within the polder finished floor levels for less vulnerable uses do not strictly need to be above the residual risk level but will need defences up to that level. The proposed ground levels as for streets and spaces are set out in Appendix One of the South Docks Drainage Strategy (see Map X in Volume 2: Mapped Objectives, Appendix One: Summary of Proposed Infrastructure Measures in the South Docks Drainage and Levels Strategy currently being completed.</p>
1.272.	10.115	331-335	<p><i>Amend paragraph 10.115 as follows:</i></p> <p>Development Management Controls SuDS and Site run-off</p> <p>10.115</p> <p>It is proposed that all private developments, except waterfront developments, will provide on-site storage for surface water, to prevent overwhelming of the capacity of the proposed public system during extreme events and thus share the burden of providing the necessary surface water storage volume, which can be designed and provided through many storage mitigation techniques. Waterfront developments can discharge directly into the River Lee unattenuated. The gradual implementation of the private storage will incrementally reduce the pressure on the public drainage system, thus providing flexibility in the relative timing of the delivery of both public and private sector developments and infrastructure.</p>

1.273.	10.116	331-335	<p><i>Amend paragraph 10.116 as follows:</i></p> <p>10.116</p> <p>It is proposed that there will be a split responsibility for surface water storage between private and public lands by requiring all developments to limit discharges to the public system to an absolute maximum of 68l/s/ha (approximately 50% of design peak brownfield runoff rate for critical storm event) irrespective of tidal phase.</p>
1.274.	10.117	331-335	<p><i>Amend paragraph 10.117 as follows:</i></p> <p>10.117</p> <p>Development proposals will have to demonstrate site run-off flow rates of 50% of greenfield run- off rate to the public SuDS. Developments will be required to ameliorate the private 50% rainfall on-site utilising sustainable urban drainage system solutions (see Objective 9.4: Sustainable Urban Drainage Systems and para. 11.259).</p>
1.275.	10.118 and 10.119	331-335	<p><i>Amend paragraphs 10.118 and 10.119 as follows:</i></p> <p>Basements and Structural Design Strategies</p> <p>10.118</p> <p>Based on the findings of the Hydrogeology Desk Study (November 2021) completed as part of the Strategy, maintaining the aquitard function provided by the existing alluvium soil layer has been identified as a key requirement of the proposed redevelopment of the South Docks. It is however recognised, that the nature of the ground conditions and anticipated type and height of the buildings will mean that piling, and potentially basements, will be required in many instances. Where it is necessary for such structures to penetrate the alluvium layer, the detailing of the foundations, basements and piling will need to ensure that no new flow paths are created and that an equivalent aquitard function is maintained post-development. Structural design strategies that do not penetrate the alluvium later will be the preference for structural design solutions and departure from this approach will require justification.</p> <p>Based on the findings of the preliminary hydrogeology study completed as part of the Strategy, it will be vital to protect the integrity of the existing aquitard (alluvium) soil layer as part of the proposed redevelopment of the South Docks. The nature of the ground conditions and height of the buildings will require piling, and so the detailing of this in a way that maintains the integrity of the clay layer is vital. Equally, deep excavations for basements should be avoided.</p>

			<p>10.119</p> <p>Development proposals must demonstrate that piling / structural design avoids penetrating the aquitard soil layer in any planning application.</p>
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1.276.	Table 10.6	336	Update Table 10.6: Lower Glanmire Road Quarter.		
Indicative Plot Ratio	Target Dwellings / Ha	General Building Height	Building Height Range	Car Parking Zone	
2	200	6	4-7	North Docks	
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure planned within Character Area	Key Links To Be Provided	
Existing	+3.85m (North) Until Flood Defences Provided Flood protection would enable reduction, subject to Site Specific Flood Risk Assessment.	Residential	New Horgan's Road Horgan's Quay Albert Quay Barrier Protection Kennedy Spine Park & Mahony's Avenue Park Kent Station Bridge Water Street Bridge	Water Street to Lower Glanmire Road Horgan's Quay Greenway	
		90			
Existing	+3.85m (North) Until Flood Defences Provided Flood protection would enable reduction, subject to Site Specific Flood Risk Assessment.	Non-Residential	New Horgan's Road Horgan's Quay Albert Quay Barrier Protection Kennedy Spine Park & Mahony's Avenue Park Kent Station Bridge Water Street Bridge	Water Street to Lower Glanmire Road Horgan's Quay Greenway	
		10			
1.277.	Table 10.7	337	Update Table 10.7: Warehouse Quarter.		
Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone	
2.25	n/a	7	6-10	South Docks Transition	
Ground Plane Levels	Finished Floor Levels (Minimum)	Target Land Use Split %	Key Infrastructure planned within Character Area	Key Links To Be Provided	
Existing	Area A: +3.8m OD Area B: 3.8m OD. Please refer to Figure 10.10b for levels following provision of flood barrier.	Residential	Albert Quay / Kennedy Quay Centre Park Road Victoria Road Kent Station Bridge	Kennedy Quay Greenway Transport Network	
		30			
Existing	Area A: +3.8m OD Area B: 3.8m OD. Please refer to Figure 10.10b for levels following provision of flood barrier.	Non-Residential	Albert Quay / Kennedy Quay Centre Park Road Victoria Road Kent Station Bridge	Kennedy Quay Greenway Transport Network	
		70			

1.278.	Table 10.8	337	Update: Ford Dunlop Quarter		
Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone	
2.25	n/a	7	6-10	South Docks Transition and Mid	
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure planned within Character Area	Key Links To Be Provided	
Min +0.7m OD	Area A1 - +3.8m OD Area A2: +4.35m Area E: +1.9m Highly Vulnerable Development; +1.3m Less Vulnerable Development Please refer to Figure 10.10b for levels following provision of flood barrier.	Residential	Kennedy Quay Kent Station Bridge Water Street Bridge Catalyst Developments at Odlums & Fordson Buildings Centre Park Road Kennedy Spine Park	Kennedy Quay Greenway Water Street Extension Pedestrian / Cycle Street	
		30			
		Non-Residential			
		70			

1.279.	Table 10.9	337	Update Table 10.9: Wharf Quarter		
Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone	
2.25	250	7	6-10	South Docks: Mid	
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure planned within Character Area	Key Links To Be Provided	
Min +0.7m OD	Area A2: +4.35m Area B – +1.9m OD until flood defences provided. Area E: +1.9m Highly Vulnerable Development; +1.3m Less Vulnerable Development Please refer to Figure 10.10b for levels following provision of flood barrier.	Residential	Kennedy Quay Centre Park Road – Water Street Link Water Street Bridge	Kennedy Quay Greenway Water Street Extension Pedestrian / Cycle Street	
		85			
		Non-Residential			15

Table 10.9: Wharf Quarter

1.280.	Table 10.10	337	<i>Update Table 10.10: Marina Walk</i>		
Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone	
2.5	250	7	6-10	South Docks East	
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure provided within Character Area	Key Links To Be Provided	
Min +0.7m OD	Area E: +1.9m Highly Vulnerable Development; +1.3m Less Vulnerable Development Please refer to Figure 10.10B for levels 3.35m OF until flood defences provided Please refer to Figure 10.10B for levels following provision of flood barrier. Highly Vulnerable Uses +1.9m OD	Residential	Post-Primary Schools	Kennedy Quay Greenway	
		90	campus Centre Park		
		Non-Residential	Road		
		10	Kennedy Quay / Marina Greenway Eastern Gateway Bridge		
Table 10.10: Marina Walk.					

1.281.	Table 10.11:	338	<i>Update Table 10.11: Monahan's Quay.</i>			
Indicative Plot Ratio	Dwellings Per Hectare		General Building Height		Building Height Range	Car Parking Zone
1.75	North	200	North	6	North	South Docks Mid
	South	150	South	5	South	
Ground Plane Levels	Finished Floor Levels (Minimum)		Target Land Use Split %		Key Infrastructure planned within Character Area	Key Links To Be Provided
Min +0.7m OD	<p>Area C - +1.9m (Less Vulnerable Development AND Highly Vulnerable Development)</p> <p>Area F +1.9m OD (Highly Vulnerable Development) and +1.3m OD (Less Vulnerable Development)</p> <p>+3.35m OD until flood defences provided</p> <p>Please refer to Figure 10.10B for levels following provision of flood barrier.</p> <p>Highly Vulnerable Uses +1.9m OD</p>		Residential		<p>Kennedy Spine and Sports Grounds</p> <p>Monahan's Park</p> <p>Centre Park Road</p> <p>Primary School Campus and Related Park / Informal Sports Ground</p>	<p>Link street</p> <p>Pedestrian / Cycle Street connections to Blackrock Road</p>
			90			
			Non-Residential			
			10			

1.282.	Table 10.12	338	<i>Update Table 10.12: Canal Walk.</i>			
Indicative Plot Ratio	Dwellings Per Hectare		General Building Height		Building Height Range	Car Parking Zone
1.75	North	200	North	6	North	5-8
	South	150	South	5	South	4-7
	South Docks East / Mid					
Ground Plane Levels	Finished Floor Levels (Minimum)		Target Land Use Split %		Key Infrastructure planned within Character Area	
Min +0.7m OD	<p>Areas F and G: +1.9m OD (Highly Vulnerable Development) and +1.3m OD (Less Vulnerable Development) +3.35m OF until flood defences provided</p> <p>Please refer to Figure 10.10B for levels following provision of flood barrier.</p> <p>Highly Vulnerable Uses +1.9m OD</p>		Residential		<p>Centre Park Road</p> <p>Sports Grounds</p> <p>Monahan's Park</p> <p>Schools Campus</p>	
			80			
			Non-Residential			
			20		<p>Link street</p> <p>Pedestrian / Cycle Streetconnections to Blackrock Road</p>	

1.283.	Table 10.13	338	Update Table 10.13: Polder Quarter			
Indicative Plot Ratio	Dwellings Per Hectare		General Building Height		Building Height Range	Car Parking Zone
1.75	North	250	East	7	East	6-10
	South	150	South	5	South	4-7
						South Docks East / Mid
Ground Plane Levels	Finished Floor Levels (Minimum)		Target Land Use Split %		Key Infrastructure planned within Character Area	Key Links To Be Provided
Min +0.7m OD	Area G and H: +1.9m OD (Highly Vulnerable Development) and +1.3m OD (Less Vulnerable Development) +3.85m OD until flood defences provided. Please refer to Figure 10.10B for levels following provision of flood barrier. Highly Vulnerable Uses +1.9m OD		Residential 95 Non-Residential 5		Monahan's Road Extension Marquee Road Monahan's Park Eastern Gateway Bridge Sports Grounds	Monahan's Road Extension
1.284.	10.126	339	Amend paragraph 10.126 as follows:			
			<p>10.126</p> <p>Cork City Council has a clear understanding of the infrastructure programme and the infrastructural projects that are necessary to unlock the potential of the City Docks and to create a sustainable neighbourhood. In 2021, Cork City Council was successful at the first stage of the Urban Regeneration and Development Fund (URDF) process for the enabling infrastructure required to unlock the potential of the City Docks. There is now a clear funding stream and Government support for delivering the projects that will unlock the City Docks within the National Development Plan period. The URDF award in March 2021 confirms the main infrastructure delivery programme. The City Council will seek to deliver the these key infrastructure projects set out in Table 10.14 during the lifetime of the Plan. In its site assembly role to enable infrastructure delivery the City Council is committed to utilising CPO powers under relevant legislation (e.g. the PDA 2000, as amended), as required.</p>			

1.285.	Tables 10.14	339-340	<i>Update Table 10.14:</i>	
Programme Stream	Project	Tranche	Project Lead	
Masterplans and Studies	North Docks and Kent Station Masterplan (including Public Realm)	1	CCC Irish Rail	
	South Docks Urban Design and Masterplan (including Public Realm)	1	CCC	
	Mobility Hub Feasibility Study	1	CCC	
	District Heating Feasibility Study	1	CCC	
Cork Light Rail Transit (LRT)	LRT Route Alignment Study	1	TH	
Approved Transport Infrastructure	Monahan's Road Extension	1	CCC	
	Albert Quay Block	1	CCC	
Parks	Marina Park: Phase 1	1	CCC	
	Marina Park: Phases 2 and 3	1	CCC	
	Marina Park Phase 3			
Flood Resilience	Quay Walls Repair and Perimeter Protection	1-2	CCC	
	Sustainable Urban Drainage System Strategic Surface Water Drainage and Sustainable Urban Drainage System	1-2	CCC	
	New Surface Water Storage Volume in addition to Planned Parks and SuDS Network		CCC	
	Pumping Station Feasibility Study		CCC	
City Docks Bridges	Kent Station Bridge	2	CCC	
	Eastern Gateway Bridge	2	CCC	
	Water Street Bridge	2	CCC	
Strategic Streets / Parks	Monahan Road and Park	2	CCC	
	Centre Park Road and Centre Park	2	CCC	
	New Horgan's Road (to replace Quay)	1-2	CCC	
	North-South Link Streets Local Collector Roads	2-3	CCC	
	Docklands to City Centre Transport Network Improvements: Albert Quay / Victoria Road / Albert Road	1-2	CCC	
Community Infrastructure	Community Hub (library, community hall, youth facilities, sports, and primary care medical centre) assessment and delivery	1 - 3	CCC	

Programme Stream	Project	Tranche	Project Lead
Community Infrastructure	City Docks Active Recreation and Play Strategy and consequent Feasibility Studies assessment and delivery (e.g. swimming pool, sports hub, and water-based activity)	1 -3	
	Sports Pitches and other active recreation project delivery	1-3	CCC
	Sporting Infrastructure – Water Based		CCC
	Indoor Swimming Pool / Indoor Sports		CCC
	Playgrounds		CCC
	MUGAs		CCC
	Swimming pools		CCC
Parks	Kennedy Park	2	CCC
	Kennedy Spine	2	CCC
	Mahony's Avenue	2	CCC
	Smaller public and civic spaces Others	1-3	CCC
Public Realm	Horgan's Quay	1-2	CCC
	Kennedy Quay	1-2	CCC
	Smaller public and civic spaces	1-3	CCC
	Public Art and Cultural Programme preparation and delivery	1 -3	CCC
Utilities	Common Ducting on all New Streets and Key Street Upgrades	1-3	CCC
	Electricity Undergrounding of Cables to Power Station from Montenotte		ESB / CCC
	Water supply to Docklands	To be defined	Irish Water
	Waste Water Infrastructure to support new developments.	To be defined	Irish Water
	Gas: Pressure Conversion Chamber	To be defined	Bord Gais / Ervia
	Removal of SEVESO designation	1-2	
	Remediation of contamination	1-3	

1.286.	Tables 10.15	339-340	Update Table 10.15:
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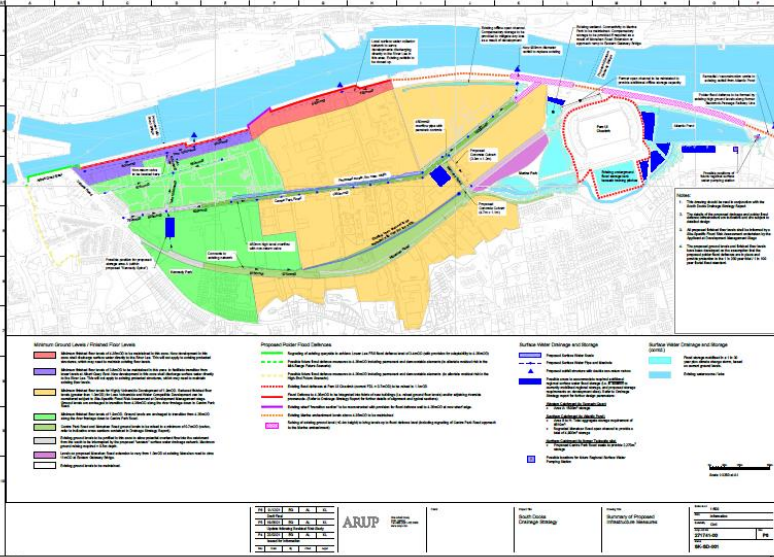
Tranche 1		Tranche 2		Tranche 3
Development Proportion	0% - 20% 18%	21% 19% -50%		51% - Build Out
		21% 19% -30%	31%-50%	
Zoning Tier	Tier 1	Tier 2	Long-Term Strategic Development Tier 3t	Long-Term Strategic Development Tier 3t
Public Transport	Bus Services	High Quality Bus Services		High-Quality LRT will need to be operational. Supplemented by Bus Connects Services
Key Infrastructure Bundles	Riverside Walkway /Cycleways Existing infrastructure use optimised	Enabling infrastructure set out in Infrastructure Strategy (Table 10.14) below.		LRT network High-Quality LRT will need to be operational to enable Bus Services
Supporting Community Infrastructure	Community Infrastructure to meet needs of development	Community infrastructure to meet needs of emerging neighbourhood (including Schools) Primary and Post-Primary Schools		Community Infrastructure to meet needs of neighbourhood (including schools)

1.287.	Objective 10.17	343	<p>Amend Objective 10.17 as follows:</p> <p>Objective 10.17: Masterplanning Cork City Council will seek to prepare masterplans during the lifetime of this Plan for the following:</p> <ul style="list-style-type: none"> • A Framework Masterplan to reconcile strategic design issues and provide an urban design framework for the City Docks; • A North Docks Masterplan to provide a framework for development, public realm, and transport, • Masterplans for the South Docks Character Areas to provide more detailed development and public realm guidance reconcile strategic design issues and
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			Character Area Masterplans to provide more detailed guidance for development and public realm.
1.288.	Objective 10.23	345	<p><i>Amend Objective 10.23 as follows:</i></p> <p>Objective 10.23: Integration into its Surroundings Provision of Pedestrian / Cycle Streets between Monahan’s Road and Blackrock Road (see locations identified in Volume 2: Mapped Objectives and Transport Strategy and the Indicative Transport Network Draft Cork City Docks Area-Based Transport Assessment).</p>
1.289.	Objective 10.26	345	<p><i>Amend Objective 10.26 as follows:</i></p> <p>Objective 10.26: Specific Land Use Objectives It is an objective of Cork City Council to ensure that:</p> <ul style="list-style-type: none"> • The western neighbourhood / local centre is centred upon the western City Docks LRT stop. • Live ground floor uses are provided in appropriate locations and restricted in all other areas to ensure a good quality of residential amenity in the new residential neighbourhood. • Ancillary residential communal facilities will be acceptable at ground floor level as a residential use. These will also offer passive surveillance to streets within the neighbourhood.
1.290.	Objective 10.31	347	<p><i>Amend Objective 10.31 as follows:</i></p> <p>Objective 10.31: Cork City Docks Transport Strategy Draft Cork City Docks Area-Based Transport Assessment To implement the City Docks Transport Strategy Draft Cork City Docks ABTA and its key recommendations, including:</p> <ul style="list-style-type: none"> • Achieving a 75:25 modal split in favour of sustainable transport modes. • The delivery of the City Docks Transport Network and a clear street hierarchy that confines vehicular access to the City Docks within traffic cells in order to optimise the placemaking and public realm potential of the City Docks. • High quality walking / cycling streets and strategic routes along the quays, including improvements to the pedestrian / cycle realm at Albert Quay / Eamon de Valera Bridge (as illustrated in Volume 2: Mapped Objectives). • Transit orientated development, including the phased delivery of improvements to public transport from bus services, high quality bus services and the LRT.

			<ul style="list-style-type: none"> • The delivery of three City Docks Bridges: Kent Station Bridge, Water Street Bridge and the Eastern Gateway Bridge delivery. • The provision of new pedestrian / cycle streets between Monahan’s Road and Blackrock Road. • Demand Management measures including maximum car parking standards; and • Preparation of a Mobility Hub Feasibility Study during the lifetime of this Plan.
1.291.	Objective 10.34	347	<p><i>Non material</i></p> <p><i>Amend Objective 10.34 by including BPs to each paragraph and adding more specificity to Centre Park Road.</i></p> <p>Objective 10.34: Public Realm and Public Open Space (BP6) To ensure that the Centre Park Road street corridor is a minimum of 32m in width and other streets are provided taking into account the transport- related functional requirements set out in the Transport Strategy Draft Cork City Docks—ABTA and the corresponding DMURS guidance, combined with best practice in urban and landscape design.</p>
1.292.	Objective 10.28	348	<p><i>Update Objective 10.28:</i></p> <p>Objective 10.28: Balanced Community and Social and Affordable Housing</p> <p>Cork City Council will seek to ensure that the Joint Housing Strategy targets for below-market priced housing for Cork City in the form of Social and Affordable housing targets are met in the City Docks provide at least 34% 20% of homes in the City Docks are provided as below-market priced housing in the form of Social and Affordable housing products, in accordance with the Joint Housing Strategy.</p>
1.293.	Objective 10.35	348	<p><i>Update Objective 10.35:</i></p> <p>Objective 10.35: City Docks Infrastructure Programme and Delivery Strategy</p> <p>To implement the Cork City Docks Infrastructure Programme and Delivery Strategy set out in this Plan. Cork City Council is committed to land acquisition, design and delivery of the following key enabling infrastructure work packages (as set out in Table 10.14).</p> <ul style="list-style-type: none"> • Masterplans and studies; • Parks; • Flood Defence and amelioration; • City Docks Bridges;

			<ul style="list-style-type: none"> • Strategic Streets / Parks; • Community Infrastructure (including sports grounds and facilities); <ul style="list-style-type: none"> • Public Realm; and • Utilities
1.294.	Obj. 10.36	349	<p><i>Update Objective 10.36:</i></p> <p>Objective 10.36: Development Phasing Cork City Council will work with its partners to seek to ensure that the enabling infrastructure to unlock the potential of the City Docks in each development tranche is delivered in a timely fashion.</p> <p>Cork City Council will work with the Port of Cork to agree a decommissioning strategy for the City Quays to enable the development of the quays and waterfront sites to proceed on a phased basis.</p>
1.295.	New Obj. 10.38	349	<p><i>New Objective 10.38:</i></p> <p>Objective 10.38: Land acquisition Cork City Council will seek to ensure that land is available to provide the infrastructure necessary to enable the unlocking of the City Docks and also to ensure that it is a successful place and neighbourhood supported by community infrastructure to meet its needs. This will include land for the purposes of:</p> <ul style="list-style-type: none"> • Public realm (e.g. Quayside Amenity Areas); • Parks and active recreation infrastructure; • Community infrastructure (e.g. education, community hubs, et al); • Street enhancements and transport projects; and • City Docks Bridges • Flood defence and amelioration; and • Other Public Infrastructure and Utilities • Cork City Council may utilise its statutory powers.
1.296.	New graphic		<p><i>Include Summary of Proposed Infrastructure Measures to the South Docks Drainage and Levels Strategy)</i></p>

			
1.297.	Obj. 10.34	348	<p><i>Amend Objective 10.34 updated to include the following text:</i></p> <p>All future developments with potential to interact with the hydrodynamics of the tidal stretches of Cork Harbour must demonstrate clear and precise mitigation measures to ensure none of the qualifying interests of the Great Island Channel SAC [001058] or the special conservation interests of the Cork Harbour SPA [004030] will be significantly affected. These must be sensitively designed to ensure they do not undermine any of the site-specific conservation objectives.</p>
1.298.	Obj. 10.40	375	<p><i>Insert additional text in Objective 10.40 Development of an Airport Business Park:</i></p> <p>Allow for Office based industry or tourism related projects requiring an Airport location, internationally traded services, corporate offices and uses that are complimentary to those in existing Airport business par. All such proposals shall be accompanied by Traffic and Mobility management plans and Road Safety Audit (RSA), carried out by suitably competent persons, in accordance with the TII's Traffic and Transport Assessment Guidelines.</p>
1.299.	New	377	<p><i>Add the following objective to Chapter 10, Section 3 (Tivoli):</i></p> <p>Objective 10.x (Planning of enabling infrastructure):</p> <p>The planning of enabling infrastructure for Tivoli will be a key task during this Plan period. Further detailed analysis is required to determine the appropriate location and design of key infrastructure, including the new train station and the new eastern entrance access and its integration with the Dunkettle Interchange Upgrade Scheme. In planning for and delivering such infrastructure, Cork City Council will</p>

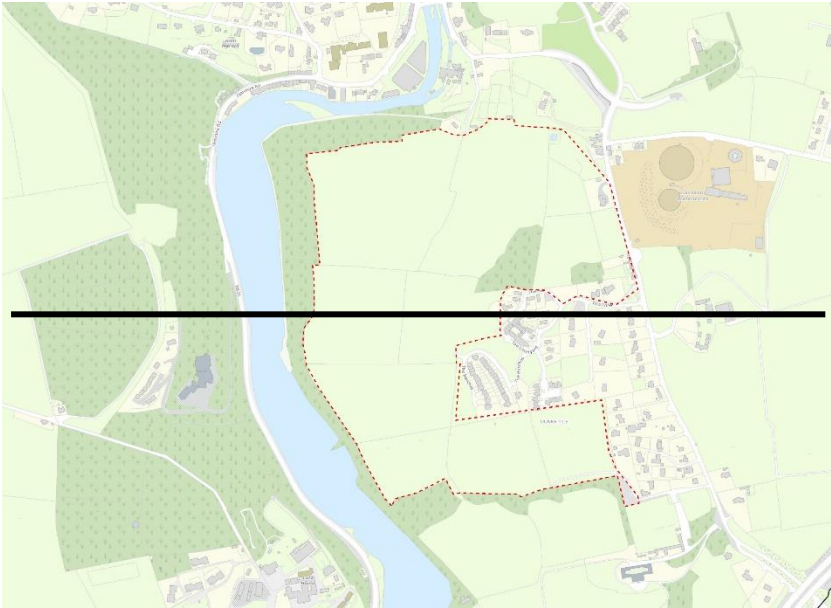

			continue to engage with key infrastructure providers (including the NTA, Irish Rail and TII) to ensure compliance with statutory design, planning, safety and traffic management standards and safeguards.
1.300.	10.219	389	<p><i>Amend text for South Ballincollig as follows:</i></p> <p>10.219 The future development of the Maglin/South Ballincollig Area is dependent on the construction of a distributor road. Some of this road has been built from the north through the Heathfield Development. The route alignment, capacity and overall function of this road (Public Transport Corridor etc) is currently being appraised. It is envisaged that the first phase of the road from Heathfield to Maglin Road will be selected and constructed during the lifetime of this plan. The second phase involves areas of land which present difficulties in terms of topography, archaeology and flooding and requires a more detailed appraisal. It is not envisaged that Phase 2 will be constructed during the lifetime of this plan.</p> <p>The future development of the Maglin/South Ballincollig area is dependent on the design of a distributor road. Some of this road has been built from the north through the Heathfield development. The route alignment capacity and overall function of this road (Public Transport Corridor, etc.) is currently being appraised. It is envisaged that the road will be selected during the lifetime of this plan. Some areas of land present difficulties in terms of topography, archaeology and flooding and require a more detailed appraisal. Residential development with the potential for access onto the local and regional road network, including in the western portion, will be considered at an early stage during the lifetime of this plan. The number of units for consideration, and which can proceed, will be determined and agreed at Development Management stage and will be subject to the following:</p> <ul style="list-style-type: none"> • Having regard to the progress on the design and integration with the proposed distributor road. • Agreement by the developers/landowners to provide off site infrastructure as agreed with Cork City Council. These details are to be agreed at Pre-planning stage prior to the submission of any development proposals.
1.301.	new	405	<p>(i) <i>Remove the “Neighbourhood Development Site (No. 5)” designation from Chapter 10 in relation to this site, along with reference to requirement for road bridge and an indicative housing figure (and renumber the remaining Neighbourhood Development Sites accordingly).</i></p> <p>(ii) <i>Include the following objective within Chapter 10 Glanmire Urban Town:</i></p>

			<p>Objective 10.X South Glanmire Framework Plan</p> <p>Cork City Council will work with relevant stakeholders to produce a Framework Plan to support the sustainable growth of Glanmire and provide a coherent and coordinated land use plan for south Glanmire and its immediate environs.</p>
1.302.	10.322	420	<p><i>Update text under paragraph 10.322 as follows:</i></p> <p>Community Infrastructure 10.322</p> <p>The provision of new and enhanced community infrastructure will be supported and facilitated. This includes: Improve connectivity to blue and green infrastructure. This includes:</p> <ul style="list-style-type: none"> • The provision of a pedestrian/cycle bridge across the N40 at Vernon Mount providing a connection with Tramore Valley Park. • Support the identification of a longer-term library facility. • Support the retention of existing sports and recreational facilities and explore the delivery of additional facilities where opportunities arise during the lifetime of the plan. • To work with the Health Service Executive to support the delivery of a primary care centre in Douglas and with the Department of Education and Skills to support the expansion of existing schools or the provision of new schools for Douglas (Castletreasure, Carrs Hill, Donnybrook) over the lifetime of the Plan. • Support the retention of a swimming pool in the catchment.
1.303.	New Objective	421	<p><i>And include a new site-specific Development Objective as follows:</i></p> <p>Objective 10.x</p> <p>Douglas Education and Community Uses</p> <p>Lands to facilitate the development of a post primary school and a Pocket Park. Site access and connectivity to be maximised for pedestrians and cyclists with existing and future residential areas. The school will occupy c.50% of the site and the remainder of the site shall provide for publicly accessible, passive open space. A landscaping audit shall be undertaken to inform the retention of mature trees, hedgerows and species of biodiversity value in any proposed development layout.</p>
1.304.	Obj. 10.82	421	<p><i>Insert the following text in Objective 10.82 Castletreasure Expansion Area:</i></p> <p>Objective 10.82 Castletreasure Expansion Area</p> <p>To support the compact growth and development of Castletreasure Expansion Area as a strategic City</p>

			<p>consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.</p> <p>The Phasing and the number of dwellings which can proceed and be occupied within defined periods shall be determined in advance at Development Management stage having regard to the following:</p> <ul style="list-style-type: none"> • The timing and provision of appropriate vehicular access, including provisions for future public transport requirements in the immediate site area, pedestrian and cycling access to be identified in a traffic and transportation assessment to be prepared to the satisfaction of the Council. • Agreement on the proposed integration proposed N28/M28 national road and ancillary local network improvements. <p>Any development proposals shall contain noise attenuation measures, details to be agreed in advance with Cork City Council and TII. The timing and provision of appropriate drinking water and waste water disposal services for the development including where necessary the upgrading of off-site infrastructure. Additionally, any development proposals on site shall make provision for the following:</p> <ul style="list-style-type: none"> • Retention of the existing trees and hedgerows within the overall development of the site where practicable. • A detailed ecological survey for the entire site carried out by a suitably qualified ecologist. • A construction management plan with detailed proposals for the protection of riparian zones within the site. • A detailed surface water management plan including provision for on-site attenuation. • Provision of a cycleway CSE GW 4 Cycle paths/Greenway – as per the Cork Cycle Network Plan as contained within the Cork Metropolitan Transport Study.
1.305.	10.336	426	<p><i>Rename Chapter 10, section 18 and include additional text to paragraph 10.336 as follows:</i></p> <p>18. Tramore Road / Kinsale Road Airport City Gateway</p> <p>10.336 The mixed industrial / commercial area centred on the Tramore Road and Kinsale Road has regeneration potential with higher density development, linked to the development of high quality public transport. The range of existing land-uses in the area includes light industry, trade showrooms, retail and retail warehouses. Nearby uses include</p>

			<p>sports facilities and residential neighbourhoods. This is a longer-term strategic growth area with capacity to contribute to compact growth in Cork City out to 2040. A future strategy for the area may be in the form of a Framework Plan.</p> <p>This Framework Plan will cover two strategic landbanks either side of the N40. Study Area 1 encompassing lands from the junction of the N27 and Forge Hill / R851 to the Kinsale Road Roundabout on both sides of the N27. Particular attention will focus on the brownfield site on the southern side of the N27 and the former Sisk site and compound. Study Area 2 will include the greater Kinsale Road area from the Kinsale Road Roundabout north to the junction with the Tramore Road.</p>
1.306.	New Objective	428	<p><i>Include new objective relating to Hop Island:</i></p> <p>Objective 10.x Hop Island</p> <p>The provision of uses permissible on this site under the relevant land-use zoning objective shall be considered along with a limited amount of community uses including specialised housing for the elderly which are of a scale compatible with the carrying capacity of the Island and having regard to other proper planning and environmental issues as follows:</p> <ol style="list-style-type: none"> 1. The provision of a detailed Flood Risk Assessment addressing potential flooding of the site and site access having regard to recent flood events and available flood mapping data prepared by a suitably qualified individual. These shall comply with the requirements of The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009). 2. A Habitats Directive Screening Report shall be required to consider the potential impacts of development on the Cork Harbour SPA and any other Natura 200 site identified to be relevant. 3. The island contains Hop Island House, a heritage building listed on the National Inventory of Architectural Heritage. Any proposed development must have regard to the character of the existing house and its associated Demense Landscape.
1.307.	Obj. 10.86	428	<p><i>Amend Objective 10.86 as follows:</i></p> <p>To provide for mixed use development on Jacob’s Island to accommodate the mix of uses set out under the ZO 4 5 Mixed Use</p>

			Development Zoning Objective to include an hotel and up to 15,000 20,000 square metres of business and technology office use.
1.308.	New Obj.	428	<p><i>Include new objective relating to Kilbarry:</i></p> <p>Objective 10.x Kilbarry</p> <p>The sites in Kilbarry that are zoned Tier 2 Residential and designated as Longer Term Strategic Development will be master planned to accommodate a housing and have regard for and integrate the amenity, heritage and social history of the area, in particular Murphy’s Rock.</p>
1.309.	10.345		<p><i>Amend text of Paragraph 10.345 to reflect the proposed material zoning alterations following the meeting of Cork City Council on 15th March 2022 insofar as these changes affect Upper Glanmire:</i></p> <p>22. Upper Glanmire 10.345</p> <p>Upper Glanmire is located within the Hinterland northeast of Blackpool / Kilbarry and White Cross. The village is elevated with land falling southwards. Significant residential development has taken place at Ros Ard. Services include primary school, hall, fitness centre, church and public house. The vision for Upper Glanmire up to 2028 is to secure a small increase in the population of the settlement, to retain and improve local services and facilities, to create a sense of place and character, and to strengthen infrastructure provision and public transport connections.</p> <p>The village population is 530 people and 156 households. New development in Upper Glanmire over the Plan period should not exceed 10% of the existing village population that permitted under the Core Strategy. This requirement is to fulfil projected population targets but also to allow new development to respect the scale, character, pattern and grain of existing development.”</p>
1.310.	Obj. 10.91	434	<p><i>Amend text of Objective 10.91, subsection (a) to reflect the proposed material zoning alterations following the meeting of Cork City Council on 15th March 2022 insofar as these changes affect Upper Glanmire:</i></p> <p>Objective 10.91 Hinterland Settlements</p> <p>a. To limit the development of residential developments in the hinterland settlements of Kerry Pike, and Killeens and Upper Glanmire and Killeens and Upper Glanmire to no more than 10% population growth over the lifetime of the Plan. Any further residential proposals must set out how developments will tie into the village and provide adequate pedestrian and cycling linkages</p>

			<p>to the village. Development in Upper Glanmire will be in accordance with the Core Strategy.</p> <p>b. ...”</p>
1.311.	NDS	440-442	<p><i>Remove Neighbourhood Development Site no. 5:</i></p> <p>Neighbourhood Development Site 6 Address: Dunkettle, Glanmire Site area: 38.84 Ha Zoning New Residential Neighbourhoods Potential Land Use: residential, school, local shops, community centre, open space and residential (potentially 1,360 homes) road bridge access.</p>  <p>Grid ref. 51°54'44.3N 8°23'49.1W</p> 
1.312.	NDS	440-442	<p><i>Amend Neighbourhood Development Site no. 6 text:</i></p> <p>Zoning: Mixed Use Neighbourhood and Local Centres Potential Land Use: Mixed Use A mix of uses including Residential and Convenience Retail, with a priority for residential use.</p>

1.313.	NDS	440-442	<ul style="list-style-type: none"> • Insert new Neighbourhood Development Site at Shean lower, Blarney
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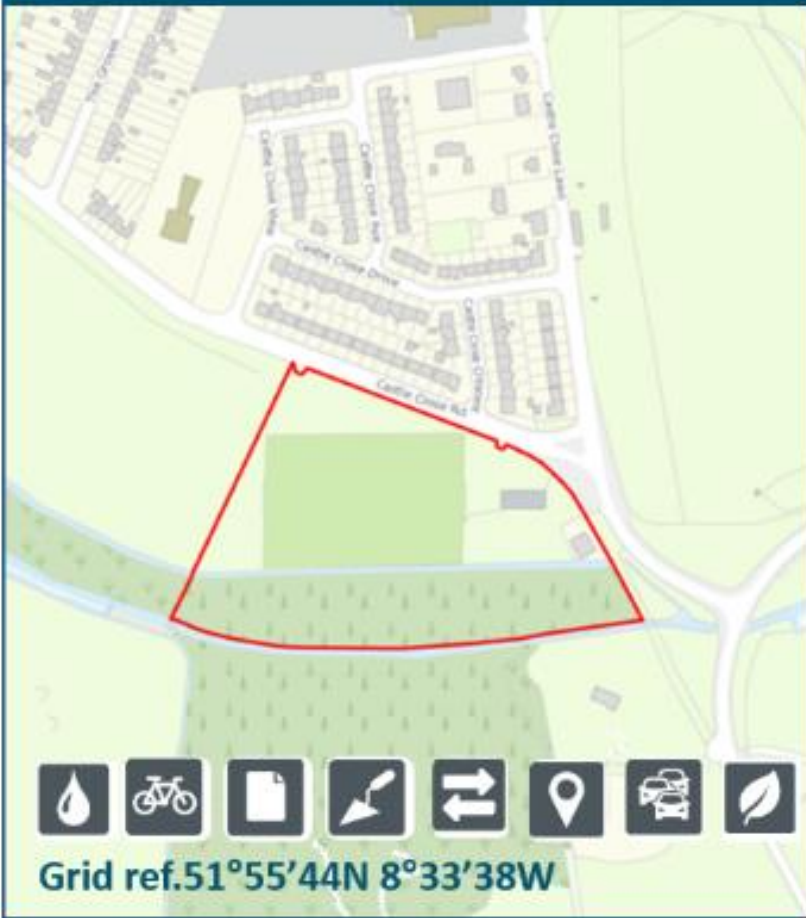
Neighbourhood Development Site 5

Address: Shean Lower, Blarney

Site area: 2.6 Ha

Zoning: Mixed Use

Potential Land Use: Mixed use based on Retail impact assessment, site-specific Flood Risk Assessment and design statement



1.314.	NDS	440-442	Insert new Neighbourhood Development Site at Kilmore Park
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Neighbourhood Development Site 11
Address: Kilmore park
Site area: 4.86 Ha
Zoning: Mixed Use
Potential Land Use: Mixed use including development that respects and enhances existing playground and provides connection with future northwest regional park

Grid ref. 51°54'26N 8°30'21W

Chapter 11

Placemaking and Development Management

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.315.	SO9	449	<p><i>Non material</i></p> <p><i>Correct the incorrect title/typographical error for Strategic Objective 9</i></p> <p>“Environmental Infrastructure” Placemaking and Managing Development</p>
1.316.	11.9	450	<p><i>Add the following to Section 11.9 of the Plan:</i></p> <p>9. Support placemaking by creating attractive open spaces in the 15 minute city/ walkable neighbourhood frame with small targeted interventions that enhance public realm, including:</p> <p>(i) Appropriate tactical urbanism initiatives or temporary use of public realm for an enhanced experience pedestrian experience (e.g. parklets, street parties, urban greening) that improve the local character and amenity of the area;</p> <p>(ii) Promote community initiatives and co-design in creating, organizing and maintaining small-scale public realm improvement projects (community gardens, tree planting, street art) that improve local character and amenity.</p>
1.317.	11.21	452	<p><i>Amend Paragraph 11.21 Retail Impact Assessments as follows:</i></p> <p>Significant retail proposals should be supported by a Retail Impact Assessment. Larger developments, e.g. over 1,000 sq. m. net floor area in suburban areas, shall be required to submit a retail impact. — subject to change following on from finalised Retail Strategy.</p>
1.318.	11.22	452	<p><i>Include the following reference to Paragraphs 11.22:</i></p> <p>The EPA’s Best Practice Guidelines for the preparation of Resource Management Plans for Construction & Demolition Waste Projects will provide guidance for the preparation of Construction and Environmental Management Plans.</p>
1.319.	11.265	522	<p><i>Include the following reference to Paragraphs</i></p> <p>The EPA’s Best Practice Guidelines for the preparation of Resource Management Plans for Construction &</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>Demolition Waste Projects will provide guidance for the preparation of Construction and Environmental Management Plans.</p>
1.320.	Obj. 11.1	464	<p><i>Amend Objective 11.1 Sustainable Residential Development as follows:</i></p> <p>Objective 11.1 Sustainable Residential Development Residential developments shall be sustainable and create high quality places which:</p> <ul style="list-style-type: none"> a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces. b. Prioritise walking, cycling and public transport, and minimise the need to use cars. c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience. d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible. e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained. f. Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling. g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions. h. h. Provide a mix of land uses to minimise transport demand. i. Promote social integration and provide accommodation for a diverse range of household types and age groups. j. Enhance and protect green and blue infrastructure and biodiversity. k. Enhance and protect the built and natural heritage.
1.321.	11.72	465	<p><i>Update paragraph 11.72, as follows:</i></p> <p>11.72</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>Residential densities are set out in Table 11.2. Densities are expressed in terms of minimums and maximums for the constituent areas of the city. Density targets and prevailing character will be the key measures in determining site-specific density. In accordance with relevant s28 Guidelines (e.g. Sustainable Residential Development in Urban Areas) minimum density targets will be applied in the development of all sites, apart from in exceptional circumstances. Area-specific guidance will be prepared by Cork City Council to amplify the standards relevant to major development areas.</p>
1.322.	Table 11.2	467	<p><i>Amend Table 11.2: Cork City Density and Building Height Strategy as follows:</i></p> <ul style="list-style-type: none"> • Adjust the minimum density target for <u>Blarney</u> from 25 to 35 dwellings per hectare (i.e. the density range will now be “35-50” dph). • Adjust the minimum density targets for the <u>Outer Suburbs</u> from “35 to 40 dwellings per hectare (i.e. the density target range will now be “40-60dph”). <p style="text-align: center;"><i>Non material</i></p> <ul style="list-style-type: none"> • Amend title to Table 11.2 to “Cork City Density and Building Height Standards”
1.323.	Obj. 11.6:	482	<p><i>Include the following clause in Objective 11.6 Purpose-Built Student Accommodation:</i></p> <p style="text-align: center;">...</p> <p>I. Schemes should provide for potential future adaptability for alternative uses, for example mainstream residential use, should such a scenario ever arise. Planning applications should include a “Building Adaptation to Alternative Use Strategy” to ensure that this has been considered at design stage.</p>
1.324.	Obj. 11.7	483	<p><i>Amend clause Objective 11.7: Traveller Accommodation clauses c) and g):</i></p> <p>c. Sites have adequate space to meet the accommodation needs of the Traveller Community population and their livestock.</p> <p>g. The proposed development will not cause any undue adverse visual impacts.</p>
1.325.	Obj. 11.11	487	<p><i>Amend Objective 11.11 as follows:</i></p> <p style="text-align: center;">Objective 11.11 Refurbishment of Farm Buildings</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>Encourage proposals for the sensitive renovation and conservation of existing disused or derelict dwellings subject to normal planning considerations and the requirements of other objectives in this Plan and provided that it satisfies the following criteria:</p> <p>(f) The wildlife value is surveyed, and any necessary licences obtained, before commencing renovation works.</p>
1.326.	11.169	493	<p><i>Amend clause 6 of paragraph 11.169:</i></p> <p>6. Safe accessibility in terms of walking, cycling and public transport in the context of the <i>Safe Routes to School</i> initiative (see paragraph 4.42) and the potential for school environments to be made safer by adopting 30 km/h speed limits and the removal of on-street parking close to schools.</p>
1.327.	11.180	496	<p><i>Non material</i> <i>Amend 11.180 title</i></p> <p>New Retail Development New Retail and Other Commercial Development 11.180</p> <p>It is essential that new retail development is designed to a high standard and of an appropriate scale to the centre in which it is located (see 'Retail' in Chapter 7 Economy and Employment). All retail development proposals shall consider the guidance contained in the 'Retail Planning Guidelines for Planning Authorities' and in the companion....</p>
1.328.	New Paragraph	496	<p><i>Insert the following new Paragraph under 11.180 New Retail and Other Commercial Development:</i></p> <p>B&B's/Guest Houses/Hotels</p> <p>Planning permission is required for the conversion of more than four bedrooms in a dwelling house into a bed and breakfast establishment, in accordance with Article 10 (4) of the Planning and Development Regulations, 2001 (as amended). In determining planning applications for both new and for change of use to bed and breakfast, guesthouse, hotel or hostel in residential areas, the Planning Authority will have regard to the following:</p> <ul style="list-style-type: none"> • Size and nature of facility; • The effect on the amenity of neighbouring residents; • The standard of accommodation for the intended occupiers of the premises;

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<ul style="list-style-type: none"> • The availability of adequate, safe and convenient arrangements for car parking and servicing; • The type of advertising proposed; • The effect on protected structures and/or conservation areas.
1.329.	New Paragraph	500	<p><i>Insert a new Paragraph under “Shop Fronts, Advertising & Security Signs” as follows:</i></p> <p>Digital Advertising/Signage</p> <p>The use of digital advertising and signage is playing a more prominent role in urban environments, including the replacement of paper advertisements. While it can play a positive role in displaying public information, there is a need to control digital advertising and signage in terms of its design and location to prevent visual clutter particularly in areas such as historic parts of the city (Architectural Conservation Areas etc.), predominantly residential and high amenity areas such as waterways. It can also have adverse impacts on public and traffic safety. As well as the above the following criteria should be considered as part of applications for digital advertising / signage:</p> <ul style="list-style-type: none"> • Details of material, finishes and colours • The maximum luminance of the advertisement display during night-time hours (darkness) should not exceed 300 cd/sqm • No more than one advertisement to be displayed every ten seconds, changed by means of a fade transition of the display
1.330.	11.226	508	<p><i>Include the following additional text in Section 11.226 after list number 8.:</i></p> <p>Other Design Audits Other Individual Audits will generally focus on particular aspect of the design or the likely experience of a particular user group. These include:</p> <p>9. Road Safety Audits (including Risk Assessment).</p> <p>10. Pedestrian and cycling audits (e.g., Non-Motorised User Audit, Walkability Audit, Cycle Audit).</p> <p>11. Mobility and visually impaired users audits (e.g. Access Audit, Universal Design Audit, Wheelchair Audit).</p> <p>12. Visual quality audits (e.g. Placecheck, Materials Audit)</p> <p>13. Community audits (e.g. Community Street Audit)</p>
1.331.	11.229	508	<p><i>Include the following additional text in Section 11.229:</i></p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>Other Design Audits Other Individual Audits will generally focus on particular aspect of the design or the likely experience of a particular user group. These include</p> <ul style="list-style-type: none"> • Road Safety Audits (including Risk Assessment). • Pedestrian and cycling audits (e.g., Non-Motorised User Audit, Walkability Audit, Cycle Audit). • Mobility and visually impaired users audits (e.g. Access Audit, Universal Design Audit, Wheelchair Audit). • Visual quality audits (e.g. Placecheck, Materials Audit) • Community audits (e.g. Community Street Audit)
1.332.	Table 11.13	511-513	<p><i>Amend maximum car parking standards in Table 11.13: Maximum Car Parking Standards</i> (Appended at the end of this section)</p>
1.333.	11.253	518	<p><i>Amend Paragraph 11.253 to omit reference</i></p> <p>EPA Code of Practice for Wastewater Treatment Systems and Disposal Systems Serving Single Houses (2009), which has been replaced since 7th June 2021.</p>
1.334.	New Paragraph	518	<p><i>Insert a new Paragraph in Chapter 11 Water Supply and Wastewater:</i></p> <p>With regard to the development of sensitive receptors, such as dwellings, in close proximity to existing wastewater treatment facilities a buffer of 50m should be provided for smaller Waste Water Treatment Plants (WWTPs). A greater buffer of 100m will be considered for WWTPs, or pumping stations catering for >1,500pe.</p>
1.335.	11.257	519	<p><i>Amend Draft Plan Paragraph 11.257 as follows:</i></p> <p>“Land use zoning objectives provided by this Plan are subject to the following conditions:</p> <p>(1) Undeveloped land in Flood Zone A that is the subject of any zoning objective are only zoned for and shall only be developed for water compatible uses as identified in the Guidelines.</p> <p>(2) Undeveloped land in Flood Zone B that is the subject of any zoning objective are only zoned for and shall only be developed for water compatible or less vulnerable uses as identified in the Guidelines.</p> <p>(3) With respect to lands that have already been developed in Flood Zone A or B the potential conflict (between zoning and highly or less vulnerable development in Flood Zone A</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>and between zoning and highly vulnerable development in Flood Zone B) will be avoided by applying the following zoning approach, subject to the exception areas set out in (iii) below:</p> <p>(i) Cork City Council will facilitate the appropriate management and sustainable use of these areas. This will mean generally limiting new development, but facilitating existing development uses that may require small scale development such as small extensions. Development proposals within these areas shall be accompanied by a detailed Flood Risk Assessment, carried out in accordance with The Planning System and Flood Risk Assessment Guidelines and Circular PL 2/2014 (or as updated), which shall assess the risks of flooding associated with the proposed development. Where development proposals submitted to the Planning Authority relate to existing buildings or developed areas, the sequential approach cannot be used to locate them in lower-risk areas and the Justification Test will not therefore apply. Proposals seeking to change the use of existing buildings from a less vulnerable use to a use that would be more vulnerable to the effects of flooding may not be permissible in areas of elevated flood risk, whilst some change of use proposals not increasing the vulnerability to the effects of flooding or small scale extensions to such buildings will be considered on their individual merits but are acceptable in principle. An existing dwelling or building that is not located within an area at risk of flooding but has a large rear garden / curtilage that is located within Flood Zone A or B would not be suitable for a more in-depth residential development proposal which would propose a residential use within Flood Zone A or B.</p> <p>(ii) Proposals shall only be considered favourably where it is demonstrated to the satisfaction of the Planning Authority that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities, or increase the risk of flooding to other locations and be in accordance with the proper planning and sustainable development of the area. The nature and design of structural and non-structural flood risk management measures required for development in such areas (see relevant Flood Risk Assessments - section below) will also be required to be demonstrated, to ensure that flood hazard and risk will not be increased. Measures proposed shall follow best practice in the management of health and safety for users and residents of the development.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>(iii) Exceptional areas are the already developed City Centre and Docklands areas, which have undergone Justification Tests and have been zoned for development, and established built-up areas of Cork City including suburban areas such as Model Farm Road / Carrigrohane Road area and Douglas. Future development in these areas will:</p> <ul style="list-style-type: none"> • be subject to site-specific flood risk assessments; • comply with the flood risk management provisions of this Plan, including the structural and non-structural risk management measures outlined under Flood Risk Assessments below, and relevant measures contained in the Council’s 2020 South Docks Drainage Strategy; and • will benefit from Flood Relief Schemes being progressed by the OPW. <p>Flood hazard and flood risk information is an emerging dataset of information. The flood risk mapping used by the Council may be altered in light of future data and analysis. Therefore, all landowners and developers are advised that Cork City Council accept no responsibility for losses or damages arising due to assessments of vulnerability to flooding of lands, uses and developments. Owners, users and developers are advised to take all reasonable measures to assess the vulnerability to flooding in a particular area, prior to submitting a planning application.”</p>
1.336.	New text	520	<p><i>Insert the following text into the Plan:</i></p> <p>Climate Change and Flooding</p> <p>The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices, 2009’ recommends that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. In contributing towards compliance with the Guidelines, climate change.</p>
1.337.	11.268	523	<p><i>Amend paragraph 11.268 as follows:</i></p> <p>“All planning applications involving developments of 25 or more homes or over 500sqm of commercial floorspace should to be accompanied by a Scheme Sustainability Statement demonstrating how the proposal positively responds to the impact of climate change through mitigation and adaption measures. The Scheme Sustainability Statement should is required, as a minimum, to demonstrate how the following climate change</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			mitigation and adaptation considerations inform the proposal:"

- **Amendments to Table 11.13: Maximum Car Parking Standards**

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
Residential				
Residential (1-2 Bedroom)	0.5	1.0	1 + 0.25 Spaces for Visitor Parking 2	Case by Case
Residential (3 - 3+ Bedroom)	1.0	2.0	2 + 0.25 Spaces for Visitor Parking	2 plus 0.25 Spaces for Visitor Parking
Docklands				
Tivoli	These areas have different car parking standards. Please refer to Chapter 10.			
Elderly Person Dwellings				
Warden Supervised Group Housing Schemes	0.25	0.5	0.5	1.0
Sheltered Housing				
Residential Institution	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	1 per 10 Bed Spaces
Student Housing	None	1 per 20 Bed Spaces	1 per 30 Bed Spaces	Case by Case

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
Education				
Universities Colleges of Further Education	0.5 Per Classroom 1 Per Classroom	1 Per Classroom and 1 Per 20 Students	1 Per 10 Students	1 Per Classroom and 1 Per 5 Students
Schools	1 Per 5 Classrooms	4 Per 5 Classrooms 1 Per 2 Classrooms	2 Per Classroom 1 Per 2 Classrooms	1 Per Classroom
Crèches	1 Per 5 Classrooms 1 Per 6 Students	1 Per 10 Students 1 Per 6 Students	1 Per 10 Students 1 Per 6 Students	1 Per Classroom
Community				
Places of Worship	50 seats 25 Seats	30 seats 15 Seats	20 seats 10 Seats	10 Seats
Community & Recreational Buildings	250	150	75	50
Leisure: Pubs, Restaurants, Hotels and Conferencing				
Commercial Leisure: (Amusments Centres, Play Centres, etc.)	1 Per 300	150	100	50
Conference Centres: Public Areas	200 100	200 75	75 50	50 20
Hotel & Guest Houses (Excl. Public Areas)	0.5 Per 5 Rooms 2 rooms	1 Per 5 Rooms 2 rooms	1 Per Room	1 Per Room

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
Restaurants / Takeaways Café Bars, Public Houses (Incl. Hotel Bars >100 sqm) No Parking for Smaller than 100 sqm	None 300	None 100	1 Per 30 sqm	1 Per 20 sqm
Theatres, Cinemas and Auditoriums	50-seats 25 Seats	30-seats 15 Seats	10 Seats	10 Seats
Other Cultural, Recreational & Leisure Uses	Dependent upon nature and location of use.			
Retail				
Convenience Retail	100	50	30	20
Retail (Including Retail Office & Retail Services)	275	100	50	20
Retail Warehouse	200	100	75	30 (Net Sq. m.)
Showrooms	300 200	200 150	100	50
Health				
Hospitals (In-Patient Facilities, Nursing Homes)	1 Per 10 Patient Beds	1 Per 5 Patient Beds	1 Per 1 Patient Bed	1 Per 1 Patient Bed
Hospitals (Outpatient)	100 sqm	80 sqm	60 sqm	Case by Case

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
Medical Clinics				
Primary Health Care Centres	1 Per Consulting Room	1 Per Consulting Room	1 Per Consulting Room	Case by Case
Employment: Including Offices, Industry Light and General				
Industry	400	300	200	
(Light and General)	200	140	100	80
Offices Enterprise & Employment	500	300	200	100
	200	150	100	50
Docklands				
Tivoli	These areas have different car parking standards. Please refer to Chapter 10.			
Warehouse	500	400	300	200
	450	300	200	

Chapter 12

Land Use Zoning

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments										
1.338.	12.2	526	<p><i>Amend paragraph 12.2 as follows:</i></p> <p>There are twenty-two one land use zones in this Plan, each with its own distinct objective to facilitate a particular type(s) of development. These zones indicate where different types of development are appropriate within the City and are indicated on the Zoning Maps.</p>										
1.339.	New Text	526	<p><i>New Text after paragraph 12.6:</i></p> <p>Further to Plan provisions relating to flood risk management under other parts of this Plan (including Paragraph No's. 11.256 to 11.263 and Paragraph No's. 12.20 to 12.22 (* subject to final numeration in final Plan), Permissible Uses within Flood Zones A or B in areas that have not passed the Justification Test (i.e. those areas outside of Cork City Centre and the North and South Docklands shall be constrained to those "water compatible" and "less vulnerable" uses as appropriate to the particular Flood Zone (please refer to the accompanying Strategic Flood Risk Assessment document).</p>										
1.340.	12.14	528	<p><i>Amend paragraph 12.14 as follows:</i></p> <p>This Plan includes a third tier – Longer Term Strategic Development Land. These are lands that are required beyond this Plan period to fulfil the City's ambitions in achieving the growth targets for 2040. These lands are not zoned as they are considered as being unlikely to be serviced during the lifetime of this Plan. Section 2.51 addresses these lands further.</p>										
1.341.	12.15	528	<p><i>Amend 12.15 to reflect the omission of 'ZO 3 Residential Neighbourhoods' to update zoning numbers.*</i></p> <table border="1" data-bbox="635 1581 1481 2022"> <tbody> <tr> <td rowspan="5">Residential Uses</td> <td>ZO 1 Sustainable Residential Neighbourhoods</td> </tr> <tr> <td>ZO 2 New Residential Neighbourhoods</td> </tr> <tr> <td>ZO 3 Tier 3 Residential Neighbourhoods</td> </tr> <tr> <td>ZO 3 4 Long-term Strategic Development</td> </tr> <tr> <td>ZO 4 5–Mixed Use Development</td> </tr> <tr> <td rowspan="3">Urban Centres</td> <td>ZO 5 6– City Centre</td> </tr> <tr> <td>ZO 6 7–Urban Town Centre</td> </tr> <tr> <td>ZO 7 8– District Centres</td> </tr> </tbody> </table>	Residential Uses	ZO 1 Sustainable Residential Neighbourhoods	ZO 2 New Residential Neighbourhoods	ZO 3 Tier 3 Residential Neighbourhoods	ZO 3 4 Long-term Strategic Development	ZO 4 5 –Mixed Use Development	Urban Centres	ZO 5 6 – City Centre	ZO 6 7 –Urban Town Centre	ZO 7 8 – District Centres
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1.342.	12.16	530	<p><i>Amend Zoning Number References</i></p> <table border="1"> <tr> <td>ZO 1</td> <td>Sustainable Residential Neighbourhoods</td> </tr> <tr> <td>ZO 2</td> <td>New Residential Neighbourhoods</td> </tr> <tr> <td>ZO 3</td> <td>Long-term Residential Neighbourhoods</td> </tr> <tr> <td>ZO 3</td> <td>Long-term Strategic Regeneration</td> </tr> <tr> <td>ZO 4</td> <td>Mixed Use Development</td> </tr> <tr> <td>ZO 5</td> <td>City Centre</td> </tr> <tr> <td>ZO 6</td> <td>Urban Town Centre</td> </tr> <tr> <td>ZO 7</td> <td>District Centres</td> </tr> <tr> <td>ZO 8</td> <td>Neighbourhood and Local Centres</td> </tr> </table>	ZO 1	Sustainable Residential Neighbourhoods	ZO 2	New Residential Neighbourhoods	ZO 3	Long-term Residential Neighbourhoods	ZO 3	Long-term Strategic Regeneration	ZO 4	Mixed Use Development	ZO 5	City Centre	ZO 6	Urban Town Centre	ZO 7	District Centres	ZO 8	Neighbourhood and Local Centres	
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1.343.	ZO 3.1-3.4	532	<p><i>Omit Tier 3 Residential Neighbourhoods:</i></p> <p>ZO 3 Tier 3 Residential Neighbourhoods Zoning Objective 3: To provide for new residential development in the long term, in tandem with the provision of the necessary social and physical infrastructure.</p>																			

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<p>ZO 3.1</p> <p>Lands in this zone are designated as longer term zoned lands. Any development proposals must satisfy the requirements for developing on Tier 3 lands set out in Chapter 2 Core Strategy, and below.</p> <p>ZO 3.2</p> <p>his zone covers primarily greenfield, undeveloped lands for new sustainable residential areas, mainly deliverable in the longer term. Only in exceptional circumstances will long-term residential neighbourhood sites be considered for development in this Development Plan period, as substitution for Tier 1 and Tier 2 lands, and any development proposals on these lands must demonstrate:</p> <p>(i) that Tier 1 and Tier 2 serviced or serviceable lands zoned for residential uses are not capable of being delivered during this Development Plan period; and</p> <p>(ii) how the proposed development lands will be serviced and delivered during this Development Plan period.</p> <p>ZO 3.3</p> <p>Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities.</p> <p>ZO 3.4</p> <p>Uses set out under ZO 1 Sustainable Residential Neighbourhoods are appropriate under this zone subject to such uses supporting the creation of sustainable communities and not conflicting with the primary objective of this zoning.</p>
1.344.	(new) ZO 3.2	532	<p><i>Amend (new) ZO 3.2 to include the following:</i></p> <p>This land use zone includes the Tivoli dockland area, which is identified in the National Planning Framework as a nationally and regionally significant development area and a key future growth enabler for Cork. This land use zone includes the two study areas identified at the Airport City Gateway.</p>
1.345.	(new) ZO 9.1	535	<p><i>Amend to the word to include the following:</i></p> <p>The main purpose of this zoning objective is to provide for and protect dynamic light industry and manufacturing employment areas. Primary uses in this zone where the primary activity is the manufacturing of a physical product and which activity is compatible with being located near to residential areas. Primary uses include light industry; small to medium sized manufacturing and repairs; wholesaling; trade showrooms; retail showrooms where ancillary to manufacturing, fitting and business to business activity; car showrooms; and incubator units. Other uses may include warehousing, logistics, storage and distribution,</p>

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
			<p>Primary Healthcare Centres, Builders Providers / Garden Centres, subject to local considerations. Offices ancillary to the main light industry, manufacturing or employment use are also acceptable.</p>

Chapter 13 Implementation

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.346.	12.2	526	<p><i>Include an implementation monitoring framework to illustrate how Development Plan objectives will be monitored against the relevant Regional Planning Objectives whilst taking on board any significant environmental effects from Plan Implementation.</i></p> <p><i>(i) Replace paragraph 13.3 as follows:</i></p> <p style="padding-left: 40px;">“Monitoring</p> <p style="padding-left: 40px;">13.3 It is essential to monitor the implementation of the Development Plan and in particular the Core Strategy and Strategic Objectives to ensure that the development of Cork City is aligned with national and regional frameworks. Monitoring is also important to understand how effective the Development Plan’s objectives are in securing the delivery of compact, sustainable development.</p> <p style="padding-left: 40px;">13.3 The monitoring process will inform the Cork City Council’s two-year review of the City Development Plan on progress securing Plan objectives (Section 15(2) Planning and Development Act). This report will include consistency with pertinent objectives within Regional Spatial and Economic Strategy, Cork Metropolitan Area Strategic Plan and Cork Metropolitan Area Transport Strategy. This report will include any significant environmental effects of the implementation of the Development Plan (as per Article 10 of SEA Directive).</p> <p style="padding-left: 40px;">Cork City Council will support Southern Regional Assembly’s Report (every two years) showing progress on securing the overall objectives of Regional Spatial and Economic Strategy and Cork Metropolitan Area Strategic Plan (Section 25A (1) P. and Dev. Act). Relevant City Development Plan Objectives will be monitored against the Plan’s 9 Strategic Objectives (SO’s):</p> <p style="padding-left: 40px;">SO1 Compact Liveable Growth</p> <p style="padding-left: 40px;">SO2 Delivering Homes and Communities</p> <p style="padding-left: 40px;">SO3 Transport and Mobility</p> <p style="padding-left: 40px;">SO4 Climate and Environment</p> <p style="padding-left: 40px;">SO5 Green and Blue Infrastructure, Open Space and Biodiversity</p> <p style="padding-left: 40px;">SO6 Economy and Employment</p> <p style="padding-left: 40px;">SO7 Heritage, Arts and Culture</p> <p style="padding-left: 40px;">SO8 Environmental Infrastructure</p> <p style="padding-left: 40px;">SO9 Placemaking and Managing Development”</p> <p><i>(ii) Include an implementation monitoring framework to illustrate how Development Plan objectives will be monitored against the relevant Regional Planning Objectives whilst taking on board any significant</i></p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p><i>environmental effects from Plan Implementation. For reference, an example is provided below:</i></p> <p>Note: A matrix-based framework approach is recommended to monitor implementation of the Plan – an example is provided below. However, it is impossible to finalise full details at this stage, as the core strategy, strategic and other development objectives, Plan text and land-use zoning maps are subject to change before Final Plan stage</p>

City Development Plan Objective	SO 1 Compact Livable Growth	SO 2 Delivering Homes and Communities	SO 3 Transport and Mobility	SO 4 Climate and Environment	SO 5 GBI, Open Space and Biodiversity	SO 6 Economy and Employment	SO 7 Heritage, Arts and Culture	SO 8 Environmental Infrastructure	SO 9 Placemaking and Managing Development	Significant Environmental Effects
2.2 NPF Targets	X	X	X	X		X				Monitor potential significant environmental effects of development on Cork Harbour SPA through DM planning applications.
2.3 NDP Investment	X	X	X	X		X	X	X		
2.5 Regional Investment	X	X	X	X		X	X	X		
2.6 15-minute city	X	X	X	X	X	X		X	X	
2.9 Low Carbon City	X	X	X	X	X	X		X	X	
2.12 Walkable Neighbourhoods	X	X	X	X	X	X	X	X	X	
2.17 Strategic Regeneration	X	X	X	X		X		X	X	

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.347.	13.4	542	<p><i>Include the following text after paragraph 3.14 Partnerships:</i></p> <p>Cork City Council will collaborate with relevant stakeholders to help deliver the objectives set out in Cork MASP.</p>

Part 3

Amendments to Volume 3 Built Heritage Objectives

Volume 3:
Built Heritage Objectives

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.348.	Melbourne Road Estate	108	<p><i>Amend the text Melbourne Road Estate, the listing of houses and associated numbers is not consistent with the formatting with the rest of the document.</i></p> <p>ACA Melbourne Road Estate incl. Allendale Avenue, Allendale Drive, Fremont Drive, Woburn Avenue, Woburn Drive, Nos 20-29 Melbourn Avenue (inclusive), 11-20 Beverly Drive (inclusive), and Melbourn Road (Nos: 15, 17, 19, 21, 23, 25, 27, 29, 28, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 44, 46, 48)</p>
1.349.	Melbourne Road Estate	108	<p><i>Amend map to include the green area at the northern end of Allendale Avenue in the Proposed ACA Map. This green is an intrinsic part of the estate being one of the three Greens providing the 10% green space required under the conditions laid down by Cork Corporation on the original planning permission.</i></p>
1.350.	Melbourne Road Estate	108	<p><i>Omit House no. 49 Allendale Avenue from the Proposed ACA Map. This house was built privately and not as part of the estate. The front elevation does not conform to those of the open-plan area of the estate, and there is a concrete wall along the front boundary.</i></p>
1.351.	Melbourne Road Estate	109	<p><i>Amend text as follows:</i></p> <p>1.206 This ACA is focussed on the central section of open plan area of of Melbourn Avenue, a suburb A suburb developed during the late 1960s and early 1970s. Over time, education buildings such as MTU CH (built 1977), Bishopstown Community School (built 1979), and Scoil an Spiraid Spiraid Naoimh Primary School (opened 1964), were built around Melbourn Road. The estate was originally built as a cul de sac from Curraheen Road. In 1979 this was opened onto Rossa Avenue to connect Curraheen Road and the Model Farm Road.</p>
1.352.	Melbourne Road Estate	109	<p><i>Amend text as follows:</i></p> <p>1.207 An estate of 132 houses, The estate was expanded by 131 houses, designed by Cork architect, Denis Higgins (d.2001)</p>

			based on a new style of open-plan, sub-urban suburban design. Higgins had spent 4 years in Boston, America during the 1960s (Woburn is a city 9 miles north of Boston. Beverley is also in Massachusetts). He was also the designer of Janeville Blackrock Road. This contrasted with the earlier development of 1965 which was not open plan (Frank Murphy Architects) on what was then Hawkes Estate by builders Cotters of Douglas			
1.353.			<p><i>Amend text as follows:</i></p> <p>This is a clearly identifiable modernist, sub-urban suburban landscape characterised by the lack of boundary walls between and in front of the properties giving an open, spacious character, quite unique in the city. The houses are a mix of semi-detached and detached homes, surrounded by lawn laid out in a staggered pattern to allow an element of privacy between properties. The area is also defined by well established mature trees planted on the corners of each property either singularly singly or often in groups of threes for smaller species.</p>			
1.354.			<p><i>Amend text as follows:</i></p> <p>1.210</p> <p>Currently there is an open-plan character to this sub-urban suburban landscape. h However increasingly residents are defining property boundaries through the use of fencing or hedging. This will negatively affect the overall character and original design vision for the estate. New fences appear to be generally along the Melbourn Avenue Road, which is subject to heavy traffic, often over the speed limit, with 2 road traffic fatalities in the recent past. The erection of boundary fences is not generally subject to planning permission requirements as when they are at the side or rear of the dwellings however, they do have a negative impact on the open-plan character of the estate. Improved speed limiting measures (electric signs, speed bumps etc) could reduce traffic speed and as a result may remove the desire for boundary fences. The layout and elevations of the dwellings are part of an overall modernist architectural scheme intrinsic to the character of the estate.</p>			
1.355.			<p><i>Omit R+H Hall view from the mapped objectives</i></p> <table border="1" data-bbox="667 1843 1385 1973"> <tr> <td>6.</td> <td>City Docks Industrial Landmarks: R&H Hall Silo / Odium's Mill</td> <td> <ul style="list-style-type: none"> • Water Street • Kennedy Spine (proposed) </td> </tr> </table>	6.	City Docks Industrial Landmarks: R&H Hall Silo / Odium's Mill	<ul style="list-style-type: none"> • Water Street • Kennedy Spine (proposed)
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					• Lower Glanmire Road
1.356.			<p><i>Update to include all necessary corrections.</i></p> <p><i>The View Management Framework maps at Volume 2 of the Draft Plan be reviewed to include view directions and nomenclature in order they may be individually identified and audited against the views and prospects scheduled at the View Management Framework Tables at Volume 3 of the Plan</i></p>		

Part 4

Amendments to Appendices

Strategic Environmental Assessment

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.357.	Fig. 4.12 & 4.13	Pages 38 & 39	<p><i>It is recommended to add “(Geological Survey Ireland)” at the end of the title to Figures 4.12 ‘Groundwater Vulnerability’ and 4.13 ‘Groundwater Productivity’ of the SEA Environmental Report.</i></p> <p>Add “(Geological Survey Ireland)” at the end of the title to Figures 4.12 ‘Groundwater Vulnerability’ and 4.13 ‘Groundwater Productivity’.</p>
1.358.	4.8 & 4.11.8	25 & 46	<p><i>Add references to Geological Survey Ireland’s GeoUrban Bedrock Geology and 3D Quaternary Models, Geochemistry and Geophysical datasets to the list of datasets that would be useful in “planning and assessing individual projects with regard to the environmental topic(s) of soil and/or material assets”, in Sections 4.8 ‘Soil’ and 4.11.8 ‘Minerals and Aggregates’ of the SEA ER.</i></p>
1.359.	8	84	<p><i>Add the following text to Section 8 of the SEA Environmental Report:</i></p> <p>Offshore wind energy has the potential, if unmitigated, to result in loss of access to fisheries which has the potential to impact upon this industry.</p>

Natura Impact Report for Appropriate Assessment

Mat. Amend.	Ref.	Page No.	Proposed Material Amendments
1.360.			<i>The AA Natura Impact Report will be updated to provide additional consideration of Objective 10.34.</i>
1.361.			<i>The AA Natura Impact Report will be updated to provide additional consideration of the Cork City Sustainable Energy and Climate Action Plan.</i>
1.362.			<i>Amend the AA NIR to reflect the exact Draft Plan wording.</i>

Strategic Flood Risk Assessment

Amend. No.	Ref.	Page No.	Proposed Material Amendments
1.363.			<i>Flood Zone A and B will be overlain on a version of the land use zoning map, linked to relevant provisions in the Plan.</i>
1.364.			<i>Update the SFRA to include the ICPSS mapping separately in the list of flood zone data, and include the future scenario mapping from the ICPSS at a wider-City level in the SFRA Appendix.</i>
1.365.			<p><i>(i) Include the following description of historical groundwater flooding in the SFRA, Table 2:</i></p> <p>“Historic groundwater flood map: The historic groundwater flood map is a national-scale flood map presenting the maximum historic observed extent of karst groundwater flooding. The map is primarily based on the winter 2015/2016 flood event, which in most areas represented the largest groundwater flood event on record. The map was produced based on the SAR imagery of the 2015/2016 event as well as any available supplementary evidence. The floods were classified by flood type differentiating between floods dominated by groundwater (GW) and floods with significant contribution of groundwater and surface water (GWSW).</p> <p>In addition to the historic groundwater flood map, the flood mapping methodology was also adapted to produce a surface water flood map of the 2015/2016 flood event. This flood map encompasses fluvial and pluvial flooding in non-urban areas and has been developed as a separate product.”</p> <p><i>(ii) To include the following description of predictive groundwater flooding on SFRA Table 3 (new text in bold):</i></p> <p>“Predictive groundwater flood map: The predictive groundwater flood map presents the probabilistic flood extents for locations of recurrent karst groundwater flooding. It consists of a series of stacked polygons at each site representing the flood extent for specific AEP's mapping floods that are expected to occur every 10, 100 and 1000 years (AEP of 0.1, 0.01, and 0.001 respectively). The map is focussed primarily (but not entirely) on flooding at seasonally inundated wetlands known as turloughs. Sites were chosen for inclusion in the predictive map based on existing turlough databases as well as manual interpretation of SAR imagery.</p>

Amend. No.	Ref.	Page No.	Proposed Material Amendments
			<p>The mapping process tied together the observed and SAR-derived hydrograph data, hydrological modelling, stochastic weather generation and extreme value analysis to generate predictive groundwater flood maps for over 400 qualifying sites. It should be noted that not all turloughs are included in the predictive map as some sites could not be successfully monitored with SAR and/or modelled.”</p>
1.366.			<p><i>Provide finer granularity to the Justification Tests provided in Table 5 of the SFRA report making more specific reference to the specified locations.</i></p>
1.367.			<p><i>Update the SFRA to include a subsection on SuDS including reference to these Plan provisions (Objective 9.2, 9.4, 5.23, 5.24, 10.24 and 10.33, as well as Chapter 6).</i></p>
1.368.			<p><i>Update the reference to www.cfram.ie in the SFRA to www.floodinfo.ie.</i></p>

www.corkcitydevelopmentplan.ie



Cumharc Cathrach Chorcaí
Cork City Council



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