

# **Chief Executive Report on Proposed Variation No. 2 (Cork Docklands)**

Variations undertaken using powers provided in Section 13 of the  
*Planning and Development Act 2000 (as amended)*

**June 2025**



Strategic Planning and Heritage Section  
Planning and Integrated Development Directorate

## **A Ard Mhéara agus a Comhairleoirí**

Set out hereunder is the report under Section 13(4) (a) and (b) of the Planning and Development Act, 2000 (as amended) in relation to the public consultation on **Proposed Variation No. 2 (Cork Docklands) to the Cork City Development Plan 2022 – 2028 (as varied)**.

The purpose of this report is to inform the Elected Members of Cork City Council of the outcome of the public consultation process and the Chief Executive's recommendations in response to issues raised. The report is submitted to Members for their consideration.

On 30<sup>th</sup> April 2025 Cork City Council published notice that it had prepared Proposed Variation No. 2 to the Cork City Development Plan, pursuant to Section 13 of the Planning and Development Act, 2000 (as amended). The Proposed Variation will result in the following changes to the Cork City Development Plan:

- Part A: The proposed Variation will consist of updates to Chapter 10: Key Growth Areas and Neighbourhood Development Sites (2. City Docks) as set out in Volume 1: Written Statement of the Cork City Development Plan 2022-2028 (as varied). Consequential text changes arise within Chapter 1: Introduction, Chapter 11: Placemaking and Managing Development and Chapter 12 Land Use Zoning Objectives.
- Part B: A series of mapping updates in Volume 2: Mapped Objectives. This includes zoning changes in Map 01 (City Centre/ Docklands Zoning Map), infrastructure updates in Map 02 (City Centre/ Docklands) and an updated drainage map in Chapter D.
- Part C: Introduction of a new Volume 4 containing strategies and supporting guidance for certain strategic areas of the City, including Cork Docklands.

This report is presented as follows:

### **1. The Process**

- 1.1 Overview of the Public Consultation Process
- 1.2 Outcome of Public Consultation
- 1.3 Environmental Screening

### **2. Summary of Submissions and Chief Executive's Response & Recommendations**

- 2.1 Submission from the Office of the Planning Regulator (submission number 164)
- 2.2 Submission from the Southern Regional Assembly (sub. 54)
- 2.3 Submissions from Prescribed Authorities and Public Bodies
- 2.4 Submissions relating to proposed zoning changes and mapping Issues
- 2.5 Submissions relating to Thematic Issues
- 2.6 Non-material changes / corrections

### **3. The Next Steps**

**Appendix 1** List of Prescribed Authorities and Public Bodies notified (alphabetical order)

**Appendix 2** List of Submissions received (numerical order)

**Appendix 3** Summary of the issues raised in Submissions received (numerical order)

## 1. The Process

### 1.1 Overview of the Public Consultation Process

The Public consultation period took place from 30<sup>th</sup> April 2025 to 28<sup>th</sup> May 2025 inclusive (a period of 4 weeks) during which time information on the Proposed Variations No. 2 (Cork Docklands) to the Cork City Development Plan 2022- 2028 (as varied) and environmental reports (Strategic Environmental Assessment (SEA) Screening Reports and Appropriate Assessment (AA) Screening Reports) were disseminated to the public and submissions were invited as follows:

Notification of the preparation and display of the Proposed Variations No. 2 to the Cork City Development Plan 2022- 2028 (as varied) including an accompanying Planner's Report and Environmental Reports for the purpose of public consultation were placed in The Examiner on 30<sup>th</sup> April 2025 together with information on the public consultation programme and an invitation for submissions:

- Letters that provided notification of the Proposed Variations No. 2 consultation programme and an invitation for submissions were posted together with a Planner's Report on Proposed Variation No. 2, SEA Screening Report and AA screening report to, inter alia, the Minister for Housing, Planning and Local Government, the Office of the Planning Regulator, An Bord Pleanála, the Southern Regional Assembly, Cork County Council, the local community development committee and the prescribed authorities.
- Letters that provided notification of the Proposed Variations No. 2 consultation programme and an invitation for submissions were posted together with a Planner's Report on Proposed Variation No. 2, SEA Screening Report and AA screening report to The Lord Mayor and Elected Members of Cork City Council.
- Public information with copies of the Proposed Variations No. 2 and Environmental Reports were placed in all of the City Councils Public libraries, as well as at the public planning counter, City Hall, Anglesea Street, Cork. The display material included hard copies of the Proposed Variation No. 2 including the Planner's Report, environmental reports, determinations and a copy of the newspaper notice.
- The Proposed Variation was advertised on the Cork City Council Consultation Portal, Development Plan Website, Facebook and Twitter during the 4-week public consultation period.
- A series of public information events were held on May 7th, 14th and 24th 2025 to provide in-person engagement opportunities between the City Council planning staff, the Docklands team and the public. A total of 250+ people attended all three events and our feedback from the public was overwhelmingly positive.

### 1.2 Outcome of Public Consultation

A total of **662 submissions** were received during the consultation period. **Appendix 3** provides the List of Submissions received in numerical order including the name of the person or organization making the submission and its unique identification reference number.

The graphic below highlights details of the submissions received (some submissions related to more than one Volume).

## By Theme

### Appendix A Volume 1 - Written Statement

Submissions 384

Observations 386

### Appendix B Volume 2 - Mapping Changes

Submissions 40

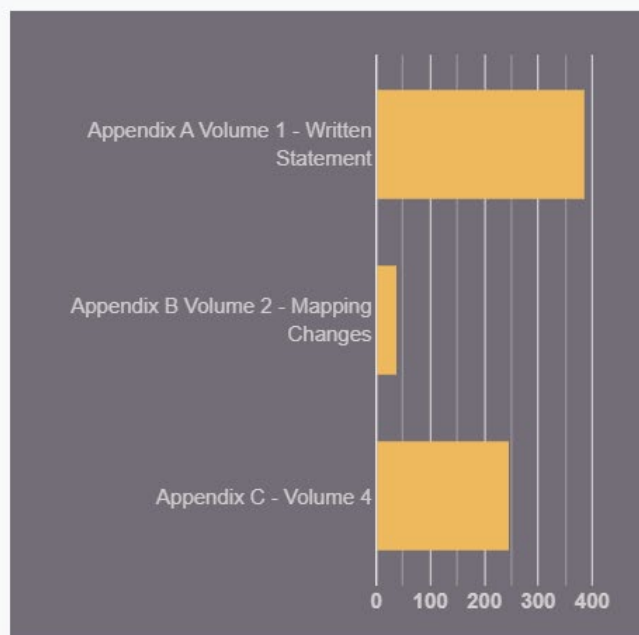
Observations 40

### Appendix C - Volume 4

Submissions 243

Observations 246

## By Observations



The table below provides data on digital views and downloads from the Cork City Council website in relation to Proposed Variation No. 2. A total of 2,834 page views were recorded during the public consultation period.

Page Views	Unique Views	Bounce Rate	Ave. Time On Page	Exit Rate	Ave. Page Load Time
2,834	1,925	48%	00:02:12	82%	1.74 seconds

The table below provides data on the breakdown of views via social media.

Social Media Platform	%
LinkedIn	66%
Twitter	14%
Facebook	13%
Instagram	7%

## 1.3 Environmental Screening

The Proposed Variation was subject to Environmental screening. Screening reports and Determinations for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) were undertaken and ruled out any risk of likely significant effects and therefore concluded that the Draft Variation did not require Appropriate Assessment or Strategic Environmental Assessment

## 2. Summary of Submissions and Chief Executive's Response & Recommendations

### Some things to note when reading this Report:

- (i) Each response, whether it's with reference to an individual submission or a theme that is raised by multiple submissions, has a unique **Response Reference number** (Response Ref.) to aid in the navigation of this Report. In each case, the relevant submission(s) addressed under each Response is noted.
- (ii) Where the **Chief Executive's Recommendation** states, "No changes are proposed to the Proposed Variation", this does not mean that the issues raised in the submission were not relevant or were not considered, it means that in the opinion of the Chief Executive, there is no requirement to amend the Proposed Variation on foot of the issues raised. The reasons for this opinion will be addressed under the Chief Executive's Response in each case.
- (iii) Where changes are proposed, they are represented thus:

City Development Plan 2022-2028	Original City Development Plan text is displayed in normal black text
<b>Proposed Variation No. 2</b>	<del>Text proposed to be omitted is represented in red strikethrough font</del>
	Text proposed to be added is represented in green font
<b>This Chief Executive's Report</b>	<del>Text proposed to be omitted is represented in purple strikethrough font</del>
	<u>Text proposed to be added is represented in blue bold underlined font</u>

- (iv) An **Index of responses set out below in this Report** is included below. The submission summaries in Appendix 3 reference the relevant response(s) for each submission.

Response Reference	Submission Reference	Submission from, or theme / issues raised
1	164	Office of the Planning Regulator (OPR)
2	54	Southern Regional Assembly (SRA)
<b>Prescribed Authorities and Public Bodies</b>		
3	4	Transport Infrastructure Ireland (TII)
4	5	Environment Protection Agency (EPA)
5	11	Health and Safety Authority (HSA)
6	31	Office of Public Works (OPW)
7	47	The Heritage Council
8	132	Electricity Supply Board (ESB)
9	169	Land Development Agency (LDA)
10	230	Department of Education of Youth

11	414	Fáilte Ireland
12	423	Department of Housing, Local Government and Heritage
13	434	National Transport Authority (NTA)
14	438	Uisce Éireann
<b>Submissions relating to proposed zoning changes and mapping issues</b>		
15	3, 55	Daisy Lourdin, Councillor Oliver Moran
16	49	The Sisters of Our Lady of Apostles (OLA Sisters), Ardfoyle Convent
17	134	Freefoam Ltd
18	178	McCarthy Developments
19	181	Irish Mainport Holdings
20	192	JMCM Properties
21	199	Southern Milling
22	201, 209	James McMahon Limited
23	222	O'Callaghan Properties and Larchtown Ltd
24	223	HQ Developments Limited
25	259	Templeford Ltd
26	432	Urban Green Private
27	446	Tower Development Properties Limited
<b>Submissions relating to thematic issues</b>		
28	multiple	Lido and 50m swimming pool
29	multiple	Bridges, access to the River Lee and river use and management
30	multiple	Support for the Maritime Activity Centre (MAC)
31	multiple	Slipway access to the River Lee for berthing and rescue
32	multiple	Pedestrian and cycle connectivity between South Quays and the Marina Promenade and impact to Shandon Boat Club
33	multiple	Development proposals
34	multiple	Building height and impact on residential amenities
35	299	Cork Docklands and Cork's Economy
36	multiple	Arts infrastructure
37	multiple	Transport Infrastructure

## 2.1 Submission from the Office of the Planning Regulator (Sub 164)

This section of the Chief Executive's Report outlines the evaluation and assessment of Proposed Variation No. 2 by the Office of the Planning Regulator (OPR) in accordance with Sections 31AO(1) and 21AO(2) of the Planning and Development Act 2000 (as amended). The OPR has a statutory role in evaluating and assessing development plans, draft development plans and variations to development plans, to ensure consistency with legislative and policy requirements relating to planning. In accordance with Section 13(4) of the Act, the recommendations, submissions and observations made by the OPR are detailed in this section of the report. The Chief Executive's Response in relation to the issues raised by the OPR and recommendations in relation to the Proposed Variation are also detailed below.

Response Ref. 1			
Submission No.	164	From	Office of the Planning Regulator (OPR)
Summary of Submission			
<p>The OPR acknowledges the ambition and strategic importance of the City Docks project, which aligns with national and regional planning frameworks, including the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). The submission commends the Planning Authority's approach but identifies areas where further clarity and alignment with policy objectives are necessary.</p> <p>The submission makes <b>1 Recommendation</b> and <b>2 Observations</b>. The OPR requests planning authorities to implement or address any Recommendations and advises planning authorities to action any Observations.</p> <p><b>Implementation and Monitoring</b></p> <p>The OPR would welcome greater clarity around the infrastructure phasing programme.</p> <div> <p><b>Recommendation 1 – Implementation and Monitoring</b></p> <p><i>Having regard to the need to provide greater clarity with respect to the timing of each of the strategic infrastructural elements for the development of the Cork City Docklands (the City Docks), and in particular to:</i></p> <ul style="list-style-type: none"> <li>• <i>NPO 108 of the Revised NPF (monitoring of the NPF with respect to infrastructure delivery);</i></li> <li>• <i>Cork Metropolitan Area Strategic Plan Policy Objective 1 (infrastructure delivery); and</i></li> <li>• <i>Policy Objective 10.35 of the Cork City Development Plan 2022-2028 (the City Development Plan) (the City Docks infrastructure programme and delivery strategy),</i></li> </ul> <p><i>the Office recommends that the Planning Authority:</i></p> <ol style="list-style-type: none"> <li><i>reviews and updates tables 10.14 and 10.15, in consultation with all relevant stakeholders; and</i></li> <li><i>having regard to the above, the Office also recommends that a consequent change should be made to the table in section 4.15 of the City Development Plan, particularly in relation to the delivery of the Kent Station bridge at the City Docks.</i></li> </ol> </div>			

This recommendation is grounded in national policy objectives, particularly NPO 108 of the NPF, which emphasises the importance of monitoring infrastructure delivery, and relevant objectives within the Cork MASP and the City Development Plan.

### **Alignment with the Core Strategy**

The OPR notes that the character areas provide a summary table that includes information on target dwellings and building height and strongly advises that a comprehensive summary table detailing the overall revised housing targets envisaged for the City Docks area be included. This should include both Tier 1 and Tier 2 lands. The purpose is to ensure transparency and alignment with the core strategy and population targets set out in the NPF and the Cork MASP.

#### **Observation 1 – Alignment with the Core Strategy**

*In the interests of clarity and the implementation of the adopted core strategy, and in particular:*

- *NPO 4 of the Revised NPF (population target for Cork City);*
- *Cork Metropolitan Area Strategic Plan Policy Objective 1 (regeneration of Cork City Docklands); and*
- *Policy Objective 2.27 of the Cork City Development Plan 2022-2028 (the City Development Plan) (implementation of the core strategy),*

*the Planning Authority is advised to prepare a summary table that sets out the site area, density and anticipated housing yield for each of the character areas as set out in the City Development Plan with respect to both Tier 1 and Tier 2 potential yields.*

### **Transport**

The OPR highlights the need for coordinated planning of transport infrastructure. It recommends that the Planning Authority engage with the National Transport Authority (NTA) to finalise the realignment of Horgan's Quay and confirm BusConnects routes and reservation corridors. It notes that it is unclear from Figure 10.5 (AM Peak Mode Share) what the target year is for the envisaged 75:25 modal split in favour of public modes of travel, and advises that this Figure be reviewed and revised if appropriate.

#### **Observation 2 – Transport Integration**

*Having regard to:*

- *NPO 10 of the Revised NPF (Transport Orientated Development);*
- *RPO 9 of the RSES (delivery of sustainable travel infrastructure);*
- *RPO 91 of the RSES (modal shift to sustainable transportation); and*
- *Cork Metropolitan Area Strategic Plan Policy Objective 8(c) (infrastructure for sustainable travel modes),*

*the Planning Authority is advised to:*

- (i) *include appropriate text in the written statement which ensures that the Planning Authority liaises with the National Transport Authority prior to agreeing:*
  - (a) *the realigned Horgan's Quay route in north part of the City Docks; and*
  - (b) *the BusConnects routes (and reservation corridors as appropriate) in south part of the City Docks; and*



(ii) review and update Figure 10.5 (AM Peak Mode Share) to reflect the split in the various modes of travel up to 2040.

### Chief Executive's Response

The Office of the Planning Regulator (OPR) has a statutory role in evaluating and assessing development plans, draft development plans and variations to development plans, to ensure consistency with legislative and policy requirements relating to planning. The OPR acknowledges the ambition and strategic importance of the City Docks project, which aligns with national and regional planning frameworks, including the National Planning Framework and the Regional Spatial and Economic Strategy. The submission commends the Planning Authority's approach. These comments are acknowledged and welcomed. The OPR identifies areas where further clarity and alignment with policy objectives are necessary, and make **1 Recommendation** and **2 Observations**.

#### Recommendation 1 – Implementation and Monitoring

The OPR recommends that Cork City Council:

- (1) reviews and updates tables 10.14 and 10.15, in consultation with all relevant stakeholders; and
- (2) having regard to the above, make a consequent change to the table in section 4.15 of the City Development Plan, particularly in relation to the delivery of the Kent Station bridge at the City Docks.

Considering current infrastructure priorities, the delivery tranche for the Water Street Bridge and Eastern Gateway Bridge will be updated to reflect their longer-term status under Table 10.14 of the Cork City Development Plan. Table 10.15 will be updated to reflect the correct reference to Table 10.14.

It is considered that the current text in paragraph 4.15 and the associated table still applies and does not require amendment, as these tables are flexible and reflective of the overall CMATS strategy and current Light Rail timelines. The preparation of the next Cork City Development Plan will begin in the short-term and updated infrastructure timeframes will be reflected as part of this process.

#### Observation 1 – Alignment with the Core Strategy

The OPR advises that Cork City Council prepare a summary table that sets out the site area, density and anticipated housing yield for each of the character areas as set out in the City Development Plan with respect to both Tier 1 and Tier 2 potential yields. This is in the interests of clarity and the implementation of the adopted core strategy, with reference also to:

- NPO 4 of the Revised NPF (population target for Cork City),
- Cork Metropolitan Area Strategic Plan Policy Objective 1 (regeneration of Cork City Docklands), and
- Policy Objective 2.27 of the Cork City Development Plan 2022-2028 (the City Development Plan) (implementation of the core strategy),

Paragraph 10.25 of the Cork City Development Plan 2022-2028 currently sets out that *'the City Docks has the capacity to accommodate 9,000-10,000 homes and a residential population of between 20,000 and 25,000 people'*. This equates to approximately 20% of the population growth target for Cork City to 2040. 10,000 residential units in City Docks has long been a target of Cork City Council, since at least the "South Docks Local Area Plan 2008". The Proposed Variation, in proposing a modification to paragraph 10.25 by changing "9,000-10,000 homes" to "up to 10,000 homes" simply reinforces this ambition.

Table 2.2 of the City Development Plan comprises the Core Strategy Table 2022-2028. City Docks is assigned target of 5,572 population growth to 2028. Three Tier 1 sites are identified in the south docklands

– the “Marina Commercial Park”, the former Ford site (also known in recent years as the site of the marquee) and the site of the former “Sextant” public house on Albert Quay – and one in the north docklands – the Horgan’s Quay site. Tables 2.3 and 2.4 set further details with respect to the city’s growth strategy to 2028 and long term strategic residential lands, respectively. The remaining lands are Tier 2.

In terms of delivery to date since the adoption of the City Development Plan in mid-2022, 639 residential units have been commenced in north (302) and south (337) docklands. This equates to a population of 1,590 using the assumed city-wide average household size of 2.49. A further 2,735 units have planning permission (including Part 8) which would equate to an additional 6,810 people.

It is expected that the 639 units / 1,590 pop. will be delivered by 2028, as well as some of the delivery pipeline (at least 1,325 units [3,300 population] are on the ‘Gouldings’ site which was affected by An Bord Pleanála’s decision on Marino Point). This is within the Core Strategy City Docks target of 5,572 population.

The delineation between the boundaries of the original 8 Character Areas set out in the City Development Plan in 2022 have been redistributed to form the now-proposed 11 Character Areas set out in Proposed Variation No. 2. (with the inclusion of Marina Park as a new Character Area focused on amenity lands). The overall parameters of the Core Strategy set out in the City Development Plan remain; a modest increase in density proposed in the Proposed Variation to paragraph 10.73 of the City Development Plan from 225 dwellings per hectare to 240 dwellings per hectare is necessary because the Proposed Variation includes zoning changes on a number of residential and mixed-use residential zoned lands to accommodate either sports, quayside amenity or public utility uses, which reduces the overall quantum of developable land for residential uses.

Paragraph 10.25 of the Cork City Development Plan 2022-2028 currently sets out that *‘the City Docks has the capacity to accommodate 9,000-10,000 homes and a residential population of between 20,000 and 25,000 people’*. This equates to approximately 20% of the population growth target for Cork City to 2040. 10,000 residential units in City Docks has long been a target of Cork City Council, since at least the “South Docks Local Area Plan 2008”. The Proposed Variation, in proposing a modification to paragraph 10.25 by changing “9,000-10,000 homes” to “up to 10,000 homes”, simply reinforcing this ambition.

The modest increase in density referenced above reflects the overall residential density required to still accommodate up to 10,000 residential uses across Docklands. There are consequently no revised housing targets for Docklands.

A note can be added to Table 2.2 of the City Development Plan to confirm that the Proposed Variation has no material impact on the overall core strategy housing allocations for the Cork Docklands.

### **Observation 2 – Transport Integration**

The OPR advises that Cork City Council

- (1) include appropriate text in the written statement which ensures that the Planning Authority liaises with the National Transport Authority prior to agreeing:
  - a. the realigned Horgan’s Quay route in north part of the City Docks; and
  - b. the BusConnects routes (and reservation corridors as appropriate) in south part of the City Docks; and
- (2) review and update Figure 10.5 (AM Peak Mode Share) to reflect the split in the various modes of travel up to 2040.

This is with reference to:

- NPO 10 of the Revised NPF (Transport Orientated Development);
- RPO 9 of the RSES (delivery of sustainable travel infrastructure);
- RPO 91 of the RSES (modal shift to sustainable transportation); and
- Cork Metropolitan Area Strategic Plan Policy Objective 8(c) (infrastructure for sustainable travel modes).

Cork City Council has collaborated closely with the NTA in relation to the proposed realigned Horgan's Quay route and the BusConnects routes. As of the date of this Chief Executive's Report, a Part 8 Planning proposal under section 179 of the Planning and Development Act 2000 as amended is out for public consultation on the "Cork North Docks Public Realm and Transport Infrastructure". This project includes *inter alia* the realignment of the N8 national road between Lower Glanmire Road and Alfred Street to travel closer to the rear of Kent Station, removing road traffic from Horgan's Quay ultimately facilitating the delivery of an enhanced active travel environment along the riverfront. The realigned Horgan's Road will be approximately 720m long and will comprise two inbound traffic lanes, and an inbound bus lane, along with footpaths and planted verges. The NTA's BusConnects team are fully aware of the proposed Part 8 and the scheme can accommodate the future BusConnects proposals (which include the replacement of one of the inbound traffic lanes with an outbound bus lane). Cork City Council have and will continue to work with the NTA in relation to these projects.

The AM peak hour mode share as presented in Figure 10.5 of the City Development Plan reflects the targets applied to the delivery of the entire City Docks. This variation does not propose to alter these targets which were determined through the preparation of the City Docks Transport Strategy (ABTA) in 2020 and adopted as part of the 2022-2028 Cork City Council Development Plan.

### **Car parking**

While not a Recommendation or Observation, the OPR notes that parking standards were amended as part of Variation No. 1 to the Cork City Development Plan 2022-2028 and that the Planning Authority committed to reviewing the revised parking standards one year following the adoption of Variation No. 1 on 8<sup>th</sup> May 2023. The Office strongly encourages the Planning Authority to initiate the process of reviewing these parking standards, especially given that significant investment for more sustainable modes of transport is proposed for Cork City generally and the City Docks area specifically, where an overall reduction in the requirement for parking spaces would be expected.

Paragraph 11.239 of the Cork City Development Plan (as varied by Variation No. 1) states that the car parking standards will be reviewed one year following the adoption of Variation No 1, and then as part of the 2-year Development Plan Progress Report and annually thereafter. Revisions will be informed by ongoing measures and interventions prescribed in CMATS as they come on stream. It states that the application of maximum car parking standards will remain the standard going into the future, but that to determine the most appropriate level of parking provision within the maximum standards specified, an accessibility rating for different locations in Cork City will be developed in consultation with the National Transport Authority.

Cork City Council reviewed this matter in 2024 as part of the preparation of the two-year progress report and determined that the delivery of public transport infrastructure and services since Variation No. 1 was adopted was not sufficiently advanced to warrant changing the car parking standards. More recently in 2025, following the release of the NTA's Public Transport Accessibility Level data ([Analytical Tools - National Transport](#)), this matter was reviewed again and it was determined that there was insufficient

evidence to suggest that the existing Cork City Council parking standards needed to be changed or aligned with those parking standards applied within the different jurisdictions in Dublin. Cork City Council will continue to review this matter on an annual basis as set out in the City Development Plan.

### Chief Executive's Recommendation

1. Update Table 10.14: City Docks Infrastructure and Delivery Programme (Volume 1) Chapter 10 to provide clarity of bridge delivery as follows:

Programme Stream	Project	Tranche
City Docks Bridges	Kent Station Bridge	2
	Water Street Bridge (Design and tender)	2 3
	Eastern Gateway Bridge	2 3

2. Update Table 10.15: City Docks Development Tranches (Volume 1) Chapter 10 to clarify correct referencing to Table 10.14.

	Tranche 1	Tranche 2		Tranche 3
Development Proportion	0% - 20%	21% - 50%		51% - Build Out
		21% - 30%	31% - 50%	
Zoning Tier	Tier 1	Tier 2	Long-Term Strategic Development	Long-Term Strategic Development
Public Transport	Bus Services	High Quality Bus Services		LRT will need to be operational. Supplemented by to Bus Connects Services
Key Infrastructure Bundles	Walkway / Cycleway Existing Infrastructure use optimised	Enabling Infrastructure set out in Infrastructure Strategy (Table 10.14)		LRT Network
Supporting Community Infrastructure	Community Infrastructure to meet needs of development	Community Infrastructure to meet needs of emerging neighbourhood (including schools)		Community Infrastructure to meet needs of neighbourhood (including schools)

3. Add the following text as a note to “Table 2.2 Core Strategy Table 2022-2028” of the City Development Plan as follows:

**“Variation No 2 Cork Docklands has no material impact on the overall core strategy housing allocations for Cork Docklands.”**

## 2.2 Submission from the Southern Regional Assembly (sub. 54)

The Southern Regional Assembly (SRA) has a statutory role in making submissions and observations on variations to development plans stating whether the proposed variation of the development plan and its core strategy are consistent with the regional spatial and economic strategy.

Response Ref. 2			
Submission No.	54	From	Southern Regional Assembly (SRA)
Summary of Submission			
<p>The SRA supports Proposed Variation No. 2, recognizing its strategic importance for Cork’s sustainable urban growth. The proposed variation accords with the high-level objectives of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region. The SRA commends the addition of Volume 4, which introduces the Cork Docklands Framework Plan and offers detailed design and planning guidance, for enhancing development certainty and quality. There are minor recommendations to enhance clarity and alignment.</p> <p><b>National and Regional Policy Alignment</b></p> <p>The SRA notes that the Docklands are recognized as a key enabler for Cork’s growth, with potential to accommodate 20,000 new residents and 25,000 jobs, and that the Cork Docklands project aligns with the NPF’s goal of achieving 50% of national growth in Ireland’s five cities by 2040. The RSES supports the regeneration of Cork Docklands as a transformative, infrastructure-led, mixed-use urban quarter.</p> <p><b>Core Strategy</b></p> <p>The proposed variation increases the housing target in the Docklands from 9,000 to 10,000 units and raises average residential density, and the SRA recommends clarifying whether these changes materially affect the overall housing allocation in the Core Strategy.</p> <p><b>Transport</b></p> <p>The proposed variation supports sustainable transport through a 75:25 modal split goal and includes key projects such as Cork Light Rail Transit (Cork Luas), BusConnects, new bridges (e.g. Kent Station Bridge) and the Kent Station Transport Hub. These initiatives align with RSES objectives for smart and sustainable mobility (RPO 160).</p> <p><b>Phasing and Delivery</b></p> <p>The SRA notes a potential referencing error in the documentation, Table 10.4 vs. Table 10.14 in the City Development Plan.</p>			

## Key Recommendation

### Core Strategy Alignment

*In the interests of clarity, the Assembly considers that it would be beneficial to the proposed variation if clarification were included indicating whether the proposed amendments to the written statement and associated mapping amendments have any material impact on the overall core strategy housing allocations for the Cork Docklands area as set out in the Cork City Development Plan 2022-2028.*

## Chief Executive's Response

Planning authorities have a statutory obligation to ensure that its development plan is consistent with the relevant Regional Spatial and Economic Strategy. The Southern Regional Assembly (SRA) has a statutory role in making submissions and observations on variations to development plans stating whether the proposed variation of the development plan and its core strategy are consistent with the regional spatial and economic strategy.

The SRA supports Proposed Variation No. 2, recognizing its strategic importance for Cork's sustainable urban growth, and confirms that it accords with the high-level objectives of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region. The SRA's comments commending the addition of Volume 4 are welcomed.

### Core Strategy

Paragraph 10.25 of the Cork City Development Plan 2022-2028 currently sets out that *'the City Docks has the capacity to accommodate 9,000-10,000 homes and a residential population of between 20,000 and 25,000 people'*. This equates to approximately 20% of the population growth target for Cork City to 2040. 10,000 residential units in City Docks has long been a target of Cork City Council, since at least the "South Docks Local Area Plan 2008". The Proposed Variation, in proposing a modification to paragraph 10.25 by changing "9,000-10,000 homes" to "up to 10,000 homes" simply reinforces this ambition.

Table 2.2 of the City Development Plan comprises the Core Strategy Table 2022-2028. City Docks is assigned target of 5,572 population growth to 2028. Based on the assumption of a city-wide average household size of 2.49 (ref. para. 2.25 of the City Development Plan) this equates to the 2,238 potential unit yield for Tiers 1 and 2 set out in Table 2.3 of the City Development Plan.

Paragraph 2.52 of the City Development Plan, which sets out assumptions that were used in deriving the Core Strategy targets, states in the final bullet-point of that paragraph that for City Docks, specific unit targets are applied based on population target objectives set out in Chapter 10 of the City Development Plan. These are set out in Tables 10.6-10.13 but are now proposed to be superseded by the targets set out for each Character Area in proposed new Volume 4, Tables 1-10 – the "Key Information" table for each of the proposed 11 redefined Character Areas (the "Marina Park" Character Area has no corresponding table, as this is an amenity area).

Three Tier 1 sites are identified in the south docklands – the "Marina Commercial Park", the former Ford site (also known in recent years as the site of the marquee), and the site of the former "Sextant" public house on Albert Quay – and one in the north docklands – the Horgan's Quay site. Tables 2.3 and 2.4 set further details with respect to the city's growth strategy to 2028 and long term strategic residential lands, respectively. The rest of the lands are Tier 2.

In terms of delivery to date since the adoption of the City Development Plan in mid-2022, 639 residential units have been commenced in north (302) and south (337) docklands. This equates to a population of

1,590 using the assumed city-wide average household size of 2.49. A further 2,735 units have planning permission (including Part 8) which would equate to an additional 6,810 people.

It is expected that the 639 units / 1,590 pop. will be delivered by 2028, as well as some of the delivery pipeline (at least 1,325 units [3,300 population] are on the 'Gouldings' site which was affected by An Bord Pleanála's decision on Marino Point). This is within the Core Strategy City Docks target of 5,572 population.

See Response Reference 1 above in relation to submission 164 from the Office of the Planning Regulator with respect to further details relating to the Core Strategy.

A note to Table 2.2 of the City Development Plan can be added to confirm that the Proposed Variation has no material impact on the overall core strategy housing allocations for the Cork Docklands.

### Density

The Proposed Variation includes a modification to paragraph 10.73 of the City Development Plan from:

"The density strategy for the City Docks seeks to ensure that development in City Docks is to an average of 225 dwellings per hectare (dph), with a density range that increases in intensity from south-to-north across the South Docks."

to:

"The density strategy for the City Docks seeks to ensure that development in City Docks is to an average of 225 240 dwellings per hectare (dph); ~~with a density range that increases in intensity from south-to-north across the South Docks.~~"

This change is necessary because the Proposed Variation includes zoning changes on a number of residential and mixed-use residential zoned lands to accommodate either sports, quayside amenity or public utility uses, which reduces the overall quantum of developable land for residential uses. The modest increase in density reflects the overall residential density required to still accommodate up to 10,000 residential uses across Docklands. This density is aligned with the City Development Plan's residential density and building height strategy. The actual net densities of the extant permitted developments in Docklands are generally higher, due to various site-specific considerations.

### Referencing Error

The SRA points out that Table 10.15 contains a referencing error to "Table 10.4" which should in fact read "Table 10.14". This is a referencing error and will be corrected.

### Chief Executive's Recommendation

1. Add the following text as a note to "Table 2.2 Core Strategy Table 2022-2028" of the City Development Plan as follows:

**"Variation No 2 Cork Docklands has no material impact on the overall core strategy housing allocations for Cork Docklands."**

If required, this can also be reflected in the document version control box on page 3 of the City Development Plan once a revised City Development Plan has been prepared.

2. Correct the referencing error in Table 10.15 to reflect the correct Table reference – see Response Reference 1 in relation to submission 164 from the Office of the Planning Regulator for details of this change.

### 2.3 Submissions from the Prescribed Authorities and Public Bodies

During the public consultation period 12 submissions were received from prescribed authorities and public bodies. The submissions from the Office of the Planning Regulator and Southern Regional Assembly are addressed separately above.

Response Reference	Submission Reference	Prescribed Authority / Public Body
3	4	Transport Infrastructure Ireland (TII)
4	5	Environment Protection Agency (EPA)
5	11	Health and Safety Authority (HSA)
6	31	Office of Public Works (OPW)
7	47	The Heritage Council
8	132	Electricity Supply Board (ESB)
9	169	Land Development Agency (LDA)
10	230	Department of Education of Youth
11	414	Fáilte Ireland
12	423	Department of Housing, Local Government and Heritage
13	434	National Transport Authority (NTA)
14	438	Uisce Éireann

The Chief Executive's response and recommendations in relation to the main issues raised in the above submissions are set out below.

Response Ref. 3			
Submission No.	4	From	Transport Infrastructure Ireland (TII)
Summary of Submission			
<p>The submission advises that TII has taken account of Project 2040 policies (National Planning Framework and National Development Plan), EU Ten-T Regulations, Section 28 Guidelines including Spatial Planning and National Roads Guidelines for Planning Authorities, the Regional Spatial and Economic Strategy for the Southern Region, and the Cork Metropolitan Area Transport Strategy as part of the review process.</p> <p>It requests consideration of 2 issues as part of the submission.</p> <p><b>1. Public Transport</b></p> <p>TII advise that issues related to public transport including Luas Cork are a matter for the NTA.</p> <p><b>2. Urban National Roads – Designs and Standards</b></p>			



TII wishes to highlight that a number of national roads and associated structures are located in or in close proximity to Cork Docklands which not only cross city but cross regional connectivity as well as resilience for the N40 and Jack Lynch Tunnel. TII therefore reminds the Council of the following:

- a) TII would highlight Section 1.3 of DMURS indicates where TII publications standards would apply to national roads, and which also need requirements need to be met.
- b) The requirements of DN-GEO-03030 (tiipublications.ie), Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes, applies to proposals on national road. The following extract from DN-GEO-03030 clarifies applicability of this document as;

*“Schemes for which this standard applies fall under one of the following four categories:*

*Road Safety Improvement Schemes (RSIS) that have already been approved at Feasibility and Options Stage of TII Publications (Standards) GE-STY-01037.*

*Urban Renewal Schemes (URS) i.e. schemes that are designed in accordance with The Design Manual for Urban Roads and Streets (DMURS).*

*Road Safety Improvement aspects (i.e. design elements) of Pavement Asset Repair and Renewal (PARR) Schemes. TII Publications (Standards) AM-PAV-06049.*

*Local Improvement Schemes (LIS) e.g. local authority general improvement schemes which have not been identified as Road Safety Improvement Schemes, schemes led, funded or partly funded by other agencies, development led schemes and/or community schemes.”*

- c) The City Council is reminded of the requirements of TII Publications DN-STR-03001 (formerly NRA BD 2) - Technical Approval of Road Structures on Motorways and Other National Roads for Structures.

This Standard specifies the procedures to be followed in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic.

### Chief Executive’s Response

Cork City Council will work with the National Transport Authority as a statutory stakeholder in relation to public transport provision within the Cork Docklands, including Luas Cork.

Volume 4, Chapter 2 acknowledges the hierarchy of roads within the Docklands including National Roads. Section 2.6 (Transport) states:

*“The proposed vehicle movement strategy within the Docklands will:*

- a. Reinforce the primacy of the National Routes by limiting vehicle capacity, particularly on Monahan Road in favour of walking, cycling and public transport.*
- b. Reduce vehicular capacity at Albert Road and Albert Quay by reallocating road space in favour of more sustainable transport modes.*
- c. Provide junctions on Monahan Road that give higher priority to active travel and public transport and exclude separate vehicle turning lanes.*

*d. Provide ITS (Intelligent Transportation Systems) and VRD (Vital Registration Data) systems that enable monitoring of the overall network and redirects through traffic to the arterial routes and the maintenance of more favourable journey times on the N8/ N27”.*

Volume 1, Chapter 10, paragraph 10.87 sets out how the Docklands’ Street network is based on a clear street hierarchy as per DMURS.

Volume 1, Chapter 11 sets that new residential development needs to comply with DMURS, this will include Section 1.3 as referenced.

Reference to technical guidance for future transport infrastructure is noted and will be considered in the design process of subsequent bundles.

#### **Chief Executive’s Recommendation**

No changes are proposed to the Proposed Variation.

#### **Response Ref. 4**

Submission No.	5	From	Environmental Protection Agency (EPA)
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#### **Summary of Submission**

The EPA is a statutory environmental authority under the Strategic Environmental Assessment (SEA) Regulations that provides guidance and recommendations to ensure environmental considerations are fully integrated into the planning process. The agency encourages Cork City Council to apply its recommendations and tools to support a robust and transparent SEA process for the Cork Docklands variation. The submission references a number of guidance documents relating to environmental and flood risk assessment and advises on statutory requirements for environmental assessment.

#### **Chief Executive’s Response**

These observations are noted and acknowledged. The EPA’s ‘SEA of Local Authority Land Use Plans – EPA Recommendations and Resources’ document, together with the other resources and guidance cited in the submission, has been and will be taken into account in undertaking the SEA screening and preparing the Proposed Variation. The Proposed Variation aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern region. The SEA screening process will consider any future alterations to the Proposed Variation. The Variation and associated final screening documents, including the Screening for SEA Determination, will be made available and circulated to the environmental authorities following the making of the determination.

#### **Chief Executive’s Recommendation**

No changes are proposed to the Proposed Variation.

Response Ref. 5			
Submission No.	11	From	Health and Safety Authority
<b>Summary of Submission</b>			
The Health and Safety Authority advises of the presence of a notified COMAH establishment in the vicinity of the area proposed for re-development, under the Control of Major Accident Regulations 2015 (S.I 209 of 2015). This establishment is Goulding Soil Nutrition Limited, Centre Park Road, Cork.			
<b>Chief Executive's Response</b>			
The existing City Development Plan text in Volume 1, Chapter 9, paragraph 9.34 to 9.37 and land-use zoning Map 01 acknowledge the presence of a Seveso site at this location. The Proposed Variation makes no change to the status of the site within the Volume 1, Chapter 9 text or Volume 2: Mapped Objectives.			
<b>Chief Executive's Recommendation</b>			
No changes are proposed to the Proposed Variation.			

Response Ref. 6			
Submission No.	31	From	Office of Public Works
<b>Summary of Submission</b>			
The Office of Public Works specifies that the submission is made specifically concerning flood risk and the application of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009).			
It notes that Volume1, Chapter 10, Section 10.113 states that <i>“Pluvial and Fluvial flood protection designed to a standard of 1% AEP, assuming +40% rainfall intensity, due to climate change”</i> . It is our understanding, from the South Docks Drainage Strategy (SDDS), that extreme flood levels at this location are tidally dominated and not sensitive to variations in flow and therefore increases in river flow were not considered. It recommends that this line should only reference pluvial flood protection. In addition, while the SDSS assessed a +40% increase in rainfall intensity for the purpose of designing for adaption to climate change, we do not believe that an assessment was carried out for a fluvial flooding with a +40% increase in rainfall intensity.			
<b>Office of Public Works recommends the following:</b> Remove reference to Fluvial Flooding in Section 10.113.			
Section 10.113 also includes the text <i>“Flood defence for the North Docks will be achieved through the setting of appropriate building finished floor levels for new developments, designed to withstand sea-level rise of up to 0.5m due climate change, in accordance with OPW document The Planning System and Flood Risk Management Guidelines”</i> . The Guidelines does not make reference to a 0.5m sea level rise but recommends <i>“The minimum floor levels for new development should be set above the 1 in 100 river flood</i>			

level (1 in 200 coastal flood level) including an allowance for climate change, with appropriate freeboard”. The mid-range future scenario in The Flood Risk Management Climate Change Sectoral Adaptation Plan 2019 includes a parameter of an increase in mean sea level of 500mm and 1000mm for the high end-scenario. The Guidelines are not specific on the allowance to apply in setting FFL, and therefore it is recommended that the wording is updated from ‘in accordance’ to ‘in alignment’.

**Office of Public Works recommends the following:**

Update the wording in relation to the setting of finished floor levels.

It is also noted that 3 new bridges are proposed. Cork City Council should note that there are restrictions on the construction, replacement or alterations of bridges and culvert over a watercourse and appropriate consents are required from the Commissioners under Section 50 of the Arterial Drainage Act 1945.

**Chief Executive’s Response**

The recommended text updates in Volume 1, Chapter 10, Section 10.113 are noted and will be addressed. Issues raised in relation to bridges will form part of any future design process.

**Chief Executive’s Recommendation**

1. Update Section 10.113 (Volume 1) as amended by Proposed Variation No. 2 as follows:  

“The standard of protection to be provided is summarised as follows:  
Pluvial and Fluvial flood protection designed to a standard of 1% AEP, assuming +40% rainfall intensity, due to climate change”
2. Update Section 10.113 (Volume 1) as amended by Proposed Variation No. 2 as follows:  

“Flood defence for the North Docks will be achieved through the setting of appropriate building finished floor levels for new developments, designed to withstand sea-level rise of up to 0.5m due climate change, in accordance alignment with OPW document The Planning System and Flood Risk Management Guidelines.”

**Response Ref. 7**

Submission No.	47	From	The Heritage Council
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**Summary of Submission**

The submission raises several key issues, observations, and recommendations:

- (i) **Support for Compact Growth:** The Heritage Council supports compact and consolidated growth and brownfield development to restrain the built environment footprint and reduce pressure on natural and cultural heritage.
- (ii) **Integration with Sustainable Transport:** They welcome land use planning approaches that integrate development patterns with sustainable transport.

- (iii) **National Planning Framework:** The submission highlights the National Planning Framework (NPF) identifies "Enhanced Amenity and Heritage" as a national strategic outcome, noting the intrinsic value of built, cultural, and natural heritage in defining urban and rural character.
- (iv) **National Biodiversity Action Plan (NBAP):** The 4th edition of Ireland's NBAP (2023-2030) emphasizes the key role of local authorities in biodiversity conservation through the planning system. <sup>4</sup> Specifically, Outcome 3C regarding planning and development facilitating biodiversity's contributions to people is highlighted, with actions 3C2 and 3C3 stressing the alignment and integration of NBAP objectives within statutory land use plans.
- (v) **Heritage Ireland 2030:** This document details actions relevant to local authorities, including policies on urban biodiversity and tree planting (Action 22), nature-based solutions for land-use management (Action 26), and integrating heritage into urban and rural regeneration (Action 37).
- (vi) **Architectural Heritage Protection Guidelines:** The submission references the 2004 Guidelines for Planning authorities on Architectural heritage protection, particularly Chapters 2 and 3, which offer detailed guidance on the role of statutory county-level plans concerning Protected Structures and Architectural Conservation Areas.

Specific Comments and Recommendations are included in relation to specific built and natural heritage in Volume 1 and are also applicable to Volume 4.

- **Vision and Role of City Docks:**

The Heritage Council welcomes the emphasis on placemaking but believes heritage could be more explicitly captured. Recommended text as follows:

Amend paragraph 10.24 as follows:

*A new sustainable neighbourhood in the centre of Cork City that benefits from **high quality design and public realm-led placemaking, with people-centred streets and spaces, culminating in a vibrant civic life***

Add the following bullet point to paragraph 10.24:

***A place that anchors off its rich heritage, where modern life sits alongside a distinct built and industrial heritage resulting in a strong character of place***

It is also recommended that the concepts of 'heritage led regeneration', and 'placemaking around civic life' be integrated into the 'values' under Paragraph 10.26.

Heritage can be incorporated into high-quality public spaces with good interpretative resources, citing Waterford's Viking Quarter as an example. It is recommended that "A place for people" captures this ambition (Paragraph 10.29).

Civic spaces in Ireland as well as our built historic environment have been significantly impacted by car dominated streets and public spaces. Therefore, the submission welcomes and encourages the ambition to depart from this trajectory along with a maximum approach to car parking.

- **The River Lee:**

The River Lee is an important ecological corridor, and its quays have significant built and cultural heritage value. It notes that any amenity and recreational infrastructure enhancements along the quaysides and banks should be sympathetic to both built and natural heritage.

The south bank (The Marina towards Holland Park and Centre Park Road) has local biodiversity value with attractive treelines. These avenues are worthy of Tree Preservation Orders (TPO) if not already protected.

Add the following bullet point to paragraph 10.31:

***A soft landscaping approach that retains natural features and preserves the existing treelines, which form an attractive avenue on the south bank.***

This should also be emphasized under Paragraph 10.68.

The north bank currently has a harsh environment, and public realm improvements should address this, drawing inspiration from European port waterfronts like Bordeaux.

- **Character Areas:**

The establishment of Character Areas is important for informing future development and ensuring it is informed by each area's defining heritage

Add the following text to paragraph 10.33:

***"Along with the key environmental constraints, the development parameters for each area will be informed by such history, via a design approach that establishes a clear interpretation for resident and visitor."***

- **Authenticity in the Development of the City Docks: Built Heritage Strategy:**

The Heritage Council commends the strong narrative in this chapter, especially the description of built and cultural heritage and the discussion on intangible heritage.

It is recommended that a new paragraph be included after 10.38 detailing how heritage will be managed and inform development, specifically for industrial heritage.

Include new paragraph after 10.38:

***"10. (new number)***

***The built heritage strategy will retain the dockland's authenticity by:***

- ***Encouraging conservation through use in the docklands for built heritage assets, including designated and non-designated structures, especially new uses that are conducive to the re-use of industrial heritage buildings.***
- ***Using existing archaeological and cultural heritage assets as an anchor for public realm design***
- ***Ensure strong interpretation through signage, street naming and street furniture which highlights the history of the area***

- **Ensure development management standards are applied flexibly to ensure re-use of built heritage assets."**

- **Ecology and Biodiversity**

The recognition of semi-natural areas is an important amendment, with Holland Park and an area near Monahan Road identified as locally important biodiversity sites.

Amend first bullet point of "Ecology and Biodiversity" paragraph (page 327 of Vol. 1, Chapter 10):

- **"Protecting existing assets ~~Retaining natural ecological features~~ and integrating these into new development, where feasible;"**

Add additional bullet points:

- **"Include existing natural features as part of the greenspace and landscaping requirements for development, with any planting regimes to be of native species and provenance;"**
- **"Maintenance regimes on areas of open and green spaces should be managed for biodiversity."**

The submission welcomes the framework and associated variation, emphasizing the need to protect and enhance heritage while fostering civic life through placemaking.

### **Chief Executive's Response**

The Heritage Council's comments commending the Proposed Variation's approach to compact, integrated and sustainable growth are welcomed. The policy framework referenced in the submission have informed the updated policy and design approach in relation to built and natural heritage and have been included as themes within the Site Wide and Character Area Guidance.

The endorsement of the Proposed Variation's emphasis on placemaking and intangible heritage assets is noted. Suggested text edits to enhance the reference to heritage as it relates to the site's vision, River Lee, Character Areas, Built Heritage Strategy, Ecology and Biodiversity are noted.

Paragraphs 10.34-10.38 (Volume 1) expand on the authenticity in the development of City Docks, referenced in the Docklands Values (para. 10.26). This deals Dockland's *genius loci* and how heritage will influence the placemaking and public open space strategy to enhance civic life.

The submission welcomes and encourages the ambition to depart car dominated urban neighbourhoods along with a maximum approach to car parking.

The submission Council acknowledges the importance of the south bank of the River Lee as a local biodiversity asset with attractive treelines. The existing stretch of Riverbank is zoned as High Value Landscape which includes the protection of existing treelines. Outside this zone, the ambition of the Framework Plan is to retain existing trees and treelines, where possible.

## Chief Executive's Recommendation

1. Include additional text in the first bullet point of paragraph 10.24 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“10.24 The City Docks will be:

- A new sustainable neighbourhood in the centre of Cork City that benefits from high quality design and public realm -led ~~excellent~~ placemaking, with people-centred streets and spaces, culminating in a vibrant civic life;

2. Include additional bullet-point to paragraph 10.24:

- “A place that anchors off its rich heritage, where modern life sits alongside a distinct built and industrial heritage resulting in a strong character of place”

See also Reference Response 11 for amendments to paragraph 10.24.

3. Include additional bullet-point paragraph 10.29 (Volume 1) as follows:

- “Heritage can be incorporated into high-quality public spaces with good interpretative resources.”

4. Include additional text to paragraph 10.33 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“10.33 The City Docks is comprised of an updated series of character areas that were generated through the Docklands Framework Plan ~~Docks Public Realm Strategy 2012~~. These character areas present the opportunity to provide a coherent urban structure for City Docks, with each area having its own identity and urban design qualities. Figure 10.3a ~~and 10.3b~~ illustrate the eleven ~~eight~~-character areas. Each area will each have its own coherent character, informed by their defining heritage assets, land use, density, building height, housing mix, public realm and a range of other factors. The character areas are capable of being implemented in phases that would allow infrastructure bundles to be phased to meet the needs of each area. The Character Area names are informed from a baseline assessment of the history of the area. Along with the key environmental constraints, the development parameters for each area will be informed by such history, via a design approach that establishes a clear interpretation for resident and visitor.”

5. Include new paragraph after 10.38 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“10. (new number)

The built heritage strategy will retain the dockland's authenticity by:

- Encouraging conservation through use in the docklands for built heritage assets, including designated and non-designated structures, especially new uses that are conducive to the re-use of industrial heritage buildings.
- Using existing archaeological and cultural heritage assets as an anchor for public realm design
- Ensure strong interpretation through signage, street naming and street furniture which highlights the history of the area



- Ensure development management standards are applied flexibly to ensure re-use of built heritage assets."
6. Update first bullet-point of currently unnumbered section titled "Ecology and Biodiversity" (Volume 1, page 327) proposed by Proposed Variation No. 2 as follows:
- ~~"Protecting existing assets~~ Retaining natural ecological features ~~and integrating these into new development, where feasible;"~~
7. Add additional bullet-points to currently unnumbered section titled "Ecology and Biodiversity" (Volume 1, page 327) proposed by Proposed Variation No. 2 as follows:
- "Include existing natural features as part of the greenspace and landscaping requirements for development, with any planting regimes to be of native species and provenance;"
  - "Maintenance regimes on areas of open and green spaces should be managed for biodiversity."

Response Ref. 8			
Submission No.	132	From	Electricity Supply Board
Summary of Submission			
<p>The submission notes the Electricity Supply Board (ESB) is a landowner and employer in Cork with significant property and infrastructural assets located in Cork Docklands. ESB endorses the proposed Variation, which aims to guide infrastructure projects and private development within the 147ha Cork Docklands site.</p> <p>The submission sets out the ESB Strategy in terms of generation, transmission and distribution, roll out of EV Infrastructure, ESB Telecomms and Telecommunication Infrastructure, and details associated with the decommissioning of the Former ESB Marina Generation Station Lands.</p> <p>Several key strategic considerations are outlined that should be integrated into the finalisation of the Framework Masterplan.</p> <ul style="list-style-type: none"> <li>• That part of ESB lands to the north of Centre Park Road will continue to be an electricity transmission/distribution network hub for Cork City and its environs.</li> <li>• Further expansion of the network will be required adjacent to the recently constructed 110kV GIS substation and ESB will require to retain lands for this purpose.</li> <li>• ESB strongly support the proposed mapping updates to Volume 2: Mapped Objectives to the Cork City Development Plan 2022-2028 as (varied) proposed Change No. 2 – Zoning of Utility Infrastructure (ESB) as this will facilitate ESB's immediate and long-term plans at Marina.</li> <li>• Considering forthcoming road widening projects, public realm improvements, and greenway developments, it is essential to involve ESB Networks at the early stages of the design process to ensure the protection of existing infrastructure and also enable strategic planning for future</li> </ul>			

electrical infrastructure corridors in the most economically efficient way and limit disruption to local services. It is noted the associated cable network is an essential component of the National Grid and interlinked to the wide network serving Cork City and beyond. It includes above and below ground infrastructure.

- ESB endorses the proposal to construct three new bridges over the River Lee. The new crossings would enable ESB Networks to strengthen its infrastructure by incorporating cable crossings into the bridge construction. However, for this to be achieved, it is imperative that the bridges adhere to fixed specifications and designs.
- We welcome the reinforcement of the EV Charging parking requirements in the Framework Plan.

Maintaining the ESB Telecoms Ltd., telecommunications compound's integrity and safety is vital for ensuring uninterrupted services from our site portfolio, including the three largest commercial mobile and broadband providers. This allows local businesses, residents, visitors, and travellers to continue receiving consistent and reliable service.

#### Chief Executive's Response

The contents of the submission are acknowledged. The submission also refers to **Proposed Mapping Change No. 2** which seeks to change some residential zoned lands on the ESB lands to "public infrastructure" use and strongly supports this change. Cork City Council will continue to work with the ESB, as a critical infrastructure provider, to ensure that the city including Docklands is appropriately serviced to enable its growth as set out in the NPF, RSES and City Development Plan.

#### Chief Executive's Recommendation

No changes are proposed to the Proposed Variation.

#### Response Ref. 9

Submission No.	169	From	Land Development Agency
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#### Summary of Submission

The submission welcomes the proposed Variation and sets out their role to assemble State owned land for housing delivery across the State including achieving increased affordability in the housing market. The ambitious vision to deliver brownfield regeneration for up to 10,000 new homes in Cork Docklands is strongly supported. It notes the Framework Plan provides a positive basis for the delivery of high density and high-quality development in Cork City. The approach to transit-orientated development and walkable neighbourhoods is endorsed which represent a coherent and logical urban design approach.

The proposed ambition for a mixed and balanced neighbourhoods through the provision of Social and Affordable Housing is positive. It is noted that there are a number of publicly owned sites in Cork Docklands and the LDA will therefore play a key role in delivering this vision. Of note in this regard are:

- **Building Height and density:** The setting of “indicative plot ratios” and “target density ranges” is considered flexible to allow for responsive design. This approach is also advocated for the building height strategy.
- **Land-Use Targets:** The LDA welcomes the flexibility included to allow non-residential floorspace to be adjusted in response to local circumstances.
- **Managing Flood Risk:** The Proposed Variation recognises the challenges in responding to flood risk in advance of the delivery of the polder defence in the South Docks. It is noted that innovative design responses will be required to address this in the interim.
- **Infrastructure Delivery:** The establishment of a flexible mechanism for the delivery of public open space will be important for the LDA at the earliest stage in the process.

### **Chief Executive’s Response**

Cork City Council welcomes the Land Development Agency’s endorsement of a flexible approach to density and building height within the Proposed Variation.

Similarly, it acknowledges the introduction of text in Volume 4 that allows flexibility in the application of land-use splits in response to local circumstances.

Volume 1, Chapter 10 provides the policy framework for future proposals within Cork Docklands in accordance with National Guidelines. Volume 4 provides guidance in relation to flood risk on a site wide and site-specific basis. In advance of the polder defence, planning applications will be required to ensure proposed vulnerable and non-vulnerable land -uses are delivered in accordance with the requirement set out in the Character area tables.

The Proposed Variation introduces a more flexible approach to public open space provision and includes a range of 10-15% in accordance with Sustainable Residential Development and Compact Settlements Guidelines (2024). The approach is also a recognition of the high proportion of public space currently near completion at Marian Park and the network of spaces planned across all Character Areas in Cork Docklands.

The proposed bundles are designed with sub-elements to enable effective delivery and as overlapping projects.

### **Chief Executive’s Recommendation**

See Chief Executive’s Recommendation 2 under Response Reference 23 with regard to submission number 222 to in relation to proposed amendments to Volume 4, Section 5.8, “SW.BF.6” in relation to building height strategy.

Response Ref. 10			
Submission No.	230	From	Department of Education and Youth
Summary of Submission			
<p>The Department of Education and Youth supports the integration of the Docklands Masterplan into the Cork City Development Plan 2022–2028. It welcomes the proposed zoning change at Monahan Park to expand public open space for sports and recreation, which will benefit the nearby education campus.</p> <p>The Department notes that the City Development Plan will still show a 2.3 average persons per household for the Docklands, and points out that Census 2011, Census 2016 and Census 2022 average persons per household for Cork City is a small bit higher than this 2.3 average. The 2.3 persons per household figure used in the Plan may underestimate future population growth, which could impact school place provision.</p> <p>The Department emphasizes the importance of continued collaboration with Cork City Council to ensure adequate land zoning for educational infrastructure.</p>			
Chief Executive's Response			
<p>The Department's comments are welcomed. Cork City Council will continue to collaborate with the Department to ensure that adequate land is zoned for educational infrastructure.</p> <p>The matter of the proposed zoning change at Monahan Park is addressed specifically under the response to <b>submission 178</b>.</p> <p>The Core Strategy of the Cork City Development Plan 2022-2028 assumes a city-wide average household size of 2.49 persons for the Plan period. This figure was derived from detailed assessment during the preparation of the Plan, and is used in forecasting population growth across the city.</p> <p>The Cork City Neighbourhood Profile (Census 2022 Update) prepared in September 2024 is the first update of the Cork City Neighbourhood Profile (Census 2016) published in 2020 with City Development Plan. The updated Neighbourhood Profile sets out that the average household size in Cork City in 2022 2.62 (down slightly from 2.63 in 2016).</p> <p>The updated Neighbourhood Profile provides a sub-city breakdown, which indicates that many areas in the central parts of the city all have smaller (or similar) average household sizes than the 2.3 assumed for Docklands in the Cork City Development Plan 2022-2028. For example:</p> <ul style="list-style-type: none"> <li>• Heart of the city 2.19</li> <li>• Main Street / South Gate 2.39</li> <li>• McCurtain Street / St Luke's 1.95</li> <li>• Shandon / Fairhill 2.16</li> <li>• South Parish 2.11</li> <li>• North City Docks 1.9</li> </ul> <p>South City Docks has an average household size in 2022 of 2.71. However, this is based on the current population of 1,308 persons for the existing population within this neighbourhood, which includes the</p>			

residential neighbourhoods of Lindville, Cleve Hill, Botanika, Maryville, Birch Grove and Ardfoyle, which are all suburban in nature. The envisaged future docklands will be different in terms of higher densities and a far larger residential population.

For details of the geography of the various city neighbourhoods refer to Figure 2.10 of the Cork City Development Plan, and to the Neighbourhood Profile.

The relevance of this data is that the above areas are examples of urban or city-centre living locations, and Cork Docklands is envisaged to be an extension of the city centre which will accommodate higher-density waterfront living. An assumed average household size of 2.3 is therefore considered to be appropriate for Docklands.

Cork City Council has developed an appraisal tool to indicate the likely number of children that will arise from any given development across different age cohorts and translate this data into indicative childcare, education and open space needs. This will assist Cork City Council to better anticipate the children-orientated infrastructure needed to support individual development schemes or multiple schemes in an area.

### Chief Executive's Recommendation

No changes are proposed to the Proposed Variation.

In relation to the proposed zoning change at Monahan Park , see the response to **submission 178**.

## Response Ref. 11

Submission No.	414	From	Fáilte Ireland, National Tourism Development Authority
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### Summary of Submission

Fáilte Ireland welcomes the opportunity to contribute to the Cork Docklands regeneration and urges the inclusion of tourism as a central theme in the City Development Plan. The submission emphasizes collaboration to ensure Cork Docklands becomes a vibrant place to live, work, and visit. Fáilte Ireland's submission aims to ensure that the regeneration of Cork Docklands fully integrates tourism as a strategic pillar. The submission highlights the economic value of tourism, aligns with national and regional tourism strategies, and offers specific recommendations to enhance Cork's appeal as a visitor destination.

Fáilte Ireland encourages Cork City Council and stakeholders to be ambitious for the use of the river as an amenity so that Cork can aspire to become a riverside destination in the manner demonstrated by international destinations (and former Waterfront regeneration projects) such as Bordeaux, Bilbao, Nantes, Cape Town and Bremerhaven.

### Strategic Tourism Context – the Value of Tourism

Cork City and Cork Docklands is part of the Ireland's Ancient East brand, which generated over €2 billion in regional tourism revenue in 2023. Cork attracted 2.6 million visitors in 2023, with a total spend of €1.035 billion. The Cork City, Harbour and East Cork Destination Experience Development Plan (DEDP) 2024–2029 outlines key tourism development goals, including:

- Integrating tourism into Docklands regeneration.

- Developing the “Lee, City and Harbour Way” experience corridor.
- Creating a major year-round visitor attraction in Cork City.

### **Written Statement – Chapter 10 (City Docks)**

Fáilte Ireland supports the Docklands Framework Masterplan, stating that the regeneration of the Cork Docklands will be transformative for the city and region and create a new focal point for the city experience. A new vision for tourism must feature within the ambition for the Cork Docklands and how it can influence the tourism development in Cork.

#### ***Fáilte Ireland recommends:***

- *Amending the vision in Section 10.24 to include “visit” alongside “live and work”.*
- *Including a specific strategic tourism goal in Chapter 10 – Strategic Consolidation and Regeneration Areas Objectives to recognise tourism as a key sector and reinforce the value and role of tourism in the context of future strategic tourism development priorities for Cork City and Cork Docklands.*

### **Volume 4 – Framework Plan: Public Realm and Infrastructure**

Fáilte Ireland welcomes the emphasis on a high-quality public realm as set out in chapter 2 and in the site-wide guidance. It is important that the highest standards in public realm design are applied to these new public realm assets to allow the exploration of this new area to become an attraction in itself.

#### ***Fáilte Ireland recommends the following:***

- *Infrastructure for events and temporary installations (e.g. concerts, markets).*
- *Enhanced visitor-friendly quayside infrastructure to support water-based recreation and tourism.*

### **Strategic Infrastructure Bundles**

- Bundle 3 – Active Recreation, Sports and Public Realm

Fáilte Ireland welcomes that both the North and South Quays Public Realm and Transport Infrastructure bundles include new waterfront promenades and enhanced access to the river. The development of visitor friendly quayside infrastructure will create more visitor engagement opportunities with the water and allow for more active use of the river for recreation e.g. water sports, lido etc. Making this provision will support entrepreneurship and facilitate business development through outdoor activity providers and other on water activity. Fáilte Ireland endorses the “Lee, City, Harbour Way” as a coherent visitor trail linking land, water, and cultural experiences and supports increased access to the river and development of the Maritime Activity Centre.

- Bundle 4 – South Docks Transport Network

Fáilte Ireland supports the 15-minute city concept and prioritization of walking, cycling, and public transport. This approach can support high quality placemaking which has the potential to increase pedestrian flow, increase dwell time by visitors and increased street activity, through retail, cafés, on-street performance - making the area attractive for visitors.

#### ***Fáilte Ireland recommends:***

- *Vehicular access and car parking needs to be considered in an integrated approach, with active travel modes especially where water access is available.*

- **Bundle 5 – Bridges**

Fáilte Ireland supports improved connectivity across Docklands. It acknowledges that creating enhanced connectivity across Docklands is integral to delivering a coherent and accessible neighbourhood and promoting increased use of sustainable travel modes. Greater north-south connectivity would support the objective in the *Cork City, Harbour and East Cork DEDP* to develop an innovative trails approach linking land, water and cultural experiences to encourage visitors to explore more of the destination.

Fáilte Ireland notes that the specification for the installation for the proposed LUAS bridge will be guided by the requirements of the high frequency public transport services required (including LRT) and the subsequent design and planning for the Active Travel Bridge and Eastern Gateway Bridge will be guided by a specification to be determined following a separate study which will be undertaken within the lifetime of this development plan.

***Fáilte Ireland recommends:***

- *Bridge planning needs to consider tourism and marine recreation uses of the inner harbour, including access for passenger vessels and tall ships.*

### **Chief Executive's Response**

Fáilte Ireland plays a crucial role in developing and sustaining the tourism industry in Ireland, and its supportive comments are welcomed. The City Development Plan recognises the importance of tourism and the value it brings to the city's economy and vibrancy. The Proposed Variation provides for public realm and spaces that can be used for events and markets, and substantial quayside amenity and opportunities for access to the River Lee to support water-based recreation and tourism. Objective 10.30 sets out Cork City Council's ambition for Active Recreation Infrastructure and encourages water-based leisure activities such as rowing, light craft and swimming.

The issues raised in relation to the bridges are noted – see Response Reference 29 for a more detailed response on these matters.

A vibrant active waterfront that celebrates Cork City's maritime and industrial heritage as a port city is a fundamental objective of the regeneration of Docklands. The refurbishment of the city quays and creation of a world class quayside public realm as envisaged under the Cork Docklands Framework plan will provide improved access for tourism, amenity, active recreation, water-based transport and leisure uses.

The current City Development Plan includes Objective 6.21 "River Use and Management Plan" which sets out Cork City Council's intention to commission a river use and management plan to (1) examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, visitors and tourists), and (2) identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as a new public slipways, pontoon and additional facilities. The City Council intends to commission this study as soon as possible post the completion of the Variation process. This study will consider tourism, marine recreation and wider river use.

The proposed addition of text to paragraph 10.24 of the City Development Plan is supported.

### **Chief Executive's Recommendation**

1. Include additional text in the second bullet point of paragraph 10.24 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“10.24 The City Docks will be:

- A great place to live, and work and visit: an extension to Cork City Centre and a key destination for the economic, cultural, educational, commercial, civic and social vibrancy of the City;”

See also **Reference Response 6** for amendments to paragraph 10.24.

See also **Response Reference 29** in relation to “bridges, access to the River Lee and river use and management” for proposed amendments to Objective 6.21 of the Cork City Development Plan 2022-2028

## Response Ref. 12

Submission No.	423	From	Department of Housing, Local Government and Heritage, Development Applications Unit
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### Summary of Submission

1. The Department recommends that, under “Section B, Site Wide Guidance, subsection 5.4 Heritage and Conservation” in Volume 4, an additional comment is included which states that *“proposals shall have regard to Ministerial Guidelines, ‘Architectural Heritage Protection: Guidelines for Planning Authorities, (or any superseding document) issued under Section 28 and 54 of the Planning and Development Act 2000 (as amended).”*
2. The Department recommends that where Architectural Heritage Character Assessments have been carried out as part of the preparation of the Cork Docklands Framework Plan, that these are included as appendices in the plan, because having access to the character assessments will better facilitate an understanding of the special historic / architectural character of the relevant areas, thereby enabling responsive design proposals.

### Chief Executive’s Response

The Department’s comments are welcomed, and it is proposed to include reference to the Ministerial Guidelines in section 5.4 of Volume 4.

A comprehensive built heritage assessment formed part of the baseline assessment of the Cork Docklands Framework Masterplan. This assessment considered several themes, specific locations and design principles, all aimed at capturing the Docklands’ “spirit of place”. This is captured succinctly in section 2.1 of Volume 4.

The designated assets and undesignated assets and features of character were mapped on a Character Area basis and forms the basis of the Character Area Guidance. Site-wide guidance (SW.CL.4) requires design proposals to *“respond to the distinct character and defining assets of Character in which in area is located”*. These are mapped at the beginning of each Character Area sub-section.

### Chief Executive’s Recommendation

1. Include the following additional text in Volume 4, Section 5.4 “Section B, Site-Wide Guidance, Heritage and Conservation”:



[“SW.HC.7 Proposals for development shall have regard to the ‘Architectural Heritage Protection: Guidelines for Planning Authorities’ \(or any superseding document\).”](#)

## Response Ref. 13

Submission No.	434	From	National Transport Authority (NTA)
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### Summary of Submission

The NTA is supportive of a plan-led, evidence-based approach to the regeneration of the Cork Docklands. The NTA is also supportive of the ambitious mode share targets for the study area, which proposes a 75:25 split between sustainable transport (public transport and active travel) and private car use (City Development Plan Objective 10.81). In order to achieve these targets, it is of critical importance that the City Development Plan provides a statutory basis for all proposed transport networks and infrastructure schemes, and that the Site Wide and Area Specific Guidance for the revised Character Areas take account of the current status of the major transport projects being funded and delivered by the NTA, while also allowing for revisions to these projects as their designs evolve.

The following key themes are highlighted:

#### Luas Cork Alignment and Stop Locations

The NTA welcomes the inclusion of an Indicative Light Rail Corridor in the proposed revised Map 02 City Centre/Docklands, which reflects the EPR that is the basis of the current public consultation. The NTA also notes that the proposed sustainable transport bridge at Kent Station is identified as crossing the river at an Indicative Bridge Location south of Albert Street. This designation as ‘indicative’ will provide the required flexibility to take account of the fact that the bridge location is subject to further Luas design development. The Luas Emerging Preferred Route (EPR) is not included in Appendix B Volume 2 maps, and references in Appendix C Volume 4 are overly prescriptive regarding alignment and stop locations.

The NTA recommends that a specific Objective should be included stating the council’s support for Luas Cork, and confirming its commitment to work with the NTA, TII and other relevant stakeholders on the delivery of the scheme. The NTA also recommends that the discrete mapping changes set out in Appendix B Volume 2 should include the alignment of the Luas EPR.

While noting that the content of Appendix C Volume 4 is Guidance only, the NTA recommends that references to Luas Cork in the text and accompanying maps should not be overly prescriptive in order to allow for changes arising from the design development process.

#### BusConnects Network and Stop Locations

The NTA recommends that the City Development Plan should include an objective stating the Council’s support for the implementation of the new BusConnects Network, including any bus priority measures that may be required on the network routes. The NTA also recommends that a map should be included showing the BusConnects Cork service network, and that the Site Wide and Area Specific Guidance should also take account of the new network routes and stop locations. Regarding the proposed re-routing of buses onto Monahan Road, the NTA recommends that further liaison with the NTA would be required prior to the adoption of Proposed Variation No. 2.

#### Sustainable Transport Corridors (STCs)

The NTA is concerned at the limited references to the STCs in the Proposed Variation and the accompanying maps. While the Proposed Variation text makes general reference to BusConnects and the full City Development Plan includes objectives related to BusConnects, there is no explicit reference to the STC element of the BusConnects programme.

The NTA recommends that the proposed Variation should include an additional objective setting out the Council's support for the BusConnects STCs in general and the Dunkettle STC in particular, and confirming that the STC design will be taken into consideration in the development of the proposed infrastructure measures within the Docklands area.

The NTA also recommends that Map 01 City Centre/Docklands and Map 02 City Centre/Docklands and the proposed layouts contained in the Site Wide and Area Specific Guidance should be updated to include the latest version of the Dunkettle STC and the overall STC network, where relevant.

### **Kent Station Interchange**

The NTA recommends that the wording of proposed Objective 10.31A should be reviewed, to provide that the extent of lands required for the transport interchange should be determined by the optioneering process currently underway. The NTA also recommends that the proposed objective should state that the primary land use of the subject site should be the transport interchange, and that any additional development on the site should take account of the primacy of the transport interchange function.

### **Chief Executive's Response**

Cork City Council welcomes the support of the National Transport Authority as a key stakeholder and its endorsement of the plan-led, evidence-based approach to the regeneration of the Cork Docklands and the ambitious mode share targets for the study area within the Proposed Variation.

### **Luas Cork**

The line of the Luas Cork Indicative Preferred route is included in Volume 2: Mapped Objectives (Map 02) which also includes planned transport infrastructure and bridges.

Volume 1, Chapter 10, paragraph 10.80 states:

"Cork City Council and the NTA ~~will work~~ are working 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".

Objective 10.31 already addresses Cork City Docks Transport Strategy. The NTA's comments in relation to Volume 4 are noted. Modifications to the text can address these two issues.

### **BusConnects Network and Stop Locations**

Proposed text in Objective 10.31, section (b) acknowledges

"(b) The delivery of the City Docks Transport Network with a clear focus on ensuring active travel modes are the primary modes of choice within the City Docks. This vision will be supported through the delivery of the wider BusConnects programme in the Metropolitan Cork Area, the construction of the Cork Light Rail Transit project along with the new City Docks Bridges (Kent Station Bridge, Water Street Bridge and the Eastern Gateway Bridge) directly serving the transport

needs of the City Docks. Finally, Kent Station will act as the major transport hub for the City Docks supporting multi-modal interchange and delivering on the accessibility vision for the City Docks.”

Volume 4, figure 2.3 indicates the proposed public transport network. It is acknowledged that the NTA are responsible for bus service planning nationwide and the Framework Plan has presented the transport network based on the principles as identified in the City Docks Area Based Transport Assessment (ABTA). The Framework does allow for bus services to be routed either along Centre Park Road and/or Monahan Road and Cork City Council would welcome further discussions with the NTA before additional bus routes/services are employed to service the City Docks.

The Framework Plan has allowed for the provision of dedicated bus lanes (in both directions) along the realigned Horgan’s Road which will directly service the Dunkettle Sustainable Transport Corridor. In addition, bus lanes have been reserved along Monaghan Road in line with the recommendations identified in the City Docks Area Based Transport Assessment although it is acknowledged that there is no current plan yet made with respect to the future routing of bus services in the City Docks area.

### **Sustainable Transport Corridors**

The NTA’s comments in relation to Sustainable Transport Corridors is noted. Additional text can be incorporated into Chapter 10, paragraph 10.90 and Objective 10.31 to address this issue.

### **Kent Station Interchange**

Comments in relation to Kent Station Interchange are noted. The proposed zoning change and accompanying objective acknowledge the strategic importance of this site as a multi-modal transport node. An integrated placemaking response is proposed which facilitates multi-modal transport and transit-orientated development in accordance with national policy.

## **Chief Executive’s Recommendation**

1. Update paragraph 10.90 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“The following are the integral building blocks of the City Docks public transport network:

- A dedicated LRT corridor running east-west 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 indicative bus network builds upon the CMATS bus network to serve the City Docks and:  
~~The bus network to be delivered will be~~ has been defined by the NTA through the BusConnects Cork Study. This may include continuous various bus priority corridors:
  - ~~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~~ **A Sustainable Transport Corridor** along the re-aligned Horgan’s Road
- ~~A (longer-term) bus gate at the section of Monahan’s Road near the junction with Maryville.~~
- Greater levels of permeability to the surrounding area.

2. Update the introductory sentence of Objective 10.31 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“To **support and** implement the City Docks Transport Strategy and its key recommendations **in conjunction with NTA, TII and other relevant stakeholders**, including: ...”

3. Update subsection (e) of Objective 10.31 (Volume 1) as amended by Proposed Variation No. 2 as follows:  
“(e) Transit orientated development, including the phased delivery of enhanced public transport services, including Sustainable Transport Corridors, in tandem with the delivery of new development in the City Docks;”
4. Update Volume 4, Section 3.5, Strategic Infrastructure Bundle 4 as follows:  
“~~Two~~ Light Rail stops shall be located ~~at the eastern and western ends of Centre Park Road~~ close to nodes of activity such as the District Centre”.
5. Update Volume 4, Section 5.9 as follows:  
“SW.TR.5 Design proposals shall include provision for ~~2~~ light rail stops ~~at the eastern and western ends of Centre Park Road~~ close to nodes of activity such as the District Centre. Exact location and spatial requirements to be coordinated with the LRT delivery team.”
6. New bullet-point in Volume 4, Section 5.9, immediately after “SW.TR.5” as follows:  
“SW.TR.x Design proposals shall include provision for bus stops as per the Bus Connects new network routes and stop locations.”

Response Ref. 14			
Submission No.	438	From	Uisce Éireann / Irish Water
Summary of Submission			
<p>Uisce Éireann acknowledges the proposed variation which aims to update the urban design framework for the Cork Docklands and supports the vision for Cork Docklands as a sustainable, climate-resilient urban quarter. The submission emphasizes the importance of integrated water management, infrastructure coordination, and sustainable design standards. The agency is open to collaboration and further discussion with Cork City Council.</p> <p><b>Urban Drainage and Water Management</b></p> <p>Uisce Éireann offers strong support for the development of Cork Docklands as a climate-resilient neighbourhood and endorses Cork City Council’s objectives and initiatives supporting the implementation of Sustainable Urban Drainage Systems (SuDS) and Nature-based SuDS.</p> <div style="background-color: #e6f2ff; padding: 10px;"> <p><b><i>Uisce Éireann recommends the following:</i></b></p> <ul style="list-style-type: none"> <li>• <i>No additional surface water discharge to combined sewers.</i></li> <li>• <i>Integrating rainwater harvesting into SuDS schemes.</i></li> <li>• <i>Designing SuDS to achieve greenfield runoff rates and improve water quality.</i></li> <li>• <i>Applying circular economy principles, including greywater reuse and water neutrality.</i></li> </ul> </div> <p><b>Volume 4 / Site Wide Guidance Enhancements</b></p>			

Uisce Éireann suggests strengthening policy language to mandate rainwater harvesting (rather than just considering it).

***Uisce Éireann recommends the following:***

1. *Rainwater harvesting to replace up to 20% of potable water for non-potable uses.*
2. *Incorporate IGBC Home Performance Index standards with water use targets into the City Development Plan:*
  - *Max: 110 litres/person/day*
  - *Preferred: 80 litres/person/day*
3. *Mandatory advanced metering for individual dwellings.*
4. *Inclusion of water resilience as a guiding principle.*

**Water Services Infrastructure**

Uisce Éireann provides an update on water supply and wastewater capacity. In terms of water supply, the Cork Docklands is served by the Inniscarra Water Treatment Plant, which has current capacity but is often used as backup. Upgrades to the plant are planned, with completion expected by 2032. Major trunk mains (Southern Ring and Eastern Trunk) are in place but local upgrades may be needed and should be developer-funded. In terms of wastewater, the Carrigrenan Wastewater Treatment Plant has capacity and there is capacity for growth, however local network upgrades will be required and must be developer-funded. Developers should prepare a drainage masterplan, showing both foul and stormwater layouts.

**Infrastructure Protection and Coordination**

Uisce Éireann emphasizes the need to protect existing and planned Uisce Éireann infrastructure, and requests early engagement on public realm and transport projects to avoid conflicts (e.g. tree planting, asset diversions). All developments must comply with Uisce Éireann's Standard Details and Codes of Practice.

**Chief Executive's Response**

Uisce Éireann's (UÉ) support for the Cork Docklands drainage strategy is noted.

While there are currently no opportunities for collaboration in relation to removal of stormwater from combined sewers in the Cork Docklands, as stormwater drainage does not currently and is not proposed to discharge to foul or combined sewers in the Cork Docklands, there are a number of instances where UÉ's support will be required to assist Cork City Council to remove wastewater currently entering stormwater drainage infrastructure.

With reference to the Cork South Docklands Drainage Strategy, available as a supporting document to the existing City Development Plan, limitation of site discharges to greenfield run-off rates is not appropriate within the Cork Docklands, on account of the flood risk management and drainage strategy adopted for the development.

Greywater reuse and rainwater harvesting will be a matter for individual developments to investigate, therefore at this time guidance to developers to consider these options is deemed appropriate, rather than mandating them.

The other issues raised by UÉ in their submission pertaining to rainwater harvesting percentages, IGBC water use targets, metering and water resilience are considered to be more appropriately implemented and enforced through UÉ's connection agreement process.

Uisce Éireann note that major water supply trunk mains are in place but local upgrades may be needed and should be developer-funded. In terms of wastewater, the Carrigrenan Wastewater Treatment Plant has capacity and there is capacity for growth, however local network upgrades will be required and must be developer-funded. This can be addressed at site development / planning application stage. However, the scale of both residential and non-residential development proposed for Docklands are noted. Uncertainty around water supply and wastewater services present a risk to the overall development of Cork Docklands. Cork City Council will continue to collaborate closely with Uisce Éireann on this wider issue.

#### **Chief Executive's Recommendation**

No changes are proposed to the Proposed Variation.

Cork City Council will continue to collaborate closely with UÉ on all issues raised in their submission.

## **2.4 Submissions relating to proposed zoning changes and mapping Issues**

During the public consultation period a number of submissions were received relating to changes of zonings and changes to mapping set out in Proposed Variation No. 2. While these submissions also refer to other matters beyond the mapping changes, they are grouped here for ease of reference.

<b>Response Reference</b>	<b>Submission Reference</b>	<b>Submission made by:</b>
<b>15</b>	<b>3, 55</b>	Daisy Lourdin, Councillor Oliver Moran
<b>16</b>	<b>49</b>	The Sisters of Our Lady of Apostles (OLA Sisters), Ardfoyle Convent
<b>17</b>	<b>134</b>	Freefoam Ltd
<b>18</b>	<b>178</b>	McCarthy Developments
<b>19</b>	<b>181</b>	Irish Mainport Holdings
<b>20</b>	<b>192</b>	JMCM Properties
<b>21</b>	<b>199</b>	Southern Milling
<b>22</b>	<b>201, 209</b>	James McMahon Limited
<b>23</b>	<b>222</b>	O'Callaghan Properties and Larchtown Ltd
<b>24</b>	<b>223</b>	HQ Developments Limited
<b>25</b>	<b>259</b>	Templeford Ltd
<b>26</b>	<b>432</b>	Urban Green Private
<b>27</b>	<b>446</b>	Tower Development Properties Limited

The Chief Executive's response and recommendations in relation to the main issues raised in the above submissions are set out below.

Response Ref. 15			
Submission No.	3 5	From	Daisy Lourdin Councillor Oliver Moran
<b>Summary of Submission</b>			
<p>One submission (3) advocates for the existing green space along Monaghan Road to remain in its current 'wild' form and objects to transforming it into a designated public open space with associated landscaping and access for people, which would remove the existing ecosystem. The submission supports the planting of more trees and opposes the removal of established trees, and advocates for less sealed surfaces which would benefit the urban environment.</p> <p>One submission (55) proposes to add an objective or statement that the area underneath the footbridge at Clifton Terrace would be developed as a community park in cooperation with the landowner (Irish Rail). This would be in keeping with a previous Council Motion, the current zoning and community ambitions for the site. Its inclusion within the framework plan would recognise the importance of clawing back the limited green spaces in the North Docks for community, amenity and biodiversity purposes.</p>			
<b>Chief Executive's Response</b>			
<p>The green space along Monahan Road is currently zoned "ZO 15 Public Open Space" and there are no changes proposed to this zoning in the Proposed Variation. Paragraph 10.99 of the City Development Plan identifies these lands as "Monahan Road Park" and describes it as a "linear park that combines swales with open space and landscape to create an attractive park place for predominantly passive recreation". Proposed Variation No. 2 amends the name to "Canal Walk Linear Park". Proposed new Volume 4 of the City Development Plan includes more detail on this linear park, outlining that this existing green swathe and canal to the north of the Monahan Road is a remnant of the original channel in the 1800s which formed the Docklands into an island through infilling along Monahan Road. The Canal Walk Linear Park will be built around this existing canal system which will play a crucial role in the strategic water management of the South Docks. The design intent is to create a formal landscape edge to the north which addresses the new developments and to allow the canal to open out to the south with shallow slopes and wider bodies of water, and marginal planting to the water edge, to create an attractive and safe linear park providing a haven from the adjacent roads and infrastructure landscape.</p> <p>The current landscape of the Docklands is largely industrial hard landscape, and the Proposed Variation aims to promote the enrichment of local biodiversity and to create new habitats in key strategic locations in docklands and in streetscape and public realm design, with the overall ambition stated in Section 5.1 of Proposed Volume 4 under "SW.CR.1" for Cork Docklands regeneration to be designed to deliver and over biodiversity net gain.</p> <p>The area under the Clifton Terrace footbridge, along Lower Glanmire Road, is currently zoned "ZO 15 Public Open Space" and there are no changes proposed to this zoning in the Proposed Variation. Cork City Council is engaging with Iarnród Éireann to facilitate and support a community garden project on lands beneath and to the east and west of the pedestrian footbridge from Clifton Terrace to Lower Glanmire Road. Any development is complicated given limitations on provision of access to those lands,</p>			



but solutions are being explored. The current City Development Plan supports the use of these lands as a community park, and the Proposed Variation makes provision for a range of parks and ecological features.

#### Chief Executive's Recommendation

No changes are proposed to the Proposed Variation.

#### Response Ref. 16

Submission No.	49	From	The Sisters of Our Lady of Apostles (OLA Sisters), Ardfoyle Convent
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#### Summary of Submission

This submission refers to the following:

1. Amendment to Map 01 to incorporate a portion of the Ardfoyle Convent lands from the Central Suburbs area into the Cork City Docklands area.
2. Change of zoning of lands associated with the Ardfoyle Convent from "Public Open Space" to "Active Recreation, Sports and Public Realm" under Strategic Infrastructure – Bundle 3.

Amendments proposed under the Proposed Variation are considered premature for the following reasons:

7. In advance of a masterplan process for the overall Ardfoyle Convent lands, and
8. In advance of the full review of the Cork City Development Plan due to commence in 2026.

The Site forms an integral part of the wider Ardfoyle Convent grounds. The Lands proposed for rezoning are currently used by a Horticultural Group and the International Garden initiative, which works directly with women living in Direct Provision centres. The space is also currently used by the following groups:

9. Saoirse EDA
10. Toddlebums
11. Alcoholics Anonymous
12. Local Bridge Club

The open space lands north of the main site are integral to the master plan and will directly impact the site's development opportunities. Separating the open space lands from the main convent site is premature in advance of preparing a masterplan for the full landholding.

The proposed changes introduce a significant and unwelcome change to existing peaceful and serene setting of the Ardfoyle Convent by introduction of noise pollution and footfall. Severance and impact on site Integrity, isolate these lands from the wider Ardfoyle site, altering internal circulation patterns and fragmenting the landholding

The Proposed Variation is considered premature and inappropriate without a comprehensive agreed masterplan for the site. Proposed pitches fail to consider wider site context.

The OLA Sisters have been working with a design team to prepare a masterplan for their lands, with the intention of participating in the full review of the City Development Plan, scheduled to commence in late



2026. The timeline of the variation does not allow for proper engagement and consultation on masterplan proposals for the site.

The submission recommends the following:

- (i) Retain Ardfoyle Convent lands within “Central Suburbs” area in the City Development Plan.
- (ii) Retain existing zoning provision as “Public Open Space”.
- (iii) Development objectives for the entire Ardfoyle Convent landholding are reconsidered within the context of the full City Development Plan review in 2026.

Submission 62 also makes reference to these lands and suggests that the lands would be appropriate for a community garden.

### **Chief Executive’s Response**

The proposed amendment to Map 01 as set out in Proposed Variation No. 2 incorporates a portion of the Ardfoyle Convent lands from the “Central Suburbs” area into the “Cork City Docklands” area. Paragraph 10.65 of the current Cork City Development Plan confirms Cork City Council’s commitment to provide sports pitches at four locations within the Cork Docklands, including at Ardfoyle Convent Lower Grounds within a site designated with a land-use zoning objective of “ZO 15 - Public Open Space” to meet the active recreational needs of the residents and workers of the Cork Docklands. The lands are located directly adjacent to Marina Park and will provide a natural extension of Marina Park by creating additional opportunities for passive and active recreation. The lands have been identified under the current City Development Plan to meet the active recreation needs of the future Cork Docklands population.

The submission incorrectly states that the Ardfoyle Convent Lands are proposed to be rezoned from ‘Public Open Space’ to ‘Active Recreation, Sports and Public Realm’ as part of the Proposed Variation. There are no changes proposed to the zoning or intended use for this land as originally outlined in paragraph 10.65 of the current Cork City Development Plan.

Cork City Council acknowledges that the Ardfoyle Convent lands are currently used by a variety of community groups and welcome the opportunity to engage with both the Ardfoyle Convent and the respective community groups to review their requirements and consider how they can continue to be accommodated within the Ardfoyle Convent lands and in the wider Cork Docklands regeneration.

Cork City Council welcomes the opportunity to engage with the OLA Sisters on the proposed masterplan for their lands in advance of the full review of the Cork City Development Plan to explore how to sensitively integrate the active recreation requirements as outlined in paragraph 10.65 of the current Cork City Development Plan. Cork City Council will seek to mitigate, where possible, any potential negative impacts that may result from active recreation uses such as increased footfall and noise.

In view of the above, it is considered that:

- the Ardfoyle Convent lands be retained within the “Central Suburbs” area of City Development Plan;
- Paragraph 10.65 of the Cork City Development Plan be retained as per the current City Development Plan and not as proposed to be amended in Proposed Variation No. 2, and
- the Ardfoyle Convent lands be omitted from the Cork Docklands Framework Plan.

### Chief Executive's Recommendation

1. Retain the Ardfoyle Convent lands within Map 03 “Central Suburbs” area as per the existing Cork City Development Plan 2022-2028, and exclude these lands from Volume 2, Chapter D (Drainage Map).
2. Retain the existing paragraph 10.65 in the Cork City Development Plan 2022-2028.
3. Remove all references to Ardfoyle Convent Lands from the text and maps included in Proposed Variation No. 2, Volume 4, including:
  - a. Chapter 2: Cork Docklands Framework Plan Strategies, Section 2.10: Illustrative Framework Plan, pg. 36 & 37, Revise the ‘Illustrative Framework Plan’ to remove the Ardfoyle Convent Lands
  - b. Chapter 3: Strategic Infrastructure, Section 3.1: Strategic Infrastructure Bundles, pg. 38, revise ‘Fig 3.1 Strategic Infrastructure Project Bundles’ to exclude the Ardfoyle Convent Lands
  - c. Chapter 3: Strategic Infrastructure, Section 3.1: Strategic Infrastructure Bundles, pg. 39, revise Bundle 3 Active Recreation, Sports and Public Realm to exclude reference to Ardfoyle Convent Lands and update associated indicative map to exclude reference to Ardfoyle Convent Lands
  - d. Chapter 3: Strategic Infrastructure, Section 3.4: Bundle 3 — Active Recreation, Sports and Public Realm, pg. 52, Revise ‘Fig 3.5 Strategic Infrastructure Bundle 3’ to remove the Ardfoyle Convent Lands
  - e. Chapter 3: Strategic Infrastructure, Section 3.4: Bundle 3 — Active Recreation, Sports and Public Realm, pg. 56, Bundle 3 — Active Recreation, Sports and Public Realm, delete entire Ardfoyle Convent Lands paragraph
  - f. Chapter 3: Strategic Infrastructure, Section 3.4: Bundle 3 — Active Recreation, Sports and Public Realm, pg. 57, delete ‘Illustration of Ardfoyle Convent Land ARI’
  - g. Chapter 3: Strategic Infrastructure, Section 3.6: Bundle 5 — Bridges, pg. 67, Revise ‘Illustration of bridges in Framework masterplan’ image to remove the Ardfoyle Convent Lands
  - h. Chapter 3: Strategic Infrastructure, Section 3.7: Social and Community Infrastructure, pg. 70, Revise ‘Fig 3.8 Key Development Sites for the delivery of Strategic Social and Community Infrastructure’ to remove the Ardfoyle Convent Lands.

All indicative maps and diagrams within Volume 4 that include the Ardfoyle Convent lands within the extents of the Cork Docklands area

Response Ref. 17			
Submission No.	134	From	Freefoam Ltd
Summary of Submission			
<p>The submission has raised a number of issues relating to <b>Proposed Mapping Change No. 1</b> which seeks to rezone a section of residential and District Centre land to accommodate a full-sized GAA pitch within an expanded ZO 17 Sport Pitches and Infrastructure land use zone. The submission has requested that:</p> <ul style="list-style-type: none"> <li>Extension to ZO 16 Sports Grounds and Facilities to accommodate a full-sized GAA pitch be omitted from Variation No. 2 to enable the delivery of the range of services envisioned for the District Centre and to maximise the number of new homes that can be provided on these lands. <ul style="list-style-type: none"> <li>No reference to the need for a full size GAA pitch in the framework plan which specifically references a full size soccer pitch and a multi-use junior pitch as being provided as part the Canal Walk Sports Centre.</li> <li>Subject site is located immediately to the west of one of the primary school site locations. The GAA pitch requirements for under-12's is significantly smaller than a full-size GAA pitch. Gaelscoil Uí Ríordán primary school in Ballincollig provided a pitch of 50 metres by 105 metre.</li> <li>'Technical Guidance Document TGD – 022 - Primary School Design Guidelines' includes no reference to the need to provide any pitch as part of a new school development.</li> <li>A pitch and junior pitch can be provided within the extent and the existing ZO 16 zoning</li> </ul> </li> <li>District Centre zoning to the south of Centre Park Road should not be amended as outlined in 'Proposed Change No. 1' of Appendix B</li> <li>Reduction in the District Centre zoning is not justified anywhere in the framework plan or other documentation provided as part of the public consultation. At present the District Centre zoning to the south of Centre Park Road is circa 1 ha in size. The proposed change would reduce the quantum of lands zoned District Centre by 25%.</li> <li>District Centre zoning has been identified to provide a 'Special Building'. Reduction in the overall size and depth of the District Centre zoning will make providing a viable solution to meeting this design criteria more challenging.</li> <li>Limited sites zoned within the Docklands to provide for the retail and community services needed to sustain this area and adhere to the parameters of the City's Strategic Objective to guide future growth based on the 15 Minute City principles.</li> <li>New Residential zoning within City Park East not be amended as outlined in 'Proposed Change No. 1' of Appendix B <ul style="list-style-type: none"> <li>5 of the 9 changes outlined in Appendix B, 5 result in a reduction in the overall amount residential zoning being provided in what is the primary area in the City identified to facilitate sustainable population growth.</li> <li>Proposed reduction in 'New Residential Neighbourhoods' zoning combined with the proposed increase in density to 240 units/ha this site will result in a net reduction in capacity of 22 units on this site alone when compared to the existing provisions in the CDP.</li> </ul> </li> </ul>			

- Consideration also needs to be given to sites where permission has already been granted at a lower density and where the uplift in density envisioned in Variation No. 2 may not ever be realised.
- Reduction in zoned residential lands is also at odds the Revised National Planning Framework and the direction issued by the Minister for Housing, Local Government and Heritage earlier this month.

### Chief Executive's Response

#### **Context to proposed zoning change: Extension to ZO 16 Sports Grounds and Facilities to accommodate a full-sized GAA pitch**

Provision of appropriate levels of Active Recreation Infrastructure (ARI) is an important contributor to, and underpins, the 'quality of life' offering of a successful city and can help to make a city more attractive for residents, businesses and visitors/tourists. Based on the analysis completed as part of the Active Recreation Needs study completed in support of the City Development Plan 2022-2028, the projected population of 25,000 within Docklands will effectively drive 25% of the increased need that has been identified for the entire City.

Based on the total City need identified in the ARI, the future population of the Docklands would result in a need for:

- 34.25 ha of playing pitches.
- 0.87 ha of other outdoor spaces (Tennis/Basketball courts).
- 2.84 ha for indoor space (or 28,400 sqm floorspace in one of more facilities).

The 34.5 ha need identified, when split across types of sports by type identified in the ARI Study would result in:

- 15.4 ha for Soccer (15 pitches)
- 17.5 ha for GAA (11 pitches)
- 3.7 ha for Rugby Union (3 pitches)
- 1.4 ha for Hockey (1 pitch)
- 0.4 ha for Cricket (23% of a pitch)
- 0.4 ha for Athletics (24% of a pitch)

The ARI Needs Study assessed current provision across different sports pitches, and assumed future additional population would require the same level of provision for the same sports. In reality, future need will need to be addressed by driving a higher quality of pitches which can be utilised more efficiently on a year-round basis. In the context of the Docklands in particular, it should be assumed that sports pitches will be delivered and used far more efficiently. This should include the use of all-weather pitches that can be used by multiple sports, and the sharing of facilities across different sports and between different clubs and groups of the same sports.

While a technical need of 34.5 hectares (ha) of playing pitches is identified, this need can be addressed within a significantly smaller area assuming the efficiencies referred to above. It is considered reasonable

that a 50% efficiency could be achieved, resulting in the need for 17ha of physical space for playing pitches.

Even with these efficiencies, and balancing all the requirements for Docklands to enable it to be a sustainable urban community, approximately 4.3 ha of playing pitches and sports infrastructure could be delivered. It is therefore crucial that the infrastructure provided is as flexible as possible to accommodate the maximum number of sports, particularly team sports with high levels of participation such as GAA, soccer, rugby and hockey. The Cork Docklands Framework Plan references a “Full-size all-weather, floodlit playing field” and the intention is for this playing field to accommodate a multitude of team sports including GAA; a full-size soccer pitch would not provide the same flexibility to accommodate the same range of team sports as a full-size GAA pitch.

The school site to the east is intended to provide a primary school, secondary school and special needs school. It is intended that the Canal Walk sports facility would be used by all of the proposed schools in the Docklands (6-8 schools in total).

### **Proposed zoning change from ZO 7 District Centre to ZO 16 Sports Grounds and Facilities**

The proposed reduction in the district centre zoning to increase the provision of ARI is justified in accordance with the analysis included in the Active Recreation Needs study, which is outlined above. The subject site is located directly adjacent to the ESB site, which has operated as an electricity generation and transmission/distribution network hub for over 70 years. The associated cable network is an essential component of the National Grid and interlinked to the wide network serving Cork City and beyond.

However, the potential impacts resulting from the proposed zoning change and resultant reduction in the District Centre zoning to the south of Centre Park Road are acknowledged. These impacts have been considered in combination with the constraints associated with the extensive above and below ground infrastructure. It is therefore considered that the layout of the sports infrastructure on the Canal Walk sports Centre can be reconfigured to relocate the proposed GAA-sized pitch to the east side of the site to minimise the design constraints associated with the above and below ground infrastructure, and as a consequence also eliminate the requirement to reduce the District Centre zoning.

It is therefore proposed to retain the existing “ZO 7 District Centre” zoning objective in this location and not change the zoning to “ZO 16 Sports Grounds and Facilities” as proposed in Proposed Variation No 2.

### **Proposed zoning change from ZO 02 New Residential Neighbourhoods to ZO 16 Sports Grounds and Facilities**

The impact of the proposed zoning change from ZO 02 New Residential Neighbourhoods to ZO 16 Sports Grounds and Facilities in this location is considered to be reasonable. Developments in the Docklands are typically at higher densities, and it is considered that an acceptable quantum of housing can be delivered on the remainder of the residential-zoned lands in this location to contribute to achieving the growth targets for Docklands. The proposed increase in the sports infrastructure zoning will have a significant beneficial impact on the flexibility of the sports infrastructure that will be delivered to accommodate a broader range of sports in accordance with the deficits identified in the ARI Needs Study.

It is therefore proposed to change the existing “ZO 02 New Residential Neighbourhoods” zoning objective in this location to “ZO 16 Sports Grounds and Facilities” as proposed in Proposed Variation No 2.

## Chief Executive's Recommendation

Partly retain as existing City Development Plan (1 below), partly retain as per Proposed Variation No. 2 (2 below):

1. Retain the existing "ZO 7 District Centre" zoning in this location as per the exiting Cork City Development Plan 2022-2028 and not change the zoning to "ZO 16 Sports Grounds and Facilities" as proposed in Proposed Variation No 2.
2. Change the existing "ZO 02 New Residential Neighbourhoods" in this location to "ZO 16 Sports Grounds and Facilities" as proposed in Proposed Variation No 2.

The above proposal is set out in the diagram below labelled "Proposed Zoning".



Existing Zoning



Proposed Zoning

## Response Ref. 18

Submission No.	178	From	McCarthy Developments
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## Summary of Submission

McCarthy Developments (Cork) Limited support the City Council's overall plans and objectives with regard to the Docklands project and will advance plans for the redevelopment of their site once there is certainty regarding the timeframe for the relocation of Goulding's Chemicals Ltd. and welcome and support the publication of the Cork Docklands Framework Plan.



The submission has raised a number of issues relating to **Proposed Mapping Change No. 1** which seeks to rezone a section of land zoned 'ZO 04 Mixed Use Development' to accommodate a full-sized soccer pitch within an expanded 'ZO 15 Public Open Space' land use zone. The submission has requested that the Proposed Change No. 6 Extension to Public Open Space (Monahan Park) is not adopted and the subject lands retain their 'ZO 04 – Mixed Use Development' zoning objective as provided for in the Cork City Development Plan 2022-2028. The key points of note are:

- **Lack of Justification for Rezoning:** The increase in ZO 15 zoning objective and provision of a full-sized pitch has not been assessed or justified by an Active Recreational Infrastructure (ARI) Strategy for the Docklands, which is required under Objective 10.30 of the Cork City Development Plan (CDP). The lack of an ARI Strategy undermines the justification for rezoning, as the needs of the future population and adjacent educational campus have not been adequately assessed.
- **Educational Campus Needs Already Met:** The proposed pitch is not required to cater to the needs of the adjacent educational campus. Department of Education guidance (TGD 025 and TGD 027) does not mandate playing pitches for urban school campuses, and the 3.16-hectare area available for the campus exceeds the size of similar urban school sites in Dublin.
- **Change in Park Character Not Justified:** The significant change in Monahan's Road Park from passive to active recreation has not been supported by an updated Public Realm Strategy or evidence-based analysis.
- **Existing Open Space Can Accommodate Sports Facilities:** The current ZO 15 Public Open Space zoning is sufficient to accommodate a full-sized soccer pitch and other sports facilities without requiring additional land.
- **Conflict with Permitted Development:** The proposed Collector Road severs the ZO 15 Open Space objective and conflicts with the recently permitted Large-Scale Residential Development (LRD) on the adjacent Goulding's site. The LRD already provides greater permeability between Centre Park Road and Monahan's Road, making the road unnecessary and undeliverable.
- **Contrary to National Housing Policy:** The proposed 'dezoning' of land for housing contradicts Government policy and the Minister's recent instruction to zone additional land for housing. The subject lands have the potential to deliver approximately 90 residential units, which would support compact growth and sustainable development.
- **Financial Implications:** The proposed rezoning does not represent value for money for the City Council or taxpayers. Under Rule 11, the land's value at Compulsory Purchase Order (CPO) stage would be based on its mixed-use zoning potential, not its open space designation.

### Chief Executive's Response

The submission has raised a number of issues relating to **Proposed Mapping Change No. 6** which seeks to rezone a section of mixed-use zoned land to public open space to accommodate expanded sport pitch infrastructure.

#### **Context to proposed zoning change: Extension to ZO 15 Public Open Space to accommodate a full-sized soccer pitch**

Provision of appropriate levels of Active Recreation Infrastructure (ARI) is an important contributor to, and underpins, the 'quality of life' offering of a successful city and can help to make a city more attractive for residents, businesses and visitors/tourists. Based on the analysis completed as part of the Active

Recreation Needs Study completed in support of the City Development Plan 2022-2028, the projected population of 25,000 within Docklands will effectively drive 25% of the increased need that has been identified for the entire City.

Based on the total City need identified in the ARI, the future population of the Docklands would result in a need for:

- 34.25 ha of playing pitches.
- 0.87 ha of other outdoor spaces (Tennis/Basketball courts).
- 2.84 ha for indoor space (or 28,400 sqm floorspace in one of more facilities).

The 34.5 ha need identified, when split across types of sports by type identified in the ARI Study would result in:

- 15.4 ha for Soccer (15 pitches)
- 17.5 ha for GAA (11 pitches)
- 3.7 ha for Rugby Union (3 pitches)
- 1.4 ha for Hockey (1 pitch)
- 0.4 ha for Cricket (23% of a pitch)
- 0.4 ha for Athletics (24% of a pitch)

The ARI Needs Study assessed current provision across different sports pitches, and assumed future additional population would require the same level of provision for the same sports. In reality, future need will need to be addressed by driving a higher quality of pitches which can be utilised more efficiently on a year-round basis. In the context of the Docklands in particular, it should be assumed that sports pitches will be delivered and used far more efficiently. This should include the use of all-weather pitches that can be used by multiple sports, and the sharing of facilities across different sports and between different clubs and groups of the same sports.

While a technical need of 34.5 hectares (ha) of playing pitches is identified, this need can be addressed within a significantly smaller area assuming the efficiencies referred to above. It is considered reasonable that a 50% efficiency could be achieved, resulting in the need for 17ha of physical space for playing pitches.

Even with these efficiencies and balancing all the requirements for Docklands to enable it to be a sustainable urban community, approximately 4.3 ha of playing pitches and sports infrastructure could be delivered. It is therefore crucial that the infrastructure provided is as flexible as possible to accommodate the maximum number of sports, particularly team sports with high levels of participation such as soccer, rugby and hockey.

Monahan Park is intended to be a public facility that will be provided and managed by Cork City Council to meet the needs of the area and to ensure optimisation of 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".

There is no change proposed to the character of Monahan Park as part of the Proposed Variation. Paragraph 10.65 of the current Cork City Development Plan identifies Monahan's Park (south of the western primary school) within sites designated "ZO 15 Public Open Space" as a location for a sports pitch, which is consistent with the Proposed Variation. "Monahan Road Linear Park" is a separate park,



which also retains its character in the Framework Plan, combining swales with open space and landscape to create an attractive park place for predominantly passive recreation.

The submission raises the issue of the proposed collector road severing the “ZO 15 Public Open Space” zoned lands and that this conflicts with the permitted Large-scale Residential Development (LRD) on the adjoining site to the west.

The Marina Walk Extension will enable Marina Walk to function as a local collector to the northwest part of the South Docklands, providing a new alternate route into the Docklands connecting Victoria Road, Centre Park Road and Monahan Road, which will provide access for private vehicles and service access to the northwestern part of the South Docks. The proposed new connector road linking Centre Park Road and Monahan Road forms part of the Marina Walk extension. It is acknowledged the LRD granted on the adjoining site will provide improved pedestrian and cycle permeability but does not provide vehicular connectivity between Centre Park Road and Monahan Road or dedicated active travel route.

It is acknowledged that the proposed change in zoning from “ZO 04 Mixed Use Development” to “ZO 15 Public Open Space” will reduce the quantum of housing that can be provided. The existing zoning requires 30% / 70% split between residential and non-residential uses, therefore reduction in the quantum of housing will be significantly lower than the 90 units estimated in the submission.

The submission demonstrates that the existing zoning has potential to accommodate the following (using different configurations):

- FIFA minimum for a full-size soccer pitch (90m x 45m)
- Full-size hockey pitch
- 6 x 5-a-side pitches
- 10 full-size basketball courts
- 10 tennis courts

The objective for Monahan Park is to be sufficiently large to accommodate a singular full-size sports pitch. The Proposed Variation included for a FIFA full size senior international sized playing. The submission demonstrates that a full-size soccer pitch (90m x 45m) can be accommodated within the existing zoned lands.

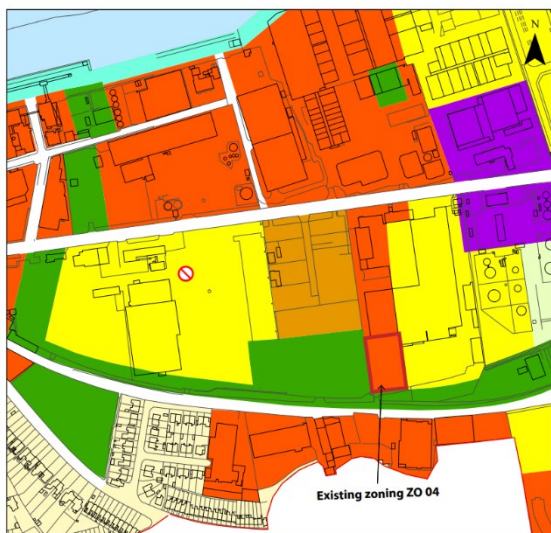
In view of the above, the applicant’s request to retain the zoning of the subject lands as per the current City Development Plan can be supported.

The financial implications associated with any future land acquisition or compulsory purchase (CPO) process will be addressed on a case-by-case basis as projects come forward for development.

### **Chief Executive’s Recommendation**

1. Retain the existing “ZO 04 Mixed Use Development” zoning in this location as per the existing Cork City Development Plan 2022-2028 and not change the zoning to “ZO 16 Sports Grounds and Facilities” as proposed in Proposed Variation No 2.

The above proposal is set out in the diagram below labelled “Existing Zoning”.



Existing Zoning

## Response Ref. 19

Submission No.	181	From	Irish Mainport Holdings
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### Summary of Submission

This submission relates to the Residential Zoned Land Tax and requests the rezoning of lands to the south of Monahan Road in the South Docklands from “residential back to “commercial”.

### Chief Executive’s Response

While this submission should have been made through the Residential Zoned Land Tax process, which is a separate process governed by separate legislation and which would have been the appropriate mechanism, it will be considered here. Matters relating specifically to the Residential Zoned Land Tax process are governed by separate legislation and are not addressed here.

The subject lands are currently zoned “ZO 2 New Residential Neighbourhoods” in the Cork City Development Plan 2022-2028. Proposed Variation No 2 proposes no change to this land-use zoning. These lands are an important component to the development of a future residential neighbourhood in this part of Docklands, and to achieving the overall target of up to 10,000 new homes in Docklands. The current zoning has no impact on the capacity of the landowner to carryout existing, longstanding non-residential uses on these lands.

### Chief Executive’s Recommendation

No changes are proposed to the Proposed Variation.

Response Ref. 20			
Submission No.	192	From	JMCM Properties Ltd.
Summary of Submission			
<p>The submission welcomes the publication of Proposed Variation No. 2 which signals a commitment by Cork City Council to the regeneration of the Cork Docklands. Concerns are raised about some aspects of the proposed variation that could have significant implications for the redevelopment of their 0.99ha site at the eastern end of the North Docks.</p> <p>A copy of a previous masterplan prepared for the site is attached for reference.</p> <p>The matters of concern relate to:</p> <ul style="list-style-type: none"> <li>• The proposed rezonings (<b>Proposed Mapping Change No. 3 and No. 9</b>) related to the cycle/ pedestrian route and the provision of quayside amenity space will further reduce serviced urban brownfield land and have severe implications on the development potential of the subject site. This submission requests that the location of the proposed cycle/pedestrian route is reconsidered. It also submits that there is no requirement to rezone additional land for the quayside amenity area and that this land should be retained within residential zoning.</li> <li>• The Shipyard Plaza should account for part of the public open space requirement (10-15%) of any future development at our Client's site and this needs to be clarified in section 10.100 of <i>Volume 1 Written Statement</i> of the variation documentation which sets out proposed changes to Chapter 10 of the Development Plan. This is considered only reasonable as our Client's site will already be providing more than other sites in terms of publicly accessible open space.</li> <li>• The proposed building height strategy is too conservative. It is not in accordance with relevant national planning policies and guidance on building heights which state that building height assessments should be performance based rather than subject to blanket height restrictions. This submission demonstrates that the subject site is entirely suitable for taller buildings and exceptionally tall buildings and this must be reflected in the building height strategy.</li> <li>• The proposed '<i>Illustrative Framework Plan</i>' is too detailed for a Development Plan and should be omitted from the variation.</li> <li>• The proposed Water Street Bridge should be relocated further east in order to line up directly with the proposed Blue/Green route on the opposite side of the river within the South Docklands.</li> </ul>			
Chief Executive's Response			
<p>Among other issues raised, the submission has raised a number of issues relating to <b>Proposed Mapping Change No. 3</b>, which seeks to add a walkway / cycleway designation along the north quays, and <b>Proposed Mapping Change No. 9</b>, which seeks to change lands at the "Shipyard Plaza" from "ZO 15 Public Open Space" to "ZO 18 Quayside Amenity Area".</p> <p>Cork City Council is advancing a number of strategic greenways across Docklands. Pathfinder is an inter-urban greenway linking Cork City with Waterford City via an extensive east-west active travel route. This will activate the River's edge positively, contribute to the 15 Minute City and add to the attractiveness of the area. Objective 10.20 of the City Development Plan seeks:</p>			

- a) to ensure the River Lee is maintained as a defining feature for the City Docks, and
- b) to secure access to the riverside and provide walks/ cycleways.

Proposed Mapping Change No. 3 reflects the permitted Part 8 design and will present a coherent, car-free promenade along the northern stretch of the Waterfront, as envisaged by the Framework Plan.

The Shipyard Plaza is envisaged to be a highly permeable space acting as a key interface between both the east / west and the north / south active travel routes with a focus on the heritage of the harbour, new maritime activities with the patent slip as the focal point. The proposed expansion of the Shipyard Plaza and its proposed redesignation for Quayside Amenity Area reflects this vision. The expansion of the quayside amenity zoning is required to facilitate an appropriate landing space for the Active Travel Bridge that aligns with the desire line to connect onto Lower Glanmire Road and respects the setting of the adjacent Patent Slip (a Protected Structure – PS 923). The bridge’s location was chosen to link 2 urban plazas, one each on the northern and southern banks of the River Lee which connect with the Green Blue Infrastructure Route within South Docks.

The submission seeks clarification whether the Shipyard Plaza can be considered as part of the 10-15% public open space provision in the context of the development of the surrounding development lands. Given the site’s sensitive heritage context and level of infrastructure being delivered in this location, the inclusion of the Shipyard Plaza as part of the developer’s open space provision serving the surrounding development site is justified in this location.

Cork City Council will require the master planning of this site and adjoining lands to the west due to the interdependencies of both sites in relation to access (active travel and vehicular), permeability and amenity. The proposed masterplan should include a phasing strategy to ensure the delivery and sequencing of compatible land uses within the site.

There are no blanket height restrictions set out in the City Development Plan or Proposed Variation. The residential density and building height strategy that underpins the current Cork City Development Plan was developed following the approach advocated in the Guidelines. The strategy was informed by a detailed understanding of the prevailing urban character of a range of places across the city. The strategy in the current Cork City Development Plan and Proposed Variation No. 2 specifies height ranges for various parts of the city. The strategy is comprised of sub-areas, each with their own performance criteria. The City Development Plan includes robust and comprehensive performance criteria against which proposals for tall and “taller” buildings are assessed. This follows the plan-led and local refinement process advocated by the Sustainable Residential Development & Compact Settlements Guidelines.

The building height strategy has created a locally responsive and tiered building height, informed by local conditions, heritage, viewing corridors and redistributing taller building heights to strategic wayfinding locations, around public spaces and to create enclosure around planned public transport corridors on Centre Park Road and Monahan Road. The revised locally tailored approach to height and density still achieves the residential and non-residential development targets included in the Cork City Development Plan’s Core Strategy.

The overall Framework Plan is strongly aligned with National Development Objective priorities and provides for a density range of 100-300 units per hectare as envisaged by the Compact and Sustainable Settlement Guidelines.

The proposed building height within the site includes a 2-4 storey range where it interfaces with existing 2-storey residential development on Lower Glanmire Road and the Harbour Commissioners House (a

Protected Structure – PS 922). A 4 to 8 storey range of mixed height blocks is conceived at the Waterfront to create “a coherent, legible and varied massing” as set out in the site wide guidance (SW.BF.3).

The building height strategy contains 6 building range categories, and no upper height limit is prescribed. It is considered that the most suitable location in the North Docks for a tall building is at the Kent Station Interchange which is envisaged as a future multi-modal transport hub for the City; the provision of a tall building at this location can aid wayfinding and contribute positively to the Cityscape at this strategic public transport gateway location at the northern landing point of the Kent Station Bridge. This is aligned with the text in paragraph Chapter 11, paragraph 11.48 in Volume 1 of the City Plan.

Volume 4, Chapter 1, page 9 confirms that “The building and block layouts throughout the document are purely indicative. It is recognised that building and block layouts may change at part of future planning applications.”

The location of Water Street Bridge has been designed to create an important north-south route between North and South Docks. Its location to the west of the patent slip will enhance connectivity between the planned residential developments along the North Jetties and The Shipyard. Its relocation further east would render it in a less visible and accessible location for existing and future residents.

The North Docks Transport and Public Realm Project is currently under a public consultation period. The plans have made provision for vehicle access to the site from the west. This access has been informed by traffic modelling that confirms that the design accommodates existing commercial traffic and future residential traffic.

The endorsement of ambitions to improve connectivity between the site and Lower Glanmire Road is welcomed.

### Chief Executive’s Recommendation

1. Amend the third bullet-point of Paragraph 10.102 (Volume 1) as amended by Proposed Variation No. 2 as follows:

“The Shipyard Plaza is a new south facing urban plaza designed around the patent slip and an existing cluster of port-related buildings. This will be an important amenity space for new residential development planned at the waterfront. This will be provided by developers as part of their open space provision.”

2. Add new bullet-point to Volume 4, Section 6.2, “NJ.1” as follows:

“h. The site shall be master planned as a single element and a phasing strategy developed to ensure the delivery and sequencing of compatible land uses within the site. The masterplan shall coordinate the residential block layout and associated vehicular/service access requirements with the proposed Shipyard public realm design, both the east/west and the north / south active travel routes with the patent slip as the focal point.”

3. Omit bullet-point (f) from Volume 4, Section 6.2, “NJ.2” as follows:

~~“f. Vehicular permeability shall not be permitted across the Shipyard plaza to protect the functionality of the space as a public plaza.”~~

Note: this requirement will be superseded by the new master planning requirement under Section 6.4, NJ 1. H (see 2. above)

See Chief Executive's Recommendation 2 under Response Reference 23 with regard to submission number 222 to in relation to proposed amendments to Volume 4, Section 5.8, "SW.BF.6" in relation to building height strategy.

Response Ref. 21			
Submission No.	199	From	Southern Milling
Summary of Submission			
<p>This submission highlights the necessity to:</p> <ul style="list-style-type: none"> <li>○ Protect the viability of established commercial operations in the South Docklands such as Southern Milling.</li> <li>○ Ensure the viability of the relocation of established commercial operations to alternative sites in the longer term.</li> </ul> <p>Southern Milling is identified as the largest private milling company in the Republic of Ireland and is a key contributor and a significant part of the food chain in the agri-food industry as a supplier of feed to producers. Southern Milling is particularly concerned about the preferred route for Luas Cork, which is shown in the proposed Map 02 City Centre/ Docklands 2025, which may result in the loss of buildings at Marina Mills.</p> <p>Southern Milling operate a 24-hour work cycle. This level of production requires circa 100 HGV truck movements a day to maintain production levels and to ensure delivery of the products to customers. As a result of its business operating model, Southern Milling critically relies on ease of egress and ingress to its facility and is particularly vulnerable to issues regarding access and traffic.</p> <p>There are currently no actionable plans to relocate Southern Milling and their associated storage facilities from the South Docklands. This is primarily because a suitable site cannot be identified to which Southern Milling could viably relocate. As such, the ability to deliver aspects of the Proposed Variation relating to the "Upper Harbour Quay and Industry Place" Character Area should be assessed on the basis that Southern Milling will remain in place for the foreseeable future.</p> <p>Submission includes a description and maps of the facility outlining the impact of the proposed Luas Route on the facility.</p> <p>Southern Milling's capital-intensive operations will face significant challenges in seeking to relocate. Submission acknowledges Policy Objective 7.16 in the City Development Plan relating to the Decanting of Industrial Uses from Regeneration Areas but the submission recommends that Cork City Council introduce a new policy which would provide that Cork City Council will work with Cork County Council to address the needs of existing industrial uses located within the City/ City Docks, which may wish to relocate out of the City as part of the regeneration of areas in the City.</p> <p>Proposed Variation threatens the viability of established commercial operations in the South Docklands such as Southern Milling and fails to make adequate provision for the established commercial activities to trade viably while adjoining vacant or brownfield sites are being redeveloped. Southern Milling are concerned the Proposed Variation relating to the "Upper Harbour Quay and Industry Place" Character Area does not take into account that specific provision has already been made in the Cork City</p>			

Development Plan 2022-2028 not just for the continuation of the use of its property by Southern Milling but also for some extension and intensification of use if required during the transitional phase prior to the eventual relocation of the activity.

It is noted that much of the land in the "Upper Harbour Quay and Industry Place" character area has been developed or has extant permissions for redevelopment at or above the target levels set out in the City Development Plan and the proposed variation. This could result in a more restrictive approach being adopted to the Southern Milling site if proposals for redevelopment are eventually submitted. Question of how the remaining capacity in the character areas is to be apportioned should be addressed in the Proposed Variation.

It is proposed to amend the road network set out at Chapter 10, Figure 10.8 to remove Mill Road from the road network while retaining it as a wayleave for 1050mm surface water public sewers. This will limit the options for accessing this part of the Southern Milling site as access to the southern frontage will be affected by the junction between the preferred Cork Luas route and Centre Park Road. Southern Milling is heavily dependent on the road infrastructure and future development of the Southern Milling site will also be compromised by the proposal to remove Mill Road from the road network.

This Proposed Variation is based on an emerging preferred route which has not yet had the benefit of public consultation and the outcome of which is unknown. This raises serious questions about the level of meaningful consultation taking place in relation to the emerging preferred route. Given the lack of engagement with relevant landowners we suggest that the Proposed Variation which inserts Map 02 City Centre/ Docklands 2025 be omitted until such a time as the consultation in respect of the emerging preferred route has been completed.

The Council should not adopt the Proposed Variation in relation to finish floor levels which will create discrepancy between finished floor levels with the adopted Cork City Development Plan. If the Proposed Variation is adopted, it will introduce FFL which are inconsistent with Figure 10.10, Chapter 8 of the City Development Plan because it will introduce a greater than that already provided for in Figure 10.10. The Council should not adopt the Proposed Variation in relation to finish floor levels which will create discrepancy between finished floor levels with the adopted Cork City Development Plan.

In Section 2.7, Volume 4 a polder that runs from the western edge of the quays along the water to the eastern edge where it meets Marina promenade is proposed to expand flood defences in the City. Any development which takes place before the flood defence works are complete, will inevitably result in higher finished floor levels than those set out in the Proposed Variation. Consequently, the quantum of development that can be achieved on the site will be impacted.

- Marina Mills site comprises of a number of interdependent buildings to produce its product. Any proposals which sever our client's site will make it impossible for them to continue to operate.
- Proposals in relation to Character Area Guidance and storey height will be difficult to achieve because the emerging preferred route will sever the Southern Milling site.

### **Chief Executive's Response**

It is acknowledged that the emerging preferred route for the Cork Luas impacts the Southern Milling site, which comprises of a number of interdependent buildings required to produce its product. As noted in the submission, there are currently no actionable plans to relocate Southern Milling and the impact of any interruption and / or disruption to Southern Milling's production capacity will have consequences for various industries dependant on feed milling.



Objective 7.16 “Decanting of Industrial Uses from Regeneration Areas” of the current Cork City Development Plan commits Cork City Council to support and facilitate the decanting of industrial uses from the Cork Docklands (City Docks and Tivoli Docks) to more suitable zoned strategic employment locations. Cork City Council are committed to continued engagement with Southern Milling to support and facilitate to more suitably zoned strategic locations.

The Cork Docklands Framework Plan consolidates all existing policies and objectives for the Cork Docklands into a unified strategic planning and development framework. It clearly articulates the vision for this key growth area and provides a comprehensive guide to its future development. The Plan also identifies the locations of essential enabling infrastructure and a robust framework, which will enable individual strategic infrastructure projects to be sequenced and delivered in parallel. The Framework Plan does not consider different scenarios with respect to development phasing. Due to the multiple land ownerships in the area there is no certainty around which sites will come forward first. Therefore, issues or constraints arising due to phasing of both infrastructure and private development will be addressed on a case-by-case basis as projects come forward and in accordance with the requirements of the Cork City Development Plan.

Luas Cork will be delivered by Transport Infrastructure Ireland (TII) and has been designed in collaboration with the National Transport Authority (NTA). The public consultation on the emerging preferred route for the Cork LUAS project concluded on 9<sup>th</sup> June 2025. The public consultation on the emerging preferred route is Step #1 in a 9-stage process, it has been indicated the programme for delivery of the Cork Luas will be completed over a 10-15 year period. The TII public consultation documents acknowledge that the proposed route will require some acquisition of private land and they are committed to ensuring that any land acquisitions are managed in a fair and equitable manner. The scheme is currently at a preliminary design stage and exact land-take requirements are not yet defined. TII are communicating with landowners and tenants during this consultation on the Emerging Preferred Route and will continue thereafter. Land acquisition required to facilitate delivery of the Cork Luas and timing of same is the responsibility of TII.

Existing developments or extant permissions for redevelopment at or above the target levels set out in the Cork City Development Plan and the Proposed Variation "Upper Harbour Quay and Industry Place" Character Area will not impact the densities at which the Southern Milling site can be redeveloped. The Framework Plan provides coherent guidance with respect to building height, density and other design principles to enable landowners and developers to deliver high quality schemes. Each planning application will be considered on its own merits in the context of the requirements of the Cork City Development Plan.

The removal of the Mill Road connection between Centre Park Road and Marina Walk is required to accommodate Kennedy Spine Park, which is described under the current City Development Plan as 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. It is also integral to the South Docklands Drainage Strategy and proposed to provide c. 1,500 cubic metres of flood storage integrated into a park that will combine soft and hard landscapes reflecting the vision for this key park. The proposed Kennedy Spine Park is currently zoned “ZO 15 Public Open Space” and there are no changes proposed to the current zoning as part of the Proposed Variation. The proposed Marina Walk Extension will function as a local collector to the northwest part of the South Docklands providing a new alternate route into the Docklands connecting Victoria Road, Centre Park Road and Monahan Road, which will provide access for private vehicles and



service access to the northwestern part of the South Docks including vehicles accessing the Southern Milling site.

It is acknowledged that the public consultation for the Cork Docklands Framework Plan and the Cork Docklands emerging preferred route have taken place concurrently. The Framework Plan is intended to provide a clear description of the transformation to be brought about by the proposed package of interventions in the built and natural fabric of the Docklands. The Cork Luas is essential to enabling the vision for Cork Docklands as sustainable urban district and it is therefore appropriate to include the Cork Luas Emerging Preferred Route in order to integrate the most relevant and accurate information published by TII/NTA. It is acknowledged that all elements of infrastructure indicated in the illustrative framework plan will be subject to further design development and separate public consultation/planning processes. Should there be any material changes to the design of any significant infrastructure included in the framework plan then it will be updated accordingly in future iterations. However, it is important to provide clarity for landowners and developers with respect to the current status of significant infrastructure elements such as the Cork Luas and the bridges so that they can understand the wider impacts and respond accordingly when preparing planning applications.

The proposed finished floor levels included in Volume 4, Section A, Chapter 2.7, Fig 2.5 'Indicative Levels (FFL)' are consistent with Figure 10.10 of the Cork City Development Plan 2022-2028. Both documents indicate a minimum FFL on the Southern Milling site of 1.9mOD.

The proposed Framework Plan acknowledges that the delivery or grant of planning permission of private development prior to the implementation of the proposed polder defence will result in site specific floor levels being adopted by developers, on a site-by-site basis to ensure that an appropriate level of flood resilience is provided to developments coming forward in advance of the perimeter flood protection works. This may result in higher FFLs to those recommended above. This will not necessarily impact the quantum of development that can be delivered on a particular site, but it will result in a less optimal interface with the adjacent streetscape. Cork City Council are committed to prioritising delivery of the quayside public realm and flood defences. A multidisciplinary consultant team was appointed in Q2, 2025 to progress the project through all stages of planning, detailed design, procurement and delivery.

It is acknowledged that the emerging preferred route for the Cork Luas impacts the Southern Milling site. If the proposed enabling infrastructure is delivered in accordance with the framework plan, the site areas for the residual sites zoned "ZO 4 Mixed Use Development" would be approximately 0.54 hectares and 0.60 hectares. The sites would front onto Centre Park Road and Marina Walk, located adjacent to the proposed quayside public realm and Kennedy spine park and served by a local Luas stop. The proposals in relation to the Character Area Guidance and building height are still achievable on the sites if the Cork Luas was delivered in accordance with the emerging preferred route.

#### **Chief Executive's Recommendation**

No changes are proposed to the Proposed Variation.

Response Ref. 22			
Submission No.	201	From	James McMahon Ltd. (Cooper Developments)
	209		James McMahon Ltd. (Cooper Developments) Duplicate
Summary of Submission			
<p>Among other issues raised, the submission has raised a number of issues relating to <b>Proposed Mapping Change No. 8</b>, , which seeks to change lands near Kent Station from “ZO 14 Public Infrastructure and Utilities” and from a public road to “ZO 18 Quayside Amenity Area”.</p> <p>The submission outlines the landowner’s frustration that the Cork North Docks Public Realm and Transport Infrastructure Part 8 has been published on the 28<sup>th</sup> of May 2025, the last day for submission on the Proposed Variation No. 2 of the Cork City Development Plan 2022-2028. This lack of co-ordination means the landowner did not have the opportunity to properly review the detail of the proposals affecting the subject site in the Part 8 before making the submission to the Proposed Variation No. 2 process.</p> <p>The submission relates to a c. 0.7 ha site currently occupied by McMahons Builders Providers to the east of Water Street. The intention is for this operation to continue into the foreseeable future, as it remains one of the parent business organisation’s leading and most active branches. A separate submission was prepared for the adjoining site to the east (Submission No. 192).</p> <p>A copy of a previous submissions prepared for the site for various plans and projects are included as Appendices for reference. These include:</p> <ul style="list-style-type: none"> <li>• Appendix A – Submission made to Phase 1 of the Public Consultation for BusConnects Cork, prepared by Tom Phillips + Associates;</li> <li>• Appendix B – Letter from McMahon’s Builders Providers;</li> <li>• Appendix C - Development Plan Submission made in relation to the subject site, to the <i>Cork City Council Development Plan 2022-2028</i>, prepared by Tom Phillips + Associates and NRB Engineering;</li> <li>• Appendix D – Updated NRB Response, inclusive of the High-Level Safety Audit of proposals, prepared by Bruton Consulting Engineers</li> </ul> <p>The matters of concern arising from the Proposed Variation relate to:</p> <ol style="list-style-type: none"> <li>1. Impact on Business operations arising from the delivery of Bundle 1: North Quays Public Realm and Transport Infrastructure. This specifically relates to Proposed Mapping Change No. 8 (Water Street Park). Concerns are raised that the language used to justify the proposed zoning change and proposed access arrangements have made no allowance for the continued business operation to the east. Any forced closure of the existing business would have significant financial implications for the Local Authority.</li> <li>2. Impact on Safety and Hazard: Concerns are raised about the proximity of Water Street Park and Pathfinder to the existing commercial business. It notes that alternative route options were presented to the NTA to overcome the safety concerns via an alternative route or boardwalk. It notes the route presented differs from previous consultations on Bus Connects and the Glanmire to City Cycleway. The proposed Pathfinder route cannot be implemented because it poses serious safety risks to staff and visitors at the Builders Providers. It also raises serious public safety concerns for those using the track. Concerns are also raised around the potential anti-social behaviour that may result if the</li> </ol>			

redevelopment of Water Street Horgan's Quay and Water Street is implemented in its current format, as there is currently a lack of passive surveillance or overlooking of these areas. It is considered this would amount to an unattractive and unsafe route for the public utilising the amenity space until such a time policies are outlined in greater detail below.

### **Chief Executive's Response**

Comments in relation to Proposed Mapping Change No. 8 are noted. The design has been prepared to enable continued access by HGVs to the existing operation and future residential development. This has been confirmed by transport modelling undertaken by the North Docks Public Realm and Transport team as part of their Part 8 proposal.

Comments in relation to Volume 4 are noted. For clarity, the "Defining Features" diagram illustrates the key features within the Character Area (e.g. protected structures, historic steps, natural features etc.) which are to be retained and contribute to the character of the regeneration site. Buildings planned to be demolished and redeveloped do not form part of this scope.

Horgan's Road will be realigned off the quays as part of Strategic Infrastructure Bundle 1: North Quays Public Realm and Transport Project. Future pedestrian and vehicular access are provided for and illustrated on Figure 5.4 (Indicative Permeability diagram) in Volume 4. To the north of the site, vehicle and pedestrian access is provided, and to the south the site is served by an east-west active travel route (Pathfinder) and north-south active travel route via the new Bridge.

In terms of business visibility, this issue can be addressed with appropriate signage. It is the intention of Cork City Council to maintain full site access to these lands during the construction phase of Strategic Infrastructure Bundle 1.

Comments relating to guidance (NJ2.f) to restrict access across the Shipyard Plaza are noted. Based on the sensitive historic environment and planned infrastructure at this location, it is considered the master planning of this site and adjoining lands to the east is required due to the inter-dependencies of both sites in relation to access (Pathfinder and vehicular), permeability and amenity and to create a coherent placemaking solution. The proposed masterplan should include a phasing strategy to ensure the delivery and sequencing of compatible land uses within the site and look at interim, alternative access scenarios. On this basis, NJ 2.f can be superseded by a new guidance note in relation to the requirement for a masterplan.

Issues relating to the specifics of the Pathfinder project are matters to be addressed under the separate process for delivery of that project.

### **Chief Executive's Recommendation**

See Response Ref. 20 (submission 192) in relation to changes proposed to:

- Volume 4, Section B, Section 6.4, NJ.1
- and
- Volume 4, Section B, Section 6.4, NJ.2

Response Ref. 23			
Submission No.	222	From	O'Callaghan Properties and Larchtown Ltd
Summary of Submission			
<p>The proposed variation recognises the national significance of the Docklands, as a landmark urban regeneration and development project, that is required to accommodate Corks population and employment needs. However, there are concerns that aspects of the variation as proposed will have negative implications on the development potential of this area and could prevent or delay development.</p> <p><b>Height Strategy</b></p> <ul style="list-style-type: none"> <li>• The proposed height strategy set out in the variation is too conservative for a Docklands Regeneration Area and it does not reflect extant planning permissions within the area. The restrictive height strategy should be replaced with a performance-based approach for assessing planning applications with higher buildings in accordance with national planning policies and guidance.</li> <li>• New and more restrictive heights are an unhelpful barrier to development.</li> <li>• No study to inform this strategy has been offered to support it.</li> <li>• Sites already granted planning permission may now become even more restricted.</li> <li>• Section 10.75 of the Cork City Development Plan refers “The City Docks has been identified in the Cork City Urban Density, Building Height and Tall Building Study as an appropriate location for tall buildings because it is suited to higher urban density and building height, and has limited sensitivity to height at a strategic level.</li> <li>• Does not Reflect Emerging Development Context</li> <li>• Kennedy Quay Mixed Use Development: Range in height from 7-12 storeys.</li> <li>• Goulding’s LRD: 2-14 storeys.</li> <li>• Railway Apartments – The Former Sextant Site - 24 storey apartment block</li> <li>• The Marquee Site - Ranging in height from 4-14 storeys</li> <li>• The Former Ford Distribution Site - Ranging in height from 7-10 storeys.</li> <li>• Former Cork Warehouse Company Site - Ranging in height from 1-12 storeys</li> <li>• National Policy Objective (NPO) 22 which states that “in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.” <ul style="list-style-type: none"> <li>○ <b>Recommendation:</b> It is suggested text such as the following could be included: “The updated height strategy acknowledges that where permissions have been granted or extended post the adoption of the 2022-2028 Cork City Development Plan, the heights and densities granted in these said permissions will continue to be reflected in the new update. The reasoning that supported these permissions was site based on individual merits and remains intact”.</li> </ul> </li> </ul> <p><b>Extant permissions</b></p>			

- Additionally, it is submitted that the variation documentation must recognise extant planning permissions in the area and the heights that have been established by these permissions.
- Existing permission heights should be copper fastened in the proposed variation to recognise the validity of planning decisions already made.

### **Patient set down**

The variation does not appear to allow for patient set down and access to the permitted rehabilitation hospital at Kennedy Quay/ Victoria Road. OCP has already raised concerns with Cork City Council in relation to the proposed removal of vehicular access to Kennedy Quay in a submission to the Cork Docklands to City Centre Road Improvement Scheme public consultation early this year. The removal of access to the permitted rehabilitation hospital would have a detrimental impact on it and could jeopardise its delivery. Without vehicular access to the quayside, it is unclear how the Local Authority anticipate the rehabilitation hospital can be constructed and once operational how patients and visitors would access it.

Once operational, the profile of users of the day hospital will mostly be those with restricted mobility and /or high levels of dependency that would need to be dropped directly to the hospital access on Kennedy Quay to continue their previous in-patient treatment. The rehabilitation facility is to provide the following supports and services:

- Stroke rehabilitation.
- Rehabilitation for acquired brain injuries and spinal cord injuries.
- General neurological rehabilitation.
- Amputee rehabilitation.
- Rehabilitation of patients under 65 years of age.
- Care of the elderly rehabilitation.
- Outpatient/ day hospital rehabilitation service.

### **Cork LUAS**

Proposed route could better align with existing street infrastructure in certain locations to reduce impacts on developable land.

- **Recommendation:** Route corridor was relocated further west as it crosses the river between North and South Docks, it would tie in better with Furlong Street and reduce the required land take from site to the east.

### **Illustrative Framework Plan**

The submission raises concerns about the inclusion of the Illustrative Framework Plan in Section 2.10 of Volume 4. Whilst it is noted that “the building and block layouts indicated in this Illustrative Framework Plan are purely indicative” and “It is recognised that building and block layouts may change as part of future planning applications”, it is submitted that a Development Plan is not the place for this level of detail. Concerns are expressed that this Illustrative Framework Plan, albeit indicative, will be used in assessing future planning applications.

- **Recommendation:** On the above basis, it is requested that Section 2.10 should be removed from the proposed variation.

## **Drainage Strategy**

Clarification on the implications of proposed changes to the Docklands drainage strategy on permitted and future developments. Attenuation requirements are still 68l/sec but the responsibility for sharing 50/50 between public and private lands is changed. It reads now that there is a requirement to provide all storage on the site by “demonstrate how this discharge limit will be achieved and include calculations for the volume of onsite storage to be provided.”.

There is a concern that this will impede development, and it is not clear what impact it may have on permitted schemes.

It is also noted that the Drainage Map shown in Volume 2 Mapping Changes has been altered with a lot more detail now added. We refer to the following:

- The Kennedy Spine storage is noted but with a more defined shape.
- 3m wide swale with a 1500 dia filter drain is noted on Centre Park Road.
- Swale of varying width is noted on Monahan Road which connects through to the southwest of the Goulding Development.

## **Commentary on the proposed inclusion of certain development management policies / objectives and guidance**

There are a number of proposed development management policies and objectives of concern. These are set out below.

- Objective SW.HC.1 of Section 5.4 of Volume 4 Cork Docklands Framework Plan Strategies: “Designated heritage assets, protected structures and features that contribute to the character and/ or reflect the industrial and maritime history of the site shall be retained. These include historic paving, bollards, moorings, rings, steps, slips, tracks, metalwork or artefacts and buildings”.
  - It is not clear whether this objective means that these structures/features should be retained in situ. This is not always possible and can have significant impacts on development. This objective should be reworded to clarify that these structures/features can also be repurposed.
- Objective SW.BF.1 of Section 5.8 of Volume 4 Cork Docklands Framework Plan Strategies: “Balconies facing the quays, Horgan’s street, Shipyard Plaza, Centre Park Road, and Blue Green Route should be recessed as indicated in the recessed balconies diagram”.
  - It is requested that this objective is omitted and instead each development proposed is assessed on its merits. We are not aware of this approach being adopted by other Local Authorities. This objective if adopted would have significant impacts on the design of schemes and could be cost inhibitive for developments.
- Objective 10.24A of Volume 1 Written Statement, City Docks District Heating Feasibility Study: “It is an objective to ensure a District Heating Feasibility Study, in coordination with the SEAI and Department of the Environment, Climate and Communications (DECC) is prepared during the lifetime of this Plan”. The continued desire to review the feasibility of district heating for the Docklands is questioned. Ideally, to create a sustainable DH network, waste heat sources would be available in the area. To date, there have been no suitable waste heat sources developed within Cork City.

Volume 1 Witten Statement Arts and Culture Section: The additional text on Cork City Council's approach to future arts and culture infrastructure is supported by our Client. The proposed Character Area changes include the addition of the 'South Docks Cultural District'. It is requested that consideration should be given to the provision of arts and cultural infrastructure generally across the Docklands and not just within this character area. Many potential opportunities exist to contribute to arts and culture, including the Odlum's Building on Kennedy Quay, and these should all be open to consideration.

## Chief Executive's Response

### Height Strategy

The Proposed Variation identifies several Docklands Character Areas, each with its own specific design guidance in relation to plot ratio, density and building height to provide guidance to shape the development of each area. The 'Indicative Plot Ratio' and 'Target Density Ranges' are both identified as being inherently flexible, allowing for new development to respond to site specific opportunities and constraints. Similarly, the proposed height strategy provides a set of principles and guidance on building but is not intended to be prescriptive and provides flexibility to ensure that development design can respond to site specific constraints and characteristics to provide high quality urban design responses.

The proposed concentration of tall buildings (informed by the 2021 Residential Density, Building Height and Tall Buildings Study carried out to inform the current Cork City Development Plan 2022-2028) identifies the waterfront as the most appropriate location for taller buildings – which would provide a drastic contrast to the existing approach to heights along the waterfront in the historic core. The concentration of height around the waterfront maximises the value of waterfront sites, however this can create a monotonous elevation along the river, blocking any view of new development behind it. It also maximises areas of overshadowing and blocks sunlight along the South Quays. The opportunities for tall buildings are refined in this strategy.

Cork's maritime legacy has resulted in its key civic and industrial buildings being located along the river - the concentration of tall buildings around the existing heritage and placemaking assets risks overpowering them. The City Docks height strategy proposes a tiered approach to building height informed by its context and seeking to create a legible new city neighbourhood. The strong vertical elements within existing built assets support placemaking and orientation.

The proposed refinements to the Cork Docklands height strategy align with paragraph 11.36 of the current Cork City Development Plan which outlines that for the South Docks *"The majority of new buildings should range generally in height from 6 to 10 storeys with exceptional opportunities for tall buildings at appropriate locations within the area. As with North Docks and the City Centre, riverside development should step down, generally to 6 storeys"*.

The densities proposed in the Cork Docklands are within the 100-300 dwellings per hectare (dph) density range, aligned with the Compact Growth and Sustainable Settlements Guidelines, and are proposed to be increased from an average of 225 dwellings per hectare (dph) to 240 dph across the entire Docklands.

The target densities for the Cork Docklands, which are proposed to be increased under the Proposed Variation, do not imply high concentrations of tall buildings and are in accordance with similar international exemplar regeneration projects. The proposed refinements to the height strategy support a plan-led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth.

The overall height range in Volume 1 of the current Cork City Development Plan is retained with heights distributed to aid placemaking and legibility and particularly in order to make optimal use of the capacity

of sites, which are well-connected by public transport and have good access to services and amenities e.g. sites fronting onto Centre Park Road and Monahan Road.

### **Extant Permissions**

The height strategy proposed for the Cork Docklands provides guidance on building heights in new developments. Extant granted planning permissions remain unaffected by the Proposed Variation. It is proposed to update the Proposed Variation with a statement to reflect that consideration will be given to the permitted heights and densities of extant permissions in any application to amend or modify such an extant permission.

### **Patient set down and access to the permitted rehabilitation hospital at Kennedy Quay/ Victoria Road**

A 10-year permission was granted in May 2023 (under Cork City Council planning register reference 21/40713) for a rehabilitation hospital on a triangular site bounded by Kennedy Quay to the north and Victoria Road to the west, and a subsequently permission was granted amending the original permission in February 2025 (under Cork City Council planning register reference 24/43530).

Proposed Variation No. 2 aligns with the traffic and transportation assessment submitted as part of the planning application that confirms “the proposed development will be accessed by cars and cyclists from the south from Marina Walk. Pedestrians will access the blocks of the proposed development through the dedicated access points on Kennedy Quay”. The Proposed Variation also aligns with the landscape design that was included in the planning application and acknowledges Cork City Council’s ambition that Kennedy Quay will be transformed into a pedestrian promenade.

The Cork Docklands Framework Plan consolidates all existing policies and objectives for the Cork Docklands into a unified strategic planning and development framework. It clearly articulates the vision for this key growth area and provides a comprehensive guide to its future development. The Plan also identifies the locations of essential enabling infrastructure and a robust framework, which will enable individual strategic infrastructure projects to be sequenced and delivered in parallel. The framework plan does not consider different scenarios with respect to development phasing as there is no certainty around which sites will come forward first. Therefore, issues or constraints arising due to phasing of both infrastructure and private development will be addressed on a case-by-case basis as projects come forward and in accordance with the requirements of the Cork City Development Plan

Currently Kennedy Quay remains accessible by vehicular traffic, and it is proposed in the pending “Cork Docklands to City Centre Road Improvement Scheme” to maintain one-way vehicular access on Kennedy Quay and include provision for set-down areas at Victoria Road.

The Proposed Variation restricts vehicular access to the quayside public realm to emergency or off hours servicing to ensure an active travel priority environment. The proposed location of the Rehabilitation Hospital is at the western end of Kennedy Quay and to the west of the proposed Kent Station bridge landing. Subject to coordination with the Cork Luas project a restricted one-way traffic loop utilising Marina Walk, Furlong Street and Kenedy Quay could be considered in the context of the proposed Rehabilitation Hospital as the profile of users will mostly be those with restricted mobility and /or high levels of dependency. Cork City Council has recently appointed a consultant team to progress the South Quays Public Realm and Flood Protection project. The potential for restricted vehicular access at Kennedy Quay for the purposes of patient set-down at the proposed Rehabilitation Hospital will be assessed as part of the South Quays Public Realm design.

It is proposed to amend the Proposed Variation with an update regarding flexibility with respect to the types of restricted vehicular access to be considered at Kennedy Quay.



## **Cork Luas**

It is acknowledged that the emerging preferred route for the Cork Luas does not align with the existing street infrastructure in certain locations and impacts on developable land adjacent to Furlong Street. Cork Luas will be delivered by Transport Infrastructure Ireland (TII) and has been designed in collaboration with the National Transport Authority (NTA). The public consultation on the emerging preferred route for the Cork LUAS project concluded on 9<sup>th</sup> June 2025. The public consultation on the emerging preferred route is Step 1 in a 9-stage process, and it has been indicated that the programme for delivery of the Cork Luas will be completed over a 10-15 year period. The TII public consultation documents acknowledge that the proposed route will require some acquisition of private land and they are committed to ensuring that any land acquisitions are managed in a fair and equitable manner. The scheme is currently at a preliminary design stage and exact land-take requirements are not yet defined. TII are communicating with landowners and tenants during this consultation on the Emerging Preferred Route and will continue thereafter. Land acquisition required to facilitate delivery of the Cork LUAS and timing of same will be the responsibility of TII.

It is acknowledged that all elements of infrastructure indicated in the illustrative framework plan will be subject to further design development and separate public consultation / planning processes. Should there be any material changes to the design the Cork Luas then the Framework Plan will be updated accordingly in future iterations. However, it is important to provide clarity for landowners and developers with respect to the current status of significant infrastructure elements such as the Cork Luas so that they can understand it's wider impacts and respond accordingly when preparing planning applications.

## **Illustrative Framework Plan**

As acknowledged by OCP in their submission the Illustrative Framework Plan in Section 2.10 of Volume 4 “the building and block layouts indicated in this Illustrative Framework Plan are purely indicative” and “It is recognised that building and block layouts may change as part of future planning applications”. It is appropriate and standard practice to include indicative block layouts as part of a Framework Plan to provide context.

## **Drainage Strategy**

The requirements to with respect to management of onsite run-off are unchanged. In accordance with paragraph 10.118 of the current Cork City Development Plan “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.”

The Framework Masterplan has sought to integrate all the requirements of the South Docks Drainage Strategy and proposes minor adjustments, which have been reviewed with Cork City Council and the consultants who undertook to studies.

The required drainage catchments and network have been integrated within the Framework Masterplan, with minor adjustments to alignments required to reflect Framework Masterplan design. These variations include:

- Monahan Linear Park Swale – Reprofiting into landscape,
- Narrowing of section of daylighted culvert to suit block design in adjacent plots by 1m only,
- Introduction of additional bioswales along Blue-Green Route (with additional capacity),
- Replacement of 6m wide swale on Centre Park Road with 3m wide shallower swale & filter drain, and

- Culvert to be realigned to within public open space along Marquee Road.

#### **Commentary on the proposed Volume 4, Character Area Guidance**

The design guidance proposed in the Character Area guidance included in the Proposed Variation establishes a set of guidelines which provide both sitewide and area specific guidance for developing the distinct character and identity for each of the eleven character areas within the Docklands. The site-wide guidance applies to all development sites and establishes a context wide guidance whereas area specific guidance developed further into the distinct feature of the particular areas and develops further into any variations from the site-wide guidance. The individual numbered guidance items provided under Volume 4 of the Proposed Variation do not constitute new objectives to the City Development Plan.

- Design guidance SW.HC.1 of Section 5.4 of Volume 4:
  - It is proposed to update this guidance to include flexibility to repurpose heritage features that contribute to the character and / or reflect the industrial and maritime history of the site including historic paving, bollards, moorings, rings, steps, slips, tracks, metalwork or artefacts.
- Design guidance SW.HC.1 of Section 5.4 of Volume 4:
  - It is proposed to omit the requirement for recessed balconies facing the quays, Horgan's Street, Shipyard Plaza, Centre Park Road, and Blue Green Route.
- Objective 10.24A of Volume 1 Written Statement, City Docks District Heating Feasibility Study:
  - It is proposed to omit this objective from the Proposed Variation
- Addition of the 'South Docks Cultural District':

Volume 1 already includes provision of arts and cultural infrastructure generally across the Docklands. Cork City Council intends to develop a framework for naming individual character areas within the lifetime of the current Cork City Development Plan, consequently all Character Areas names included in the Proposed Variation will be updated replaced with generic placeholder names (e.g. 'Character Area A').

#### **Chief Executive's Recommendation**

1. Update Volume 4, Section 3.3 "Strategic Infrastructure, Pg. 50, Bundle 2 — South Quays Public Realm and Flood Protection", fifth bullet-point as follows:

"Vehicular movement to [the South Quays](#) will be controlled, ~~restricting traffic beyond emergency or off hours servicing~~ to ensure an active travel priority environment [and to enhance the public experience and character of the waterfront. Emergency vehicle access and out-of-hours servicing shall be maintained. Restricted and/or interim vehicular access for existing businesses and future development shall be considered in exceptional circumstances and only allowed during designated hours and with appropriate permissions.](#)"

2. Update Volume 4, Section 5.8, Sitewide Guidance, SW.BF.6 as follows:

"SW.BF.6 Proposed building heights shall align with the Height strategy for New Developments diagram as shown and general principals as described in the height strategy included under 'Section A: Chapter 2 Overview of the Framework Masterplan'. [The height strategy shall be interpreted to ensure that development design can respond to site specific constraints and characteristics to provide high quality urban design responses.](#)"

3. Update Volume 4, Section 5.8 to add new Sitewide Guidance item,  
**“SW.BF.X Consideration will be given to the permitted heights and densities of extant permissions in any application to amend or modify such an extant permission”.**
4. Update Volume 4, Section 5.4, Sitewide Guidance, SW.HC.1 as follows:  
 “SW.HC.1 ~~Designated~~ Heritage ~~assets, protected structures and~~ features that contribute to the character and / or reflect the industrial and maritime history of the site shall be retained **and/or repurposed.** These include historic paving, bollards, moorings, rings, steps, slips, tracks, metalwork or artefacts ~~and buildings.~~”
5. Omit Objective 10.24A “City Docks District Heating Feasibility Study” of (Volume 1) as amended by Proposed Variation No. 2.
6. Update all Character Areas names included in the Proposed Variation with generic placeholder names (i.e. ‘Character Area A’ to ‘Character Area K’). Add new objective to develop a framework for naming of the individual Dockland Character Areas:  
**“Objective 10.x: Character Area Naming Framework**  
**Cork City Council will develop a naming framework for the individual character areas that celebrates local heritage, cultural identity, historical context and will consider opportunities for use of the Irish language. This framework will support place-making, promote bilingualism, and foster a sense of belonging, while ensuring names are meaningful, legible, and appropriate for wayfinding.”**

Response Ref. 24			
Submission No.	223	From	HQ Developments Limited
Summary of Submission			
<p>The submission relates to lands at Railway Street and Lower Glanmire Road, Horgan's Quay, Cork, which are subject to an extant planning permission (Cork City Council planning register reference 17/37563) for the redevelopment of the site to provide for a mixed-use residential development including 23 no. apartments. The submission proposes the lands should be considered by the Council for inclusion in the Horgan's Quay Character Area as they form part of the realisation for the wider regeneration of these lands as included in the Masterplan prepared by OMP Architects.</p>			
Chief Executive's Response			
<p>The subject lands are already included in the wider Cork Docklands Framework Plan under the “Lower Glanmire Road and Kent Station” Character Area and the submission proposes the lands should be considered for inclusion in the Horgan's Quay Character Area as they form part of the realisation for the wider regeneration of these lands as included in a masterplan.</p> <p>This is considered to be reasonable, and it is proposed to amend the Character Area boundaries to include the lands identified in the submission to the “Horgan's Quay Character Area”.</p>			

### Chief Executive's Recommendation

Amend the boundaries of the "Horgan's Quay" and "Lower Glanmire Road and Kent Station" character areas to include all lands located between Alfred Street and Lower Glanmire Road in the "Horgan's Quay" Character Area.

### Response Ref. 25

Submission No.	259	From	Templeford Ltd
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### Summary of Submission

The submission highlights that the Marina Commercial Park is an active commercial use and is not a brownfield site and currently contains:

- 17 businesses in industrial units in Blocks J & K and the Franciscan Well Brewery which can only be accessed from the Kennedy Quay gateway to the public road on Kennedy Quay or from the existing internal roadways on the quayside,
- 14 businesses in the Portside units and adjoining ground, which is now proposed to be "dezoned" as Quayside Amenity, and
- 15 businesses in River Park House, which can only be accessed from existing internal roadways on the quayside.

None of these businesses have plans to relocate within the duration of the Cork City Development Plan.

The key recommendations raised are:

- The Proposed Variation be amended to ensure that it would fully support a grant of permission for the layout, design, land use mix and conservation strategy which was previously permitted under Cork City Council planning register reference 10/34546.
- The draft transport strategy be amended to provide that:
  - (a) the section of the LRT between the Kent Street bridge and the Marina Commercial Park be routed along Marina Walk rather than Centre Park Road,
  - (b) the Water Street Bridge be retained in the location shown in the current City Plan, and
  - (c) an independent transportation report be commissioned to consider whether vehicular access from the N8 to the South Docklands should be provided via the Water Street rather than the Eastern Gateway Bridge.
- The draft flood strategy be amended to allow higher finished floor levels along Centre Park Road pending completion of the flood protection works.
- The draft parking strategy be amended to allow greater flexibility in regard to on-site parking pending commencement of the LRT service.

- Provision is made to maintain HGV access, and sufficient space allowed for loading and unloading HGVs, along the quayside and through the existing gateway to the public roadway to Kennedy Quay for existing businesses to continue to operate until the Marina Commercial Park is redeveloped.

Points of clarification and inconsistency raised in relation to:

- The lack of consistency and commercial realism in the revised proposals and the extent to which the new area specific guidance in Volume 4 will undermine the achievement of a sustainable redevelopment of the site and the population and employment targets in the core strategy of the current City Plan. This is reflected in the opening statement in Section 6.5 of Volume 4 *"The South Docks Cultural District is focussed around the iconic Ford Factory complex, with a series of new strategically located landmark public spaces to be integrated into the quayside public realm"*.
- Focus of Volume 4 is on expanding the public realm through "dezoning" of established commercial uses and the introduction of more onerous requirements in regard to retention in situ of existing industrial buildings;
- Lack of clarity on implementation of revised transportation objectives
- Current urban design proposals for Centre Park Road will devalue very valuable commercial frontage and make it a very unattractive urban space;
- Text of Volume 4 be redrafted to accurately reflect the fact the primary objectives of the ZO2, ZO4 and ZO7 zones are "residential, employment and retail" rather than "civic and cultural". Language is potentially misleading in regard to the zoning and core strategy objectives for the Marina Commercial Park.

South Docks Cultural Quarter appears to be inconsistent with the approach for the adjoining area which is now to be renamed as the "Upper Harbour Quay and Industry Place."

continue to operate until the Marina Commercial Park is redeveloped.

## Chief Executive's Response

### **Request for Proposed Variation to reflect scheme permitted under Cork City Council planning register reference 10/34546**

This permission was granted 15 years ago and has expired. The planning policy context for the site has changed considerably since the permission was granted. Since then, additional protection has been assigned to the Ford complex of buildings via the designation of an Architectural Conservation Area in the Cork City Development Plan. This reflects the social and architectural significance of the buildings. The proposed South Docks Drainage and Flood Protection strategy has also significantly changed with the introduction of a polder defence that enables the existing road levels to be maintained. This approach enables a better interface with the existing streetscape and with existing natural and built heritage assets.

The defining features diagram for each Character Area in the Proposed Variation has been informed by a detailed heritage assessment of all designated and undesignated assets on site. These are important elements that define character and contribute to placemaking.

### **Impact of Proposed Variation on Development Capacity**

The planned redevelopment of Cork Docklands is of National Strategic Importance. Its inclusion under the National Development Plan and the allocation of more than €350m in URDF Funding has created an exceptional opportunity to deliver on the vision for the Docklands. The regeneration of this Brownfield site

will create capacity to accommodate approximately 20% of Cork City's population growth to 2040. The proposed suite of interventions, which include transport, flood protection, public realm, community and sports infrastructure projects, will transform the Docklands from an underutilised area of Cork City to a place of choice to live and work. The proposed investment in enabling infrastructure is to address existing market failures that have historically prevented redevelopment of the Docklands.

As part of this Proposed Variation, Cork City Council has sought to mitigate the impact of increased land requirements for delivery of the enabling infrastructure by adjusting the public open space requirement downward from "15%" to a "10%-15%" range. This will support achievement of higher densities on the residual lands zoned for residential and mixed-use development.

Cork City Council has assessed the capacity of each Character Area as part of the Framework Plan process. The lower public open space requirements, proposed density ranges, building heights and residential / non-residential land-use split will still accommodate a residential capacity within the site similar to that permitted under the expired permission and c. 80,000m<sup>2</sup> of non-residential floorspace across the mixed use, residential and District Centre zoning.

Cork City Council intend to reassess the existing public open space zoning to the south of the Marina Commercial Park (approximately 0.365 ha in area) as part of the next review of the City Development Plan in the context of the expanded quayside amenity, which would potentially increase the development capacity of the site.

### **Framework Plan – South Quays**

Cork City Council is dedicated to shaping an outstanding riverside environment that protects and supports a flourishing society, and a thriving economy fit for a rapidly expanding City. The South Docks public realm will be the most significant transformational project as part of the Cork Docklands Regeneration Project. It will transform the city quays into an exemplar for public realm, enabling the transition from an active commercial port to a new vibrant and fun destination within the city.

A diverse and inclusive linear space connecting from Albert Quay to Marina Park, that combines aspects of heritage, ecology, biodiversity, active and passive recreation along its length. This linear experience opens at landmark public spaces that vary in design approach connecting the Marina Promenade and the South Docklands with the River over a 1,100 m stretch of River frontage.

The urban design approach integrates a polder defence for flood protection and a series of soft and hard civic spaces to create moments where people can meet, sit and experience the stunning landscape setting and River activity along this extensive Riverfront. The public realm and public open space strategy at the quayside is designed to respect the existing necklace of heritage assets along the river's edge, create enhanced River access, contribute to climate resilience and create an exemplar placemaking response to add to the liveability of the City. The City's planned population uplift needs to be matched with an ambition for public spaces that contribute to social connection, quality of life and of a scale to complement the existing network of intimate public spaces in the historic core.

The location of new urban plazas has been chosen to complement 2 soft spaces at the western (Kennedy Spine North) and eastern (Polder Cut Park) stretch of the waterfront to create a series of diverse and interesting spaces that promote public life and to catalyse a range of land uses. Their locations have been influenced by their historic context, strategic location and opportunities to activate adjoining buildings and sites and encourage new ways of engagement with the River Lee.

### **Marina Plaza (0.55ha)**

The proposed Marina Plaza is located at the southern landing point of the Active Travel Bridge and the convergence of 2 strategic routes (The Active Travel Bridge / blue-green infrastructure route and the South Docks greenway). This public space is designed to mirror the public space on the Northside (Shipyard Plaza) and will accommodate programmable events, farmers markets, water features, etc. The space enjoys views of the historic Shipyard (opposite) and is located between 2 landmark buildings: the Ford Complex (a designated architectural conservation area, containing a protected structure and several buildings listed on the National Inventory of Architectural Heritage), and ESB Marina. The design response includes stepped elements to create new opportunities to access the water. The proposed Marina Plaza provides a moment of 'release' along the tension of the waterfront promenade. It sits at a key node and intersection between east-west connection along the river and the primary north-south pedestrian and cycle connections over Water Street Bridge. The key principles informing the subdivision of space and alignment here are:

- a. The landing point of Water Street Bridge sits in between proposed sloped landscape that transitions from softer interventions with integrated tree planting to the east towards harder landscape with seating steps to the west. Stepped rock landscape continues from the existing quay wall into the River Lee, including tidal pools, marine planting and habitat.
- b. West of the bridge landing point acts as a programmable events / outdoor installation space. The integration of the polder defence creates a level change at the quays which limits opportunities for hosting larger events. The proposed programmable events space provides approximately 2,600 m<sup>2</sup> which is similar in scale to the Grand Canal Square in Dublin (which is approximately 2,700 m<sup>2</sup>). The relationship between this space and the bridge landing points is also crucial in supporting the sense of arrival.
- c. The blue-green route culminates at the southwestern edge of the proposed Marina Plaza. Its continuation along to the new sloped landscape and its tidal interface with the River Lee is a principal consideration.
- d. The proposed Marina Plaza acts as a place to dwell and pause, where movement across the bridge and the blue-green route culminates, rather than bypasses.

The jetties along this section are in poor condition and proposed to be removed, revealing the historic quay wall (subject to survey).

### **Transport Strategy**

The Cork Docklands Framework Plan consolidates all existing policies and objectives for the Docklands into a unified strategic planning and development framework. It clearly articulates the vision for this key growth area and provides a comprehensive guide to its future development. The Plan also identifies the locations of essential enabling infrastructure, such as bridges, that are critical to the successful delivery of the Docklands project.

It is acknowledged that the public consultation for the Cork Docklands Framework Plan and the Cork Docklands emerging preferred route have taken place concurrently. The Framework Plan is intended to provide a clear description of the transformation to be brought about by the proposed package of interventions in the built and natural fabric of the Docklands. The Cork Luas is essential to enabling the vision for Cork Docklands as a sustainable urban district and it is therefore appropriate to include the Cork Luas Emerging Preferred Route in order to integrate the most relevant and accurate information published by TII/NTA. It is acknowledged that all elements of infrastructure indicated in the illustrative framework plan will be subject to further assessment, design development and separate public

consultation and planning consent processes. Should there be any material changes to the design of any significant infrastructure included in the framework plan then it will be updated accordingly in future iterations. However, it is important to provide clarity for landowners and developers with respect to the current status of significant infrastructure elements such as the Cork Luas and the bridges so that they can understand the wider impacts and respond accordingly when preparing planning applications.

The existing Cork City Development Plan defines Water Street as an active travel bridge. The proposed relocation of the bridge to the east is to create two new plazas at strategic locations along the Waterfront, linking a historic industrial heritage site on the north docks with a new plaza between 2 landmark buildings at the south docks (Ford Complex and ESB). The location also allows for the creation of a desire line between the blue-green infrastructure route with established and new neighbourhoods on the North Docks (Lower Glanmire Road and North Jetties and Shipyard) and with the new residential units, schools, active recreation and services at the District Centre in the South Docks along with further connection southwards to established communities in Ballintemple / Blackrock.

The existing Docklands Transport Strategy is based on an Area Based Transport Assessment which assumed each bridge's function as defined in the existing Development Plan. The ambition is to create a world-class car-free waterfront on the North and South Quays. The reclassification of Water Street Bridge as a vehicle bridge conflicts with this core value. In the interests of clarity, updates will be made to the delivery tranche in Table 10.14 for Water Street Bridge (Active Travel) and the Eastern Gateway Bridge.

The Proposed Variation makes no recommended changes to the existing Parking Strategy as set out in the City Plan. Car parking requirements are set out on a maximum and zonal basis. The Docklands Strategy advocated for ambitious modal shift targets 75:25 in favour of sustainable and active travel. The current parking approach is aligned with the wider transport strategy.

The urban design strategy for Centre Park Road proposes an attractive tree-lined boulevard along this principle civic street. A general building height of 6-8 storeys is recommended along the length of the street, with higher elements introduced around public open spaces and to reflect the hierarchy of place (district centre and waterfront/ Marina Park interface). This is designed to create an intimate street where public life is maximised at the street level and public transport and active travel are provided for within dedicated corridors. This promotes safety, accessibility and modal shift.

### **HGV Access**

The submission requests that sufficient space for loading and unloading along the quayside and HGV access through the existing gateway to the public roadway at Kennedy Quay is maintained to enable existing businesses to continue operating until the Marina Commercial Park is redeveloped. Cork City Council has recently appointed a consultant team to progress the South Quays Public Realm and Flood Protection project. The Framework Plan does not consider different scenarios with respect to development phasing, but Cork City Council are committed to engaging with existing businesses to understand their ongoing requirements and how they can be accommodated as part of the proposed infrastructure phasing. The potential for restricted vehicular access at Kennedy Quay on an interim basis will be assessed as part of the South Quays Public Realm design.

### **Finished Floor Levels**

The submission requests that the flood strategy should allow for higher finished floor levels (FFLs) for any development commenced before flood defences are in place and maintains that the low floor levels specified for buildings along Centre Park Road would likely mean that these are not developable until the proposed flood defences are completed in full.



The recommended approach to finished floor levels is set out in Volume 1, Chapter 10, paragraphs 10.112-10.116. of the City Development Plan, as amended by Proposed Variation No. 2. The Proposed Variation acknowledges that the delivery or grant of planning for private development prior to the implementation of the proposed polder defence will result in site specific floor levels being adopted by developers on a site-by-site basis to ensure an appropriate level of flood resilience is provided to developments coming forward in advance of the perimeter flood protection works. The Proposed Variation acknowledges this may result in higher FFLs to those recommended in the current Cork City Development Plan.

### **Implementation and Monitoring**

Comments in relation to the relocation of Goulding's are noted. Cork City Council is committed to working with key stakeholders including the landowner, Port of Cork and Cork County Council to achieve a successful resolution to the decanting of the existing industrial use in order to activate this large permitted residential site. Cork City Council continues to monitor the existing planning pipeline and activation of permitted residential schemes. The Council continues to engage with statutory stakeholders to ensure the timely delivery of supporting services for the emerging residential and business community.

In terms of other points of clarification, Cork City Council wishes to clarify the following:

- The Marina Commercial Park is acknowledged in Section 6.5 (Introduction) to the South Docks Cultural District as follows: *"The area to the west of the Green Blue Route benefits from an existing ecosystem of light-industrial, creative and manufacturing businesses and these could enable different models of housing for students, key workers as well as new modes of live work housing for artists and creative workers"*.
- The Mixed-Use zoning provides for a wide range of uses as defined in Chapter 12 of the current City Development Plan. Volume 4 is acknowledging that the scale of the existing historic building provides opportunities for educational and cultural uses. The need for these types of uses was highlighted during stakeholder engagement process. The text of Volume 4 can be expanded upon to reflect the wider range of uses achievable on site.
- *"To the south, land facing Centre Park Road is zoned as Mixed Use, District Centre and New Residential Use"*. This relates to the whole area with the addition of a new portion of "ZO 14 Public Infrastructure" zoned lands as defined in Proposed Mapping Change No. 2.
- *"Heritage assets within the site such as the historic quay wall and jetties, the iconic Ford complex must be retained in situ and inform the design and public realm response."* The heritage strategy response will need to respect the existing heritage designations on site. Proposals will need to be considered as part of a formal planning application process.
- *"Façades and building expression on the quayside shall reflect the light-industrial, creative and manufacturing character of this area"*. The facades of quayside housing blocks will be allowed to reflect their residential form and function. Creative residential typologies are encouraged that draw on the unique architectural references and materiality of the Docklands.
- *"Proposals adjacent to existing heritage assets such as the Ford Complex shall form a composition that highlights and does not dominate the existing asset"*. This will be defined as part of a formal planning application process and shall have regard to existing heritage designations on site.
- *"Heritage assets associated with the maritime, industrial function and history of the Character Area shall be retained in-situ and/or reused with the agreement of the Cork City Council. These include but are not limited to buildings and features identified on the Defining Features diagram."* - Cork City

Council propose to update Area Specific Guidance, SD.2 and delete the following sentence “*These include but are not limited to buildings and features identified on the Defining Features diagram*”. No changes are proposed to the defining features diagram.

### Chief Executive’s Recommendation

1. Update Volume 4, Section 6.5 “South Docks Cultural District (SD)” as follows:

“The South Docks Cultural District is focussed around the iconic Ford Factory complex, with a series of new strategically located landmark public spaces to be integrated into the quayside public realm. This mixed-use zone can accommodate a wide range of uses including residential, general offices, local services, conference centre, education, hospital, hotel, commercial leisure, cultural uses, civic institutions, childcare services, local medical facilities, business and technology / research uses and community and civic uses. The target land-use split for mixed use and residential sites within this Character Area are set out in the key information table.”

2. Update Volume 4, Section 3.3 “Strategic Infrastructure, Pg. 50, Bundle 2 — South Quays Public Realm and Flood Protection”, fifth bullet-point as follows:

“Vehicular movement to the South Quays will be controlled, ~~restricting traffic beyond emergency or off hours servicing~~ to ensure an active travel priority environment and to enhance the public experience and character of the waterfront. Emergency vehicle access and off hours servicing shall be maintained. Restricted and/or interim vehicular access for existing businesses and future development shall be considered on in exceptional circumstances and only allowed during designated hours and with appropriate permissions.”

3. Update all Character Areas names included in the Proposed Variation with generic placeholder names (i.e. ‘Character Area A’ to ‘Character Area K’). Add new objective to develop a framework for naming of the individual Dockland Character Areas:

**“Objective 10.x: Character Area Naming Framework**

**Cork City Council will develop a naming framework for the individual character areas that celebrates local heritage, cultural identity, historical context and will consider opportunities for use of the Irish language. This framework will support place-making, promote bilingualism, and foster a sense of belonging, while ensuring names are meaningful, legible, and appropriate for wayfinding.”**

4. Update Volume 4, Section 6.5 “South Docks Cultural District (SD)”, as follows:

“SD.2 Heritage assets associated with the maritime, industrial function and history of the Character Area shall be retained in-situ and/or reused with the agreement of the Cork City Council. ~~These include but are not limited to buildings and features identified on the Defining Features diagram.~~”

5. Update Table 10.14: City Docks Infrastructure and Delivery Programme (Volume 1) Chapter 10 to provide clarity of bridge delivery as follows:

Programme Stream	Project	Tranche
City Docks Bridges	Kent Station Bridge	2

		Water Street Bridge (Design and tender)	23	
		Eastern Gateway Bridge	23	

Response Ref. 26				
Submission No.	432	From	Urban Green Private	
Summary of Submission				
<p>Among other issues raised, the submission has raised a number of issues relating to <b>Proposed Mapping Change No. 4</b>, which seeks to change lands on the south quays from “ZO 4 Mixed Use Development” to “ZO 18 Quayside Amenity Area”.</p> <p>The submission highlights that the owners currently own and operate the site upon which Marina Market operates. As a key stakeholder along the quay front, it welcomes the opportunity to engage with the Cork Docklands Framework Plan. It broadly supports the Plan’s vision to integrate community, public realm, arts &amp; culture, sports, and active recreation infrastructure, which will undeniably bring life and vibrancy to the Docklands. It commends Cork City Council for articulating a clear transformational vision for the built and natural fabric of the area, along with developing a strategic policy document that aligns with enabling infrastructure and development.</p> <p>The submission includes concept planning and detailed designs for the site with a view to submitting a planning application in summer 2025 for a proposal involving a 5,000-capacity event space, hotel, reformatted Marina Market, gallery, café / restaurant and public space.</p> <p>While the Plan’s overarching objectives are endorsed, serious concerns are raised regarding specific aspects pertaining to the subject landholding. These include:</p> <p><b>Land-Use Designation &amp; Flexibility</b></p> <ul style="list-style-type: none"><li>• The current framework imposes restrictions that may undermine the viability and optimal use of the site. Significant cost has been endured to devise an international quality site-specific design concept for the site.</li><li>• The proposed ‘plaza’ as provided for in the Framework Plan should be accommodated to the east or west of the site if possible.</li><li>• Greater flexibility is needed in terms of landmark buildings / height needs to be employed on the subject site.</li></ul> <p><b>Compulsory Acquisition or Overriding Controls</b></p> <ul style="list-style-type: none"><li>• Any proposals that could lead to compulsory acquisition or excessive statutory constraints on privately held land must be justified with clear business cases and stakeholder consultation. It states there is an alternative location for the plaza directly to the east of the subject lands. There may be</li></ul>				

scope to incorporate some civic space on the site if all the other aspects of the conceptual scheme are achievable.

### **Delivery Phasing & Infrastructure Coordination**

Development must be sequenced in tandem with enabling infrastructure. Assurances are sought that:

- roads, utilities, and public realm works will be delivered concurrently with private development, and
- no undue delays or costs will be imposed on landowners due to infrastructure gaps.

### **Stakeholder Engagement**

Ongoing dialogue with Cork City Council is requested to ensure that site-specific concerns are addressed in subsequent iterations of the Plan.

### **Chief Executive's Response**

Support for the Proposed Variation is welcomed. Cork City Council welcomes the design ambition for the site to create a range of public, commercial and cultural uses which would align with the Mixed-Use zoning. Cork City Council are committed to aid the activation of private lands by providing publicly funded enabling infrastructure including flood defence on the South Quays to ensure that the site and adjoining lands are resilient to climate change. As part of this Proposed Variation, Cork City Council has amended public open space requirements from "15%" to a range of "10%-15%" to assist in further delivery-enabling incentives and create certainty and confidence for private landowners.

Cork City Council is dedicated to shaping an outstanding riverside environment that protects and supports a flourishing society, and a thriving economy fit for a rapidly expanding City. The South Docks public realm will be the most significant transformational project as part of the Cork Docklands Regeneration Project. The urban design approach integrates a polder defence for flood protection and a series of soft and hard civic spaces to create moments where people can meet, sit and experience the stunning landscape setting and River activity along this extensive Riverfront. The public realm and public open space strategy at the quayside is designed to respect the existing necklace of heritage assets along the river's edge, create enhanced River access, contribute to climate resilience and create an exemplar placemaking response to add to the liveability of the City. The City's planned population uplift needs to be matched with an ambition for public spaces that contribute to social connection, quality of life and of a scale to complement the existing network of intimate public spaces in the historic core.

The locations of new urban plazas have been chosen to complement 2 soft spaces at the western (Kennedy Spine North) and eastern (Polder Cut Park) stretch of the waterfront to create a series of diverse and interesting spaces that promote public life and catalyse a range of land uses. Their locations have been influenced by their historic context, strategic location and opportunities to activate adjoining buildings/ sites and encourage new ways of engagement with the River Lee.

The proposed 0.5-hectare quayside plaza proposed in this location as part of Proposed Mapping Change No. 4 is an integral part of the riverside strategy. It is designed as an urban plaza to create a sheltered space enclosed by the western extents of the historic Ford Complex and to reimagine the existing car parking space. This section of the quayside represents a particular pinch-point along the waterfront where the existing historic wall is located immediately at the interface with the building line of the Ford Factory complex. The Ford Complex is an Architectural Conservation Area and includes a protected structure and several buildings listed on the National Inventory of Architectural Heritage.

The Ford complex building complex contains iconic architectural features and is intrinsic to Cork's social history which will add to the interpretation and experience of the space. The space is conceived to host events and programming, along with accommodating informal active recreational uses throughout the day and seasons. This public space is designed to animate the waterfront and support active recreation for the community and visitors alike.

Cork City Council intends to progress the delivery of infrastructure bundles on a parallel basis. The North Docks Public Realm and Transport Infrastructure Project (Part 8) is currently subject to public consultation. A team of consultants have been appointed for the South Docks Public Realm with further progression of Project Bundles 3-4 ongoing.

Cork City Council will continue engagement with all affected landowners to enable the successful regeneration of Cork Docklands.

#### **Chief Executive's Recommendation**

No changes are proposed to the Proposed Variation.

#### **Response Ref. 27**

<b>Submission No.</b>	<b>446</b>	<b>From</b>	<b>Tower Developments</b>
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#### **Summary of Submission**

The purpose of this submission is to request:

- Deletion of the proposed Kent Station Bridge from the various mapped objectives in Volume 2 of the City Plan on the grounds that, as the primary purpose of the proposed bridge is to carry the LRT tram, it is premature to adopt a specific proposal for the bridge pending a final decision on the LRT route.
- Amendment of the Area Specific Guidance for the Custom House in Section 6.11 of Volume 4 on the grounds that it does not accurately reflect the current status of the site and does not refer to the urban design framework has already been approved under the current planning permission.

#### **Kent Station Bridge:**

TII public consultation indicates that no other route options in regard to the link between Kent Station and Kennedy Quay have yet been considered and it would appear that the indicative objective for Kent Station Bridge in the current City Plan may have been used to avoid considering alternative routes in this area. If so, this would undermine the integrity of the route selection process and any subsequent Environmental Impact Assessment Report (EIAR) or railway order.

- Any decision of the members of the City Council to proceed to adopt a variation to the City Plan which prejudices the outcome of the route selection, environmental impact assessment and railway order processes could be considered to be ultra vires at this stage of the planning process.
- We would also argue that, as set out in our client's submission to the TII/NTA consultation, the proposed Kent Station Bridge would be inconsistent with several objectives of the City Plan in regard to maritime heritage tourism

- In our opinion the achievement of these objectives would be undermined by the construction of a fixed bridge between Kent Station and Furlong Street.

#### **Recommendation**

- Kent Station Bridge be deleted from the various mapped objectives in Volume 2

**Amendment of the Area Specific Guidance** for the Custom House in Section 6.11 of Volume 4 on the grounds that it does not accurately reflect the current status of the site and does not refer to the urban design framework has already been approved under the current planning permission.

- Volume 4 recognises that the heritage assets within the site need to be retained and sensitively addressed in any future interventions and that this will require a bespoke land-use response which shall include a community or civic use at this iconic City gateway site. It is surprising therefore that the Proposed Variation fails to include any reference to the permission granted by An Bord Pleanála under ABP-308596-20. Paragraph 7.4.16 of the Inspector's report.
- Vol 4 should recognise the precedent of the Board's decision particularly as the permission is still extant and applies to the entire extent of the character area. This approach would also be consistent with the approach adopted in Section 6.4 of Volume 4 which specifically endorses permitted development as part of the updated urban design framework for the Upper Harbour Quay and Industry Place character area.

#### **Recommendation**

- Urban design guidance in Section 6.11 of Volume 4 be updated to include an appropriate reference to the extant permission under ABP-308596-20 and to the urban design assessments made by the Board's Inspector and by the Council's senior Planning, Conservation and Architectural officers. We also request that the Defining Features Diagram in Figure 6.11.1 be updated to show the layout as permitted by the Board.

### **Chief Executive's Response**

#### **Kent Station Bridge:**

Proposed Variation No 2 does not propose any new bridges across the River Lee nor does it stipulate or determine any particular design or opening option for any of the bridges.

The Proposed Variation instead presents a strategic planning framework for the future delivery of these bridges with the funding secured under the Government's Urban Regeneration and Development Fund (URDF).

The Cork Docklands Framework Plan consolidates all existing policies and objectives for the Docklands into a unified strategic planning and development framework. It clearly articulates the vision for this key growth area and provides a comprehensive guide to its future development. The Plan also identifies the locations of essential enabling infrastructure, such as bridges, that are critical to the successful delivery of the Docklands project.

The Kent Station Bridge (referred to at the time as the 'Mill Road Bridge' as a public transport bridge) was proposed in the South Docks Local Area Plan (LAP) which was adopted by Council in February 2008 and subsequently included in the 2009, 2015 and 2022 City Development Plans in both text and mapped references (Maps 2).

It is acknowledged that the public consultation for the Cork Docklands Framework Plan and the Cork Luas emerging preferred route have taken place concurrently. The Framework Plan is intended to provide a clear description of the transformation to be brought about by the proposed package of interventions in the built and natural fabric of the Docklands. The Cork Luas is essential to enabling the vision for Cork Docklands as a sustainable urban district and it is therefore appropriate to include the Cork Luas Emerging Preferred Route in order to integrate the most relevant and accurate information published by TII/NTA. It is acknowledged that all elements of infrastructure indicated in the illustrative framework plan will be subject to further assessment, design development and separate public consultation and planning consent processes. Should there be any material changes to the design of any significant infrastructure included in the framework plan then it will be updated accordingly in future iterations. However, it is important to provide clarity for landowners and developers with respect to the current status of significant infrastructure elements such as the Cork Luas and the bridges so that they can understand the wider impacts and respond accordingly when preparing planning applications.

### **River Use Plan**

The existing Cork City Development Plan and Proposed Variation No, 2 acknowledge the importance of the River Lee as a heritage asset, as a focal point for people to gather and enjoy and as a biodiversity asset. Objective 10.30 sets out Cork City Council's ambition for Active Recreation Infrastructure and encourages water-based leisure activities such as rowing, light craft and swimming.

A vibrant active waterfront that celebrates Cork City's maritime and industrial heritage as a port city is a fundamental objective of the regeneration of Docklands. The refurbishment of the city quays and creation of a world class quayside public realm as envisaged under the Cork Docklands Framework plan will provide improved access for tourism, amenity, active recreation, water-based transport and leisure uses.

The city quays will transition from a commercial port to a riverside urban space that prioritises placemaking, leisure and tourism. To support this transition, Cork City Council acknowledges that further comprehensive review, analysis, stakeholder engagement and public consultation is required to assess the wider strategic and long-term economic benefits of retaining continued access to the river and city quays for different river users and categories of vessels. The maritime requirements to accommodate both existing and future uses must also be assessed.

It is critical to note that Proposed Variation No 2 does not provide for any particular design or opening option for any of these three bridges. This was true also for the previous City Development Plans. The design of these bridges will each follow their own assessment, design and planning consent processes, which will consider matters such as their technical specification, including capacity to open, flood risk and environmental impact. It is not a function of a Development Plan to fulfil this role.

However, the current City Development Plan includes Objective 6.21 "River Use and Management Plan" which sets out Cork City Council's intention to commission a river use and management plan to:

- examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, visitors and tourists), and
- identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as a new public slipway, pontoon and additional facilities.

The Cork Docklands Framework Plan echoes this intention and acknowledges that further comprehensive review, analysis and stakeholder engagement is required. In accordance with Objective 6.21, Cork City Council will commission a river use and management plan that will address the bulleted points above. The City Council intends to commission this study as soon as possible post the completion of the Variation process.

The intention for the study will be to identify essential maritime infrastructure and appropriate locations for the delivery of this infrastructure. The types of quayside infrastructure to be developed (e.g. berthing, pontoons, jetties, slips, swim access) will need to consider future development aspirations, the needs of all relevant stakeholders including existing river users and potential future river users. The study will provide a key input to inform the respective design processes of each of the bridges. Once developed, the draft river use and management plan will be subject to a separate public consultation process – it is intended to have extensive stakeholder engagement and public consultation to inform the preparation of the draft plan and following the publication of the draft plan.

The river use and management plan is the appropriate mechanism to consider the matters raised in the many submissions in relation to the bridges, access to the River Lee, and river use and management.

It is essential that the bridges are included in the City Development Plan which is the primary strategic plan for Cork City to ensure that they have the appropriate level of policy support to secure Government funding and provide the required enabling active, public and vehicular transport infrastructure to ensure that Docklands can develop as envisaged in the City Development Plan, Regional Spatial and Economic Strategy and National Planning Framework. The separate assessment, design and consent processes for each bridge will follow.

#### **Area Specific Guidance for the Custom House in Section 6.11 of Volume 4**

The purpose of the Character Area Guidance is to establish a set of guidelines for developing the distinct character and identity for each of the eleven character areas within the Docklands. It is flexible to encourage creative, varied, distinctive and site-specific design responses across the various character areas within the Cork Docklands. It is not intended to act as a minimum or maximum standard of design. The purpose of the Proposed Variation is to provide an updated policy framework for Cork Docklands. The Volume 4, Section B: Character Area Guidance is an integral part of the proposed updated policy framework.

An Bord Pleanála planning reference ABP-308596-20 was determined on 22/03/2021, meaning it was assessed and determined under the previous, 2015 Cork City Development Plan. Since then, the current, 2022-2028 Cork City Development Plan was adopted and came into effect. The current City Development Plan provides a robust building height and tall building strategy. Paragraph 11.44 of the current, 2022 City Development Plan, as proposed to be amended by the Proposed Variation, sets out appropriate locations for tall buildings within the City Docks, and includes in paragraph 11.50 (as proposed to be amended by the Proposed Variation) the “Tip of the Island” and references “several planning commitments”. This site to which this submission relates is included in the zone considered appropriate for tall buildings as set out in Figure 10.4 of the City Development Plan (as proposed to be amended in the Proposed Variation). Figure 6.11.1 in Volume 4 is a diagram of the defining features of the site. Figure 6.11.2 in Volume 4 identifies a “special building” on this site. The planning history of any particular site is considered as part of the planning application process.

To ensure consistency, reference to permitted developments that have yet to commence will be omitted from the Proposed Variation, Volume 4, Section B: Character Area Guidance.

#### **Chief Executive’s Recommendation**

Revise Proposed Variation No 2 to remove any reference to permitted developments that have yet to commence within the Proposed Variation, Volume 4, Section B: Character Area Guidance.



See **Response Reference 29** in relation to “bridges, access to the River Lee and river use and management” for proposed amendments to Objective 6.21 of the Cork City Development Plan 2022-2028

## 2.5 Submissions relating to Thematic Issues

This section addresses issues raised in submissions that raised a wide range of issues and are grouped under general thematic categories. The table below does not include the relevant submission numbers that relate to the responses; these are reflected in each individual Response Reference.

Response Reference	Theme / issues raised
28	Lido and 50m swimming pool
29	Bridges, access to the River Lee and river use and management
30	Support for the Maritime Activity Centre (MAC)
31	Slipway access to the River Lee for berthing and rescue
32	Pedestrian and cycle connectivity between South Quays and the Marina Promenade and impact to Shandon Boat Club
33	Development proposals
34	Building height and impact on residential amenities
35	Cork Docklands and Cork’s Economy
36	Arts infrastructure
37	Transport Infrastructure

The Chief Executive’s response and recommendations in relation to the main issues raised in the above submissions are set out below.

Response Ref. 28	
Issues / Observations	Lido and 50m swimming pool
Submission Number(s)	
6, 8, 12, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 50, 51, 52, 53, 58, 60, 61, 67, 74, 76, 78, 79, 81, 86, 87, 88, 89, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 118, 121, 122, 125, 126, 127, 129, 130, 131, 135, 136, 137, 138, 139, 140, 141, 143, 144, 145, 146, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 160, 162, 163, 165, 166, 167, 168, 170, 171, 172, 173, 176, 179, 180, 182, 183, 184, 186, 189, 190, 191, 195, 196, 198, 200, 202, 203, 204, 206, 207, 208, 209, 210, 211, 213, 215, 218, 219, 221, 224, 226, 227, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249,	

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\* other submissions may also refer to this subject matter

### Summary of Issues / Observations Raised

Over 450 submissions **support** the provision of a Lido on the riverbank or within the River Lee and / or the provision of a 50m swimming pool. A variety of benefits associated with swimming have been raised in the submissions including:

- a lido can act as a community building asset,
- swimming contributes to positive health,
- swimming is an inclusive active recreation activity for people of all ages and abilities,
- a lido can act as a tourism destination,
- a lido can provide opportunities for other compatible uses, such as saunas and hydrotherapy pools,
- both a 50m lido and/or a 50m indoor swimming pool can provide space for competitive swimmers in Cork where there is an acknowledged deficit, and
- a lido can contribute to sustainable travel by providing a local outdoor swimming resource which is currently only possible to access via car or bus at beaches outside the City.

### Chief Executive's Response

The overwhelming support to the provision of a lido or swimming pool in Docklands is acknowledged and welcomed.

### River Use and Management Plan

The existing Cork City Development Plan and Proposed Variation No. 2 acknowledge the importance of the River Lee as a heritage asset, as a focal point for people to gather and enjoy and as a biodiversity asset. Objective 10.30 sets out Cork City Council's ambition for Active Recreation Infrastructure and encourages water-based leisure activities such as rowing, light craft and swimming. A vibrant active waterfront that celebrates Cork City's maritime and industrial heritage as a port city is a fundamental objective of the regeneration of Docklands. The refurbishment of the city quays and creation of a world class quayside public realm as envisaged under the Cork Docklands Framework plan will provide improved access for tourism, amenity, active recreation, water-based transport and leisure uses.

To support this transition, Cork City Council acknowledges that further comprehensive review, analysis, stakeholder engagement and public consultation is required to assess the wider needs for the future Docklands community, which includes active recreation infrastructure and retaining continued access to the river and city quays for different river users.

The current City Development Plan includes Objective 6.21 “River Use and Management Plan” which sets out Cork City Council’s intention to commission a river use and management plan to (1) examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, visitors and tourists), and (2) identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as a new public slipways, pontoon and additional facilities.

The Cork Docklands Framework Plan echoes this intention and acknowledges that further comprehensive review, analysis and stakeholder engagement is required. In accordance with Objective 6.21, Cork City Council will commission a river use and management plan that will address the bulleted points above. The City Council intends to commission this study as soon as possible post the completion of the Variation process.

The intention for the study will be to identify essential maritime infrastructure including a potential lido and appropriate locations for the delivery of a range of maritime infrastructure. Once developed, the draft river use and management plan will be subject to a separate public consultation process. It is intended to have extensive stakeholder engagement and public consultation to inform the preparation of the draft plan and following the publication of the draft plan.

The river use and management plan is the appropriate mechanism to consider the matters raised in the many submissions in relation to access to the River Lee, and river use and management.

### **Canal Walk Sports Infrastructure**

Volume 4, Section 3.4 (Bundle 3) sets out details on The Canal Walk Sports Centre. This will comprise a strategic sports and leisure facility that will be centrally located within the Cork Docklands to provide a civic and community anchor. The proposed facility will deliver a multi-sport campus accommodating a range of sports that responds to existing active recreation infrastructure deficits within Cork City and the future additional demand from the new Cork Docklands residential population.

Indoor active recreation facilities at the centre may include a 50m pool and 25m juvenile pool. There is an acknowledged deficit in 50m pool swimming facilities within the City and County. Cork City Council will continue to engage with sporting bodies and local stakeholders in the progression of active recreation infrastructure for the Docklands, including consideration of a 50m swimming pool.

### **Chief Executive’s Recommendation**

No changes are proposed to the Proposed Variation.

A separate River Use and Management Plan will be commissioned on completion of the variation of the City Development Plan process, which will have its own extensive stakeholder and public consultation process. This is the appropriate mechanism to consider the matters raised in the submissions.

Cork City Council will continue to engage with stakeholders to inform the progression of active recreation infrastructure within Docklands, including a lido and / or 50m swimming pool.

Response Ref. 29	
Issues / Observations	Bridges, access to the River Lee and river use and management
<b>Submission Number(s)</b>	
1, 2, 13, 51, 56, 57, 59, 63, 64, 65, 66, 68, 69, 70, 71, 72, 73, 75, 77, 82, 83, 84, 85, 90, 104, 111, 120, 124, 128, 133, 142, 147, 159, 161, 175, 177, 185, 187, 188, 193, 194, 205, 212, 214, 216, 220, 225, 228, 254, 267, 283, 285, 287, 306, 313, 316, 320, 334, 335, 336, 337, 338, 344, 345, 347, 350, 352, 372, 381, 384, 389, 394, 396, 400, 401, 402, 403, 404, 405, 406, 409, 413, 414, 416, 418, 421, 424, 425, 426, 428, 431, 435, 442, 444, 452, 454, 459, 464, 469, 470, 471, 472, 492, 494, 495, 496, 508, 509, 514, 517, 519, 524, 535, 538, 544, 545, 546, 548, 549, 550, 551, 553, 555, 557, 558, 559, 567, 574, 576, 577, 580, 582, 583, 584, 585, 591, 603, 621, 625, 626, 634, 638, 639, 642, 649, 650, 654, 655, 656, 658, 659, 663  * other submissions may also refer to this subject matter	
<b>Summary of Issues / Observations Raised</b>	
<p>The issue of bridges and access to the river by a range of water users has been raised in a significant number of submissions. Concerns expressed relate to bridges preventing access to the river and access to Custom Quay by watercraft, flood risk from the bridges, river use and management. Many submissions also refer to the potential for ferries on the River Lee.</p>	
<b>Chief Executive's Response</b>	
<p>To clarify, Proposed Variation No 2 does not propose any new bridges across the river Lee nor does it stipulate or determine any particular design or opening option for any of the bridges. The Variation instead presents a strategic planning framework for the future delivery of these bridges with the funding secured under the Government's Urban Regeneration and Development Fund (URDF).</p> <p>The Cork Docklands Framework Plan consolidates all existing policies and objectives for the Docklands into a unified strategic planning and development framework. It clearly articulates the vision for this key growth area and provides a comprehensive guide to its future development. The Plan also identifies the locations of essential enabling infrastructure, such as bridges, that are critical to the successful delivery of the Docklands project.</p> <p><b>History of the bridges in adopted Council policy</b></p> <p>The Kent Station, Water Street and Eastern Gateway Bridges have been adopted as Cork City Council strategic planning policy for over 20 years: <b>Water Street Bridge</b> has been a mapped objective since <b>2004</b>, and <b>Kent Station Bridge</b> and <b>Eastern Gateway Bridge</b> since <b>2008</b>, and all were subsequently included in the <b>2009</b>, <b>2015</b> and <b>2022</b> City Development Plans.</p> <p><b>Water Street Bridge</b> was included in the Cork City Development Plan <b>2004</b> in both text and mapped references (Figures 9.2 and 9.5), as an important component for the development of Docklands. It should be noted that the Mary Elmes Bridge, linking Merchants Quay and St Patricks Quay, which was opened in July 2019, was also included as a planning objective in the 2004 Cork City Development Plan and was subject to its own separate planning consent process. This will be the case for each of the bridges represented in this Variation.</p>	

The **Kent Station Bridge** (referred to at the time as the ‘Mill Road Bridge’ as a public transport bridge) and the **Eastern Gateway Bridge** were proposed in the *South Docks Local Area Plan* (LAP) which was adopted by Council in February **2008**.

These three bridges were subsequently all included in the Cork City Development Plan **2009** in both text and mapped references (Maps 2 and 3). Specific objectives sought the delivery of these bridges (Objective 5.14).

In **2010**, following an oral hearing, An Bord Pleanála granted planning permission for:

- the construction of the Eastern Gateway Bridge and associated road network,
- the construction of the Water Street Bridge and associated road network,
- the raising and upgrading of Centre Park Road,
- the raising and upgrading of Monahan’s Road, and
- other related minor access roads.

These works did not proceed due to an absence of funding.

These three bridges were then included in the Cork City Development Plan **2015** in both text and mapped references (Maps 2). Specific objectives sought the delivery of these bridges (Objective 5.17).

Most recently these three bridges were included in the current Cork City Development Plan **2022** which was adopted by Council on 27<sup>th</sup> June 2022. Paragraph 10.83 of the current City Development Plan states that “*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)*”. The “Mill Road Bridge” is now referred to – more accurately – as the “Kent Station Bridge”.

### **What the Variation Proposes**

Proposed Variation No 2 Proposed Variation No 2 does not propose any new bridges across the river Lee nor does it stipulate or determine any particular design option or opening for any of the bridges. The Variation instead presents a strategic planning framework for the future delivery of these bridges with the funding secured under the Government’s Urban Regeneration and Development Fund (URDF). The Variation does propose a modification to the minor movement of the Water Street Bridge eastwards to align with the proposed shipyard plaza and the green-blue route – the proposed walking and cycling route connecting the north and south dockland areas and their respective adjoining neighbourhoods – and to improve its function as an active travel bridge (for walking and cycling only). Associated changes proposed in the Variation are the addition of the connector roads, Monahan Road extension and the LRT route, the latter of which is a national strategic transport objective and subject to a separate consultation and planning process.

Proposed Variation No 2 presents a framework for the delivery of these bridges with the funding secured under the URDF. As with Mary Elmes Bridge, it can take a long time from concept and policy to delivery for large infrastructure projects, and Cork City Council is now in a position to realise the ambition for Docklands by delivering key enabling infrastructure projects like these three bridges.

The Cork Docklands Framework Plan knits together all existing policies and objectives for Docklands into a coherent strategy that demonstrates how it all manifests as a single development framework. Proposed

Variation No 2 incorporates elements of the Cork Docklands Framework Plan that are required in the current City Development Plan period, which is to 2028.

### **River Use and Management Plan**

The existing Cork City Development Plan and Proposed Variation acknowledge the importance of the River Lee as a heritage asset, as a focal point for people to gather and enjoy and as a biodiversity asset. Objective 10.30 sets out Cork City Council's ambition for Active Recreation Infrastructure and encourages water-based leisure activities such as rowing, light craft and swimming.

A vibrant active waterfront that celebrates Cork City's maritime and industrial heritage as a port city is a fundamental objective of the regeneration of Docklands. The refurbishment of the city quays and creation of a world class quayside public realm as envisaged under the Cork Docklands Framework plan will provide improved access for tourism, amenity, active recreation, water-based transport and leisure uses.

The city quays will transition from a commercial port to a riverside urban space that prioritises placemaking, leisure and tourism. To support this transition, Cork City Council acknowledges that further comprehensive review, analysis, stakeholder engagement and public consultation is required to assess the wider strategic and long-term economic benefits of retaining continued access to the river and city quays for different river users and categories of vessels. The maritime requirements to accommodate both existing and future uses must also be assessed. This will include consideration the potential for ferries.

It is critical to note that Proposed Variation No 2 does not provide for any particular design or opening option for any of these three bridges. This was true also for the previous City Development Plans. The design of these bridges will each follow their own assessment, design and planning consent processes, which will consider matters such as their technical specification, including capacity to open, flood risk and environmental impact. It is not a function of a Development Plan to fulfil this role.

However, the current City Development Plan includes Objective 6.21 "River Use and Management Plan" which sets out Cork City Council's intention to commission a river use and management plan to:

- examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, visitors and tourists), and
- identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as a new public slipway, pontoon and additional facilities.

The Cork Docklands Framework Plan echoes this intention and acknowledges that further comprehensive review, analysis and stakeholder engagement is required. In accordance with Objective 6.21, Cork City Council will commission a river use and management plan that will address the bulleted points above. The City Council intends to commission this study as soon as possible post the completion of the Variation process.

The intention for the study will be to identify essential maritime infrastructure and appropriate locations for the delivery of this infrastructure. The types of quayside infrastructure to be developed (e.g. berthing, pontoons, jetties, slips, swim access) will need to consider future development aspirations, the needs of all relevant stakeholders including existing river users and potential future river users. The study will provide a key input to inform the respective design processes of each of the bridges. Once developed, the draft river use and management plan will be subject to a separate public consultation process – it is intended to have extensive stakeholder engagement and public consultation to inform the preparation of the draft plan and following the publication of the draft plan.

The river use and management plan is the appropriate mechanism to consider the matters raised in the many submissions in relation to the bridges, access to the River Lee, and river use and management.

It is essential that the bridges are included in the City Development Plan which is the primary strategic plan for Cork City to ensure that they have the appropriate level of policy support to secure Government funding and provide the required enabling active, public and vehicular transport infrastructure to ensure that Docklands can develop as envisaged in the City Development Plan, Regional Spatial and Economic Strategy and National Planning Framework. The separate assessment, design and consent processes for each bridge will follow.

### Chief Executive's Recommendation

1. Update Objective 6.21 of the City Development Plan (Volume 1) as follows:

“Objective 6.21: River Use and Management Plan

Prior to commencement of planning, design and development of any of the 3 proposed bridges, Cork City Council will ~~To~~ commission a river use and management plan to:

- a) Examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, community groups, commercial operators, sports clubs, visitors and tourists);
- b) Assess the respective requirements of all stakeholders to identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as ~~a~~ new public slipways, pontoons, berthing facilities, utilities, emergency access and potential additional facilities including a LIDO

The plan will be subject to extensive stakeholder engagement and a separate public consultation process.”

2. Update Volume 4, Section 3.6 “Strategic Infrastructure Bundle 5 — Bridges”, as follows:

“The delivery of the high capacity public transport infrastructure is a critical enabler to the development of Docklands. Consequently, the Kent Station public transport bridge will be prioritised for delivery. The specification ~~for this installation of all 3 bridges~~ will be guided by the ~~requirements of the high frequency public transport services required (including LRT). The subsequent design and planning for the Active Travel Bridge and Eastern Gateway bridge will be guided by a specification to be determined following a separate study which will be undertaken within the lifetime of this development plan. This study will have regard to~~ potential options for use of the inner harbour (e.g. tourism, amenity, active recreation and water-based transport) and the related benefits, costs and alternatives as well as the road requirements of the three bridges and the benefits and costs of potential alternative specifications.

In accordance with Objective 6.21: River Use and Management Plan, prior to commencement of design and development of any of the 3 proposed bridges, Cork City Council will commission a river use and management plan to:

- Examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, community groups, commercial operators, sports clubs, visitors and tourists);
- Assess the respective requirements of all stakeholders to identify essential infrastructure and appropriate locations for the delivery of this infrastructure in

partnership with key stakeholders, such as new public slipways, pontoons, berthing facilities, utilities, emergency access and potential additional facilities including a LIDO  
The proposed plan will be subject to extensive stakeholder engagement and a separate public consultation process.”

Response Ref. 30	
Issues / Observations	Support for the Maritime Activity Centre (MAC)
<b>Submission Number(s)</b>	
51, 317, 592, 604	
<b>Summary of Issues / Observations Raised</b>	
<p>These submissions express support for the proposed Maritime Activity Centre (MAC) and the development of a new public slipway and request improved access to the river for rescue purposes. One submission raises concerns regarding the impact the MAC may have on increased traffic levels.</p>	
<b>Chief Executive’s Response</b>	
<p>The provision of active recreation infrastructure is a key component of Cork City Council’s plans to deliver the vision for Docklands. The proposed Maritime Activity Centre (MAC), included in Strategic Infrastructure “Bundle 3”, will be located at the eastern end of Marina Park and will accommodate a range of local maritime activity-based organisations and services, which support sporting, social, recreational, cultural, civic, educational engagement and participation. The Proposed Variation sets out that a new public slipway will be provided adjacent to the proposed MAC to facilitate access to the river. It is envisaged that this will be a public amenity accessible to all.</p> <p>The Proposed Variation provides a strategic planning framework for the future delivery of the proposed new public slipway and MAC but each piece of infrastructure will be subject to its own separate assessment, design and consent processes which will consider matters such as their technical specification, potential traffic impact etc. that considers the sensitivity of the receiving environment.</p> <p>A key component to the proposals set out in the Proposed Variation, notably under Strategic Infrastructure “Bundle 2” which includes quayside public realm and flood protection, are geared towards enhanced public access to the river.</p>	
<b>Chief Executive’s Recommendation</b>	
<p>See <b>Response Reference 29</b> in relation to “bridges, access to the River Lee and river use and management” for proposed amendments to Objective 6.21 of the Cork City Development Plan 2022-2028</p>	



Response Ref. 31	
Issues / Observations	Slipway access to the River Lee for berthing and rescue
Submission Number(s)	
55, 291, 317, 437, 592, 604, 632	
Summary of Issues / Observations Raised	
<p>These submissions express support for the development of a new public slipway and request improved access to the river for rescue purposes and berthing.</p> <p>One submission (55) proposes that the text include reference to small craft storage (e.g. kayaks, canoes, stand-up paddle boards), with particular reference to the area around the Shipyard Plaza or at the slip at Castleview Terrace. Two barriers to use of the water for small watercraft by residents of the area are the historic buildings of the area, which make storage difficult, and the topography of the neighbouring residential areas, which make transport difficult. Including public storage on-site would improve access for residents to use the water as an amenity for small craft like kayaks, canoes and stand-up paddleboards. Such a facility is provided in Dún Laoghaire-Rathdown County Council.</p>	
Chief Executive's Response	
<p><b>River Use and Management Plan</b></p> <p>The current City Development Plan includes Objective 6.21 "River Use and Management Plan" which sets out Cork City Council's intention to commission a river use and management plan to:</p> <ul style="list-style-type: none"> <li>• Examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, visitors and tourists), and</li> <li>• Identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as a new public slipways, pontoons and additional facilities.</li> </ul> <p>The Cork Docklands Framework Plan echoes this intention and acknowledges that further comprehensive review, analysis and stakeholder engagement is required. In accordance with Objective 6.21, Cork City Council will commission a river use and management plan that will address the bulleted points above. Cork City Council intends to commission this study as soon as possible post the completion of the Variation process and prior to commencement of the planning, design and development of any of the 3 proposed bridges.</p> <p>The intention for the study will be to identify essential maritime infrastructure and appropriate locations for the delivery of this infrastructure. The types of quayside infrastructure to be developed (e.g. berthing, pontoons, jetties, slips, swim access) will need to consider future development aspirations, the needs of all relevant stakeholders including existing river users and potential future river users. Once developed, the draft river use and management plan will be subject to a separate public consultation process – it is intended to have extensive stakeholder engagement and public consultation to inform the preparation of the draft plan and following the publication of the draft plan.</p>	

The river use and management plan is the appropriate mechanism to consider the matters raised in submissions related to access to the River Lee, and river use and management.

### **Enabling Infrastructure**

A key component to the proposals set out in the Proposed Variation, notably under Strategic Infrastructure “Bundle 1” and “Bundle 2” which includes quayside public realm at both the North and South Quays, is geared towards significantly improving public access to the river by enhancing existing historic access points such as the quayside steps and the patent slip to bring them back into public use. New maritime infrastructure will also be provided and will be informed by the outcome of proposed River Use study outlined above.

### **New Public Slipway**

The Proposed Variation sets out that a new public slipway will be provided adjacent to the proposed Maritime Activity Centre (MAC) to facilitate access to the river. This will be a public amenity accessible to all. The design specification for the proposed new public slipway will be informed the River Use and Management Plan and will consider the needs of all relevant stakeholders including existing river users and potential future river users. The provision of a public slipway adjacent to the proposed Maritime Activity Centre (MAC) does not preclude the opportunity for further additional public slipways to be added pending the completion of the River Use and Management Plan.

### **Commercial Cargo Operations**

The proposed enabling infrastructure for the City Quays will see the integration of public realm, heritage, amenity, flood defence, drainage mobility and both public transport and active travel modes under a holistic design approach. This will result in the creation of a riverside urban space that prioritises placemaking but will also be resilient against the long-term effects of climate change.

The proposed River Use and Management Plan will examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users. However, after the orderly and phased departure of the Port of Cork Company from the City Quays, existing commercial cargo operations will no longer supported at the City Quays. It is anticipated that limited berthing and vessel logistical support will continue to be provided at the City Quays, but this will exclude any existing cargo operations. As the Harbour Authority, the Port of Cork company will be responsible for facilitating existing commercial cargo operations elsewhere in the Port of Cork.

### **Small Craft Storage**

A key ambition of the development of Docklands is to improve and facilitate access to the river for all users. Proposed Volume 4 specifies that boat storage will be provided in locations that include the proposed Maritime Activity Centre (MAC) (ref. Section 6.10, under “MP.2”). The inclusion of additional public boat storage facilities will be considered at infrastructure delivery project level and will be dependent on funding and operational considerations.

### **Chief Executive’s Recommendation**

See **Response Reference 29** in relation to “bridges, access to the River Lee and river use and management” for proposed amendments to Objective 6.21 of the Cork City Development Plan 2022-2028

Response Ref. 32	
Issues / Observations	Pedestrian and cycle between South Quays and the Marina Promenade and impact to Shandon Boat Club
Submission Number(s)	
56, 59, 63, 64, 65, 66, 68, 69, 70, 71, 72, 73, 75, 77, 82, 84, 85, 104, 124, 128, 161, 177, 193, 220, 334, 335, 336, 337, 338, 345, 347, 350, 352, 381, 384, 400, 403, 404, 405, 406, 409, 416, 424, 425, 426, 428, 435, 442, 452, 469, 471, 472, 492, 495, 508, 517, 603	
Summary of Issues / Observations Raised	
These submissions express concern with the proposed pedestrian and cycle connectivity between the Marina Promenade and the proposed South Quays public realm and potential impact to club operations at the Shandon Rowing Club.	
Chief Executive's Response	
<p>Cork City Council acknowledges the history and success of Shandon Rowing Club as one of the oldest and largest rowing clubs in the country.</p> <p><b>Rationale for options indicated</b></p> <p>The Cork Docklands Framework Plan consolidates all existing policies and objectives for the Cork Docklands into a unified strategic planning and development framework. It clearly articulates the vision for this key growth area and provides a comprehensive guide to its future development. The Plan also identifies the locations of essential enabling infrastructure and a robust framework, which will enable individual strategic infrastructure projects to be sequenced and delivered in parallel.</p> <p>All elements of infrastructure indicated in the illustrative framework plan will be subject to further design development and separate public consultation and planning processes. The proposed framework plan includes for 2 options, one of which goes through the boat club between the existing clubhouse and storage facility and one option going behind. In advance of commencement of detailed design and a site-specific appraisal of different options, it was considered prudent to include 2 options in the framework plan to provide flexibility.</p> <p><b>Site Ownership and Lease Agreement</b></p> <p>Cork City Council is the legal owner of the Shandon Boat Club site, and a 99-year lease between the Shandon Boat Club and Cork City Council which was signed in December 2009. Cork City Council also owns the public slipways directly in front of Shandon boat Club, which are not subject to a lease. The lease includes provision for Cork City Council to construct a riverside boardwalk along the riverfront at Shandon Boat Club and the right to do so is incorporated in the lease.</p> <p><b>Revised Design</b></p> <p>Cork City Council will update the Proposed Variation to delete the pedestrian / cycle connection through Shandon Boat Club between the existing clubhouse and storage facility and add two new options to extend the existing Marina Promenade to connect with the proposed South Quays public realm. 'Option A' will indicate the Riverside Boardwalk and enhanced public slipways in accordance with the current lease.</p>	

‘Option B’ will indicate the pedestrian / cycle connection to the south of Shandon Boat Club. Both proposed options will be subject to a detailed options appraisal process during the planning design and development of the South Quays Public Realm project.

A consultant team has recently been appointed on the South Quays Public Realm project. Cork City Council welcomes the opportunity to engage with Shandon Boat Club on the design of the proposed pedestrian and cycle connectivity between the Marina Promenade and South Quays to minimise, within reason, any potential impact to club operations at the Shandon Rowing Club that might occur as a result of the design and/or construction of the proposed enabling infrastructure.

Cork City Council welcomes the opportunity to engage with Shandon Boat Club as a significant stakeholder on the proposed “River Use and Management Plan”. The current City Development Plan includes Objective 6.21 “River Use and Management Plan” which sets out Cork City Council’s intention to commission a river use and management plan to:

4. Examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, visitors and tourists), and
5. Identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as a new public slipways, pontoons and additional facilities.

The Cork Docklands Framework Plan echoes this intention and acknowledges that further comprehensive review, analysis and stakeholder engagement is required. In accordance with Objective 6.21, Cork City Council will commission a river use and management plan that will address the bulleted points above. The City Council intends to commission this study as soon as possible post the completion of the Variation process.

The intention for the study will be to identify essential maritime infrastructure and appropriate locations for the delivery of this infrastructure. The types of quayside infrastructure to be developed (e.g. berthing, pontoons, jetties, slips, swim access) will need to consider future development aspirations, the needs of all relevant stakeholders including existing river users and potential future river users. Once developed, the draft river use and management plan will be subject to a separate public consultation process – it is intended to have extensive stakeholder engagement and public consultation to inform the preparation of the draft plan and following the publication of the draft plan.

#### **Chief Executive’s Recommendation**

1. Amend the Proposed Variation to delete the pedestrian/cycle connection through Shandon Boat Club between the existing clubhouse and storage facility and add two options to extend the existing Marina Promenade to connect with the proposed South Quays public realm. ‘Option A’ will indicate the Riverside Boardwalk and enhanced public slipways in accordance with the current lease. ‘Option B’ will indicate the pedestrian/cycle connection located to the south of Shandon Boat Club. Both proposed options will be subject to a detailed options appraisal process during the planning design and development of the South Quays Public Realm project.

Response Ref. 33	
Issues / Observations	Development proposals
<b>Submission Number(s)</b>	
7, 9, 10, 12, 14, 15, 17, 18, 51, 55, 57, 62, 174, 389, 630	
<b>Summary of Issues / Observations Raised</b>	
<p>These submissions suggest a range of proposals for docklands, including:</p> <ul style="list-style-type: none"> <li>• transport-related proposals including bridges, rail services and bike docking stations,</li> <li>• destination-related proposals including a science museum and aquarium, a building for the Circus Factory, markets, and a signature public building,</li> <li>• active recreation-related proposals, including leisure centres, gyms and a skatepark,</li> <li>• placemaking-related proposals, including using the river for wayfinding exemplary architecture, and the active use of the quays with food and beverage uses, and for concerts,</li> <li>• climate-related proposals, including wind turbines and carbon-neutral development, and</li> <li>• operational-related proposals including more dog bins.</li> </ul> <p>Some of the submissions offer general support for the Proposed Variation.</p> <p>One submission (55) proposes that the landmark Port of Cork sign and flag staffs be retained as a landmark (or “Instagrammable”) sign like in other cities. This is keeping with the spirit of a previous Council motion on a tourist-type attraction sign. The sign is currently visible on the approach to the city from the water, as is its purpose, and with the expansion of the city into the docklands for residential, public transport and amenities, if retained, it will be highly visible landmark feature from there too. The sign authentically marks the city and the docklands and the heritage of both.</p> <p>One submission (389) maintains that no consultation with landowners took place, except the day before the Proposed Variation was made public. The submission also states that there is an addition of a road that is possibly in the wrong location and what looks like an unnecessary reduction in apartment space for an extension of playing pitch place which isn't needed. The submission also raises concerns with respect to the housing mix in Docklands, stating that of the almost 5,000 housing units planned, 37% will be private with none currently under development, 3% affordable to purchase and the remaining 60% will be social and social affordable to rent. The submissions questions whether this is the correct balance for such a large regeneration area.</p>	
<b>Chief Executive’s Response</b>	
<p>These proposals are acknowledged and welcomed. The Proposed Variation incorporates an updated policy framework and guidance for Cork Docklands, a strategic regeneration site, following years of detailed analysis and design work which reconciles strategic design issues. Many of the proposals outlined in the submissions can be accommodated under the City Development Plan and Proposed Variation, including bike docking stations, destination uses, active recreation and placemaking proposals. Strategic infrastructure “Bundle 3” focuses on active recreation, and includes significant</p>	

sports and maritime-related infrastructure. Many of these proposals are dependent on delivery by other bodies and subject to funding, but the City Development Plan and Proposed Variation accommodates these developments should proposals come forward for consideration.

Climate action is threaded throughout the City Development Plan and Proposed Variation No 2, and the ambition is for Docklands to be a low-carbon, climate-resilient neighbourhood.

The City Development Plan includes a placemaking strategy for Docklands, and placemaking is and will be an essential component of the development of Docklands. Wayfinding is an important component of the development of Docklands. Proposed Volume 4, Section 5.5 under “SW.WA.1” sets out Cork City Council’s ambition that the design of the public realm will include a comprehensive wayfinding strategy, to assist with spatial orientation across the Docklands. Volume 4, Section 6.11 acknowledges that the Custom House tip of the island is arguably the most prominent site in the city and an iconic gateway to the city. The City Development Plan also includes protected views to and from Custom House quay. Any redevelopment and regeneration of this site will consider the potential retention of the sign and flag staffs.

Significant consultation was carried out over the past two years prior to the publication of the Proposed Variation, which included 4 in-person thematic workshops held in the Clarion Hotel, one-to-one conversations with potentially affected landowners, and workshops for both Elected Members and affected landowners. There have also been stakeholder events and continual engagements with potentially affected landowners throughout the preparation period of the Framework Masterplan and the Proposed Variation.

In relation to the addition of a road and consequent reduction of apartment space for an extension of a pitch, matters relating to each of the proposed zoning changes are addressed separately in this Report. See Response References 16 (in relation to submission number 49), 17 (sub. 134) and 18 (sub. 178) for submissions to proposed zoning changes that relate to sports facilities. See Response Reference 21 (sub. 199) that relates to a roadway affecting a potential development site.

In relation to housing mix, the Cork City Development Plan sets out that Cork’s North and South Docklands are to accommodate up to 10,000 homes. The intention is that this will be realised through a mix of tenure. To date, 65% of units that have planning permission are private with the remaining 35% social, affordable (to purchase) and affordable cost rental. The percentages actually delivered at any given time will vary. The provision of social and affordable homes in the early phases of development in Docklands will help to make the Docklands accessible to a wider range of residents from the outset. The construction of over 640 cost rental apartments in Docklands aligns with the core Government and local policy of compact growth and demonstrates the State’s and the City’s commitment to Cork Docklands as a vibrant and affordable place to live. The final delivered tenure mix is subject to change, and is dependent on a range of factors, including the ability of private developers to deliver apartments at a reasonable cost to enable a viable private market. The issue of limited private sector delivery of apartments is a national one and is linked to viability and not to demand.

Operational matters such as dog bins are not within the remit of a development plan.

Some of the proposals relate to a wider remit than the Proposed Variation and are more suitable for consideration as part of the preparation of the next City Development Plan. Some of the proposals relate to lands outside the administrative area of Cork City Council.

### **Chief Executive’s Recommendation**

No changes are proposed to the Proposed Variation.

Response Ref. 34	
Issues / Observations	Building height and impact on residential amenities
Submission Number(s)	
34, 62, 197, 279	
Summary of Issues / Observations Raised	
<p>Two submissions (34 and 279) raise concerns regarding the impact of development in Docklands on the amenities of existing, adjoining residential properties, for reasons that include overlooking and overshadowing.</p> <p>One submission (197) references the building height strategy set out in the Proposed Variation, stating that it is not ambitious enough.</p> <p>One submission (62) references building heights for the zoned “Education” sites.</p>	
Chief Executive’s Response	
<p>The City Development Plan and Proposed Variation set development parameters that guide the principle of future development in Cork City, including Docklands. However, the Plan does not grant consent to any particular individual development; each development must go through its own planning consent process(es) where the issues raised – and all other relevant planning matters – will be fully assessed. The City Development Plan includes comprehensive guidance on issues such as overlooking, overshadowing and overbearance that are considered in the assessment of each planning application. The planning application process provides for public consultation and appeal processes that are specific to the application in question. This is the appropriate mechanism to address site-specific planning concerns.</p> <p>The building height strategy for docklands is part of the city-wide residential density and building height strategy and has been robustly stress-tested to ensure that the building heights and residential densities can accommodate the envisaged residential and non-residential development targets for docklands. The strategy sets varying building heights for different parts of Docklands (and the wider city) to ensure that future development both contributes to compact growth and reflects the character of the surrounding areas, while also complying with national residential density and building height guidelines.</p> <p>With reference to the lands zoned for education purposes, Cork City Council is working with the Department of Education and Youth with the intention of delivering urban-format schools in Docklands, appropriate to a higher-density urban context.</p>	
Chief Executive’s Recommendation	
<p>See Chief Executive’s Recommendation 2 under Response Reference 23 with regard to submission number 222 to in relation to proposed amendments to Volume 4, Section 5.8, “SW.BF.6” in relation to building height strategy.</p>	



Response Ref. 35	
Issues / Observations	Cork Docklands and Cork's Economy
Submission Number(s)	
229	
Summary of Issues / Observations Raised	
<p>This submission strongly supports the continued prioritisation of Cork Docklands as a transformative urban regeneration project. It welcomes the maintained population target of 25,000 residents and the commitment to transit-oriented development, aligning with national sustainable mobility goals. Emphasis is placed on delivering mixed-tenure housing to ensure inclusive and integrated communities.</p> <p>Significant private and public investment has already catalysed progress, creating 6,000 jobs with further capacity approved for 5,000 jobs and 3,000 homes. Sustained investment is essential to maintain this momentum.</p> <p>The submission commends the focus on blue-green infrastructure, biodiversity, and active travel, including the proposed River Lee biodiversity corridor and enhanced public amenities. The delivery of 9,500m<sup>2</sup> of community space and new public open spaces will support placemaking and liveability.</p> <p>Attention to built heritage and high-quality urban design is encouraged, alongside the development of mobility hubs and sustainable transport infrastructure such as the Kent Station Transport Hub and Bus Connects. The 75:25 modal split target is supported and the submission calls for further promotion of active travel.</p> <p>Climate resilience and sustainable energy are also key priorities, with support for district heating feasibility studies and flood protection measures. Continued stakeholder engagement, particularly with affected landowners and businesses, is deemed critical to ensuring transparency and inclusivity.</p> <p>Cork City Council to urged to proceed with ambition and urgency.</p>	
Chief Executive's Response	
<p>This supportive submission is welcomed. The sustainable development of Docklands is critical to Cork realising its ambitions and continuing to develop as a European second city of scale. Cork is the regional economic engine and its continued economic development is vital to the balanced regional development of the State.</p>	
Chief Executive's Recommendation	
<p>No changes are proposed to the Proposed Variation.</p>	



Response Ref. 36	
Issues / Observations	Arts Infrastructure
Submission Number(s)	
16, 80, 123, 158, 217, 300	
Summary of Issues / Observations Raised	
<p>A number of submissions made reference to arts in Docklands, referring to a range of issues.</p> <p>One submission, from the National Sculpture Factory (16) supports the Proposed Variation. It notes that while the National Sculpture Factory building falls outside the perimeter of the area for development it is across the road from the red line boundary and is part of a conservation area. It would welcome having a formal association with the development plan. In addition, the enhancement of the public realm with art works has many precedents, where the attraction to an area is multiplied by works that inspire affection, familiarity, place-making, sites of meeting and many other functions, as well as adding to the cultural assets of the city.</p> <p>Two submissions (80 and 158) make a number of observations, including:</p> <ul style="list-style-type: none"> <li>• Paragraph 10.35 should recognize the history of cultural uses of the river-edge environment, including formal and informal uses.</li> <li>• Paragraphs 10.47-10.49 should be revised to enable active ground floor uses throughout the docklands, better reflecting the realities and character of urban, apartment living.</li> <li>• The inclusion of "flexible community space, community maker spaces/ grow space, creative studios" in paragraph 10.58 as amended by the Proposed Variation is supported. Arts and culture venues should be included in the list and supported with public land and financing.</li> <li>• Non-profit arts and culture organizations, activities and venues in the Community Hubs be included in paragraph 10.63, to allow for spontaneous, grassroots, start-up and free events to make use of these facilities, alongside market-rate rental of spaces.</li> <li>• The text after paragraph 10.68 as amended by the Proposed Variation needs to be numbered. "Catalyst uses" should be expanded here and include a range of public-facing venues, combined with facilities serving arts practitioner communities. A comprehensive arts and culture needs assessment should be developed, and the Docklands should be identified as a significant site for catching up with these unmet space and facility needs.</li> <li>• The description of public space in paragraph 10.99 as amended by the Proposed Variation should be revised to include reference to cultural uses of public open space, including both organized and spontaneous community use. Public spaces should be configured with significant 'unprogrammed' open hardscape areas in anticipation of cultural use by large groups of people.</li> <li>• Volume 4, Section 2.2 should include cultural uses in paragraph 2.</li> <li>• The text in Volume 4, Section 3.7 describing the community clusters should be expanded to better describe the kinds of cultural activities and facilities suitable for inclusion here; the square meters of</li> </ul>	

space to be provided and used; and the city's approach to defining and monitoring the delivery of 'public space' by private development partners.

- The Public Art in Volume 4, Section 5.6 should include a discussion of ephemeral, temporary and non-permanent arts installations as a key component of 'activating public spaces' and interpreting heritage elements (in addition to any permanent installations).
- Volume 4, Section 5.8 Uses and Frontage should be revised to more strongly distinguish between typical streetscapes and the frontages around public spaces. The latter should be defined with much stronger requirements for active use frontages.
- In Volume 4, Section 6.5 "SD.10" the following text should be removed: "except where a clear justification can be provided on the basis of market evidence, that there is insufficient demand for the proposed active uses." There is no clear way to determine what future 'market demand' will be; the City should commit to and enforce the provision of active uses around all key public spaces, to the exclusion of residential use of ground floors, and passive commercial uses such as offices. This comment also applies to sections for each of the major public spaces.

One submission (123) raises a number of issues including:

- the inclusion of a flagship dedicated artist workspace, specifically for a space of 1,000 sqm,
- a need to strengthen reference for arts and culture facilities in Docklands, specifically production facilities,
- clarity is needed in relation to the identification and development of specific sites for the creation of a production facility for artists,
- much of the focus of the arts and culture section relates to fulfilling statutory obligations in relation to public art provision, and
- more detail is required on the retention of specific arts and cultural infrastructure, particularly given the limited current provision in the Docklands.

One submission (217) requests the opportunity to participate in the co-design and planning of creative maker infrastructure.

One submission (300) submission focuses on a building for the Circus Factory Cork.

### **Chief Executive's Response**

The support for arts and culture in Docklands is welcomed.

The valuable role of the National Sculpture Factory (16) both in its physical proximity to the Docklands and its potential role in realising the public art opportunities within the Docklands Development is acknowledged.

The recommended text changes by submissions 80 and 158 are noted. The Proposed Variation includes extensive references to recognize the history of cultural uses across Docklands including the river-edge environment.

- In relation to paragraph 10.58, it is noted that this is a relevant observation, and the list should be expanded to include "arts and culture facilities".

- In relation to paragraph 10.63, the current wording is non-exhaustive and does not preclude the matters raised in the submissions.
- In relation to paragraph 10.68, an Arts and Culture Needs Assessment commissioned in 2024 identified a minimum need of 3,000 square metres of additional arts and cultural infrastructure in the city with an emphasis on artists workspaces. The Docklands presents an opportunity to meet some of this need.
- In relation to paragraph 10.99, open event space is referenced in the wider Docklands Masterplan document and points raised could be referenced here.
- In relation to Volume 4, Section 2.2, the current wording is non-exhaustive and does not preclude the matters raised in the submissions.
- In relation to Volume 4, Section 3.7, the scale of uses and locational parameters are defined in paragraph 10.58 of Volume 1 of the City Development Plan as amended by the Proposed Variation.
- In relation to Volume 4, Section 5.6, “SW.PA.2” references that public art must be commissioned in accordance with National Public Art Guidelines. The provision for ephemeral, temporary and non-permanent art installations is provided for in the national guidelines and therefore included by default.
- In relation to Volume 4, Section 5.8 Uses and Frontage, the two figures on page 103 in Section 5.8 of Volume 4 set out the primary frontages which include interfaces adjoining public open spaces and key streets.
- In relation to Volume 4, Section 6.5, “SD.10”, it is the ambition to encourage active ground floor uses on principle streets and adjoining public open spaces. The language is included to allow flexibility in limited circumstances.

In relation to submission 217, any development of creative-maker facilities where Cork City Council has a role would involve extensive engagement with relevant stakeholders. This is supported in the new text proposed in the Proposed Variation on page 327 in Volume 1 under “Arts and Culture” (currently unnumbered paragraph): “Cork City Council acknowledges the role the creative community may have in influencing design proposals...”

In relation to submission 123, an Arts and Culture Needs Assessment commissioned in 2024 identified a minimum need of 3,000 sqm of additional arts and cultural infrastructure in the city with an emphasis on artists workspaces. The Docklands presents an opportunity to meet some of these needs. This could be explicitly specified under the currently unnumbered “Arts and Culture” text on page 327 of Volume 1 as proposed in the Proposed Variation. In relation to delivery of a flagship arts facility, the arts and culture infrastructure specific objectives are already covered under Chapter 8 of the City Development Plan. Points raised about an artist’s production facility is noted. This is an operational matter and not a matter addressed in a development plan. Volume 4, site wide guidance on Arts and Culture section references Infrastructure and Public Arts, and the retention of existing arts and cultural infrastructure is already provided for under Objective 8.13 a. of the City Development Plan.

In relation to submission 300, an Arts and Culture Needs Assessment commissioned in 2024 identified a minimum need of 3,000 sqm of additional arts and cultural infrastructure in the city with an emphasis on artists workspaces.

#### **Chief Executive’s Recommendation**

1. Include new text in Paragraph 10.58 (Volume 1) as amended by Proposed Variation No. 2 as follows:  

“Community Infrastructure will be provided in accordance with the objectives set out in Chapter 3 Delivering Homes and Communities. The Framework Plan has established the need for approximately 9,500m2 of community space within Docklands to meet the needs of the future population. Both formal and informal infrastructure is required such as a library, primary healthcare facilities, crèches and childcare services, youth facilities, flexible community space, community maker spaces/ grow space, arts and culture facilities, creative studios and after-school clubs.”
2. Move the first unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2 underneath the bullet points and include new sub-heading:  

“Public Arts”
3. Include a new subheading before the second unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2:  

“Arts and Cultural Infrastructure”
4. Include a new bullet point after the second unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2:
  - “Seeking to deliver some of the identified minimum need of 3,000 m2 additional arts and cultural infrastructure with an emphasis on workspace.”
5. Include new text in Paragraph 10.99 (Volume 1) as amended by Proposed Variation No. 2 as follows:  

“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. Public spaces should be configured with open hardscape areas in anticipation of cultural uses by large groups of people, including unprogrammed events. 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 cycle routes:”

Response Ref. 37	
Issues / Observations	Transport Infrastructure
<b>Submission Number(s)</b>	
119, 175, 231, 412	
<b>Summary of Issues / Observations Raised</b>	
A number of submissions raised issues relating to Transport Infrastructure. Where these relate to sites affected by proposed mapping changes, see Section 2.4 of this Report. Specific issues related to Cork Luas and Kent Station Bridge are addressed under Sections 2.4 and 2.5 of this Report.	

One submission (231) from The Transport and Mobility Forum fully supports sustainable modes of travel measures and policies which help reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health. TMF's aim is to support the UN's Sustainable Development Goals, in particular SDG 3 (Good Health and Well-Being), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action). The Transport and Mobility forum strongly supports the general intent of the Proposed Variation, its ambition for increased density and increased permeability. It is noted there seems to be incomplete elements in the submission relating to "Detailed Comments". The submission cautions the delicate balance between preserving heritage and achieving the greatest number of new units.

One submission (119) notes there is no mention of any type of traffic management plan for Docklands. Traffic calming measures are urgently needed for Hibernian Buildings / Monerea Terrace in order to stop vehicles speeding. Action is needed to stop vehicles driving through red lights at Monerea Terrace, while a pedestrian crossing is also urgently needed. Construction traffic speeds along Hibernian Buildings from Docklands daily. Trucks from Goulding's and Southern Milling result in vibrations in historic houses, built in 1890. An Bord Pleanála has stated that this traffic is not suitable for roads around Marino Point, but Cork City Council allows it in a densely populated residential area. Concerns are raised about the lack of progress in delivering upgrades on Monahan Road, which was scheduled to start in 2022 and the lack of illegible parking enforcement.

One submission (175) outlines the need to provide sufficient car parking for the more than 9,000 future residents of Docklands, in the form of 2 or 3 multi-storey car parks. This will provide a choice of transport options for those living in Docklands. More than public transport is required.

One submission (412) raises the following observation:

- Postpone Variation No. 2 until there is a full review and public consultation on the NPF proposal to include a link to the Airport.
- Perceived lack of coordination at decision to publish Proposed CDP Variation No. 2 before completion of the TII/NTA public consultation on the Luas Emerging Preferred Route.
- Considered premature to adopt either the Variation No.2 or the Cork Luas EPR before adequate consideration is given to a N-S LRT corridor from City Centre to Airport.
- Recommends decisions on Luas and Variation No.2 are postponed until a full review and public consultation on the NPF proposal to include a link to the Airport.

### **Chief Executive's Response**

The support for the general intent of the Proposed Variation is welcomed. Comments relating to the need to balance preserving heritage and achieving the greatest numbers of units are noted. The overall Framework Plan strongly aligns with National Development Objective priorities and provides for a density range of 100-300 units per hectare as envisaged by the Compact Growth and Sustainable Settlement Guidelines. The approach continues to achieve the core strategy targets set out in the current City Development Plan.

The Docklands Transport Strategy is outlined in Proposed Volume 4. This includes the planned delivery of new roads infrastructure in South Docks and the realignment of roads infrastructure on North Docks. A recent Part 8 Proposal (Cork Docklands to City Centre Road Network Improvement Scheme) has included traffic calming measures along Hibernian Buildings/ Monerea Terrace. In addition, the revised junction

arrangement at the intersection of Hibernian Buildings/Albert Road is designed to encourage through traffic along Albert Road.

The plans for the City Docks will see the gradual reduction of HGVs associated with the existing commercial and industrial uses in the City Docks and their replacement with increased pedestrian, cycle and public transport flows. This will reduce the potential negative effects on the existing built environment and ensure the older buildings in the area are no longer impacted by the constant movement of HGV traffic. The Framework Masterplan has identified the need to upgrade Monaghan Road to cater for the planned growth of the City Docks. The phasing of these upgrades will be carried out in parallel to the delivery of new homes in the area. The proposals for Monaghan Road include the provision of footpaths on both sides of the road, new cycle lanes and dedicated bus lanes for the planned new bus services proposed to serve the City Docks.

In relation to car parking, the Cork City Development Plan 2022-2028 and the Cork Docklands Framework Masterplan recognise the need that some residents (and in particular families) in the City Docks will need access to a private car to carry out some trips including leisure trips as noted in the above submission. In total, the current City Council Development Plan allows for the provision of 10,280 parking spaces within the City Docks with 5,270 parking spaces set aside for residents and the remainder for workers in and visitors the area. The Proposed Variation does not make any changes to the allowable number of parking spaces the City Docks can accommodate. Considering the location of the City Docks and the planned level of public transport and active infrastructure to serve the area, this quantum of parking will be sufficient to cater for any family who wishes to own a car while living in the City Docks.

Furthermore, the Proposed Variation includes specific support for the delivery of mobility hubs. These mobility hubs will likely take the form of multi-storey car parks and will include a range of sustainable transport measures including car-share, bike share, electric vehicle charging and consolidated parking, allowing more efficient use of parking spaces within the City Docks. The inclusion of car share options as part of these mobility hubs will allow families resident in the City Docks to access a motor vehicle to carry out occasional trips by car to locations such as beaches, weekends away, sporting events, etc. The Proposed Variation's support of mobility hubs will provide an option for more cost-effective access to a private car for families and individuals compared to owning a car, considering that most trips in the City Docks will be carried out by active and sustainable travel modes.

In relation to Cork Luas, the Cork Metropolitan Area Transport Strategy (CMATS) presents the strategic direction with respect to the delivery of transport infrastructure to support the planned growth of Metropolitan Cork. CMATS identified the need to deliver a Light Rail Transit route in an East-West direction connecting Ballincollig with Mahon via the city centre. This Light Rail Transit system will form part of a wider public transport network which includes an enhanced Suburban Rail system connecting Mallow and Blarney with Midleton and Cobh via the city centre with new train stations serving planned growth areas in the city, the remainder of the city centre and suburbs will be served by BusConnects. BusConnects includes more bus routes at a greater frequency throughout the entire city along with the delivery of bus priority measures on all major corridors in the city to ensure journey time reliability. BusConnects has identified new bus routes to serve Cork Airport and its environs along with bus priority measures on Airport Road to improve the overall reliability of these services.

Any proposed strategic change to the transport infrastructure investment strategy for Metropolitan Cork, such as the extension of Luas Cork to serve Cork Airport, is best achieved through an update to CMATS. Moreover, it is clear at a strategic level the need to deliver on the planned east-west Luas Cork route to serve the planned growth in the city, particularly that planned in the City Docks which is the focus of Variation No. 2. Proposed Variation No. 2 does not impact on the future delivery of a mass transit system

to serve Cork Airport and its delay will potentially erode the investment potential of the City Docks along with potentially delaying the delivery of homes planned for this central part of the city.
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<b>Chief Executive's Recommendation</b>
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No changes are proposed to the Proposed Variation.
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## 2.6 Non-material changes / corrections

It is proposed to make minor, non-material changes to the Proposed Variation – to correct errors, replace incorrect diagrams, and related minor issues.

1. In Volume 4, Section 2.6, page 26 (point d), replace reference to “VRD (Vital Registration Data) systems” with “Variable Message Sign (VMS)”, to correctly reference this technology.
2. In Volume 4, Section 3.6, page 67, provide the correct diagram reflecting the Eastern Gateway Bridge cross section.

## 3. The Next Steps

The Members are required to consider the Proposed Variation and this Chief Executive's Report. The consideration of the variation and the Chief Executive's Report shall be completed **not later than 6 weeks** after the submission of the Chief Executive's Report to the Members.

If the planning authority, after considering a submission, observation or recommendation from the Minister, Office of the Planning Regulator or Southern Regional Assembly, decides not to comply with a recommendation made by either, it shall so inform the Minister, Office of the Planning Regulator or Southern Regional Assembly as soon as practicable in writing and shall include the reasons for the decision.

Having considered the proposed variation and Chief Executive's Report, the Members may, by resolution, either:

1. Refuse to make the variation.
2. Make the variation with or without further modification.

A modification to the variation, must adhere to the following:

- (i) may only be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site,
- (ii) shall not be made where it refers to—
  - (I) an increase in the area of land zoned for any purpose, or
  - (II) an addition to or deletion from the record of protected structures.

### 3. Make the variation with a Material Alteration.

If it is resolved to make the variation with a change that constitutes a material alteration to the variation, the planning authority must review the alteration in the context of SEA and AA and determine its implications (if any) on the environment.

Revised notices and a public consultation stage follows.

#### **Withdrawn submissions**

The following submission numbers are withdrawn due to duplication in the submission recording process and do not otherwise feature in this report:

398    606    612    616    624    662    667    668    670

#### **Appendices**

- **Appendix 1** List of Prescribed Authorities and Public Bodies notified (alphabetical order)
- **Appendix 2** List of Submissions received (numerical order)
- **Appendix 3** Summary of the issues raised in Submissions received (numerical order)



## Appendix 1: List of Prescribed Authorities and Public Bodies Notified

1	An Bord Pleanála
2	An Taisce
3	Cork Airport
4	Cork County Council
5	Department of Agriculture, Food & the Marine
6	Department of Defence
7	Department of Education of Youth
8	Department of Enterprise, Trade & Employment
9	Department of the Environment, Climate & Communications
10	Department of Further & Higher Education, Research, Innovation & Science
11	Department of Housing, Local Government and Heritage (Development Applications Unit)
12	Department of Justice
13	Department of Tourism, Culture, Arts, Gaeltacht, Sport & Media
14	Department of Transport
15	Dublin Airport Authority
16	Eirgrid
17	Electricity Supply Board (ESB)
18	Enterprise Ireland
19	Environment Protection Agency (EPA)
20	Fáilte Ireland
21	Health and Safety Authority (HSA)
22	Health Service Executive (HSE)
23	Industrial Development Agency (IDA)

## Appendix 1: List of Prescribed Authorities and Public Bodies Notified

24	Inland Fisheries Ireland
25	Land Development Agency (LDA)
26	Office of Planning Regulator (OPR)
27	Office of Public Works (OPW)
28	National Parks & Wildlife Service
29	National Transport Authority (NTA)
30	Southern Regional Assembly (SRA)
31	South Western Regional Fisheries Board
32	The Arts Council
33	The Heritage Council
34	Transport Infrastructure Ireland (TII)
35	National Transport Authority (NTA)
36	Uisce Éireann

## Appendix 2: List of Submissions received (numerical order)

1	John O'Flynn
2	Torsten Marten
3	Daisy Lourdin
4	TII
5	EPA
6	Sinead Mortell
7	Liz O'Donoghue
8	J. Griffith Rollefson
9	Deborah O'Connell
10	William Loftus
11	HSA
12	William Loftus
13	William Loftus
14	William Loftus
15	Mike Murray
16	National Sculpture Factory
17	Michael O'Riordan
18	Jan Hayes
19	Ruth Fuller
20	Roisin Kelly
21	Alan Rogers
22	Claire Williams
23	Brian Dunne

## Appendix 2: List of Submissions received (numerical order)

24	Nan Kearney
25	Oisin Dunne
26	Aidan Herlihy
27	Philip Gillivan
28	Sinead Cronin
29	Brian Derham
30	Colm Walsh
31	Office of Public Works
32	Barry McCarthy
33	Ruairi Geoghegan
34	Chris Johnson
35	Joe Cotter
36	Jean O'Shea
37	Geraldine Browne
38	Elizabeth O'Flaherty
39	Aisling Browne
40	Helen Walsh
41	Claire Bermingham
42	Simon O'Callaghan
43	Maurice Ryder
44	Sofia Carey
45	Jack O'Sullivan
46	Wendy O'Leary

## Appendix 2: List of Submissions received (numerical order)

47	The Heritage Council
48	Tracey Slattery
49	Sisters of our Lady of the Apostles
50	Elizabeth Lee
51	Denis O'Regan
52	Deirdre Maxell
53	Dr. Ella Harris
54	Southern Regional Assembly
55	Cllr. Oliver Moran
56	Pat Arrigan
57	Sebastian Novoa Peria
58	Sarah Walker
59	Anne Boddaert
60	Veronica O'Loughlin
61	Dervla O'Malley
62	Sadhbh Gaston
63	Paul Donovan
64	Jessica Legresley
65	Katie O'Toole
66	Tadgh Arragin
67	Niall Kenny
68	Sheela Fox
69	Ronan Byrne

## Appendix 2: List of Submissions received (numerical order)

70	Lisa Buckley
71	Eithne Tiernan
72	RF
73	Deirdre Kiely
74	Shizuka Donaghue
75	Eamon McDaid
76	Helena McSweeney
77	Helga Weston
78	Swim Ireland
79	Giuseppe Whelan
80	Roy Wroth
81	Mark Callanan
82	Joanne Walsh
83	Michael O'Brien
84	Mark Chu
85	Susan Walsh
86	Lynda Brenna
87	Julianne Hogan
88	Mark Sheehan
89	Liam Maher
90	Oisín Creagh
91	Pat Arrigan
92	Cian O'Neill

**Appendix 2: List of Submissions received (numerical order)**

93	Tracy Curtin
94	Tara Shine
95	Dolphin Swimming Club
96	Pawel Switaj
97	Aideen O'Riordan
98	Jan Mikolaj
99	Carmel Daly
100	Kieran Doyle
101	Karen Buckley
102	Liam Sheehan
103	Heather Fane
104	Mark Kenneally
105	Seamus Bugler
106	Catalina Totaro
107	Tamara Lopez
108	David Tobin
109	Liosa Kelleher
110	Michael McCormack
111	David Telxeira Lynch
112	Dawn Monahan
113	Aoife Hennessy
114	Billy Murphy
115	Joseph Daly

## Appendix 2: List of Submissions received (numerical order)

116	Mary Long
117	Michael O'Sullivan
118	Lynn Sheehy
119	Dermot O'Donovan
120	Colin O'Donnell
121	Sinead Coffey
122	Garry Mason
123	Sample Studios
124	Carol Condon
125	Angela Harris
126	Trevor Woods
127	Shiela Lucey
128	Ian Manning
129	Trevor Woods
130	Eileen Horgan
131	Siun Kearney
132	ESB
133	Shane Murphy
134	Freefoam
135	Paul Griffin
136	Alice O'Dowd
137	Ber Coffey
138	Deirdre Buckley



## Appendix 2: List of Submissions received (numerical order)

139	Martha Tomlinson
140	Triona Buckley
141	Mairead Gallagher
142	Colm Crowley
143	Stephanie Blackshear
144	Oisín O'Connell
145	Sarah Hyde
146	Helen Memery
147	Donna Schwarz
148	Ludmila Machackova
149	Angela Fane
150	Brian Russell
151	Barbara Anne
152	Jun Ding
153	Ray Ahern
154	Marc O'Sullivan
155	Rosemary McCarthy
156	Aoife Brosnan
157	Marc Collins
158	The Guest House
159	Cove Sailing Club
160	Eleanor Moore
161	Jerome Arrigan

## Appendix 2: List of Submissions received (numerical order)

162	Patricia Conroy
163	Sandra Manning
164	OPR
165	Colleen O'Connell
166	Orna McSweeney
167	Maeve McDonagh
168	Paul Twohig
169	LDA
170	Andrew O'Leary
171	Sarah Falvey
172	Dave O'Leary
173	Yvonne Mills
174	James Convoy
175	Cllr Paudie Dineen
176	Eamonn Hughes
177	Eadaoin Morrish
178	McCarthy Developments
179	Aidan Brody
180	Anne Donovan
181	Irish Mainport Holdings Ltd
182	Alan Lynch
183	Rose Nason
184	Stewart McSweeney

## Appendix 2: List of Submissions received (numerical order)

185	Marianne Keane
186	Kara Smemoe
187	Edward O'Leary
188	Patrick Casey
189	Teu O'Hailpin
190	Melissa Leoncio
191	Martine Doherty
192	Cooper Developments
193	Ronan Murray
194	Sarah Kelly
195	Brian Buglar
196	Kenneth Twomey
197	Oisin Cotter
198	Susan Horgan
199	Southern Milling
200	Hugh Stevens
201	James McMahon Ltd.
202	Richard Walsh
203	Diane Bindemane
204	Paul Scannell
205	The VQ
206	Emma O'Halloran
207	Aoife Ní Mhurchú

## Appendix 2: List of Submissions received (numerical order)

208	Cork Lido CLG
209	James McMahon Ltd.
210	Kate Daly
211	Alannah Keena
212	Sarah Courtney
213	Martina Howell
214	Jean O'Shea
215	Rugby Tots
216	Lee Rowing Club
217	Benchspace
218	Stephen Manson
219	Nicola Aherne
220	Alastair Douglas
221	Ann Barry
222	O'Callaghan Properties
223	HQ Developments
224	Robert Cussen
225	Brendan Walsh
226	Kieran O'Mahony
227	Thomas Daly
228	Brian Fitzgerald
229	Cork Chamber
230	Department of Education

## Appendix 2: List of Submissions received (numerical order)

231	Transport and Mobility Form
232	Phil O'Driscoll
233	Angela Nothlings
234	Alannah Keena
235	Angela Stubbs
236	Marie Watson
237	Niamh O'Neill Brooks
238	Angela Nothlings
239	Marion Curtin
240	Darren Hobbs
241	Martina Lehane
242	Dr. Cormac Sheehan
243	Andelain Keane
244	Lisa Cush
245	Terri Buckley
246	Bill Murray
247	Justin McCarthy
248	Cristina Peralta
249	Breda McCarthy
250	Kevin Williams
251	Margaret O'Leary
252	Catherine McAuliffe
253	Deirdre Cunningham

## Appendix 2: List of Submissions received (numerical order)

254	Michael McCarthy
255	Shane O'Neill
256	James O'Reilly
257	Aoife Lehane
258	Eoin Cronin
259	Templeford Ltd
260	Kieran O'Sullivan
261	Mags Moran
262	Stephanie Kolle
263	Oonagh Breen
264	Johanna Huber
265	Debbie Carey
266	Eleanor Barrett
267	Garrett O'Callaghan
268	Liadha Hourihan
269	Marie Fitzgerald
270	David Pollard
271	Sean Walsh
272	Shea O'Dwyer
273	Crosshaven Tri Club
274	Maeve Mulcahy
275	Brenda Sisk
276	Francesca Livesey

**Appendix 2: List of Submissions received (numerical order)**

277	Lesley Gilitan
278	Owen Hennessy
279	Chris Johnson
280	Barbara Rooney
281	Maura Duffy
282	Denis Carey
283	Jason Corkery - Cork Sea Safari
284	Shiela O'Flynn
285	Cork Boat Club
286	Marcin Lewandowski
287	Gareth O'Callaghan
288	John MacNamara
289	Gillian Spiller
290	Lynda Foley
291	Cork City Fire Brigade and Civil Defence
292	Patrick O'Sullivan
293	Mallow Swans Swimming Club
294	Heidi Lewis
295	Susan Murphy
296	Frances Buckley
297	Gillian McAllister
298	Noreen O'Sullivan
299	Elizabeth Walsh

## Appendix 2: List of Submissions received (numerical order)

300	Circus Factory - Lauri Mannermaa
301	Leona Browne
302	Sarah O'Suilleabhain
303	Cristina Espada
304	Marian O'Sullivan
305	Therese Ruane -O'Hora
306	John O'Regan
307	Aibhe Boland
308	Susan Lawlor
309	Richard Riordan
310	Marcus Austin
311	Ian Whelan (Fad Saol)
312	Susan Purcell
313	Trudy McIntyre
314	Michelle McNamara
315	Fiona Quinn
316	Willie Beakey
317	Helen O'Brien
318	Gillian Lee
319	Brendan Walsh
320	Helen O'Brien 2nd Submission
321	Sean O'Farrell
322	Gemma Seery



**Appendix 2: List of Submissions received (numerical order)**

323	Olga Walsh
324	Sinead Hickey
325	Dorothy Keane
326	Greg Scanlon
327	Fionnuala Cooney
328	Cathriona Greally
329	Margaret Cotter
330	Megan O'Shea
331	Marguerite O'Brien
332	Helen Cadogan
333	Rory O'Callaghan
334	David O'Donovan
335	Louise O'Rahilly
336	Mairead Loughman
337	Andrea Cremin
338	Gary Quinn
339	Alfredo Fernando Jao Kryzanauskas
340	Ann and Arjan Toebes
341	Patrice Arrigan
342	Aoife McDaid
343	Gillian Lee
344	Jill Cotter
345	Katherine Formisano

## Appendix 2: List of Submissions received (numerical order)

346	Ashni Gokul
347	Shandon Boat Club
348	Borislava Entcheva
349	Emer O'Leary
350	Tom Rose
351	Claire Gould
352	Frank Coghlan
353	Gillian O'Sullivan
354	Jamie Olden
355	Frank Hallinan
356	Joy Lehane
357	Marita Schlede
358	Colman Shanley
359	Rod Hoare
360	CS Twohig
361	Grace Graham
362	Úna O'Sullivan
363	Donal Courtney
364	Ross Loughnane
365	Per-Fredrik Hagermark
366	Derek Jeffers
367	Eamon Dwyer
368	Yvette MacKeown

## Appendix 2: List of Submissions received (numerical order)

369	Colette McCarthy
370	Alan Connolly
371	Paul Costelloe
372	Aidan Coffey - Harbour Link Ferries
373	Dermot Mullan
374	Gillian O'Sullivan
375	Eimear Young
376	Debbie O'Shea
377	Catherine Russell
378	Edel Kelleher
379	Sara O'Riordan
380	Siobhan O'Regan
381	John Rose
382	Danny Finn
383	Ciara Corbett
384	Conor Butler
385	Emma Coleman
386	Darragh O'Reilly
387	Olivia Lucey
388	Aoife Nic Athlaoich
389	Des Cahill
390	Lynda Brennan
391	Niamh O'Connor

## Appendix 2: List of Submissions received (numerical order)

392	Geraldine Venner
393	Jacqueline O'Driscoll
394	Peter Stolk
395	Rosaleen MacKeown
396	Colin Barry
397	Colin O'Donovan
398	Martha Dennehy (withdrawn, duplicate)
399	Rita Lombard
400	Cathriona Dorgan
401	Liam P O'Riordan
402	Luke Hickson
403	Daniel Butler
404	David Owens
405	Katerina Jacobsson
406	Maeve Devlin
407	Vivian Osagie
408	Laura Fitzgerald
409	Oisin McGrath
410	Dairin O'Driscoll
411	Myriam O'Connor
412	Omnistone Management Ltd
413	Katherine McKlatchie
414	Fáilte Ireland

## Appendix 2: List of Submissions received (numerical order)

415	Anne Marie Dineen
416	Rita Flynn
417	Joan McIlroy
418	Mary Leland
419	Leona Browne
420	Linda Clifford
421	Trish Harris
422	Marian Kavanagh
423	Department of Housing, Local Government and Heritage
424	Ruairi Butler
425	Ursula Morrish
426	Aoife Dorney
427	Shane O'Driscoll
428	Seán Butler
429	Denis Cullinane
430	Aidan Logan
431	Niamh Murray
432	Urban Green
433	Seamus Murphy
434	NTA
435	Fiona Kiely
436	Trevor Dunne
437	Mallow Search and Rescue - Maurice Quinlan

## Appendix 2: List of Submissions received (numerical order)

438	Uisce Eireann
439	Elvina Horgan
440	David Boland
441	Eleanor Campbell
442	Celine O'Rourke
443	Susan Murphy
444	Lisa O'Brien
445	Aoife Mahfoud
446	Tower Development Properties
447	Madlen Nikolova
448	Orla McClean
449	Niamh Hourihane
450	Mari Kampus
451	Jane Cunningham
452	Dara O'Sullivan
453	Gavan Daly
454	Johanna Murrphy
455	Jillian Brown
456	Eamonn O'Mahony
457	Aleksandra Stanko
458	Jeanne Burdon
459	Munster Maritime - Adrian Erangey
460	Francis Moynihan

## Appendix 2: List of Submissions received (numerical order)

461	Michael Daaz
462	Aries Alindog
463	Piotr Marcinkowski
464	James O'Brien
465	Gareth Sheehan
466	Paul O'Connor
467	Pokam Kwong
468	Margot Powell
469	Éanna O'Súilleabháin
470	Michael Walsh
471	Robert Butler
472	Ronan Kiely
473	Gillian Donovan
474	Paula Yankauskas
475	Cathy O'Sullivan
476	Sandra Dwyer
477	Ann Hayes
478	Cillian Read
479	Jennifer Wong
480	Lisa O'Donoghue
481	Heather Schelase
482	John Casey
483	Renata Tatalak

## Appendix 2: List of Submissions received (numerical order)

484	Vincent O'Sullivan
485	Gavin O'Brien
486	Katie Moynihan
487	Deirdre Twomey
488	Michelle Martin
489	Ken Daly
490	Briedgeen Kerr
491	Abaigh Murphy
492	Sandra Deedy
493	Mary Heapes
494	Valerie Elliffe
495	Sarah Morton
496	Yvonne Williamson
497	Ludmila O'Hanlon
498	Gabriella Danyi
499	Michael McIlroy
500	Alan McCarthy
501	Ken O'Halloran
502	David Curtin
503	Benjaminas Kryzanas
504	Owen Dwyer
505	Deirdre Casey
506	Ray Hanley



## Appendix 2: List of Submissions received (numerical order)

507	Owen Hennessy
508	Brian O'Keeffe
509	Josephine Cassidy
510	Shane Clarke
511	Michelle Kryzanauskas
512	Karen Callanan
513	Hilary Sullivan
514	Katrielle Byland
515	David Lenihan
516	Ciara O'Halloran
517	Roisin Kiely
518	Síle Lowe
519	Marie O'Shea
520	Tracy Moroney
521	Noel Maxwell
522	Catalina Gonzalez
523	James Gallagher
524	Una Hegarty
525	Noreen Buttimer
526	Kate Cuddy
527	Dolphin Swimming Club Committee
528	Patrick Kavanagh
529	Niamh Daly

**Appendix 2: List of Submissions received (numerical order)**

530	Victor Roy Jao Kryzanauskas
531	Nicola Crean
532	Patrick Kavanagh
533	James Callanan
534	Emer McCarthy
535	Cathy Rice
536	Eavan Cotter
537	Killian Hennessy
538	Monkstown Bay Sailing Club
539	Ivana Susac Akrap
540	Teresa Bennett
541	Ana Maria Villa Bokov
542	Deirdre Buckley
543	Teresa Rio
544	Jeanne Kelly
545	Julie O'Driscoll
546	Lucy Daly
547	Patrycja Waliwander
548	Ann McAuliffe
549	Michelle Hipwell
550	Carmel O'Hea
551	Eileen O'Mahony
552	Padraig Kilgallon

**Appendix 2: List of Submissions received (numerical order)**

553	Cork Dragons Secretary
554	Susan O'Leary
555	Fiona Sandes
556	Marian Fitzgerald
557	Helen Duggan
558	Sarah Caracciolo
559	Anita McCarthy
560	Rita Flanagan
561	Rachel Coppinger
562	Orla Byrne
563	Stephen Jordan
564	Cliona O'Connor
565	Sean Foley
566	Mark and Ann-Marie Kane
567	Mary Cotter
568	Trish Conroy
569	Catherine Molloy
570	Deirdre Tobin
571	Bronwyn Barry
572	Diarmuid Ó' Súilleabháin
573	Paul and Patricia Malone
574	Monique Fitzell
575	Eva Carey

## Appendix 2: List of Submissions received (numerical order)

576	Oisin Creagh
577	Orla Riordan
578	He Sun
579	Rachel O'Shaughnessy
580	Patsy O'Leary
581	Elaine Ranahan
582	Ruth Galvin
583	Tracey Hyde
584	Tracy Doherty
585	Linda Finnegan
586	Karen O'Connor
587	Kevin Voltes
588	Michael St Leger
589	Colm Murphy
590	Hugh Stevens
591	Martha Dennehy
592	Sailing into Wellness
593	Joyce Wolfe
594	Lorraine Leahy
595	Gillian Bradley
596	Lorraine Leahy
597	Pauline Ryan
598	Michelle Cooney

## Appendix 2: List of Submissions received (numerical order)

599	Mary Mangan
600	Elaine Talaat
601	Ollie Power
602	Michele Sullivan
603	Naomhóga Chorcaí
604	Meitheal Mara - Joya Kuin
605	Ann-Marie Flynn
606	Noreen Fraher (withdrawn, duplicate)
607	Vicki Scannell
608	Ger CP
609	Nuala Tynan
610	Marian O'Donovan
611	Jill Lyons
612	Lia Dennehy (withdrawn, duplicate)
613	Louise O'Hara
614	Jerry O'Riordan
615	Marie Twomey
616	Carmel Hunt (withdrawn, duplicate)
617	Keith O'Connell
618	Catriona Harris
619	Bridgid McLoughlin
620	We Partner
621	James O'Brien Jnr

## Appendix 2: List of Submissions received (numerical order)

622	Carmen Burns
623	Victor Danylyuk
624	Nuala O'Donovan (withdrawn, duplicate)
625	Tracy Daly
626	Ciara McKernan
627	Ivonne Coccaglio
628	Carrie Denham
629	Eileen Marshall
630	John O'Connor (Idle Hour)
631	Denise Bermingham
632	Irish South and West Fish Producers Organization
633	Catalina Gonzalez
634	Rachel Slye
635	Loreli Watson
636	Mari Wall
637	Avril Power
638	Anna Wegner
639	Aoife Finnegan
640	Sarah M Tobin
641	Rachel Kerr
642	Catriona Gleeson
643	Orla McSweeney
644	Gaurav Tanwar

## Appendix 2: List of Submissions received (numerical order)

645	Diarmuid Lane
646	Felipe Bastos
647	Joe McAvoy
648	Maianne Hanley
649	Caroline Warren
650	Ciara Long
651	Tobi Grab
652	Ahmed Amara
653	Louise O'Connell
654	Deidre Dwayne
655	Gerri Brohan
656	Noel Condon
657	Helen Hannon
658	Iluta Krastina
659	Janet Mullins
660	Nuala O'Donovan
661	Carol Hartnett
662	Catriona Harris (withdrawn, duplicate)
663	Geraldine Noonan
664	Carmel O'Herlihy
665	Lia Dennehy
666	Noreen Fraher
667	Michele Sullivan (withdrawn, duplicate)

**Appendix 2: List of Submissions received (numerical order)**

668	Mary Mangan (withdrawn, duplicate)
669	Helen Hannon
670	Gillian Bradley (withdrawn, duplicate)
671	Patrick Sullivan



## Appendix 3

**Chief Executive Report on Proposed Variation No. 2 (Cork Docklands)**

**Appendix 3: Summary of the issues raised in Submissions received (numerical order)**

<b>Submission No.</b>	<b>1</b>	<b>From:</b>	<b>John O'Flynn</b>
<b>Summary of Submission:</b>			
<p>The submission expresses overall support for the docklands in Cork and for the development of a marina facility.</p> <p>The submission is not in support of the proposed bridges as they would interfere with the heritage of the River Lee and prevent pleasure and commercial craft entering the city.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>2</b>	<b>From:</b>	<b>Torsten Marten</b>
<b>Summary of Submission:</b>			
<p>The submission expresses concern over the height of the proposed bridges removing access of vessels to Custom House Quay for the existing passenger ferry service and Cork Harbour Tours.</p> <p>The removal of these services at Custom House Quay would waste the natural resource of the River Lee.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

Submission No.	3	From:	Daisy Lourdin
<b>Summary of Submission:</b>			
<p>Natural, wild spaces: The submission advocates for the existing green space along Monaghan Road to remain in its current 'wild' form and objects to transforming it into a designated public open space with associated landscaping and access for people which would remove the existing ecosystem. Connectivity of natural spaces is an important aspect to consider and implement</p> <p>Trees: The submission supports the planting of more trees benefitting the urban environment and opposes to removal of established trees.</p> <p>Sealed Surfaces: The submission advocates for less sealed surfaces which would benefit the urban environment</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See section 2.4, Response Ref. 15			

<b>Submission No.</b>	<b>4</b>	<b>From:</b>	<b>TII</b>
<b>Summary of Submission:</b>			
<p>The submission advises that TII has taken account of Project 2040 policies ( National Planning Framework and National Development Plan), EU Ten-T Regulations, Section 28 Guidelines including Spatial Planning and National Roads Guidelines for Planning Authorities, the Regional Spatial and Economic Strategy for the Southern Region, and the Cork Metropolitan Area Transport Strategy as part of the review process.</p> <p>It requests consideration of 2 issues as part of the submission.</p> <p>1. Public Transport</p> <p>TII advise that issues related to public transport including Luas Cork are a matter for the NTA.</p> <p>2. Urban National Roads – Designs and Standards</p> <p>TII wishes to highlight that a number of national roads and associated structures are located in or in close proximity to Cork Docklands which not only cross city but cross regional connectivity as well as resilience for the N40 and Jack Lynch Tunnel. TII therefore reminds the Council of the following:</p> <p>a) TII would highlight Section 1.3 of DMURS indicates where TII publications standards would apply to national roads, and which also need requirements need to be met.</p> <p>b) The requirements of DN-GEO-03030 (tiipublications.ie), Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes, applies to proposals on national road. The following extract from DN-GEO-03030 clarifies applicability of this document as;</p> <p>“Schemes for which this standard applies fall under one of the following four categories: Road Safety Improvement Schemes (RSIS) that have already been approved at Feasibility and Options Stage of TII Publications (Standards) GE-STY-01037.</p> <p>Urban Renewal Schemes (URS) i.e. schemes that are designed in accordance with The Design Manual for Urban Roads and Streets (DMURS).</p> <p>Road Safety Improvement aspects (i.e. design elements) of Pavement Asset Repair and Renewal (PARR) Schemes. TII Publications (Standards) AM-PAV-06049.</p> <p>Local Improvement Schemes (LIS) e.g. local authority general improvement schemes which have not been identified as Road Safety Improvement Schemes, schemes led, funded or partly funded by other agencies, development led schemes and/or community schemes.”</p> <p>c) The City Council is reminded of the requirements of TII Publications DN-STR-03001 (formerly NRA BD 2) - Technical Approval of Road Structures on Motorways and Other National Roads for Structures.</p> <p>This Standard specifies the procedures to be followed in order to obtain Technical Acceptance for structures on motorway and other national road schemes and for the submission of as built records. The procedures cover the design of all road structures, including bridges, tunnels, subways, culverts, buried corrugated steel structures, retaining walls, reinforced earth structures, gantries, environmental noise barriers and temporary structures under or over motorways or other roads carrying public traffic.</p>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See section 2.3, Response Ref. 3			

<b>Submission No.</b>	<b>5</b>	<b>From:</b>	<b>EPA</b>
<b>Summary of Submission:</b>			
<p>The EPA is a statutory environmental authority under the Strategic Environmental Assessment (SEA) Regulations that provides guidance and recommendations to ensure environmental considerations are fully integrated into the planning process. The agency encourages Cork City Council to apply its recommendations and tools to support a robust and transparent SEA process for the Cork Docklands variation. The submission references a number of guidance documents relating to environmental and flood risk assessment and advises on statutory requirements for environmental assessment.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See section 2.3, Response Ref. 4			

<b>Submission No.</b>	<b>6</b>	<b>From:</b>	<b>Sinead Mortell</b>
<b>Summary of Submission:</b>			
<p>The submission advocates for the inclusion of a Lido development, which should be a clean outdoor recreational area and will benefit the area as seen elsewhere in Europe</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>7</b>	<b>From:</b>	<b>Liz O'Donoghue</b>
<b>Summary of Submission:</b>			
<p>The submission advocates for the provision of a science museum cum aquarium in the Docklands. The docklands require educational assets in addition to business, residential and amenity uses, and the dockland location allows for sustainable access via the train station.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.33			

<b>Submission No.</b>	<b>8</b>	<b>From:</b>	<b>J. Griffith Rollefson</b>
<b>Summary of Submission:</b>			
The submission expresses strong support for a Cork Lido project as a valuable leisure facility.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>9</b>	<b>From:</b>	<b>Deborah O'Connell</b>
<b>Summary of Submission:</b>			
The submission advocates for more dog waste bins.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>10</b>	<b>From:</b>	<b>William Loftus</b>
<b>Summary of Submission:</b>			
<p>The submission makes several proposals which would provide for new concepts regarding a vertical lifting bridge and flood defence, including access road within the river corridor, a tidal gate, and additional road and building solutions with innovative residential development, car parking and services.</p> <p>The submission proposes a monorail plan to traverse via the Docklands from Crosshaven to Ballincollig, and a marina to improve the scenic aspect.</p> <p>Support for the projects may come from UCC and the LDA</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>11</b>	<b>From:</b>	<b>HSA</b>
<b>Summary of Submission:</b>			
The submission advises of the presence of a notified COMAH establishment in the vicinity of the area proposed for re-development, under the Control of Major Accident Regulations 2015 (S.I 209 of 2015). This establishment is Goulding Soil Nutrition Limited, Centre Park Road, Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See section 2.3, Response Ref. 5			

<b>Submission No.</b>	<b>12</b>	<b>From:</b>	<b>William Loftus</b>
<b>Summary of Submission:</b>			
The submission advocates for facilities for younger people, including walkways, a lake, LIDO and leisure centres/gyms. The facilities are important to prevent anti-social behaviour.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>13</b>	<b>From:</b>	<b>William Loftus</b>
<b>Summary of Submission:</b>			
The submission supports the establishment of a ferry service and a floating pedestrian bridge, that can be opened to facilitate access. The submission opposes the current bridge proposals as they would be too low for vessels to pass.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>14</b>	<b>From:</b>	<b>William Loftus</b>
<b>Summary of Submission:</b>			
<p>The submission is made with the background of Cork City becoming carbon neutral and receiving EU funding. It proposes the design of carbon neutral and self-sufficient circular towers with wind turbines and flower features. River water could be used for the flower features and for toilets.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>15</b>	<b>From:</b>	<b>Mike Murray</b>
<b>Summary of Submission:</b>			
<p>The submission supports</p> <ol style="list-style-type: none"> <li>1. Improved facilities and cycle lanes for a safer environment for cyclists and pedestrians</li> <li>2. Better segregation of vehicular traffic</li> <li>3. Continuous riverside access between Kennedy Quay and former ESB power station</li> </ol>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>16</b>	<b>From:</b>	<b>National Sculpture Factory</b>
<b>Summary of Submission:</b>			
<p>The submission supports the plans for the Docklands. It notes that the area of the National Sculpture Factory is outside the red line boundary but should have a formal association and partnership with the plan. The NSF has in-house expertise and working relationships with artists and notes that the enhancement of public realm with art works multiplies the attraction to the area and adds to the cultural assets of the city. The NSF is open, supportive and enthusiastic about the docklands development and hopes to play a part in it.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 36			

<b>Submission No.</b>	<b>17</b>	<b>From:</b>	<b>Michael O'Riordan</b>
<b>Summary of Submission:</b>			
<p>The submission considers that the decision to not allow the transfer of the activity on the Gouldings site on Centre Park Road due to the reasoning of a Bord Pleanála decision will be a set back for the dockland plans. It proposes an alternative solution to deal with the refusal reasons of the decision.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>18</b>	<b>From:</b>	<b>Jan Hayes</b>
<b>Summary of Submission:</b>			
<p>The submission supports the strong emphasis on active travel, heritage, biodiversity and public spaces. It is suggested to include more references in the amendments and paragraphs and to have greater clarity in the description of buildings and small areas and ideally use GPS coordinates as reference points.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>19</b>	<b>From:</b>	<b>Ruth Fuller</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a 50m Lido on the banks or within the Lee river. This will provide commercial and recreational benefits (Objective 6.21) and enhance the position of the Lee at the heart of the city, allowing access to the riverside, and amenity benefits (Objective 10.20). The footfall will complement the development plans for the docklands.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>20</b>	<b>From:</b>	<b>Roisin Kelly</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a Lido as an amenity for locals and tourists. It would be provide safe swimming facilities and add to the river Lee.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>21</b>	<b>From:</b>	<b>Alan Rogers</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido as an amenity for the public on the banks of the River.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>22</b>	<b>From:</b>	<b>Claire Williams</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido on the banks of the River or in the River, as it would add value to the community.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>23</b>	<b>From:</b>	<b>Brian Dunne</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido on the banks of the River or in the River.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>24</b>	<b>From:</b>	<b>Nan Kearney</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido and additional active recreational infrastructure and services i.e. public water drinking fountains, seating/picnic areas, accessible toilets, and court/play areas (3x3 basketball) to ensure healthier lifestyles.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>25</b>	<b>From:</b>	<b>Oisin Dunne</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido in the South Docklands or the Tivoli to cater for sea swimmers, encourage new people to swim, and as training facilities for competitive swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>26</b>	<b>From:</b>	<b>Aidan Herlihy</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido benefitting Cork people and tourists, allowing participation in swimming in a safe environment.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>27</b>	<b>From:</b>	<b>Philip Gillivan</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido with benefits for footfall and energy for the city centre, and encouragement for more people to swim. It could be reached without travelling by car and would be a unique selling point for the City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>28</b>	<b>From:</b>	<b>Sinead Cronin</b>
<b>Summary of Submission:</b>			
The submission supports the development of a publicly available Lido on the banks of the River Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>29</b>	<b>From:</b>	<b>Brian Derham</b>
<b>Summary of Submission:</b>			
The submission supports the development of a floating sauna on the River Lee, which aligns with the Cork City Councils goals for liveability & placemaking, public realm & waterfront use, sustainability & innovation, inclusivity & community. A floating sauna activates the waterfront and is a safe low-impact public amenity. It offers the opportunity to celebrate Cork's maritime legacy and reintroduces recreational use of the river. It supports health and climate resilience.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>30</b>	<b>From:</b>	<b>Colm Walsh</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m Lido, on the banks of the Lee or in the river, as it encourages swimming and outdoor activity.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>31</b>	<b>From:</b>	<b>Office of Public Works</b>
<b>Summary of Submission:</b>			
<p>The Office of Public Works specifies that the submission is made specifically concerning flood risk and the application of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009).</p> <p>It notes that Volume1, Chapter 10, Section 10.113 states that "Pluvial and Fluvial flood protection designed to a standard of 1% AEP, assuming +40% rainfall intensity, due to climate change". It is our understanding, from the South Docks Drainage Strategy (SDSS), that extreme flood levels at this location are tidally dominated and not sensitive to variations in flow and therefore increases in river flow were not considered. It recommends that this line should only reference pluvial flood protection. In addition, while the SDSS assessed a +40% increase in rainfall intensity for the purpose of designing for adaption to climate change, we do not believe that an assessment was carried out for a fluvial flooding with a +40% increase in rainfall intensity.</p> <p>Office of Public Works recommends the following:</p> <p>Remove reference to Fluvial Flooding in Section 10.113.</p> <p>Section 10.113 also includes the text "Flood defence for the North Docks will be achieved through the setting of appropriate building finished floor levels for new developments, designed to withstand sea-level rise of up to 0.5m due climate change, in accordance with OPW document The Planning System and Flood Risk Management Guidelines". The Guidelines does not make reference to a 0.5m sea level rise but recommends "The minimum floor levels for new development should be set above the 1 in 100 river flood level (1 in 200 coastal flood level) including an allowance for climate change, with appropriate freeboard". The mid-range future scenario in The Flood Risk Management Climate Change Sectoral Adaptation Plan 2019 includes a parameter of an increase in mean sea level of 500mm and 1000mm for the high end-scenario. The Guidelines are not specific on the allowance to apply in setting FFL, and therefore it is recommended that the wording is updated from 'in accordance' to 'in alignment'.</p> <p>Office of Public Works recommends the following:</p> <p>Update the wording in relation to the setting of finished floor levels.</p> <p>It is also noted that 3 new bridges are proposed. Cork City Council should note that there are restrictions on the construction, replacement or alterations of bridges and culvert over a</p>			

watercourse and appropriate consents are required from the Commissioners under Section 50 of the Arterial Drainage Act 1945.

**Chief Executive's Response & Recommendation:**

See section 2.3, Response Ref. 6

**Submission No.**

**32**

**From:**

**Barry McCarthy**

**Summary of Submission:**

The submission supports the development of an outdoor pool/Lido to serve competitive swimmers, recreational swimmers and tourists. It would be a business and activity asset to the docklands. The submission notes that re-establishing a Lido would have a historic aspect, as it would return a Lido to Cork which was in the Lee baths.

**Chief Executive's Response & Recommendation:**

See Section 2.5, Response Ref.28

**Submission No.**

**33**

**From:**

**Ruairi Geoghegan**

**Summary of Submission:**

The submission supports the development of a Lido which would have benefits for health and wellbeing, accessibility and inclusivity, community and identity. It would enhance the Docklands as a year-round destination, benefitting tourism and business. A Lido would embody Cork's unique character – connected to water, proud of its people and open to the world.

**Chief Executive's Response & Recommendation:**

See Section 2.5, Response Ref.28



<b>Submission No.</b>	<b>34</b>	<b>From:</b>	<b>Chris Johnson - Duplicate</b>
<b>Summary of Submission:</b>			
<p>The submission supports the overall vision for the Docklands. It raises concerns for existing private amenity, due to potential overlooking of gardens and living areas of houses in Botanika Neighbourhood from the proposed adjacent docklands development. The submission request reduced heights and increased separation distances for the dockland's development adjacent to the existing Botanica estate.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 34			

<b>Submission No.</b>	<b>35</b>	<b>From:</b>	<b>Joe Cotter</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a Lido, on the banks of the Lee or in the river.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>36</b>	<b>From:</b>	<b>Jean O'Shea - Duplicate</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a Lido, as a public amenity.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>37</b>	<b>From:</b>	<b>Geraldine Browne</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido, as an amenity for Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>38</b>	<b>From:</b>	<b>Elizabeth O'Flaherty</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido as a safe place for swimming, where benefits of outdoor swimming can be enjoyed, by children, adults and tourists. It would curb wild swimming in rivers which has safety risks.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>39</b>	<b>From:</b>	<b>Aisling Browne</b>
<b>Summary of Submission:</b>			
The submission supports the vision for the Docklands which has many recreational options and social spaces that will form a special heart to the city. The submission also supports the development of a Lido, giving an outdoor swimming option in the city rather than necessitating car travel to a beach.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>40</b>	<b>From:</b>	<b>Helen Walsh</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • The submission expresses support for the Cork Lido project. It states that it would be "wonderful to see a Lido on the banks of the Lee, or even in the Lee itself". It also believes it would be of "great use, education and joy"			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>41</b>	<b>From:</b>	<b>Claire Bermingham</b>
<b>Summary of Submission:</b>			
The submission expresses support for the Cork Lido project, stating it "would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!".			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>42</b>	<b>From:</b>	<b>Simon O'Callaghan</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and Observation:</p> <p>The key points and observations of this submission highlight the potential for a lido to transform the Cork Docklands into a dynamic, year-round destination by activating the waterfront with high-quality public amenity<sup>4</sup>.</p> <p>The submission details several benefits:</p> <ul style="list-style-type: none"> <li>• Health &amp; Wellbeing,</li> <li>• Community &amp; Social Inclusion,</li> <li>• Economic &amp; Tourism Impact</li> <li>• Urban Activation &amp; Placemaking</li> <li>• Sustainability &amp; Resilience</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>43</b>	<b>From:</b>	<b>Maurice Ryder</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and Observation:</p> <p>The submission advocates for the inclusion of a Lido development within the overall docklands development. The author states that a Lido would align with the Cork City Development Plan 2022-2028's goals of increasing public amenities and recreation, incorporating the River Lee into the development plan, and respecting the river's heritage. The submission emphasizes that the River Lee is a core, but underutilized, part of the city, and a Lido would reconnect the river with the lives of the city's residents while fulfilling public amenity and recreation objectives.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>44</b>	<b>From:</b>	<b>Sofia Carey</b>
<b>Summary of Submission:</b>			
The submission strongly supports the creation of a Lido for Cork, believing it would be a significant asset to the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>45</b>	<b>From:</b>	<b>Jack O'Sullivan</b>
<b>Summary of Submission:</b>			
The submission expresses strong support for the Cork Lido project, stating it "would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!"			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	46	From:	Wendy O'Leary
<b>Summary of Submission:</b>			
<p>Summary of submission and observations.</p> <p>This submission provides a number of observations supporting the Cork lido project are:</p> <ul style="list-style-type: none"> <li>• There is a significant shortage of swimming pools and lane space in Cork, indicating a lido would be widely used.</li> <li>• The project aligns with the recent increase in open water swimming and sea dipping/sauna activities, offering similar accessibility to city residents.</li> <li>• The ideal lido size would be 50 meters, addressing the desperate need for a 50-meter pool in the south of Ireland. The current situation requires travel to UL or NAC for long course/50-meter training.</li> <li>• The lido is seen as a "fantastic &amp; healthy opportunity" for both residents and tourists in Cork.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	47	From:	The Heritage Council
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#### Summary of Submission:

The submission raises several key issues, observations, and recommendations:

- Support for Compact Growth: The Heritage Council supports compact and consolidated growth and brownfield development to restrain the built environment footprint and reduce pressure on natural and cultural heritage.
- Integration with Sustainable Transport: They welcome land use planning approaches that integrate development patterns with sustainable transport.
- National Planning Framework: The submission highlights the National Planning Framework (NPF) identifies "Enhanced Amenity and Heritage" as a national strategic outcome, noting the intrinsic value of built, cultural, and natural heritage in defining urban and rural character.
- National Biodiversity Action Plan (NBAP): The 4th edition of Ireland's NBAP (2023-2030) emphasizes the key role of local authorities in biodiversity conservation through the planning system. 4 Specifically, Outcome 3C regarding planning and development facilitating biodiversity's contributions to people is highlighted, with actions 3C2 and 3C3 stressing the alignment and integration of NBAP objectives within statutory land use plans.
- Heritage Ireland 2030: This document details actions relevant to local authorities, including policies on urban biodiversity and tree planting (Action 22), nature-based solutions for land-use management (Action 26), and integrating heritage into urban and rural regeneration (Action 37).
- Architectural Heritage Protection Guidelines: The submission references the 2004 Guidelines for Planning authorities on Architectural heritage protection, particularly Chapters 2 and 3, which offer detailed guidance on the role of statutory county-level plans concerning Protected Structures and Architectural Conservation Areas.

Specific Comments and Recommendations are included in relation to specific built and natural heritage in Volume 1 and are also applicable to Volume 4.

- Vision and Role of City Docks:

The Heritage Council welcomes the emphasis on placemaking but believes heritage could be more explicitly captured. Recommended text as follows:

Amend paragraph 10.24 as follows:

A new sustainable neighbourhood in the centre of Cork City that benefits from high quality design and public realm-led placemaking, with people-centred streets and spaces, culminating in a vibrant civic life

Add the following bullet point to paragraph 10.24:

A place that anchors off its rich heritage, where modern life sits alongside a distinct built and industrial heritage resulting in a strong character of place

It is also recommended that the concepts of 'heritage led regeneration', and 'placemaking around civic life' be integrated into the 'values' under Paragraph 10.26.

Heritage can be incorporated into high-quality public spaces with good interpretative resources, citing Waterford's Viking Quarter as an example. It is recommended that "A place for people" captures this ambition (Paragraph 10.29).

Civic spaces in Ireland as well as our built historic environment have been significantly impacted by car dominated streets and public spaces. Therefore, the submission welcomes encourages ambition that seeks to depart from this trajectory and the maximum approach to car parking.

- The River Lee:

The River Lee is an important ecological corridor, and its quays have significant built and cultural heritage value. It notes that any amenity and recreational infrastructure enhancements along the quaysides and banks should be sympathetic to both built and natural heritage.

The south bank (The Marina towards Holland Park and Centre Park Road) has local biodiversity value with attractive treelines. These avenues are worthy of Tree Preservation Orders (TPO) if not already protected.

Add the following bullet point to paragraph 10.31:

A soft landscaping approach that retains natural features and preserves the existing treelines, which form an attractive avenue on the south bank.

This should also be emphasized under Paragraph 10.68.

The north bank currently has a harsh environment, and public realm improvements should address this, drawing inspiration from European port waterfronts like Bordeaux.

- Character Areas:

The establishment of Character Areas is important for informing future development and ensuring it is informed by each area's defining heritage

Add the following text to paragraph 10.33:

"Along with the key environmental constraints, the development parameters for each area will be informed by such history, via a design approach that establishes a clear interpretation for resident and visitor."

- Authenticity in the Development of the City Docks: Built Heritage Strategy:

The Heritage Council commends the strong narrative in this chapter, especially the description of built and cultural heritage and the discussion on intangible heritage.

It is recommended that a new paragraph be included after 10.38 detailing how heritage will be managed and inform development, specifically for industrial heritage.

Include new paragraph after 10.38:

"10. (new number)

The built heritage strategy will retain the dockland's authenticity by:

- Encouraging conservation through use in the docklands for built heritage assets, including designated and non-designated structures, especially new uses that are conducive to the re-use of industrial heritage buildings.

- Using existing archaeological and cultural heritage assets as an anchor for public realm design

- Ensure strong interpretation through signage, street naming and street furniture which highlights the history of the area

- Ensure development management standards are applied flexibly to ensure re-use of built heritage assets."

- Ecology and Biodiversity

The recognition of semi-natural areas is an important amendment, with Holland Park and an area near Monahan Road identified as locally important biodiversity sites.

Amend first bullet point of "Ecology and Biodiversity" paragraph (page 327 of Vol. 1, Chapter 10):

- "Protecting existing assets Retaining natural ecological features and integrating these into new development, where feasible;"

Add additional bullet points:

- "Include existing natural features as part of the greenspace and landscaping requirements for development, with any planting regimes to be of native species and provenance;"

- "Maintenance regimes on areas of open and green spaces should be managed for biodiversity."



The submission welcomes the framework and associated variation, emphasizing the need to protect and enhance heritage while fostering civic life through placemaking.

**Chief Executive's Response & Recommendation:**

See section 2.3, response no. 7

<b>Submission No.</b>	<b>48</b>	<b>From:</b>	<b>Tracey Slattery</b>
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**Summary of Submission:**

The submission expresses strong support for the Cork Lido project, suggesting an open-air swimming facility on or in the River Lee as a valuable resource for the people of Cork.

**Chief Executive's Response & Recommendation:**

See Section 2.5, Response Ref.28

<b>Submission No.</b>	<b>49</b>	<b>From:</b>	<b>Sisters of our Lady of the Apostles</b>
<b>Summary of Submission:</b>			
<p>Submission refers to the following:</p> <ol style="list-style-type: none"> <li>1. Amendment to Map 1, to incorporate a portion of the Ardfoyle Convent lands from the Central Suburbs area into the Cork City Docklands area.</li> <li>2. Rezoning of lands associated with the Ardfoyle Convent, from 'Public Open Space' to 'Active Recreation, Sports and Public Realm', under Strategic Infrastructure - Bundle 3'.</li> </ol> <p>Amendments proposed under the Proposed Variation are considered premature for the following reasons:</p> <ul style="list-style-type: none"> <li>• In advance of a masterplan process for the overall Ardfoyle Convent lands, and</li> <li>• In advance of the full review of the Cork City Development Plan due to commence in 2026.</li> </ul> <p>Site forms an integral part of the wider Ardfoyle Convent grounds. The Lands proposed for rezoning are currently used by a Horticultural Group and the International Garden initiative, which works directly with women living in Direct Provision centres. The space is also currently used by the following groups:</p> <ul style="list-style-type: none"> <li>• Saoirse EDA</li> <li>• Toddlebums</li> <li>• Alcoholics Anonymous</li> <li>• Local Bridge Club</li> </ul> <p>The open space lands north of the main site are integral to the master plan and will directly impact the site's development opportunities. Separating the open space lands from the main convent site is premature in advance of preparing a masterplan for the full landholding. Proposed changes introduce a significant and unwelcome change to existing peaceful and serene setting of the Ardfoyle Convent by introduction of noise pollution and footfall. Severance and impact on site Integrity, isolate these lands from the wider Ardfoyle site, altering internal circulation patterns and fragmenting the landholding</p> <p>Variation is considered premature and inappropriate without a comprehensive agreed masterplan for the site. Proposed pitches fail to consider wider site context.</p> <p>The OLA Sisters have been working with a design team to prepare a masterplan for their lands, with the intention of participating in the full review of the Cork City Development Plan (CDP), scheduled to commence in late 2026. The timeline of the variation does not allow for proper engagement and consultation on masterplan proposals for the site.</p> <p><b>Recommended Amendments</b></p> <ol style="list-style-type: none"> <li>A. Retain Ardfoyle Convent lands within "Central Suburbs" area of CDP and</li> <li>B. Retain existing zoning provision as 'Public Open Space'.</li> </ol> <p>Requested that development objectives for the entire Ardfoyle Convent landholding are reconsidered within the context of the full Development Plan review in 2026.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See section 2.4, response no. 16			

<b>Submission No.</b>	<b>50</b>	<b>From:</b>	<b>Elizabeth Lee</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submitter, a swimmer, expresses strong support for the Cork Lido project due to the city's lack of a 50m swimming facility.</p> <p>The submission noted that Cork residents currently have to travel to Limerick to access a 50m pool.</p> <p>It asserts that a lido on or in the River Lee would be "wonderful".</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>51</b>	<b>From:</b>	<b>Denis O'Regan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns raised regarding the proposed 'Eastern Gateway Bridge' as it will "create an inner-city relief through the docklands". This will degrade all the positives of the Marina Park and Promenade through noise and air pollution associated with such roads.</li> <li>Pedestrian permeability measures should be fast-tracked. Opening paths between the Blackrock, Monahan and Centre Park roads, as well as the Lower Glanmire Road via a footbridge, would increase throughput.</li> <li>A Lido would improve the liveability of the city. A temporary location in the Docklands could be facilitated.</li> <li>The Custom House building should be brought into public ownership and restored.</li> <li>A "signature" public building, similar to the MAS in Antwerp, should be constructed in the Docklands.</li> <li>Efforts to incorporate turning circles or additional carparks south of Pairc Ui Chaoimh should be refused. All vehicular access should be via north entrance only.</li> <li>Proposed Maritime Centre at eastern end of Marina would increase vehicular traffic and undo benefits of pedestrianisation.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28, 29, 30 & 33			

<b>Submission No.</b>	<b>52</b>	<b>From:</b>	<b>Deirdre Maxell</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City and provided a link to an example of a freshwater lido based in the United Kingdom.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>53</b>	<b>From:</b>	<b>Dr. Ella Harris</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, stating it would add to the quality of life.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>54</b>	<b>From:</b>	<b>Southern Regional Assembly</b>
<b>Summary of Submission:</b>			
<p>The SRA supports Proposed Variation No. 2, recognizing its strategic importance for Cork's sustainable urban growth. The proposed variation accords with the high-level objectives of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region. The SRA commends the addition of Volume 4, which introduces the Cork Docklands Framework Plan and offers detailed design and planning guidance, for enhancing development certainty and quality. There are minor recommendations to enhance clarity and alignment.</p> <p><b>National and Regional Policy Alignment</b></p> <p>The SRA notes that the Docklands are recognized as a key enabler for Cork's growth, with potential to accommodate 20,000 new residents and 25,000 jobs, and that the Cork Docklands project aligns with the NPF's goal of achieving 50% of national growth in Ireland's five cities by 2040. The RSES supports the regeneration of Cork Docklands as a transformative, infrastructure-led, mixed-use urban quarter.</p> <p><b>Core Strategy</b></p> <p>The proposed variation increases the housing target in the Docklands from 9,000 to 10,000 units and raises average residential density, and the SRA recommends clarifying whether these changes materially affect the overall housing allocation in the Core Strategy.</p> <p><b>Transport</b></p> <p>The proposed variation supports sustainable transport through a 75:25 modal split goal and includes key projects such as Cork Light Rail Transit (Cork Luas), BusConnects, new bridges (e.g. Kent Station Bridge) and the Kent Station Transport Hub. These initiatives align with RSES objectives for smart and sustainable mobility (RPO 160).</p> <p><b>Phasing and Delivery</b></p> <p>The SRA notes a potential referencing error in the documentation, Table 10.4 vs. Table 10.14 in the City Development Plan.</p> <p><b>Key Recommendation</b></p> <p><b>Core Strategy Alignment</b></p> <p>In the interests of clarity, the Assembly considers that it would be beneficial to the proposed variation if clarification were included indicating whether the proposed amendments to the written statement and associated mapping amendments have any material impact on the overall core strategy housing allocations for the Cork Docklands area as set out in the Cork City Development Plan 2022-2028.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.2, Response Ref.2			

<b>Submission No.</b>	<b>55</b>	<b>From:</b>	<b>Cllr. Oliver Moran</b>
<b>Summary of Submission:</b>			
<p>Requests objective added which seeks to develop area underneath footbridge at Clifton Terrace as a community park. This would recognise importance of retaining and adding greenspace for biodiversity and community. • Calls for retention of the ‘Port of Cork’ sign, which would provide a visual landmark and a link to the area’s history and heritage.</p> <ul style="list-style-type: none"> <li>• Text should be included that references small craft storage (kayaks, etc.), particularly in area around Shipyard Plaza or slip at Castlevew Terrace. The historic buildings and topography in residential areas create barriers to use of the water, due to lack of storage and issue in transporting craft. Providing public storage areas would enhance access to river for amenity uses.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 15 & Section 2.5, Response Ref. 31 & 33			

<b>Submission No.</b>	<b>56</b>	<b>From:</b>	<b>Pat Arrigan - Duplicate</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> <li>• The pedestrian walkway could disrupt access to Shandon Boat Club and hinder the club’s operations.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.29 & 32			

<b>Submission No.</b>	<b>57</b>	<b>From:</b>	<b>Sebastian Novoa Peria</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Important that TFI's bike sharing system is installed and works along the whole project / area.</li> <li>• Important that pedestrian connectivity for the 45,000 people who enter and exit Pairc Ui Chaoimh is improved and made easier. This would include more areas where people can gather, before or after an event. Such areas could host other events when the stadium is not in use.</li> <li>• The river offers a key asset for leisure and wayfinding. While views of the river are important, the sounds of the river, including both leisure and working sounds, are equally important to the heritage of the place. The Dockland regeneration should seek to reconnect people to this asset through the creation of spaces along, and in, it that can be used for leisure activities. It should form a core part of the regeneration, and not just act as a backdrop.</li> <li>• The pedestrian bridge should become a public space, not just a bridge. It should include areas to sit or gather, and its design should be innovative and enable a better connection with the river itself.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>58</b>	<b>From:</b>	<b>Sarah Walker</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, stating it would boost tourism and tap into the growing lido movement throughout Europe.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>59</b>	<b>From:</b>	<b>Anne Boddaert</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern and increases flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.29 & 32			

<b>Submission No.</b>	<b>60</b>	<b>From:</b>	<b>Veronica O'Loughlin</b>
<b>Summary of Submission:</b>			
Submission expresses support for a lido facility in Cork City, with the former Lee Baths providing happy memories. Stresses that public transport should be included in plan and the lido facility is made available to everyone.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>61</b>	<b>From:</b>	<b>Dervla O'Malley</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, stating it would enable safe outdoor swimming and boost tourism.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>62</b>	<b>From:</b>	<b>Sadhbh Gaston</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Generally supportive of proposals, particularly switch to high-risk climate scenarios, public toilets, water fountains, public ownership of buildings and integration of play elements along key routes.</li> <li>• Queries the school site, identified in Figure 6.6.1, and specifically the supported building heights of 6 to 8 storeys in this area. Is the intention to have a school of this size with residential use above?</li> <li>• Many of the images included show examples of award winning docklands developments from other countries. Requests that more of Cork's industrial heritage is shown, and also that buildings lost, such as the Sextant and R&amp;H Hall are included as they show the area's heritage. This is to ensure future development respects the particular context of Cork.</li> <li>• Proposed Map Change No. 6 is for an expansion of ZO15 Public Space, however, this is for another pitch and should, therefore, be classified as ZO16. This issue of Open Space zoning being used for pitches also occurs on the Ardfoyle Convent lands.</li> <li>• Given the above, there are concerns that the majority of the zoned public open space is actually for sports grounds, which cannot be considered fully public.</li> <li>• Questions the need for "3 junior multi use pitches" in a wider area that already contains existing sports grounds, including Pairc Ui Chaoime, Ashton school pitches, Pairc Ui Rinn, Blackrock National Hurling Club, Cork Constitution FC, Beaumont park pitches, and Ballinlough GAA pitch. If the council is to provide public pitches then it is better justified beside the school.</li> <li>• Considers the walled garden as having potential for a community garden and formal garden in open space. The only allotments are in Churchfield and Ballincolling. The walled garden could provide an excellent location for such a use.</li> <li>• Concerns the plan only caters to a "certain kind of sporty person" with references to a skate park removed. More public open spaces for a wider cohort of teenagers is required.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33 & 34			

<b>Submission No.</b>	<b>63</b>	<b>From:</b>	<b>Paul Donovan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club’s operations.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>64</b>	<b>From:</b>	<b>Jessica Legresley</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club’s operations.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>65</b>	<b>From:</b>	<b>Katie O'Toole</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>66</b>	<b>From:</b>	<b>Tadgh Arragin</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>67</b>	<b>From:</b>	<b>Niall Kenny</b>
<b>Summary of Submission:</b>			
Submission expresses support for a lido facility in Cork City, stating outdoor swimming would be an amazing resource.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>68</b>	<b>From:</b>	<b>Sheela Fox</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>69</b>	<b>From:</b>	<b>Ronan Byrne</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>70</b>	<b>From:</b>	<b>Lisa Buckley</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club’s operations.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>71</b>	<b>From:</b>	<b>Eithne Tiernan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club’s operations.</li> <li>Overall, concerned by scale of developments and associated flood risks, which will further disrupt local residents, increasing traffic and crowds in a small village that does not have the capacity.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>72</b>	<b>From:</b>	<b>RF</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>73</b>	<b>From:</b>	<b>Deirdre Kiely</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The ‘low head heights’ of some bridges will threaten amenity use of river and increase flood risk.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>74</b>	<b>From:</b>	<b>Shizuka Donaghue</b>
<b>Summary of Submission:</b>			
Submission expresses support for a lido facility in Cork City, considering it an innovative idea.			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>75</b>	<b>From:</b>	<b>Eamon McDaid</b>
<b>Summary of Submission:</b>			
Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk. • The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>76</b>	<b>From:</b>	<b>Helena McSweeney</b>
<b>Summary of Submission:</b>			
Submission expresses support for a lido facility in Cork City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>77</b>	<b>From:</b>	<b>Helga Weston</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

Submission No.	78	From:	Swim Ireland
<b>Summary of Submission:</b>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	79	From:	Giuseppe Whelan
<b>Summary of Submission:</b>			
<p>Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for people of Cork. • Given Ireland is an island nation, swimming as a skill is vital. Swimming is identified as a priority sport in the National Sports Policy. To contribute towards the National Sports Policy there is a need to accommodate an additional 50,000 swimmers by 2026. Swimming is one of the most popular sports in country for children and adults.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>80</b>	<b>From:</b>	<b>Roy Wroth</b>
<b>Summary of Submission:</b>			
<p>Appendix A Vol. 1</p> <ul style="list-style-type: none"> <li>• 10.35: Text should “ recognize the history of cultural uses of the river-edge environment, including formal and informal uses”.</li> <li>• 10.47 to 10.49: Revise to enable “active ground floor uses throughout the docklands”.</li> <li>• 10.58: Supportive of flexible community spaces and would like to see arts &amp; culture venues supported.</li> <li>• 10.63: Arts and cultural organisations should be included in community hubs to have use of said facilities.</li> <li>• 10.68: A new section should be added on Arts and Culture, expanding on “catalyst uses” which would see public venues combined with existing arts practitioners. Docklands offers ideal location to provide for needs of arts and culture community.</li> <li>• 10.99: Description of public space should include for cultural uses, with suitable “hardscape” areas configured into design.</li> </ul> <p>Appendix C Vol. 4</p> <ul style="list-style-type: none"> <li>• 2.2: Include cultural uses in paragraph 2.</li> <li>• 3.7: Expand on text describing community clusters to describe types of cultural activities/facilities, quantum of dedicated space and how city will monitor delivery of public space by development partners.</li> <li>• 5.6: Public Art section should include a discussion of ephemeral, temporary and non-permanent arts installations as a key component of 'activating public spaces' and interpreting heritage elements.</li> <li>• 5.8: Greater distinction required between typical streets and frontages around public spaces, with latter requiring stronger active use frontages.</li> <li>• 6.5: Requests removal of following text: "except where a clear justification can be provided on the basis of market evidence, that there is insufficient demand for the proposed active uses." The city must commit to provision of active uses in all public spaces.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 36			

<b>Submission No.</b>	<b>81</b>	<b>From:</b>	<b>Mark Callanan</b>
<b>Summary of Submission:</b>			
Supportive of the development of an open-air public use pool or lido. It would fill need for a 50m swimming pool and utilise Cork's natural potential as a waterfront city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>82</b>	<b>From:</b>	<b>Joanne Walsh</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> <li>Eastern Gateway Bridge will increase through-traffic.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> <li>Welcomes plans to repair quay walls.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>83</b>	<b>From:</b>	<b>Michael O'Brien</b>
<b>Summary of Submission:</b>			
<p>Proposed bridges should not negatively impact use of river for amenity and recreational purposes, or restrict access upriver of Docks area. Consideration must also be given to planned lower harbour passenger ferry access.</p> <ul style="list-style-type: none"> <li>• Bridge connecting Centrepark Road to Lower Glanmire would bring significant through traffic to area. A bridge further into the city centre would be better. Better traffic management in city centre may also improve traffic conditions.</li> <li>• Height of the light rail bridge removes possibility of navigation upstream from that point. Rail tracks should be raised to prevent this.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>84</b>	<b>From:</b>	<b>Mark Chu</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>85</b>	<b>From:</b>	<b>Susan Walsh</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Significant concern from all members of the Shandon Boat club as proposals will have effect of destroying access to water.</li> <li>• All three bridges are of concerns, however the low height of the Luas bridge is most concerning given it will not be passable by rowers or leisure craft. Flooding at high tide could be exacerbated by the bridge.</li> <li>• Proposed pedestrian walkway is also of concern as it impedes direct access from club to waterfront.</li> <li>• The intensification of development in the Docklands will increase pressure on the clubs and their abilities to operate events, due to congestion and other activities. Further consideration should be given by the council to how clubs will continue to be accommodated in the area.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>86</b>	<b>From:</b>	<b>Lynda Brennan - Duplicate</b>
<b>Summary of Submission:</b>			
Supportive of the development of an open-air public use pool or lido. A 50m swimming pool would be of great benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>87</b>	<b>From:</b>	<b>Julianne Hogan</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool complex which would be of great benefit to swimmers. Cork needs a high performance training centre.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>88</b>	<b>From:</b>	<b>Mark Sheehan</b>
<b>Summary of Submission:</b>			
Supportive of the development of a lido, which would be wonderful to see.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>89</b>	<b>From:</b>	<b>Liam Maher</b>
<b>Summary of Submission:</b>			
Supportive of the development of a lido as there is no safe entry point into the river. It would also be great to see a 50m swimming pool outdoors for summer months especially.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>90</b>	<b>From:</b>	<b>Oisin Creagh</b>
<b>Summary of Submission:</b>			
NA. Screenshot of light rail map.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>91</b>	<b>From:</b>	<b>Pat Arrigan- Duplicate</b>
<b>Summary of Submission:</b>			
Supportive of Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>92</b>	<b>From:</b>	<b>Cian O'Neill</b>
<b>Summary of Submission:</b>			
Supportive of the development of lido. It would help improve life skill and mental/physical health.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>93</b>	<b>From:</b>	<b>Tracy Curtin</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool complex which would be of great benefit to swimmers throughout Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>94</b>	<b>From:</b>	<b>Tara Shine</b>
<b>Summary of Submission:</b>			
Supportive of Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>95</b>	<b>From:</b>	<b>Dolphin Swimming Club - Duplicate</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• The club, which is one of Ireland's oldest swimming clubs and inclusive to people from all backgrounds, strongly supports the development of an indoor 50m swimming pool.</li> <li>• The submission lists several achievements and aspects the club is proud of.</li> <li>• The club has use of the Mayfield Sports Complex, and is thankful of this, however, the facility is 50 years old, too small and needs significant renovation. It is not suitable for the club's needs anymore.</li> <li>• People seeking a 50m pool from Cork must travel to UL or Dublin, which is unsuitable for high performance environments.</li> <li>• The club purchased a 50m modular pool, which is currently in storage until a suitable site is found. The club look forward to discussing options with the Council and will strongly advocate for improved facilities in Cork.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>96</b>	<b>From:</b>	<b>Pawel Switaj</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>97</b>	<b>From:</b>	<b>Aideen O'Riordan</b>
<b>Summary of Submission:</b>			
Supportive of the development of lido. It would promote health and offer a safe place to teach a basic survival skill.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>98</b>	<b>From:</b>	<b>Jan Mikolaj</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool complex which would be of great benefit to swimmers throughout Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>99</b>	<b>From:</b>	<b>Carmel Daly</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool complex which would be of great benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>100</b>	<b>From:</b>	<b>Kieran Doyle</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool complex which would be of great benefit to swimmers throughout Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>101</b>	<b>From:</b>	<b>Karen Buckley</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, which would be an excellent amenity.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>102</b>	<b>From:</b>	<b>Liam Sheehan</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>103</b>	<b>From:</b>	<b>Heather Fane</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would eliminate the need for local swimmers to travel to Limerick or Dublin for training.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>104</b>	<b>From:</b>	<b>Mark Kenneally</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern and increases flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>105</b>	<b>From:</b>	<b>Seamus Bugler</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>106</b>	<b>From:</b>	<b>Catalina Totaro</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>107</b>	<b>From:</b>	<b>Tamara Lopez</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>108</b>	<b>From:</b>	<b>David Tobin</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City. It would provide Cork with a public facility that increases participation in sport and uses natural benefits of harbour.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>109</b>	<b>From:</b>	<b>Liosa Kelleher</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>110</b>	<b>From:</b>	<b>Michael McCormack</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers, particularly those in local clubs.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>111</b>	<b>From:</b>	<b>David Telxeira Lynch</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Eastern Gateway Bridge completely undermines pedestrianisation of promenade as well as contradicting placemaking goals and CMATS as it enables car dependency.</li> <li>• Additional traffic and associated noise and air pollution will prove detrimental to plans for docklands and CDP.</li> <li>• Bridge will also impact on the deliverability and effectiveness of the proposed luas.</li> <li>• Vehicular bridge should be removed or replaced with pedestrian and public transport linkage.</li> <li>• Maps showing luas are outdated.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>112</b>	<b>From:</b>	<b>Dawn Monahan</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>113</b>	<b>From:</b>	<b>Aoife Hennessy</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>114</b>	<b>From:</b>	<b>Billy Murphy</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, which would be great to see in the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>115</b>	<b>From:</b>	<b>Joseph Daly</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>116</b>	<b>From:</b>	<b>Mary Long</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>117</b>	<b>From:</b>	<b>Michael O'Sullivan</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>118</b>	<b>From:</b>	<b>Lynn Sheehy</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>119</b>	<b>From:</b>	<b>Dermot O'Donovan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Considers the consultation to be a waste of money and simply a 'rubber-stamping' exercise.</li> <li>• There is no mention of a Docklands Traffic Management Plan.</li> <li>• Call for traffic calming measures to prevent speeding in area, particularly construction traffic and large vehicles.</li> <li>• Monahan Road upgrades are urgently needed and were supposed to start in 2022.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 37			



<b>Submission No.</b>	<b>120</b>	<b>From:</b>	<b>Colin O'Donnell</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Objects to the manner in which the bridges appear to have been proposed without sufficient consideration given to the negative impact they will have on the future use of the river for boating and shipping.</li> <li>• Their inclusion will eliminate Cork City's ability to host a range of events, such as the Tall Ships, race events and naval events. Furthermore, it will erase a part of the city's maritime heritage.</li> <li>• The low height of the light rail bridge is a particular issue as it will prevent leisure boaters travelling upstream and could increase flood risk.</li> <li>• Calls for a feasibility study to quantify what the city will lose by constructing the bridges in these locations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>121</b>	<b>From:</b>	<b>Sinead Coffey</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>122</b>	<b>From:</b>	<b>Garry Mason</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, which would be great to see in the Lee. Provision of such is a matter of urgency.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>123</b>	<b>From:</b>	<b>Sample Studios</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Submission made by Sample Studios, a registered charity with approximately 150 members. Sample Studios is a production facility for artists, based in Cork.</li> <li>• Wishes to advocate for the inclusion of a dedicated artists workspace within the Docklands. Integrating such a space would have economic, cultural and social benefits.</li> <li>• Artist's workspace proposal aligns with Development Plan, specifically objective 8.11. It also aligns with Strategic Priority 2 and 4 of the Arts Strategy 2022-2026.</li> <li>• As identified in the Cork City Arts and Cultural Infrastructure: Needs Assessment Report, existing facilities operate at capacity in Cork. There is a need for 150% increase in provision of artist's space in Cork.</li> <li>• Concerned about insignificant reference to artist facilities in the Arts &amp; Culture section of Framework Plan, with majority of this section focussing on statutory obligations. This is a missed opportunity to promote development of a flagship arts creation facility.</li> <li>• Calls for more clarity in identifying specific sites for a production facility. Specific arts and culture infrastructure should be identified and retained in the plan.</li> <li>• An artists workspace would support the local creative economy. Rising rents and loss of studio spaces have placed greater pressure on artist community. Docklands offers opportunity to embed visual arts production infrastructure into an urban landscape.</li> <li>• Workspace would enhance cultural vibrancy and place-making. This would foster unique identity for docklands.</li> <li>• Such spaces are inclusive and accessible to all. This would enhance community engagement, education and collaboration.</li> <li>• Proposal aligns with local and national policy goals.</li> <li>• It is proposed to create a 1000 sq.m space for Sample Studios. This would include for production facilities for 150+ artists and public exhibition facilities. Space would also enable community outreach and educational initiatives. Design of facility would integrate with and enhance public realm and cultural spaces/activities.</li> <li>• Sample Studios has commitments of private donorship to fit-out future facility and can secure funding through other public mechanisms, provided they have a permanent base.</li> </ul>			

- As part of the submission, Sample Studios have submitted the organisations strategic plan, entitled: ‘Cork’s Cultural Catalyst – Sample Studios Strategic Plan 2023-2027’. This introduces the studio, provides background context, vision, mission statement, policies among other things.
- Submission also includes a document entitled ‘Sample Studios Business Case’. The document sets out a case for the creation of a permanent space for the studio and its members. It offers a detailed case as to how such a space aligns with various, international, national and local policies, including the Development Plan. The document also provides a design statement and floor plan for a proposed facility.
- A third document is also submitted, which illustrates the impact of Sample Studios in 2024, in terms of membership and engagement.

#### **Chief Executive’s Response & Recommendation:**

See Section 2.5, Response Ref. 36

Submission No.	124	From:	Carol Condon
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The ‘low head height’ of the Luas bridge is of concern and increases flood risk.</li> <li>• The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club’s operations.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

Submission No.	125	From:	Angela Harris
<b>Summary of Submission:</b>			
Supportive of lido, which would meet the need of Cork’s swimmers for a 50m pool as well as offering an amenity space for current and future generations. • Lido aligns with Dockland’s strategy and objectives like 6.21 and 10.20.			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>126</b>	<b>From:</b>	<b>Trevor Woods</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, which would be a great amenity.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>127</b>	<b>From:</b>	<b>Shiela Lucey</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, which would be a great amenity.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>128</b>	<b>From:</b>	<b>Ian Manning</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern and increases flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>129</b>	<b>From:</b>	<b>Trevor Woods (Withdrawn)</b>
<b>Summary of Submission:</b>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>130</b>	<b>From:</b>	<b>Eileen Horgan</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>131</b>	<b>From:</b>	<b>Siun Kearney</b>
<b>Summary of Submission:</b>			
The core observation is support for the idea of a lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>132</b>	<b>From:</b>	<b>ESB</b>
<b>Summary of Submission:</b>			
<p>The submission notes that ESB is a landowner and employer in Cork with significant property and infrastructural assets located in Cork Docklands. ESB endorses the proposed Variation, which aims to guide infrastructure projects and private development within the 147ha Cork Docklands site.</p> <p>The submission sets out the ESB Strategy in terms of generation, transmission and distribution, roll out of EV Infrastructure, ESB Telecomms and Telecommunication Infrastructure, and details associated with the decommissioning of the Former ESB Marina Generation Station Lands.</p> <p>Several key strategic considerations are outlined that should be integrated into the finalisation of the Framework Masterplan.</p> <ul style="list-style-type: none"> <li>• That part of ESB lands to the north of Centre Park Road will continue to be an electricity transmission/distribution network hub for Cork City and its environs.</li> <li>• Further expansion of the network will be required adjacent to the recently constructed 110kV GIS substation and ESB will require to retain lands for this purpose.</li> <li>• ESB strongly support the proposed mapping updates to Volume 2: Mapped Objectives to the Cork City Development Plan 2022-2028 as (varied) proposed Change No. 2 – Zoning of Utility Infrastructure (ESB) as this will facilitate ESB's immediate and long-term plans at Marina.</li> <li>• Considering forthcoming road widening projects, public realm improvements, and greenway developments, it is essential to involve ESB Networks at the early stages of the design process to ensure the protection of existing infrastructure and also enable strategic planning for future electrical infrastructure corridors in the most economically efficient way and limit disruption to local services. It is noted the associated cable network is an essential component of the National Grid and interlinked to the wide network serving Cork City and beyond. It includes above and below ground infrastructure.</li> <li>• ESB endorses the proposal to construct three new bridges over the River Lee. The new crossings would enable ESB Networks to strengthen its infrastructure by incorporating cable crossings into the bridge construction. However, for this to be achieved, It is imperative that the bridges adhere to fixed specifications and designs.</li> <li>• We welcome the reinforcement of the EV Charging parking requirements in the Framework Plan.</li> <li>• Maintaining the ESB Telecoms Ltd., telecommunications compound's integrity and safety is vital for ensuring uninterrupted services from our site portfolio, including the three largest commercial mobile and broadband providers. This allows local businesses, residents, visitors, and travellers to continue receiving consistent and reliable service.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.3, Response Ref.8			

Submission No.	133	From:	Shane Murphy
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern due to the impact on maritime traffic and festivals.</li> </ul> <p>It recommended that this issue be deferred until a River Use study can be carried out and proper consultation with stakeholders made.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

Submission No.	134	From:	Freefoam
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission focuses on "Proposed Change No. 1: Extension to Sports Infrastructure and Facilities ZO 16 (Canal Walk Sports Complex)". This change proposes an increase in the area zoned for 'Sports Grounds and Facilities' and a reduction in 'District Centre' and 'New</p> <ul style="list-style-type: none"> <li>Proposed Increase in 'Sports Grounds and Facilities' (ZO 16):</li> </ul> <p>☐ The proposed variation aims to accommodate a "full-sized GAA pitch" within the extended ZO 16.</p> <p>Freefoam Ltd. argues that this extension is not justified as the 'Cork Docklands Framework Plan' (Volume 4) specifically references a full-size soccer pitch and a multi-use junior pitch for the Canal Walk Sports Centre, not a GAA pitch.</p> <p>☐ The existing ZO 16 zoning on their land is sufficient to accommodate the soccer pitch identified in the framework plan.</p> <p>☐ They question the need for a full-sized GAA pitch, especially adjacent to a primary school, noting that GAA pitch requirements for under-12s are significantly smaller.</p> <p>☐ They suggest that if additional lands are required for sports, consideration should be given to expanding into ZO 15 Public Open Space lands to the south.</p> <p>☐ Request: Omit the extension to ZO 16 Sports Grounds and Facilities from Variation No. 2.</p> <ul style="list-style-type: none"> <li>Proposed Reduction of 'District Centre' Zoning:</li> </ul> <p>The submission states that the proposed change would reduce the quantum of lands zoned 'District Centre' by 25%.</p> <p>☐ This reduction is not justified in the framework plan or other public consultation documentation.</p> <p>☐ The 'District Centre' is intended to provide strategic retail, civic, and community uses such as healthcare and a library, which are crucial for the planned population growth of 20,000-25,000 in the Docklands area.</p> <p>☐ A reduction in these lands would make it challenging to provide necessary retail and community services and adhere to the 15-Minute City principles.</p> <p>Request: Maintain the full extent of the 'District Centre' zoning to the south of Centre Park Road.</p> <ul style="list-style-type: none"> <li>Proposed Reduction in 'New Residential Neighbourhoods' Zoning:</li> </ul> <ul style="list-style-type: none"> <li>The submission highlights that 5 out of 9 proposed changes in Appendix B result in a reduction of residential zoning in a key area for sustainable population growth.</li> <li>While Variation No. 2 proposes to increase average density from 225 units/hectare to 240 units/hectare, this uplift is not expected to offset the loss of existing zoned residential lands.</li> <li>For the submitters landholding, the reduction in residential zoning from 3.3 ha to 3.0 ha, even with increased density, would result in a shortfall of 22 units (720 new units compared to 742 previously).</li> <li>The reduction in zoned residential lands is considered inconsistent with the Revised National Planning Framework and recent ministerial advice to accelerate housing development.</li> </ul> <p>Request: Maintain the extent of the 'New Residential Neighbourhoods' zoning within City Park East.</p>			



<b>Chief Executive's Response &amp; Recommendation:</b>
See Section 2.4, Response Ref. 17

<b>Submission No.</b>	<b>135</b>	<b>From:</b>	<b>Paul Griffin</b>
<b>Summary of Submission:</b>			
Submission expresses support for the Cork Lido project, stating it would be wonderful to see a lido on the banks of the Lee, or even in the Lee. He believes it would have a hugely positive impact on the city and county from a physical and mental health perspective and would create a sense of community.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>136</b>	<b>From:</b>	<b>Alice O'Dowd</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>This submission states a Cork city lido would be hugely beneficial for the city and a fantastic addition to its amenities, promoting health, well-being, and community engagement.</p> <p>The submission outlines several advantages:</p> <ul style="list-style-type: none"> <li>• Health Benefits: <ul style="list-style-type: none"> <li>o Improved physical health: Swimming is a low-impact exercise accessible to all ages and abilities.</li> <li>o Mental health benefits: Swimming reduces stress and anxiety.</li> <li>o Increased physical activity: A lido would encourage regular physical activity, combating sedentary lifestyles.</li> </ul> </li> <li>• Community Benefits: <ul style="list-style-type: none"> <li>o Community hub: A lido would foster social connections and a sense of community.</li> <li>o Inclusive space: It would provide a welcoming space for people of all ages and abilities.</li> <li>o Promoting outdoor activity: It would encourage spending time outdoors.</li> </ul> </li> <li>• Economic Benefits: <ul style="list-style-type: none"> <li>o Tourism boost: A lido would be a unique attraction, boosting the local economy.</li> <li>o Increased property values: Living near a lido could increase property values.</li> <li>o Job creation: It would create jobs in maintenance, lifeguarding, and customer service.</li> </ul> </li> </ul> <p>The submission concludes by stating that a swimming lido in Cork City is a valuable addition and an investment worth considering for residents and visitors. An email submission document is attached.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>137</b>	<b>From:</b>	<b>Ber Coffey</b>
<b>Summary of Submission:</b>			
The submission wholeheartedly supports the Cork Lido project and expresses a desire to see a pool built in the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>138</b>	<b>From:</b>	<b>Deirdre Buckley - Duplicate</b>
<b>Summary of Submission:</b>			
Submission expresses support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>139</b>	<b>From:</b>	<b>Martha Tomlinson</b>
<b>Summary of Submission:</b>			
Submission is delighted to support the Cork Lido project adding that it would be wonderful to see a Lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>140</b>	<b>From:</b>	<b>Triona Buckley</b>
<b>Summary of Submission:</b>			
Submitter supports the creation of a 50m pool complex and high-performance training facility in the Cork Docklands development.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>141</b>	<b>From:</b>	<b>Mairead Gallagher</b>
<b>Summary of Submission:</b>			
Submission supports the development of a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>142</b>	<b>From:</b>	<b>Colm Crowley</b>
<b>Summary of Submission:</b>			
Submission objects to the proposed new bridges due to the potential loss of history, maritime access, and recreational boating opportunities. The author suggests that a cross-river ferry or chair lift in the upper harbour could serve as a tourist attraction and make better use of resources, while preserving maritime access.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>143</b>	<b>From:</b>	<b>Stephanie Blackshear</b>
<b>Summary of Submission:</b>			
Submission supports the development of a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>144</b>	<b>From:</b>	<b>Oisin O'Connell</b>
<b>Summary of Submission:</b>			
<p>Submitter supports the proposed Cork Lido project. He believes the lido will be a transformative addition to Cork, promoting physical and mental well-being, strengthening community ties, and attracting visitors, similar to lidos in Bristol and London. However, he emphasizes that the project's full potential depends on maintaining clean water in the River Lee, which currently faces pollution challenges, including occasional sewage overflow. Dr. O'Connell stresses that clean water is vital for safe public swimming and public health. He encourages the Council to integrate sustainable water treatment solutions with the lido's development to protect the river's ecosystem and enhance the project's appeal. It urges the Council to prioritise the Cork Lido project and support it with efforts to improve the River Lee's water quality and expresses eagerness to contribute to public consultations.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>145</b>	<b>From:</b>	<b>Sarah Hyde</b>
<b>Summary of Submission:</b>			
<p>Submitter wholeheartedly supports the development of a lido on the banks of the River Lee, or in the Lee itself. She believes it would be a fantastic amenity for both locals and tourists. As a swimming teacher, she has first hand appreciation for the benefits of swimming and water activities for all ages.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>146</b>	<b>From:</b>	<b>Helen Memery</b>
<b>Summary of Submission:</b>			
<p>The submission expresses support for the development of a Lido in Cork. The author believes that this project should be progressed , as Cork has a thriving sea-swimming population and such a facility would enhance the county's offerings.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>147</b>	<b>From:</b>	<b>Donna Schwarz</b>
<b>Summary of Submission:</b>			
<p>While generally welcoming the development, the author expresses several concerns, primarily regarding the lack of a river use feasibility study and an impact assessment on river users. As a member of a rowing club, the author is concerned that the proposed bridges would negatively impact the Port of Cork area and surrounding quays, potentially preventing them from hosting visiting ships and diminishing Cork City's historical marine identity. It highlights the recent European Maritime Day in Cork, where people had the opportunity to board docked ships, and notes that the Cork Harbour Festival's main event, An Ras Mor, Ocean to City, would also be affected. The submission points out the absence of bridge designs, which hinders a full appraisal of their impact, including head height, the effect of bridge supports on river flow, and the ecological impact of construction. It suggests that the plan appears to be a "desktop exercise" without sufficient public consultation regarding potential impacts. She urges a rethink and the conduction of river use feasibility and impact assessments. The author also expresses concern that these two bridges would precede a more impactful Luas bridge, leading to a total of three new bridges east of the Port of Cork, which, in its view, could harm a great city facility by closing off access to the Port.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>148</b>	<b>From:</b>	<b>Ludmila Machackova</b>
<b>Summary of Submission:</b>			
<p>Submission is delighted to give support to the creation of a 50m pool complex in Cork. It will be a wonderful asset to the City and to the significant benefit of swimmers in Dolphin and the Munster region"</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>149</b>	<b>From:</b>	<b>Angela Fane</b>
<b>Summary of Submission:</b>			
Submission states that it would be amazing to have a 50m pool in Cork. It has long since been required for the many competitive swimmers in the county who are dependent on using Limerick's 50m pool and have to travel constantly instead of being able to use the same facilities in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>150</b>	<b>From:</b>	<b>Brian Russell</b>
<b>Summary of Submission:</b>			
Submission supports the provision of a 50m pool for the city. Consideration should also be given to identifying a suitable location for an indoor 200m competition track within the city boundaries.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>151</b>	<b>From:</b>	<b>Barbara Anne</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido as an educational and leisure facility.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>152</b>	<b>From:</b>	<b>Jun Ding</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, benefitting swimmers in the Dolphin swimming club and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>153</b>	<b>From:</b>	<b>Ray Ahern</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, benefitting Cork City, County and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>154</b>	<b>From:</b>	<b>Marc O'Sullivan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, with benefits for the local, regional and national context. The lack of such a facility forces competitive swimmers to relocate to the UK.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>155</b>	<b>From:</b>	<b>Rosemary McCarthy</b>
<b>Summary of Submission:</b>			
The submission expresses support for a swimming pool for the local and wider region which has health and fitness benefits.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>156</b>	<b>From:</b>	<b>Aoife Brosnan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, benefitting Cork City, County and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>157</b>	<b>From:</b>	<b>Marc Collins</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool for training and leisure purposes.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>158</b>	<b>From:</b>	<b>The Guest House</b>
<b>Summary of Submission:</b>			
<p>The submission advocates for arts and culture uses in community hubs, public open space and active use frontages at public spaces.</p> <p>It makes specific proposals of text inclusions/revisions/exclusions for Appendix A Volume 1, section 10.35, 10.47, 10.58, 10.63, 10.68, 10.99 and Appendix C volume 4, section 2.2, 3.7, 5.6, 5.8, 6.5. They are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Recognition of the history of cultural, formal and informal use of the river-edge environment.</li> <li>• Need to enable active ground floor uses.</li> <li>• Arts and culture venues to be supported with public land/financing.</li> <li>• Non-profit arts and culture organisations, activities and venues to be included in the Community Hubs.</li> <li>• Expansion of 'catalyst uses' to include public facing venues and facilities to serve arts practitioner communities. An arts and culture needs assessment should identify the Docklands as the location to meet unmet space and facility needs.</li> <li>• Public space use includes cultural uses, organised and spontaneous community use, and facilitated with "unprogrammed" open hardspace areas.</li> <li>• Cultural needs are part of passive and active recreational needs of the neighbourhood.</li> <li>• Requirement to give more information on what kinds of cultural activities and facilities are suitable for community clusters, and how public space by private development partners will be defined, monitored and delivered.</li> <li>• Ephemeral, temporary and non-permanent arts installations are a key component of activating public spaces and interpreting heritage elements.</li> <li>• Strong requirement for active use frontages at public spaces, which should not be determined by 'insufficient demand as shown by market evidence'.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 36			

<b>Submission No.</b>	<b>159</b>	<b>From:</b>	<b>Cove Sailing Club</b>
<b>Summary of Submission:</b>			
<p>The submission opposes the construction of the fixed rail bridge at Kent Station as it will prevent river access to the city by vessels, leading to sterilised, unattractive river areas. The Luas line is welcome but should follow an alternative route (using the Clontarf and Brian Boru Bridges). Previous studies have shown that visiting ships and the maritime history play a central part in heritage, tourism and the cultural identity of Cork. Cork's maritime history combines different themes of 'The Safe Harbour', 'The Merchant City', 'The Defended Treasure', 'The Departure Point', which signify its significance and attract visitors, and which could be irreversibly damaged and lost.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>160</b>	<b>From:</b>	<b>Eleanor Moore</b>
<b>Summary of Submission:</b>			
<p>The submission expresses support for a Lido as an asset for city and county and an opportunity for both local authorities to work in partnership.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>161</b>	<b>From:</b>	<b>Jerome Arrigan</b>
<b>Summary of Submission:</b>			
<p>The submission opposes the development of the proposed bridges, especially the Luas bridge, as they would have a detrimental impact on leisure activities on the river and pose a flooding risk. The proposed pedestrian walkway will disrupt access for Shandon Boat Club, infringe on their lands and potentially hinder operations of the club.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
<p>See Section 2.5, Response Ref. 29 &amp; 32</p>			

<b>Submission No.</b>	<b>162</b>	<b>From:</b>	<b>Patricia Conroy - Duplicate</b>
<b>Summary of Submission:</b>			
<p>The submission supports a 50 m pool in the docklands and proposed to include a hydrotherapy pool in the complex which has particular benefits for people with disabilities, people recovering from surgery and older people and is not available in any public pool in the City</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
<p>See Section 2.5, Response Ref.28</p>			

<b>Submission No.</b>	<b>163</b>	<b>From:</b>	<b>Sandra Manning</b>
<b>Summary of Submission:</b>			
<p>The submission expresses support for a 50m pool complex, benefitting Cork and the Munster region.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
<p>See Section 2.5, Response Ref.28</p>			

Submission No.	164	From:	OPR
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#### Summary of Submission:

The OPR acknowledges the ambition and strategic importance of the City Docks project, which aligns with national and regional planning frameworks, including the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). The submission commends the Planning Authority's approach but identifies areas where further clarity and alignment with policy objectives are necessary.

The submission makes 1 Recommendation and 2 Observations. The OPR requests planning authorities to implement or address any Recommendations and advises planning authorities to action any Observations.

#### Implementation and Monitoring

The OPR would welcome greater clarity around the infrastructure phasing programme.

#### Recommendation 1 – Implementation and Monitoring

Having regard to the need to provide greater clarity with respect to the timing of each of the strategic infrastructural elements for the development of the Cork City Docklands (the City Docks), and in particular to:

- NPO 108 of the Revised NPF (monitoring of the NPF with respect to infrastructure delivery);
- Cork Metropolitan Area Strategic Plan Policy Objective 1 (infrastructure delivery); and
- Policy Objective 10.35 of the Cork City Development Plan 2022-2028 (the City Development Plan) (the City Docks infrastructure programme and delivery strategy),

the Office recommends that the Planning Authority:

- (i) reviews and updates tables 10.14 and 10.15, in consultation with all relevant stakeholders; and
- (ii) having regard to the above, the Office also recommends that a consequent change should be made to the table in section 4.15 of the City Development Plan, particularly in relation to the delivery of the Kent Station bridge at the City Docks.

This recommendation is grounded in national policy objectives, particularly NPO 108 of the NPF, which emphasises the importance of monitoring infrastructure delivery, and relevant objectives within the Cork MASP and the City Development Plan.

#### Alignment with the Core Strategy

The OPR notes that the character areas provide a summary table that includes information on target dwellings and building height and strongly advises that a comprehensive summary table detailing the overall revised housing targets envisaged for the City Docks area be included. This should include both Tier 1 and Tier 2 lands. The purpose is to ensure transparency and alignment with the core strategy and population targets set out in the NPF and the Cork MASP.

#### Observation 1 – Alignment with the Core Strategy

In the interests of clarity and the implementation of the adopted core strategy, and in particular:

- NPO 4 of the Revised NPF (population target for Cork City);
- Cork Metropolitan Area Strategic Plan Policy Objective 1 (regeneration of Cork City Docklands); and
- Policy Objective 2.27 of the Cork City Development Plan 2022-2028 (the City Development Plan) (implementation of the core strategy),

the Planning Authority is advised to prepare a summary table that sets out the site area, density and anticipated housing yield for each of the character areas as set out in the City Development Plan with respect to both Tier 1 and Tier 2 potential yields.

## Transport

The OPR highlights the need for coordinated planning of transport infrastructure. It recommends that the Planning Authority engage with the National Transport Authority (NTA) to finalise the realignment of Horgan's Quay and confirm BusConnects routes and reservation corridors. It notes that it is unclear from Figure 10.5 (AM Peak Mode Share) what the target year is for the envisaged 75:25 modal split in favour of public modes of travel, and advises that this Figure be reviewed and revised if appropriate.

### Observation 2 – Transport Integration

Having regard to:

- NPO 10 of the Revised NPF (Transport Orientated Development);
- RPO 9 of the RSES (delivery of sustainable travel infrastructure);
- RPO 91 of the RSES (modal shift to sustainable transportation); and
- Cork Metropolitan Area Strategic Plan Policy Objective 8(c) (infrastructure for sustainable travel modes),

the Planning Authority is advised to:

- (i) include appropriate text in the written statement which ensures that the Planning Authority liaises with the National Transport Authority prior to agreeing:
  - (a) the realigned Horgan's Quay route in north part of the City Docks; and
  - (b) the BusConnects routes (and reservation corridors as appropriate) in south part of the City Docks; and
- (ii) review and update Figure 10.5 (AM Peak Mode Share) to reflect the split in the various modes of travel up to 2040.

### Chief Executive's Response & Recommendation:

See section 2.1, Response Ref. 1

<b>Submission No.</b>	<b>165</b>	<b>From:</b>	<b>Colleen O'Connell</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, benefitting Cork City, County and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>166</b>	<b>From:</b>	<b>Orna McSweeney</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, which offers robust, tangible benefits for competitive swimmers, public health, and the city's overall sporting and recreational landscape. It's an investment in the well-being and future potential of the community. The submission notes that a 50m pool would reinforce identify and align with Cork's identify as a 'city by the sea'.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>167</b>	<b>From:</b>	<b>Maeve McDonagh</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido for sporting and recreational use.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>168</b>	<b>From:</b>	<b>Paul Twohig</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido in or on the banks of the Lee .			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>169</b>	<b>From:</b>	<b>LDA</b>
<b>Summary of Submission:</b>			
<p>The submission welcomes the proposed Variation and sets out their role to assemble State owned land for housing delivery across the State including achieving increased affordability in the housing market. The ambitious vision to deliver brownfield regeneration for up to 10,000 new homes in Cork Docklands is strongly supported. It notes the Framework Plan provides a positive basis for the delivery of high density and high-quality development in Cork City. The approach to transit-orientated development and walkable neighbourhoods is endorsed which represent a coherent and logical urban design approach.</p> <p>The proposed ambition for a mixed and balanced neighbourhoods through the provision of Social and Affordable Housing is positive. It is noted that there are a number of publicly owned sites in Cork Docklands and the LDA will therefore play a key role in delivering this vision. Of note in this regard are:</p> <p>Building Height and density.</p> <p>The setting of “indicative plot ratios” and “target density ranges” is considered flexible to allow for responsive design. This approach is also advocated for the building height strategy.</p> <p>Land-Use Targets:</p> <p>The LDA welcomes the flexibility included to allow non-residential floorspace to be adjusted in response to local circumstances.</p> <p>Managing Flood Risk:</p> <p>The Proposed Variation recognises the challenges in responding to flood risk in advance of the delivery of the polder defence in the South Docks. It is noted that innovative design responses will be required to address this in the interim.</p> <p>Infrastructure Delivery:</p> <p>The establishment of a flexible mechanism for the delivery of public open space will be important for the LDA at the earliest stage in the process.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.3 Response Ref. 9			

<b>Submission No.</b>	<b>170</b>	<b>From:</b>	<b>Andrew O'Leary</b>
<b>Summary of Submission:</b>			
The submission supports the development of 50m pool for competitive and recreational use. It is much needed as existing pools are oversubscribed, denying children to learn the life skill of learning to swim.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>171</b>	<b>From:</b>	<b>Sarah Falvey</b>
<b>Summary of Submission:</b>			
The submission supports the development of more sporting infrastructure, a Lido, and more access to the river for water sports, reflective of the size of the new planned population of the Docklands. The submission notes that there is a requirement for additional connectivity from the Blackrock Road.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>172</b>	<b>From:</b>	<b>Dave O'Leary</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>173</b>	<b>From:</b>	<b>Yvonne Mills</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m pool complex for the benefit of the area and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>174</b>	<b>From:</b>	<b>James Convoy</b>
<b>Summary of Submission:</b>			
The submission advocates for the inclusion of a professionally designed skatepark(s) in Cork City. Skateparks have numerous benefits i.e. they are a modern, inclusive public amenities, particularly for young people from disadvantaged backgrounds. They promote health and wellness and have a cultural and social impact fostering creativity and community. Skating has Olympic and sporting legitimacy and a skatepark in Cork would benefit recreational and athletic use and be a venue for spectators and events. Skateparks, as have been witnessed by the submitter in Dublin can benefit communities, fostering social cohesion and public space utilisation, and would address a lack of versatile, youth focused spaces in Cork. Such spaces often see a reduction in anti-social behaviour as they offer structured engaging alternatives.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>175</b>	<b>From:</b>	<b>Cllr Paudie Dineen</b>
<b>Summary of Submission:</b>			
<p>The submission notes that the Docklands shall be become a destination to be enjoyed by all. This includes use of the river by leisure and commercial craft and the design of the proposed shall accommodate same. The submission expresses the need for 2-3 multi storey car parks, to serve the future population with a choice of transport options for themselves and their families.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 37			

<b>Submission No.</b>	<b>176</b>	<b>From:</b>	<b>Eamonn Hughes</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a Lido, as an attraction for the city.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>177</b>	<b>From:</b>	<b>Eadaoin Morrish</b>
<b>Summary of Submission:</b>			
<p>The submission opposes the development of the proposed bridges, especially the Luas bridge, as they would have a detrimental impact on leisure activities on the river and pose a flooding risk. The proposed pedestrian walkway will disrupt access for Shandon Boat Club, infringe on their lands and potentially hinder operations of the club.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>178</b>	<b>From:</b>	<b>McCarthy Developments</b>
<b>Summary of Submission:</b>			
<p>McCarthy Developments (Cork) Limited support the City Council's overall plans and objectives with regard to the Docklands project and will advance plans for the redevelopment of their site once there is certainty regarding the timeframe for the relocation of Goulding's Chemicals Ltd. and welcome and support the publication of the Cork Docklands Framework Plan.</p> <p>The submission has raised a number of issues relating to Proposed Mapping Change No. 1 which seeks to rezone a section of land zoned 'ZO 04 Mixed Use Development' to accommodate a full-sized soccer pitch within an expanded 'ZO 15 Public Open Space' land use zone. The submission has requested that the Proposed Change No. 6 Extension to Public Open Space (Monahan Park) is not adopted and the subject lands retain their 'ZO 04 – Mixed Use Development' zoning objective as provided for in the Cork City Development Plan 2022-2028. The key points of note are:</p> <ul style="list-style-type: none"> <li>• <b>Lack of Justification for Rezoning:</b> The increase in ZO 15 zoning objective and provision of a full-sized pitch has not been assessed or justified by an Active Recreational Infrastructure (ARI) Strategy for the Docklands, which is required under Objective 10.30 of the Cork City Development Plan (CDP). The lack of an ARI Strategy undermines the justification for rezoning, as the needs of the future population and adjacent educational campus have not been adequately assessed.</li> <li>• <b>Educational Campus Needs Already Met:</b> The proposed pitch is not required to cater to the needs of the adjacent educational campus. Department of Education guidance (TGD 025 and TGD 027) does not mandate playing pitches for urban school campuses, and the 3.16-hectare area available for the campus exceeds the size of similar urban school sites in Dublin.</li> <li>• <b>Change in Park Character Not Justified:</b> The significant change in Monahan's Road Park from passive to active recreation has not been supported by an updated Public Realm Strategy or evidence-based analysis.</li> <li>• <b>Existing Open Space Can Accommodate Sports Facilities:</b> The current ZO 15 Public Open Space zoning is sufficient to accommodate a full-sized soccer pitch and other sports facilities without requiring additional land.</li> <li>• <b>Conflict with Permitted Development:</b> The proposed Collector Road severs the ZO 15 Open Space objective and conflicts with the recently permitted Large-Scale Residential Development (LRD) on the adjacent Goulding's site. The LRD already provides greater permeability between Centre Park Road and Monahan's Road, making the road unnecessary and undeliverable.</li> <li>• <b>Contrary to National Housing Policy:</b> The proposed rezoning of land for housing contradicts Government policy and the Minister's recent instruction to zone additional land for housing. The subject lands have the potential to deliver approximately 90 residential units, which would support compact growth and sustainable development.</li> <li>• <b>Financial Implications:</b> The proposed rezoning does not represent value for money for the City Council or taxpayers. Under Rule 11, the land's value at Compulsory Purchase Order (CPO) stage would be based on its mixed-use zoning potential, not its open space designation.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 18			

<b>Submission No.</b>	<b>179</b>	<b>From:</b>	<b>Aidan Brody</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido as an asset for swimmers and as an investment for the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>180</b>	<b>From:</b>	<b>Anne Donovan</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido for the citizens of Cork and as a tourist attraction.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>181</b>	<b>From:</b>	<b>Irish Mainport Holdings Ltd</b>
<b>Summary of Submission:</b>			
This submission relates to the Residential Zoned Land Tax and requests the rezoning of lands to the south of Monahan Road in the South Docklands from “residential back to “commercial”.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4 Response Ref. 19			

<b>Submission No.</b>	<b>182</b>	<b>From:</b>	<b>Alan Lynch</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>183</b>	<b>From:</b>	<b>Rose Nason</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido works well in Dublin and other European Cities and would be an asset to Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>184</b>	<b>From:</b>	<b>Stewart McSweeney</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m pool complex which would be transformative for the sporting and public infrastructure in Cork. . It is essential for high-performance athletes. It has public health and community benefits and would be a landmark attraction, serving locals and visitors alike, and be a commitment to sustainable, health focused urban development.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28, 29, 30 & 33			

<b>Submission No.</b>	<b>185</b>	<b>From:</b>	<b>Marianne Keane</b>
<b>Summary of Submission:</b>			
<p>The submission expresses concern about the bridges, with leisure and commercial activities only possible east of the Eastern Gateway Bridge. The low height of the LUAS bridge is particularly concerning and the submission requests that a 'River Use Feasibility Study' should be undertaken before decisions are made regarding the variation to the plan.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>186</b>	<b>From:</b>	<b>Kara Smemoe</b>
<b>Summary of Submission:</b>			
<p>The submission requests that a system and infrastructure be in place, including outdoor pool(s) for the giving the public the opportunity to learn to swim.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>187</b>	<b>From:</b>	<b>Edward O'Leary</b>
<b>Summary of Submission:</b>			
<p>The submission has concerns that the proposed bridges will interfere with or restrict leisure activities or maritime use of the river or port. It suggests meeting the requirements by re-development of the existing Michael Collins and Eamon DeValera Bridges.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			



<b>Submission No.</b>	<b>188</b>	<b>From:</b>	<b>Patrick Casey</b>
<b>Summary of Submission:</b>			
<p>The submission broadly supports the strategic vision for the Docklands. It expresses concern about the bridges and pontoon infrastructure regarding their effect on the ongoing and future use of the River Lee for rowing and other recreational activity. Safe and unrestricted use of the river at all tidal stages should be safeguarded between Custom House and Blackrock.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>189</b>	<b>From:</b>	<b>Teu O'Hailpin</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a 50m pool complex, benefitting Cork and swimmers in Cork and the Munster region.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>190</b>	<b>From:</b>	<b>Melissa Leoncio</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a 50m pool complex, benefitting Cork, swimmers in Cork, including the Dolphin swimming club, and swimmers in the Munster region.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	191	From:	Martine Doherty
<b>Summary of Submission:</b>			
The submission supports the development of a Lido, which would be an asset for all ages of the community.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>192</b>	<b>From:</b>	<b>Cooper Developments</b>
<b>Summary of Submission:</b>			
<p>The submission welcomes the publication of Proposed Variation No. 2 which signals a commitment by Cork City Council to the regeneration of the Cork Docklands. Concerns are raised about some aspects of the proposed variation that could have significant implications for the redevelopment of their 0.99ha site at the eastern end of the North Docks. A copy of a previous masterplan prepared for the site is attached for reference. The matters of concern relate to:</p> <ul style="list-style-type: none"> <li>• The proposed rezonings (Proposed Mapping Change No. 3 and No. 9) related to the cycle/ pedestrian route and the provision of quayside amenity space will further reduce serviced urban brownfield land and have severe implications on the development potential of the subject site. This submission requests that the location of the proposed cycle/pedestrian route is reconsidered. It also submits that there is no requirement to rezone additional land for the quayside amenity area and that this land should be retained within residential zoning.</li> <li>• The Shipyard Plaza should account for part of the public open space requirement (10-15%) of any future development at our Client's site and this needs to be clarified in section 10.100 of Volume 1 Written Statement of the variation documentation which sets out proposed changes to Chapter 10 of the Development Plan. This is considered only reasonable as our Client's site will already be providing more than other sites in terms of publicly accessible open space.</li> <li>• The proposed building height strategy is too conservative. It is not in accordance with relevant national planning policies and guidance on building heights which state that building height assessments should be performance based rather than subject to blanket height restrictions. This submission demonstrates that the subject site is entirely suitable for taller buildings and exceptionally tall buildings and this must be reflected in the building height strategy.</li> <li>• The proposed 'Illustrative Framework Plan' is too detailed for a Development Plan and should be omitted from the variation.</li> <li>• The proposed Water Street Bridge should be relocated further east in order to line up directly with the proposed Blue/Green route on the opposite side of the river within the South Docklands.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 20			

<b>Submission No.</b>	<b>193</b>	<b>From:</b>	<b>Ronan Murray</b>
<b>Summary of Submission:</b>			
<p>The submission opposes the development of the proposed bridges, especially the Luas bridge, as they would have a detrimental impact on leisure activities on the river and pose a flooding risk. The proposed pedestrian walkway will disrupt access for Shandon Boat Club, infringe on their lands and potentially hinder operations of the club.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>194</b>	<b>From:</b>	<b>Sarah Kelly</b>
<b>Summary of Submission:</b>			
<p>The submission supports the proposed changes generally, but advocates that a new bridge would allow for sailing boats and tall ships to reach the city's quays. A bridge could be lightweight for active travel only with an opening section. The submission notes that this is critical for the genius loci to continue within the new development.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>195</b>	<b>From:</b>	<b>Brian Buglar</b>
<b>Summary of Submission:</b>			
<p>The submission supports the development of a 50m pool as a training venue for high-performance athletes in Munster, for local swim club and grass roots participation, to host regional and national competitions and promote water safety and life skills.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>196</b>	<b>From:</b>	<b>Kenneth Twomey</b>
<b>Summary of Submission:</b>			
The submission support the development of a 50m pool complex as an asset for Cork and the wider region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>197</b>	<b>From:</b>	<b>Oisin Cotter</b>
<b>Summary of Submission:</b>			
The submission expresses general support for the proposed variation. It advocates for an increase in the number of storeys, considering 4-6 storeys too low to address the acute housing shortages in the city and to meet the housing targets. The submission advocates that the target for mixed use should be a 50/50 ratio. It considers that vibrant and active street frontages are required to ensure a sufficient quantum of supporting retail and community infrastructure, and active street frontages should prevail along the entire lengths of Centre Park Road and Monaghan Road.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 34			

<b>Submission No.</b>	<b>198</b>	<b>From:</b>	<b>Susan Horgan</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido which has health & wellbeing, community and economic benefits.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	199	From:	Southern Milling
<b>Summary of Submission:</b>			
<p>Primary purpose of submission is to highlight to the Council the necessity to:</p> <ul style="list-style-type: none"> <li>o Protect the viability of established commercial operations in the South Docklands such as Southern Milling.</li> <li>o Ensure the viability of the relocation of established commercial operations to alternative sites in the longer term. <ul style="list-style-type: none"> <li>• Southern Milling is identified as the largest private milling company in the Republic of Ireland and is a key contributor and a significant part of the food chain in the agri-food industry as a supplier of feed to producers. Southern Milling is particularly concerned about the preferred route for Luas Cork, which is shown in the proposed Map 02 City Centre/ Docklands 2025, which may result in the loss of buildings at Marina Mills.</li> <li>• Southern Milling operate a 24-hour work cycle. This level of production requires circa 100 HGV truck movements a day to maintain production levels and to ensure delivery of the products to customers. As a result of its business operating model, Southern Milling critically relies on ease of egress and ingress to its facility and is particularly vulnerable to issues regarding access and traffic.</li> <li>• There are currently no actionable plans to relocate Southern Milling and their associated storage facilities from the South Docklands. This is primarily because a suitable site cannot be identified to which Southern Milling could viably relocate. As such, the ability to deliver aspects of the Proposed Variation relating to the "Upper Harbour Quay and Industry Place" Character Area should be assessed on the basis that Southern Milling will remain in place for the foreseeable future.</li> <li>• Submission includes a description and maps of the facility outlining the impact of the proposed Luas Route on the facility</li> <li>• Southern Milling's capital-intensive operations will face significant challenges in seeking to relocate. Submission acknowledges Policy Objective 7.16 in the CDDP relating to the Decanting of Industrial Uses from Regeneration Areas but the submission recommends that Cork City Council introduce a new policy which would provide that Cork City Council will work with Cork County Council to address the needs of existing industrial uses located within the City/ City Docks, which may wish to relocate out of the City as part of the regeneration of areas in the City.</li> <li>• Proposed Variation threatens the viability of established commercial operations in the South Docklands such as Southern Milling and fails to make adequate provision for the established commercial activities to trade viably while adjoining vacant or brownfield sites are being redeveloped. Southern Milling are concerned the Proposed Variation relating to the "Upper Harbour Quay and Industry Place" Character Area does not take into account that specific provision has already been made in the Cork City Development Plan 2022-2028 not just for the continuation of the use of its property by Southern Milling but also for some extension and intensification of use if required during the transitional phase prior to the eventual relocation of the activity.</li> <li>• It is noted that much of the land in the "Upper Harbour Quay and Industry Place" character area has been developed or has extant permissions for redevelopment at or above the target levels set out in the CCDP and the proposed variation. This could result in a more restrictive approach being adopted to the Southern Milling site if proposals for redevelopment</li> </ul> </li> </ul>			

are eventually submitted. Question of how the remaining capacity in the character areas is to be apportioned should be addressed in the Proposed Variation.

- It is proposed to amend the road network set out at Chapter 10, Figure 10.8 to remove Mill Road from the road network while retaining it as a wayleave for 1050mm surface water public sewers. This will limit the options for accessing this part of the Southern Milling site as access to the southern frontage will be affected by the junction between the preferred Cork Luas route and Centre Park Road. Southern Milling is heavily dependent on the road infrastructure and future development of the Southern Milling site will also be compromised by the proposal to remove Mill Road from the road network.

- This Proposed Variation is based on an emerging preferred route which has not yet had the benefit of public consultation and the outcome of which is unknown. This raises serious questions about the level of meaningful consultation taking place in relation to the emerging preferred route. Given the lack of engagement with relevant landowners we suggest that the Proposed Variation which inserts Map 02 City Centre/ Docklands 2025 be omitted until such a time as the consultation in respect of the emerging preferred route has been completed.

- The Council should not adopt the Proposed Variation in relation to finish floor levels which will create discrepancy between finished floor levels with the adopted Cork City Development Plan. If the Proposed Variation is adopted, it will introduce FFL which are inconsistent with Figure 10.10, Chapter 8 CCDDP because it will introduce a greater than that already provided for in Figure 10.10. The Council should not adopt the Proposed Variation in relation to finish floor levels which will create discrepancy between finished floor levels with the adopted Cork City Development Plan.

- In Section 2.7, Volume 4 a polder that runs from the western edge of the quays along the water to the eastern edge where it meets Marina promenade is proposed to expand flood defences in the City. Any development which takes place before the flood defence works are complete, will inevitably result in higher finished floor levels than those set out in the Proposed Variation. Consequently, the quantum of development that can be achieved on the site will be impacted.

- Marina Mills site comprises of a number of interdependent buildings to produce its product. Any proposals which sever our client's site will make it impossible for them to continue to operate.

- Proposals in relation to Character Area Guidance and storey height will be difficult to achieve because the emerging preferred route will sever the Southern Milling site.

#### **Chief Executive's Response & Recommendation:**

See Section 2.4, Response Ref. 21

Submission No.	200	From:	Hugh Stevens - Duplicate
<b>Summary of Submission:</b>			
The submission supports the development of a Lido with two 50m pools on the Lee River.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>201</b>	<b>From:</b>	<b>James McMahon Ltd. - Duplicate</b>
<b>Summary of Submission:</b>			
<p>The submission outlines the landowner's frustration that the Cork North Docks Public Realm and Transport Infrastructure Part 8 has been published on the 28th of May 2025, the last day for submission on the Proposed Variation No. 2 of the Cork City Development Plan 2022-2028. This lack of co-ordination means the landowner did not have the opportunity to properly review the detail of the proposals affecting the subject site in the Part 8 before making the submission to the Proposed Variation No. 2 process.</p> <p>The submission relates to a c. 0.7 ha site currently occupied by McMahons Builders Providers to the east of Water Street. The intention is for this operation to continue into the foreseeable future, as it remains one of the parent business organisation's leading and most active branches. A separate submission was prepared for the adjoining site to the east (Submission No. 192).</p> <p>A copy of a previous submissions prepared for the site for various plans and projects are included as Appendices for reference. These include:</p> <ul style="list-style-type: none"> <li>• Appendix A – Submission made to Phase 1 of the Public Consultation for BusConnects Cork, prepared by Tom Phillips + Associates;</li> <li>• Appendix B – Letter from McMahon's Builders Providers;</li> <li>• Appendix C - Development Plan Submission made in relation to the subject site, to the Cork City Council Development Plan 2022-2028, prepared by Tom Phillips + Associates and NRB Engineering;</li> <li>• Appendix D – Updated NRB Response, inclusive of the High-Level Safety Audit of proposals, prepared by Bruton Consulting Engineers</li> </ul> <p>The matters of concern arising from the Proposed Variation relate to:</p> <ol style="list-style-type: none"> <li>1. Impact on Business operations arising from the delivery of Bundle 1: North Quays Public Realm and Transport Infrastructure. This specifically relates to Proposed Mapping Change No. 8 (Water Street Park). Concerns are raised that the language used to justify the proposed zoning change and proposed access arrangements have made no allowance for the continued business operation to the east. Any forced closure of the existing business would have significant financial implications for the Local Authority.</li> <li>2. Impact on Safety and Hazard</li> </ol> <p>Concerns are raised about the proximity of Water Street Park and Pathfinder to the existing commercial business. It notes that alternative route options were presented to the NTA to overcome the safety concerns via an alternative route or boardwalk. It notes the route presented differs from previous consultations on Bus Connects and the Glanmire to City Cycleway. The proposed Pathfinder route cannot be implemented because it poses serious safety risks to staff and visitors at the Builders Providers. It also raises serious public safety concerns for those using the track. Concerns are also raised around the potential anti-social behaviour that may result if the redevelopment of Water Street Horgan's Quay and Water Street is implemented in its current format, as there is currently a lack of passive surveillance or overlooking of these areas. It is considered this would amount to an unattractive and unsafe route for the public utilising the amenity space until such a time policies are outlined in greater detail below.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 22			

<b>Submission No.</b>	<b>202</b>	<b>From:</b>	<b>Richard Walsh</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and local swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>203</b>	<b>From:</b>	<b>Diane Bindemane</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and local swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>204</b>	<b>From:</b>	<b>Paul Scannell</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and local swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>205</b>	<b>From:</b>	<b>The VQ</b>
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#### **Summary of Submission:**

The Victorian Quarter Cork CLG (VQ) is a business member organisation representing approximately 70 businesses in the Victorian Quarter neighbourhood of Cork. The aim of the VQ is to create a vibrant, sustainable and well-connected neighbourhood.

- The VQ welcome the Docklands variation and are keen to see the proposals contained within it move forward.
- Supportive of the increase in residential and commercial development which, it is hoped, will see increased footfall in the VQ.
- Supports the focus on public-realm and placemaking features in the plan.
- Supportive of the quayside amenity areas along North Docks, extension of cycleways /walkways and realignment of Horgans Quay promenade.
- Supports active recreation and enhanced water access.
- Consider Kent Station key as a central hub for multi-modal interchange.
- There are further opportunities to utilise the waterfront and undertake urban realm improvements. For example; more focus on water-based transport, such as river ferries which would reduce car use. Access to the water should be retained and any bridges should not block boat access to the city centre, particularly for events such as Tall Boats etc. Greater waterfront animation could be considered, such as through creation of Lido, which would have a range of benefits, including health and wellbeing.
- Need for consistent communication during any future works. Real-time updates on transport apps and social media. Temporary wayfinding should be creative, visible and informative. High quality temporary bike and walking routes should be provided. Attention should be paid to accessibility and navigation for everyone.
- Increased public transport options are welcomed and integral to sustainable growth of city.

#### **Chief Executive's Response & Recommendation:**

See Section 2.5, Response Ref. 29

<b>Submission No.</b>	<b>206</b>	<b>From:</b>	<b>Emma O'Halloran</b>
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#### **Summary of Submission:**

Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and local swimmers.

#### **Chief Executive's Response & Recommendation:**

See Section 2.5, Response Ref.28

Submission No.	207	From:	Aoife Ní Mhurchú
<b>Summary of Submission:</b>			
Supports creation of a lido facility in the Lee. Considers it crucial that a 50m swimming pool is delivered.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	208	From:	Cork Lido CLG
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#### Summary of Submission:

- The submission contains several attachments; a document with a detailed submission, two support letters from other organisations and a copy of the Irish Government's National Swimming Strategy 2024-2027.
- The submission document proposes the construction of a "50-metre tidal swimming pool or floating pool in the Docklands area", referred to as the Cork Lido. It is suggested this be included as an objective in the Docklands Framework Plan.
- A lido would enhance marine tourism along the city's docks, contributing to Cork's economy.
- Swimming is an inclusive and accessible sport, with huge health and social benefits. A lido can help to unlock the potential of the river Lee, which forms part of the city's identity and heritage.
- Refers to the National Swimming Strategy 2024-2027, which identified swimming as Ireland's 2nd most participated sport. Strategy also notes the growing public demand for open water swimming and the myriad benefits of swimming.
- Refers to Objective 6.21 (River Use and Management Plan) of the Development Plan. Notes how a lido would align with this objective, offering commercial and recreational benefits. An appraisal report for a lido identified need for facility to be accessible, in locations with good public transport and on public land. Facility has potential to be multi-use and includes cafes and other facilities.
- Refers to Objective 10.20 (The River Lee) of the Development Plan. Lido would align with this objective as it maintains the river as a defining feature, providing greater access to it for a range of uses and increasing footfall to the area. It would also address the need for a 50m swimming facility to Cork, which has public support and that of Swim Ireland. The lido could be built to Olympic standards, making it a national attraction that could host events. The lido could also offer heated pool as well as cold water, with Allas Swim pool cited. Furthermore, lido would not negatively impact biodiversity.
- Lido would provide a "future-ready amenity for a world class urban district". It will bring life to waterfront. It will advance climate resilience, public health, urban regeneration, community wellbeing and sustainability.
- The document continues by outlining how a lido facility would align with local, national and European policy guidance.
- At local level, a lido supports the vision of the City Development Plan 2022-2028 and directly aligns with Section 11.31 of the Cork City Dockland Development Plan 2015-2021.
- At National level the lido would address some of the priorities of the National Sports Policy 2018-2027, as it would fill a gap Cork has in terms of swimming infrastructure.
- The lido complements the flagship Docklands URDF project.
- As a low-carbon, climate adaptive amenity, the lido corresponds to the aims of the Climate Action and Low-Carbon Development Act 2015.
- A lido would provide a safe and inclusive space for all age groups to undertake outdoor activities and would, therefore, align with aims of the EPA's Healthy Ireland Frameworks.
- A lido would directly respond to the aims and ambitions of both the National Swimming Strategy 2024-2027 and National Outdoor Recreation Strategy 2023-2027.
- At a European level, the lido would support the aims of the EU Biodiversity Strategy 2030 and Nature Restoration Law. It would also correspond with findings of the Horizon 202 'Bluehealth' project.

- The document provides links to several articles and reports that promote the social and cultural benefits of lido facilities and similar projects.
- Also submitted are two letters offering support for the lido project. The first is from Swim Ireland, who state that a lido in cork is “a catalyst for community cohesion, urban vibrancy, and environmental stewardship. It complements the Docklands’ vision for a dynamic, liveable, and future-ready urban district”. A second letter of endorsement was submitted on behalf of the Cork Business Association.

**Chief Executive’s Response & Recommendation:**

See Section 2.5, Response Ref.28

<b>Submission No.</b>	<b>209</b>	<b>From:</b>	<b>James McMahon Ltd. - Duplicate</b>
<b>Summary of Submission:</b>			
<p>The submission outlines the landowner's frustration that the Cork North Docks Public Realm and Transport Infrastructure Part 8 has been published on the 28th of May 2025, the last day for submission on the Proposed Variation No. 2 of the Cork City Development Plan 2022-2028. This lack of co-ordination means the landowner did not have the opportunity to properly review the detail of the proposals affecting the subject site in the Part 8 before making the submission to the Proposed Variation No. 2 process.</p> <p>The submission relates to a c. 0.7 ha site currently occupied by McMahons Builders Providers to the east of Water Street. The intention is for this operation to continue into the foreseeable future, as it remains one of the parent business organisation's leading and most active branches. A separate submission was prepared for the adjoining site to the east (Submission No. 192).</p> <p>A copy of a previous submissions prepared for the site for various plans and projects are included as Appendices for reference. These include:</p> <ul style="list-style-type: none"> <li>• Appendix A – Submission made to Phase 1 of the Public Consultation for BusConnects Cork, prepared by Tom Phillips + Associates;</li> <li>• Appendix B – Letter from McMahon's Builders Providers;</li> <li>• Appendix C - Development Plan Submission made in relation to the subject site, to the Cork City Council Development Plan 2022-2028, prepared by Tom Phillips + Associates and NRB Engineering;</li> <li>• Appendix D – Updated NRB Response, inclusive of the High-Level Safety Audit of proposals, prepared by Bruton Consulting Engineers</li> </ul> <p>The matters of concern arising from the Proposed Variation relate to:</p> <ol style="list-style-type: none"> <li>1. Impact on Business operations arising from the delivery of Bundle 1: North Quays Public Realm and Transport Infrastructure. This specifically relates to Proposed Mapping Change No. 8 (Water Street Park). Concerns are raised that the language used to justify the proposed zoning change and proposed access arrangements have made no allowance for the continued business operation to the east. Any forced closure of the existing business would have significant financial implications for the Local Authority.</li> <li>2. Impact on Safety and Hazard</li> </ol> <p>Concerns are raised about the proximity of Water Street Park and Pathfinder to the existing commercial business. It notes that alternative route options were presented to the NTA to overcome the safety concerns via an alternative route or boardwalk. It notes the route presented differs from previous consultations on Bus Connects and the Glanmire to City Cycleway. The proposed Pathfinder route cannot be implemented because it poses serious safety risks to staff and visitors at the Builders Providers. It also raises serious public safety concerns for those using the track. Concerns are also raised around the potential anti-social behaviour that may result if the redevelopment of Water Street Horgan's Quay and Water Street is implemented in its current format, as there is currently a lack of passive surveillance or overlooking of these areas. It is considered this would amount to an unattractive and unsafe route for the public utilising the amenity space until such a time policies are outlined in greater detail below.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 22			

<b>Submission No.</b>	<b>210</b>	<b>From:</b>	<b>Kate Daly</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility as public facilities are limited.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>211</b>	<b>From:</b>	<b>Alannah Keena - Duplicate</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility, which would be a huge asset to Cork. Currently difficult to find swimming pools or get lessons for children.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>212</b>	<b>From:</b>	<b>Sarah Courtney</b>
<b>Summary of Submission:</b>			
Objects to inclusion of the three proposed bridges, which will destroy city's connection to water. City rowing and water sports clubs have been using river for over 150 years. Important that plans take account of this heritage.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>213</b>	<b>From:</b>	<b>Martina Howell</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility as it would have health, tourism and social benefits.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>214</b>	<b>From:</b>	<b>Jean O'Shea - Duplicate</b>
<b>Summary of Submission:</b>			
Requests independent feasibility study on options for light rail that do not curtail use of river for amenities.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>215</b>	<b>From:</b>	<b>Rugby Tots</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and local swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>216</b>	<b>From:</b>	<b>Lee Rowing Club</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Lee Rowing Club is 175 years old and has had many successes, as well as supporting a large community across all age groups. The club will be developing new infrastructure and the nearby new residential developments offer more opportunities to grow.</li> <li>• While the club considers proposed new infrastructure as essential to the city's growth, it should be designed in a way that protects existing activities. The recent Marina promenade development occurred successfully in consultation with the club and it is expected that similar engagement occurs as part of the Docklands proposal. Future development should not undermine the club's activities.</li> <li>• Six rowing clubs share stretch of water from Port of Cork to Blackrock, which is accessible at all tides. Reducing access to parts of this stretch will have profoundly negative impacts on clubs, imposing tidal and safety restrictions on training and events. Rowing community relies on current unobstructed access. The introduction of new bridges could significantly impact use of the river, particularly in terms of clearance heights and safety.</li> <li>• It is a primary objective of the Docklands Plan to "integrate community, public realm, arts and culture, sports, and active recreation infrastructure that will bring life and vibrancy to Cork Docklands". While Objective 10.20 explicitly refers to River Lee. As such, the implication is that Cork City Council is committed to maintaining and enhancing existing river activities. Engagement with stakeholders is key to this.</li> <li>• Requests a feasibility study be carried out to enable informed decision making and assessments of impacts.</li> <li>• It is crucial that Cork's maritime heritage is preserved, which is also an obligation of the Council, and the rowing club is part of said heritage.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>217</b>	<b>From:</b>	<b>Benchspace</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Benchspace Cork CLG is a social enterprise that provides open-access to a creative manufacturing facility, which includes studio access, equipment and training.</li> <li>• Submission seeks engagement on the development of a “creative maker infrastructure” in the Docklands. A document is also attached, entitled “Embedding a Creative Maker Infrastructure in Cork Docklands”.</li> <li>• The document forms the bulk of the submission and begins by welcoming reference to creative industries that is in the variation. However, it is also noted that emphasis is placed on public art, rather than support for infrastructure that creates art.</li> <li>• Encouraged by reference to “community makerspaces and creative studios”.</li> <li>• The locating of creative workspaces in the Docklands would provide tangible benefits to locals and wider public. It would also offer potential for future partnerships with proposed educational facilities located in Docklands. Important that production of art, not just presentation, is integrated into urban life.</li> <li>• Range of organisations consulted with from across Cork’s arts sector reaffirmed need for shared creative infrastructure.</li> <li>• Supportive of the concept of ‘meanwhile uses’ during the regeneration of the areas, but also advocates the preservation of cultural, creative spaces in completed development.</li> <li>• Important that light industrial and ‘maker’ activities are integrated into mixed-use neighbourhoods and the adaptive reuse of heritage buildings.</li> <li>• Supports inclusion of community infrastructure, including district hub that incorporates creative studios.</li> <li>• Supports prioritisation of sustainable, walkable, mixed-use neighbourhoods.</li> <li>• Calls on Council to try acquire suitable properties in the area that remain in private ownership.</li> <li>• Would like to see the Council explore a shared-use civil infrastructure model as a permanent part of the Docklands. Infrastructure should be modular, flexible, curated and accessible. It should contain production spaces, meeting rooms, teaching areas and exhibition spaces.</li> <li>• The proposed creator space aligns with Docklands plan, the Development Plan, the Cork City Local Economic and Community Plan 2024–2029, and the Cork City Arts and Culture Strategy 2022-2026. It aligns with and relates to strategic priority objectives 1.2, 2.5, 4.4 and 4.5. Proposal also directly responds to the findings of the Cork City Arts and Cultural Infrastructure: Needs Assessment Report (2024), where a shortage of workspaces was identified. Proposal also aligns with the Cork City Climate Action Plan 2024–2029, particularly actions C1.5, A1.3 and E2.1.</li> <li>• It is also stated that proposal aligns with, or responds to, national level policies and goals, such as National Adaptation Framework, National Skills Strategy and National Development Plan.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 36			

<b>Submission No.</b>	<b>218</b>	<b>From:</b>	<b>Stephen Manson</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool. Swimmers currently must travel to Limerick or Dublin to train, putting them at a disadvantage.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>219</b>	<b>From:</b>	<b>Nicola Aherne</b>
<b>Summary of Submission:</b>			
Submission expresses support for a lido facility in Cork City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>220</b>	<b>From:</b>	<b>Alastair Douglas</b>
<b>Summary of Submission:</b>			
Concerns expressed over the three proposed bridges, which will have a detrimental impact on leisure activities in the river. The 'low head heights' of some bridges will threaten amenity use of river and increase flood risk. • The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

Submission No.	221	From:	Ann Barry
<b>Summary of Submission:</b>			
Submission expresses support for an outdoor swimming facility in Cork City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	222	From:	O'Callaghan Properties
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#### Summary of Submission:

The proposed variation recognises the national significance of the Docklands, as a landmark urban regeneration and development project, that is required to accommodate Corks population and employment needs. However, there are concerns that aspects of the variation as proposed will have negative implications on the development potential of this area and could prevent or delay development.

#### Height Strategy

- The proposed height strategy set out in the variation is too conservative for a Docklands Regeneration Area and it does not reflect extant planning permissions within the area. The restrictive height strategy should be replaced with a performance-based approach for assessing planning applications with higher buildings in accordance with national planning policies and guidance.

- New and more restrictive heights are an unhelpful barrier to development.
- No study to inform this strategy has been offered to support it.
- Sites already granted planning permission may now become even more restricted.
- Section 10.75 of the Cork City Development Plan refers “The City Docks has been identified in the Cork City Urban Density, Building Height and Tall Building Study as an appropriate location for tall buildings because it is suited to higher urban density and building height, and has limited sensitivity to height at a strategic level.

- Does not Reflect Emerging Development Context
- Kennedy Quay Mixed Use Development: Range in height from 7-12 storeys.
- Goulding’s LRD: 2-14 storeys.
- Railway Apartments – The Former Sextant Site - 24 storey apartment block
- The Marquee Site - Ranging in height from 4-14 storeys
- The Former Ford Distribution Site - Ranging in height from 7-10 storeys.
- Former Cork Warehouse Company Site - Ranging in height from 1-12 storeys
- National Policy Objective (NPO) 22 which states that “in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.”

o Recommendation: It is suggested text such as the following could be included: “The updated height strategy acknowledges that where permissions have been granted or extended post the adoption of the 2022-2028 Cork City Development Plan, the heights and densities granted in these said permissions will continue to be reflected in the new update. The reasoning that supported these permissions was site based on individual merits and remains intact”.

#### Extant permissions

- Additionally, it is submitted that the variation documentation must recognise extant planning permissions in the area and the heights that have been established by these permissions.

- Existing permission heights should be copper fastened in the proposed variation to recognise the validity of planning decisions already made.

#### Patient set down

The variation does not appear to allow for patient set down and access to the permitted rehabilitation hospital at Kennedy Quay/ Victoria Road. OCP has already raised concerns with Cork City Council in relation to the proposed removal of vehicular access to Kennedy Quay in

a submission to the Cork Docklands to City Centre Road Improvement Scheme public consultation early this year. The removal of access to the permitted rehabilitation hospital would have a detrimental impact on it and could jeopardise its delivery. Without vehicular access to the quayside, it is unclear how the Local Authority anticipate the rehabilitation hospital can be constructed and once operational how patients and visitors would access it. Once operational, the profile of users of the day hospital will mostly be those with restricted mobility and /or high levels of dependency that would need to be dropped directly to the hospital access on Kennedy Quay to continue their previous in-patient treatment. The rehabilitation facility is to provide the following supports and services:

- Stroke rehabilitation.
- Rehabilitation for acquired brain injuries and spinal cord injuries.
- General neurological rehabilitation.
- Amputee rehabilitation.
- Rehabilitation of patients under 65 years of age.
- Care of the elderly rehabilitation.
- Outpatient/ day hospital rehabilitation service.

#### Cork LUAS

Proposed route could better align with existing street infrastructure in certain locations to reduce impacts on developable land.

- o Recommendation: Route corridor was relocated further west as it crosses the river between North and South Docks, it would tie in better with Furlong Street and reduce the required land take from site to the east.

#### Illustrative Framework Plan

The submission raises concerns about the inclusion of the Illustrative Framework Plan in Section 2.10 of Volume 4. Whilst it is noted that “the building and block layouts indicated in this Illustrative Framework Plan are purely indicative” and “It is recognised that building and block layouts may change as part of future planning applications”, it is submitted that a Development Plan is not the place for this level of detail. Concerns are expressed that this Illustrative Framework Plan, albeit indicative, will be used in assessing future planning applications.

- o Recommendation: On the above basis, it is requested that Section 2.10 should be removed from the proposed variation.

#### Drainage Strategy

Clarification on the implications of proposed changes to the Docklands drainage strategy on permitted and future developments. Attenuation requirements are still 68l/sec but the responsibility for sharing 50/50 between public and private lands is changed. It reads now that there is a requirement to provide all storage on the site by “demonstrate how this discharge limit will be achieved and include calculations for the volume of onsite storage to be provided.”. There is a concern that this will impede development, and it is not clear what impact it may have on permitted schemes.

It is also noted that the Drainage Map shown in Volume 2 Mapping Changes has been altered with a lot more detail now added. We refer to the following:

- The Kennedy Spine storage is noted but with a more defined shape.
- 3m wide swale with a 1500 dia filter drain is noted on Centre Park Road.
- Swale of varying width is noted on Monahan Road which connects through to the southwest of the Goulding Development.

Commentary on the proposed inclusion of certain development management policies / objectives and guidance

There are a number of proposed development management policies and objectives of concern. These are set out below.

- Objective SW.HC.1 of Section 5.4 of Volume 4 Cork Docklands Framework Plan Strategies: “Designated heritage assets, protected structures and features that contribute to the character and/ or reflect the industrial and maritime history of the site shall be retained. These include historic paving, bollards, moorings, rings, steps, slips, tracks, metalwork or artefacts and buildings”.
  - o It is not clear whether this objective means that these structures/features should be retained in situ. This is not always possible and can have significant impacts on development. This objective should be reworded to clarify that these structures/features can also be repurposed.
- Objective SW.BF.1 of Section 5.8 of Volume 4 Cork Docklands Framework Plan Strategies: “Balconies facing the quays, Horgan’s street, Shipyard Plaza, Centre Park Road, and Blue Green Route should be recessed as indicated in the recessed balconies diagram”.
  - o It is requested that this objective is omitted and instead each development proposed is assessed on its merits. We are not aware of this approach being adopted by other Local Authorities. This objective if adopted would have significant impacts on the design of schemes and could be cost inhibitive for developments.
- Objective 10.24A of Volume 1 Written Statement, City Docks District Heating Feasibility Study: “It is an objective to ensure a District Heating Feasibility Study, in coordination with the SEAI and Department of the Environment, Climate and Communications (DECC) is prepared during the lifetime of this Plan”. The continued desire to review the feasibility of district heating for the Docklands is questioned. Ideally, to create a sustainable DH network, waste heat sources would be available in the area. To date, there have been no suitable waste heat sources developed within Cork City.
- Volume 1 Witten Statement Arts and Culture Section: The additional text on Cork City Council’s approach to future arts and culture infrastructure is supported by our Client. The proposed Character Area changes include the addition of the ‘South Docks Cultural District’. It is requested that consideration should be given to the provision of arts and cultural infrastructure generally across the Docklands and not just within this character area. Many potential opportunities exist to contribute to arts and culture, including the Odum’s Building on Kennedy Quay, and these should all be open to consideration.

#### **Chief Executive’s Response & Recommendation:**

See Section 2.4, Response Ref. 23



<b>Submission No.</b>	<b>223</b>	<b>From:</b>	<b>HQ Developments</b>
<b>Summary of Submission:</b>			
<p>The submission relates to lands at Railway Street and Lower Glanmire Road, Horgan's Quay, Cork, which are subject to an extant planning permission (Planning Ref: 17/37563) for the redevelopment of the site to provide for a mixed use residential development including 23 no. apartments. The submission proposes the lands should be considered by the Council for inclusion in the Horgan's Quay Character Area as they form part of the realisation for the wider re-generation of these lands as included in the Masterplan prepared by OMP Architects.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 24			

<b>Submission No.</b>	<b>224</b>	<b>From:</b>	<b>Robert Cussen</b>
<b>Summary of Submission:</b>			
<p>Supportive of the development of a 50m swimming pool complex. It is long overdue and would be a wonderful asset. The county lacks such a facility and it would have a positive impact on swimmers and the public.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>225</b>	<b>From:</b>	<b>Brendan Walsh</b>
<b>Summary of Submission:</b>			
<p>Concerns expressed over the three proposed bridges, which will have a detrimental impact on rowing activities in the river. The 'low head heights' of some bridges will disrupt access.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>226</b>	<b>From:</b>	<b>Kieran O'Mahony</b>
<b>Summary of Submission:</b>			
Supportive of the development of a 50m swimming pool. It would provide a welcome addition to the city, benefitting swimming, and is reachable by public transport or cycling.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>227</b>	<b>From:</b>	<b>Thomas Daly</b>
<b>Summary of Submission:</b>			
Lido project would be a commitment to the people of Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>228</b>	<b>From:</b>	<b>Brian Fitzgerald</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Generally supportive of overall Docklands development plan.</li> <li>• Having worked in Naval service for several decades, submitter has deep knowledge of Cork Harbour and, as such, must oppose any element of the Docklands proposals that would constrain navigation passages to Cork City.</li> <li>• Cork City's motto is "safe harbour for ships" and this is fundamental to the identity of Cork City. The city exists because of the river, therefore, to diminish access to the river would be to turn our backs on the foundation of the city itself. Cork should not follow Dublin by cutting off access to the city centre quays by installing bridges. Cities such as Stockholm, Liverpool, London and Sydney are good examples of maritime cities that embrace their heritage.</li> <li>• Recent events such as European Maritime Day showcase the vibrant maritime heritage of Cork and any proposals that threaten to sterilise or limit access to the river should be resisted.</li> <li>• The Docklands proposals, including the Luas, have the potential to focus on the river and maritime heritage, while achieving the goals associated with the development plans.</li> <li>• Recommends using existing bridge infrastructure where possible and, where necessary, new bridges should be capable of being opened or have a clearance height that minimises any constraints on river use. Similarly, river traffic should not be squeezed out by failure to provide for it and a prioritisation of cross river traffic.</li> <li>• Supportive of initiatives such as light rail and active travel, but they should coexist with maritime heritage.</li> <li>• Provides detailed list of Cork's maritime quarter.</li> <li>• Supportive of the development of a lido facility, provided it does not constrain passage along the river.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>229</b>	<b>From:</b>	<b>Cork Chamber</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Submission made on behalf of the Cork Chamber, an organisation representing 1,200 members who, together, employ approximately 130,000 people throughout the city.</li> <li>• The strategic importance of the Cork Docklands has been recognised in the National Development Plan. Support for Docklands must be enhanced in the reviewed NDP. It must also be prioritised in terms of planning and infrastructure delivery.</li> <li>• Docklands offers an opportunity to be a best practice example of compact, sustainable development that is connected to public transport. The area has, and will continue, to be the location of major investment.</li> <li>• The Chamber supports the 15-minute city concept, and considers the Docklands as potentially exemplifying this. The development of a Luas in the area, along with BusConnects is key to this.</li> <li>• Regeneration of Docklands will strengthen Cork as Ireland's second city, supporting balanced regional development, enhancing competitiveness and attracting FDI.</li> <li>• Supportive of population targets and transit orientated development. Considers it important that there is mixed tenure in future developments.</li> <li>• Important that both public and private sector investment continues, and wishes to recognise the investment to date. Momentum must be maintained.</li> <li>• Strongly supports the focus on blue-green infrastructure, particularly active travel measures. Welcomes linear biodiversity corridor.</li> <li>• Welcomes delivery of 9,500 sq.m. of community space, which will act as an important placemaking feature. Similarly, the allocation of open space will be important to creating a liveable, sustainable place. Both community and open spaces should be adaptive to cater to as wide a range of users as possible. A lido could form part of such community facilities.</li> <li>• Essential Cork's historic fabric is respected and built heritage and urban design are focus of regeneration.</li> <li>• Mobility hubs, such as the Kent Station Transport Hub, are essential for a growing region. Supports the 75:25 modal split target.</li> <li>• Supports feasibility study for district heating and climate-responsive infrastructure. Essential that businesses are involved in the identification of such initiatives. Supports emphasis on flood resilience measures and would encourage prioritisation of climate adaptation at all stages of development.</li> <li>• Considers it vital that continued and meaningful engagement with all stakeholders occurs, particularly around issues such as rezoning.</li> <li>• It is essential that planning for the docklands is matched by timely delivery of infrastructure, stakeholder engagement and investment.</li> <li>• Chamber wishes to reiterate the areas they consider are a priority, including; delivery of CMATS; modal shift; Lower Lee Flood Relief Scheme; accelerated flood protection; championing of wind energy; focus on arts, heritage and culture; 15-minute city; and, dereliction.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 35			

<b>Submission No.</b>	<b>230</b>	<b>From:</b>	<b>Department of Education</b>
<b>Summary of Submission:</b>			
<p>The Department of Education and Youth supports the integration of the Docklands Masterplan into the Cork City Development Plan 2022–2028. It welcomes the proposed zoning change at Monahan Park to expand public open space for sports and recreation, which will benefit the nearby education campus.</p> <p>The Department notes that the City Development Plan will still show a 2.3 average persons per household for the Docklands, and points out that Census 2011, Census 2016 and Census 2022 average persons per household for Cork City is a small bit higher than this 2.3 average. The 2.3 persons per household figure used in the Plan may underestimate future population growth, which could impact school place provision.</p> <p>The Department emphasizes the importance of continued collaboration with Cork City Council to ensure adequate land zoning for educational infrastructure.</p>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.3, Response Ref. 10			

<b>Submission No.</b>	<b>231</b>	<b>From:</b>	<b>Transport and Mobility Form</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• The Transport Mobility Forum (TMF) is a group of organisations supportive of sustainable transport measures and policies.</li> <li>• TMF strongly supports the proposed variation, particularly the increased densities and permeability.</li> <li>• Considers it important that balance achieved between preserving heritage and achieving greatest number of new units.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 37			

<b>Submission No.</b>	<b>232</b>	<b>From:</b>	<b>Phil O'Driscoll</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility, which would be a huge asset to Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>233</b>	<b>From:</b>	<b>Angela Nothlings - Duplicate</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility, which would be a huge benefit to local swimmers who would all support such a project. It would allow children to swim in open in the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>234</b>	<b>From:</b>	<b>Alannah Keena - Duplicate</b>
<b>Summary of Submission:</b>			
Supports delivery of a lido facility, which would be a huge asset. Increasingly difficult to find swimming places for children so such a facility would be of benefit and help people learn vital life skill.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>235</b>	<b>From:</b>	<b>Angela Stubbs</b>
<b>Summary of Submission:</b>			
<p>Supports creation of a lido facility. Swimming has enormous benefits and a lido would be a fantastic addition to city, promoting health and community engagement. • Submission notes the range of health benefits, benefits to the community, such as offering an inclusive space, and the range of economic benefits the facility would provide.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>236</b>	<b>From:</b>	<b>Marie Watson</b>
<b>Summary of Submission:</b>			
<p>Supports creation of a lido facility, which would be a huge benefit to local swimmers and tourism in the city.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>237</b>	<b>From:</b>	<b>Niamh O'Neill Brooks</b>
<b>Summary of Submission:</b>			
<p>Supports inclusion of lido in Docklands. Most major cities have something similar and it would benefit local swimmers.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>238</b>	<b>From:</b>	<b>Angela Nothlings - Duplicate</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility, which would be a huge benefit to local swimmers who would all support such a project. It would allow children to swim in open in the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>239</b>	<b>From:</b>	<b>Marion Curtin</b>
<b>Summary of Submission:</b>			
Calls to support the lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>240</b>	<b>From:</b>	<b>Darren Hobbs</b>
<b>Summary of Submission:</b>			
Offers support for a lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>241</b>	<b>From:</b>	<b>Martina Lehane</b>
<b>Summary of Submission:</b>			
Supportive of the lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>242</b>	<b>From:</b>	<b>Dr. Cormac Sheehan</b>
<b>Summary of Submission:</b>			
Calls on Council to consider a Lido for the city. A natural outdoor pool would be great for the city and offer a tourist attraction. Health and social benefits of swimming are well documented.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>243</b>	<b>From:</b>	<b>Andelain Keane</b>
<b>Summary of Submission:</b>			
Supportive of the lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>244</b>	<b>From:</b>	<b>Lisa Cush</b>
<b>Summary of Submission:</b>			
Supports the development of a lido facility in Cork. It would offer a fantastic addition to the city, promoting health and community.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>245</b>	<b>From:</b>	<b>Terri Buckley</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility, which would be a huge benefit to local swimmers in the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>246</b>	<b>From:</b>	<b>Bill Murray</b>
<b>Summary of Submission:</b>			
Calls on Council to support lido facility. It would enable people to acquire swimming skills and have other benefits.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>247</b>	<b>From:</b>	<b>Justin McCarthy</b>
<b>Summary of Submission:</b>			
Supports creation of a lido facility, which would be a huge benefit to local swimmers and tourism in the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>248</b>	<b>From:</b>	<b>Cristina Peralta</b>
<b>Summary of Submission:</b>			
Offers support for a lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>249</b>	<b>From:</b>	<b>Breda McCarthy</b>
<b>Summary of Submission:</b>			
Offers support for a lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>250</b>	<b>From:</b>	<b>Kevin Williams</b>
<b>Summary of Submission:</b>			
Offers support for a lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>251</b>	<b>From:</b>	<b>Margaret O'Leary</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that it would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	252	From:	Catherine McAuliffe
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission suggests that a swimming lido would be a "fantastic addition to the city's amenities, promoting health, wellbeing, and community engagement". It outlines the benefits across three main themes:</p> <ul style="list-style-type: none"> <li>• Health Benefits: <ul style="list-style-type: none"> <li>o Improved physical health: Swimming is a low-impact exercise suitable for all ages and abilities.</li> <li>o Mental health benefits: Swimming can reduce stress and anxiety.</li> <li>o Increased physical activity: A lido would encourage regular physical activity, helping to combat sedentary lifestyles.</li> </ul> </li> <li>• Community Benefits: <ul style="list-style-type: none"> <li>o Community hub: A lido would become a popular gathering place, fostering social connections and a sense of community.</li> <li>o Inclusive space: It would provide a welcoming environment for people of all ages and abilities to swim together.</li> <li>o Promoting outdoor activity: A lido would encourage people to spend time outdoors.</li> </ul> </li> <li>• Economic Benefits: <ul style="list-style-type: none"> <li>o Tourism boost: A swimming lido would be a unique tourist attraction, boosting the local economy.</li> <li>o Increased property values: Proximity to a lido could increase property values, making the area more desirable.</li> <li>o Job creation: A lido would create jobs in maintenance, lifeguarding, and customer service.</li> </ul> </li> </ul> <p>In conclusion, the submission states that a swimming lido in Cork City would be a valuable investment for residents and visitors due to its numerous benefits.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	253	From:	Deirdre Cunningham
<b>Summary of Submission:</b>			
Support for a lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	254	From:	Michael McCarthy
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### Summary of Submission:

Submitter is writing in his professional capacity regarding the updated urban design framework for the City Docks.

#### Key Points:

- **Support for Light Rail (Luas) but Opposition to Fixed Bridge:** McCarthy welcomes the proposed Luas project for Cork, recognizing its potential to improve connectivity, reduce carbon emissions, and support population growth. However, his primary request is for the deletion of the proposed Kent Station Fixed Bridge across the upper port.
- **Impact on Maritime Access and Heritage:** He argues that a fixed rail bridge would "sterilise" waterborne environmental transport to the city permanently, preventing cruise vessels, tall ships, naval vessels, ferries, water taxis, yachts, and power boats from accessing the city centre. This would negatively impact areas like Horgan's Quay, Penrose Quay, North and South Custom House Quay (including pontoons), Albert Quay, South Jetties, and the Swinging Basin.
- **Comparison to Dublin and Other Maritime Cities:** McCarthy warns that Cork should avoid replicating the mistakes of Dublin and other cities that blocked off navigable waterways, which they are now trying to reverse. He suggests looking to successful maritime cities like Stockholm, Copenhagen, Amsterdam, Belfast, Liverpool, and Sydney as examples.
- **Historical and Cultural Significance of Maritime Cork:** The submission emphasizes Cork's deep maritime heritage, its history as a "safe harbour," a "merchant city," and a "departure point," which are central to its identity and tourism brand. Reports from various bodies, including Cork City Council, Fáilte Ireland, and Colliers International, stress the importance of the city's maritime theme and visiting ships in creating a sense of arrival for visitors.
- **Proposed Alternative Route:** McCarthy suggests an alternative Luas route that would utilize the old Cork to Blackrock-Passage-Crosshaven railway line and existing "opening bridges" at Clontarf and Brian Boru, thereby avoiding impedance to shipping. He argues this route makes more sense for commuters heading to the city centre and could link up with the west-bound Luas at the Bus Station Terminus.
- **Navigability and Safety Concerns:** He states that downstream of the Michael Collins Bridge and De Valera bridges, the river is navigable with good depth, and a fixed railway bridge would restrict vessel turning in the "Turning Basin" and pose collision risks due to wind, tide, and current.
- **Tourism Impact:** The fixed bridge would also sterilize the future prospect of a water-based taxi service due to bridge freeboard.
- **Call for Discussion:** Captain McCarthy makes himself available for discussion to identify acceptable route options.

In addition to the primary concern about the Kent Station Fixed Bridge, the submission raises several other points:

- **Cork City's Brand and Maritime Identity:** The submission highlights that Cork's identity and brand are deeply rooted in its maritime heritage, stressing the importance of the city's sensitive public realm in keeping with the maritime theme. It references various reports, including "Cork City Brand Proposition" and "Cork City Harbour - Unlocking Cork Docklands," which all emphasized the central role of visiting ships in creating a sense of arrival for visitors and promoting heritage tourism.

- "Maritime Paradise Concept-Cork": The submission details the "Maritime Paradise Concept-Cork," envisioning Cork Harbour as the "Water-Tourism Capital of Ireland" with integrated exhibitions linking lower harbour attractions (Cobh, Spike Island, Camden) back to Blackrock Castle and Cork City. It emphasizes Cork's unique ability to berth explorer cruise ships, tall ships, naval vessels, and research vessels in the heart of the city, facilitating eco-green water-based transport.
- Historical Context of Bridges: McCarthy provides historical context, noting that earlier "fixed" bridges (Michael Collins Bridge and De Valera Bridge) were built where the river upstream was not navigable and quays were crumbling. He contrasts this with the current situation downstream, where the river is navigable with good depth and maintained working quays.
- Risks of Fixed Bridges: He warns that a quay-level fixed railway bridge would permanently stop vessel access to the city, restrict the turning of vessels in the "Turning Basin," and pose collision risks for masters of vessels due to wind, tide, and current. He also notes that smaller vessels like yachts and power boats would be deterred from coming into the city.
- Lack of "Feel" for the Maritime: The submission suggests that legislators, councillors, and officials in Cork lack "feel" or "empathy" for the maritime and marine, often viewing the river as a problem or just a view from an apartment.
- Impact on Festivals: The submission specifically mentions the negative impact on the Cork Harbour Festival's main event, An Ras Mor, Ocean to City, as well as the success of National Maritime Festivals and Ocean to City Festivals that draw hundreds of thousands to the city yearly with marquees adjacent to naval, research, and tall ships.
- Environmental Mode of Transport: Submitter opines that preventing proposed and future waterborne transport from accessing the City Centre would be a "crime" especially when it is the "most environmental mode of transport" and a viable alternative route is available.

#### **Chief Executive's Response & Recommendation:**

See Section 2.5, Response Ref. 29



<b>Submission No.</b>	<b>255</b>	<b>From:</b>	<b>Shane O'Neill</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that it would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>256</b>	<b>From:</b>	<b>James O'Reilly</b>
<b>Summary of Submission:</b>			
Submission giving support to the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>257</b>	<b>From:</b>	<b>Aoife Lehane</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that it would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	258	From:	Eoin Cronin
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	259	From:	Templeford Ltd
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#### Summary of Submission:

The submission highlights that the Marina Commercial Park is an active commercial use and is not a brownfield site and currently contains:

- 17 businesses in industrial units in Blocks J & K and the Franciscan Well Brewery which can only be accessed from the Kennedy Quay gateway to the public road on Kennedy Quay or from the existing internal roadways on the quayside,
- 14 businesses in the Portside units and adjoining ground, which is now proposed to be “dezoned” as Quayside Amenity, and
- 15 businesses in River Park House, which can only be accessed from existing internal roadways on the quayside.

None of these businesses have plans to relocate within the duration of the Cork City Development Plan.

The key recommendations raised are:

- The Proposed Variation be amended to ensure that it would fully support a grant of permission for the layout, design, land use mix and conservation strategy which was previously permitted under Cork City Council planning register reference 10/34546.
- The draft transport strategy be amended to provide that:
  - (a) the section of the LRT between the Kent Street bridge and the Marina Commercial Park be routed along Marina Walk rather than Centre Park Road,
  - (b) the Water Street Bridge be retained in the location shown in the current City Plan, and
  - (c) an independent transportation report be commissioned to consider whether vehicular access from the N8 to the South Docklands should be provided via the Water Street rather than the Eastern Gateway Bridge.
- The draft flood strategy be amended to allow higher finished floor levels along Centre Park Road pending completion of the flood protection works.
- The draft parking strategy be amended to allow greater flexibility in regard to on-site parking pending commencement of the LRT service.
- Provision is made to maintain HGV access, and sufficient space allowed for loading and unloading HGVs, along the quayside and through the existing gateway to the public roadway to Kennedy Quay for existing businesses to continue to operate until the Marina Commercial Park is redeveloped.

Points of clarification and inconsistency raised in relation to:

- The lack of consistency and commercial realism in the revised proposals and the extent to which the new area specific guidance in Volume 4 will undermine the achievement of a sustainable redevelopment of the site and the population and employment targets in the core strategy of the current City Plan. This is reflected in the opening statement in Section 6.5 of Volume 4 *"The South Docks Cultural District is focussed around the iconic Ford Factory complex, with a series of new strategically located landmark public spaces to be integrated into the quayside public realm"*.

- Focus of Volume 4 is on expanding the public realm through “dezoning” of established commercial uses and the introduction of more onerous requirements in regard to retention in situ of existing industrial buildings;
- Lack of clarity on implementation of revised transportation objectives
- Current urban design proposals for Centre Park Road will devalue very valuable commercial frontage and make it a very unattractive urban space;
- Text of Volume 4 be redrafted to accurately reflect the fact the primary objectives of the ZO2, ZO4 and ZO7 zones are “residential, employment and retail” rather than “civic and cultural”. Language is potentially misleading in regard to the zoning and core strategy objectives for the Marina Commercial Park.

South Docks Cultural Quarter appears to be inconsistent with the approach for the adjoining area which is now to be renamed as the “Upper Harbour Quay and Industry Place.”

continue to operate until the Marina Commercial Park is redeveloped.

#### **Chief Executive’s Response & Recommendation:**

See Section 2.4, Response Ref. 25

<b>Submission No.</b>	<b>260</b>	<b>From:</b>	<b>Kieran O'Sullivan</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>261</b>	<b>From:</b>	<b>Mags Moran</b>
<b>Summary of Submission:</b>			
Support for a lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>262</b>	<b>From:</b>	<b>Stephanie Kolle</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>263</b>	<b>From:</b>	<b>Oonagh Breen</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating hopes it becomes a reality.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>264</b>	<b>From:</b>	<b>Johanna Huber</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>265</b>	<b>From:</b>	<b>Debbie Carey</b>
<b>Summary of Submission:</b>			
Submission supports the Cork Lido Project for the inclusion of a Lido in the Cork Docklands redevelopment plan. This would be a wonderful and much needed addition to the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	266	From:	Eleanor Barrett
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	267	From:	Garrett O'Callaghan
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The core concern of the submission is the proposed Luas light rail bridge from Kent Station to Kennedy Quay. Whilst the submission welcomes the ambition of the new Docklands Framework Plan, it is concerned that this bridge will severely restrict vessel access to the heart of the city, specifically to Customs House Quay and areas further west, which have historically accommodated direct berthing of vessels. It argues that this would reduce vessel traffic to only small crafts like canoes, which it believes is not aligned with Ireland's National Strategy (Strategic Outcome No. 7 'Enhanced Amenity and Heritage').</p> <p>The submitter states that the proposed bridge would diminish the character of the city quays west of Kennedy Quay into a "sterile sheet of water," representing a significant loss of the city's cultural heritage at a time when other European coastal cities are embracing such assets. It expresses concern over the "diminishing recognition and respect for the city's maritime heritage" and increasing restrictions on marine traffic.</p> <p>The submission contends that the Luas light rail bridge proposal goes against Cork City Council's own Docklands Framework Plan, particularly its objectives to integrate community, public realm, arts &amp; culture, sports, and active recreation to bring life and vibrancy to the Docklands. It cites specific objectives from the plan:</p> <ul style="list-style-type: none"> <li>• Objective 10.20 (River Lee): To maintain the River Lee as a defining feature, provide new recreational infrastructure, improve river access, and secure riverside access with walkways/cycleways.</li> <li>• Objective 10.21A (City Docks Character Areas): To reinforce the identity, urban design, placemaking, and architectural qualities of the docks.</li> <li>• Objective 10.22A (City Docks Built Heritage): To conserve and enhance designated and undesignated built heritage assets.</li> </ul> <p>The submission further emphasises Cork's historical identity as a port city, referencing journalist Mary Leland's quote "Cork is a City because it is a Port" and the city's Coat of Arms motto "Statio Bene Fide Carinis" (a 'safe harbour for ships').</p> <p>It suggests that alternative routes for the light rail could utilize numerous existing bridges in the lower reaches of the Lee, noting a precedent where Brian Boru and Clontarf bridges carried diesel locomotives into the 1970s. Given the significant Urban Regeneration &amp; Development Fund (URDF) funding allocated to Cork Docklands (€471m+) and planned upgrades for Kent Station and the Rail Network (€185m+), he believes a "much greater vision" aligned with the Docklands Framework Plan objectives can be delivered.</p> <p>Finally, it mentions that at a recent American Institute of Architects (AIA) conference in Cork, where the submitter was a speaker, proposals for the new bridge were met with surprise regarding the jeopardization of the city's historic maritime connection.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>268</b>	<b>From:</b>	<b>Liadha Hourihan</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>269</b>	<b>From:</b>	<b>Marie Fitzgerald</b>
<b>Summary of Submission:</b>			
Submitter offers support towards the effort of having a Lido in Cork expressing "What an amenity to enhance the city."			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>270</b>	<b>From:</b>	<b>David Pollard</b>
<b>Summary of Submission:</b>			
Submission highlights its belief that a public swimming facility like a Lido would be a valuable asset to our community, providing a safe and accessible space for recreation and exercise for people of all ages and abilities. The River Lee offers a unique natural environment for such a facility, and I am excited by the prospect of being able to swim in a designated and managed area of the river.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>271</b>	<b>From:</b>	<b>Sean Walsh</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>272</b>	<b>From:</b>	<b>Shea O'Dwyer</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>273</b>	<b>From:</b>	<b>Crosshaven Tri Club</b>
<b>Summary of Submission:</b>			
Submissions expresses a strong support for the proposal to build a Lido on the River Lee for swimmers. On behalf of its 116 members the submitter believe that a public swimming facility like a Lido would be a valuable asset to our community, providing a safe and accessible space for recreation and exercise for people of all ages and abilities. The River Lee offers a unique natural environment for such a facility, and we are excited by the prospect of being able to swim in a designated and managed area of the river.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>274</b>	<b>From:</b>	<b>Maeve Mulcahy</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that it would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>275</b>	<b>From:</b>	<b>Brenda Sisk</b>
<b>Summary of Submission:</b>			
Submission supports the provision of a lido stating that it would be a fantastic amenity in a safe environment for our city. It would cut down on traffic problems at our beaches, as people from the city will stay local. It would relieve the waiting lists in swimming clubs for kids learn to swim programs.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>276</b>	<b>From:</b>	<b>Francesca Livesey</b>
<b>Summary of Submission:</b>			
Submission supports the provision of a lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>277</b>	<b>From:</b>	<b>Lesley Gilitan</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido Project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>278</b>	<b>From:</b>	<b>Owen Hennessy - Duplicate</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that it would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	279	From:	Chris Johnson - Duplicate
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>This submission raises privacy considerations for private dwellings affected by the proposed Cork Docklands Framework Plan. The submission was made on behalf of homeowners whose gardens directly back onto the proposed development site.</p> <p>Key Points and Observations:</p> <ul style="list-style-type: none"> <li>• Primary Concern: Privacy Implications <ul style="list-style-type: none"> <li>o The proposed development, with buildings ranging from two to six storeys, would create direct sightlines from future residents' windows and potential balconies into existing family homes and gardens.</li> <li>o This is exacerbated by the unique topography, where the existing gardens are elevated (approximately 16m) while the development site slopes down (to around 11.8m).</li> <li>o The privacy concerns include compromising children's ability to play freely, making everyday family activities visible, and diminishing the sense of comfort and enjoyment of their homes due to being overlooked.</li> </ul> </li> <li>• Additional Concerns: The proposed building heights would also cause overshadowing and increased noise levels in what is currently a peaceful family garden environment.</li> <li>• Suggested Adjustments: <ul style="list-style-type: none"> <li>o Buildings directly adjoining the homeowners' boundary should be of modest height with an appropriate setback to enhance privacy.</li> <li>o Window and balcony positioning in the new development should be thoughtfully designed to minimize overlooking of existing properties.</li> </ul> </li> <li>• Support for Development: The submitter supports the overall vision for developing the Docklands area and seeks a constructive solution that balances development needs with the protection of existing residents' privacy and enjoyment of their homes.</li> </ul> <p>Cork City Council is requested to conduct a site visit to better understand the context of these concerns.</p> <p>ry of Submission and observations</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 34			

<b>Submission No.</b>	<b>280</b>	<b>From:</b>	<b>Barbara Rooney</b>
<b>Summary of Submission:</b>			
It would 'greatly enhance the public's access to the river, promote health and wellbeing through outdoor swimming and contribute to Cork's identity as a vibrant, forward-thinking European City' and would 'boost tourism and small businesses in the area'			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>281</b>	<b>From:</b>	<b>Maura Duffy</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido. It would add greatly to the community spirit of the city and it would be great to have an alternative to driving to Douglas Pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>282</b>	<b>From:</b>	<b>Denis Carey</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido. Identified as an 'exciting vision' and a 'brilliant asset' for Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>283</b>	<b>From:</b>	<b>Jason Corkery - Cork Sea Safari</b>
<b>Summary of Submission:</b>			
<p>Concerns regarding the proposed Luas light rail bridge from Kent Station to Kennedy Quay re impact on closing off access to Custom House Quay for marine vessels and marine activity activity generally.</p> <p>Cork Sea Safari is a business operating for 17 years bring small groups to visit Cork Harbour and its rich marine history. Perceived closing off of city centre to this marine activity through construction of the Luas Light Rail Bridge. Request to protect and embrace marine cultural heritage around Custom House Quays and to not impede the movement of sea vessels into the city for future generations.</p> <p>Request to consider deferral of variation for another 12 months until further consultation can be completed regarding construction of the bridge.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>284</b>	<b>From:</b>	<b>Shiela O'Flynn</b>
<b>Summary of Submission:</b>			
<p>Expression of support for a Cork Lido.</p> <p>Advocates for the project on the following grounds</p> <ul style="list-style-type: none"> <li>• Will reduce the need to drive to Myrtlevile etc and consequently reduce carbon footprint.</li> <li>• That a key part of the experience it is a cold water swim.</li> <li>• Therapeutic accessible and inclusive to provide an city based outdoor swimming experience for people with disabilities</li> <li>• Environmentally friendly – should not be heated for environmental and experiential reasons.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>285</b>	<b>From:</b>	<b>Cork Boat Club</b>
<b>Summary of Submission:</b>			
<p>Concern regarding impact of proposed new bridges on River Lee including by use of rowing clubs and requests that a comprehensive river use feasibility study be carried out prior to any further development.</p> <p>Key point raised relates to lack of understanding of impact with negative consequences for rowing clubs:</p> <ul style="list-style-type: none"> <li>• River Lee has an established role as a training and competition venue for local rowing clubs and schools. The rowing community relies on unobstructed and safe access to the river for year round activity which is integral to Corks sporting tradition. The proposed bridges may significantly alter how the river can be used, especially in terms of clearance heights, flow dynamics and safety for those on the water. Without a clear understanding of these impacts, there is a risk of comprising river uses and potentially discouraging participation in river-based sports.</li> </ul> <p>It is suggested that a feasibility study would facilitate evaluation of impact and informed decision making.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>286</b>	<b>From:</b>	<b>Marcin Lewandowski</b>
<b>Summary of Submission:</b>			
<p>Expression of Support for a Cork Lido. Refers to successful Lido projects in Sweden and Berlin and advocates for ability of Lidos to enrich the cultural and recreational fabric of urban life. Seeking promotion of outdoor activities in the city that promote well-being and foster a sense of community.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>287</b>	<b>From:</b>	<b>Gareth O'Callaghan</b>
<b>Summary of Submission:</b>			
Welcome plan in principle but concerned that the LUAS Light Rail bridge will restrict vessel access including closing off access to Custom House Quay and the marine cultural heritage associated with such historic berthing activity .			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>288</b>	<b>From:</b>	<b>John MacNamara</b>
<b>Summary of Submission:</b>			
Expression of support for swimming pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>289</b>	<b>From:</b>	<b>Gillian Spiller</b>
<b>Summary of Submission:</b>			
Expression of support for a Lido. Regular sea swimmer in Fountainstown and Loughbeg but a resident of Blackrock and would see a LIDO as a fantastic amenity for the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	290	From:	Lynda Foley
<b>Summary of Submission:</b>			
Expression of support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>291</b>	<b>From:</b>	<b>Cork City Fire Brigade and Civil Defence</b>
<b>Summary of Submission:</b>			
<p>Cork City Fire Brigade in conjunction with Civil Defence make business case for a dedicated river rescue ramp and pontoon for improved access to the River Lee with consequent reduced risks associated with current access via ladders.</p> <p>Main points include:</p> <p>Current Situation</p> <ul style="list-style-type: none"> <li>• Shore based rescue is fundamentally limited in Cork. As a result Cork City Fire Brigade has trained personnel as Swift Water Rescue Technicians and currently has 2 boats, 1 Rigid Hull Inflatable (RHIB) and 1 inflatable. Cork Civil also has 2 of the same boats. River related incidences have increased significantly in the last number of years. In the past 3 years there have been 191 water based incidents that required an emergency response from Cork City Fire Brigade. Typical attendance time 3 minutes from the Fire Station. No other agency can provide this level of service and hence is of vital importance in saving lives and providing support to an Garda Siochana.</li> <li>• Current access for Cork City Fire Brigade to the river is restricted to climbing over riverside walls, scaling riverside wall mounted vertical ladders or via open quays via a hoist from a fire vehicle.</li> <li>• There is no existing pontoon access on the City Quays for these services.</li> </ul> <p>Vision / Objective</p> <ul style="list-style-type: none"> <li>• The outcome objective is a rescue pontoon to provide safe means of access for the Swiftwater Rescue Technicians and other crew members of Cork City Fire Brigade and Cork City Civil Defence. A further outcome would be faster respond times.</li> <li>• Submits a suggested design solution for a rescue pontoon to address the issue of access to the River Lee and associated channels. See concept proposal attached to submission 91 which is stated to be a technical drawing of an existing pontoon in Limerick. Photos of the Limerick pontoon are also provided. Additional photos are submitted identifying the preferred location of a dedicated pontoon on Kennedy Quay (in front of 1 Albert Quay).</li> <li>• The proposed pontoon accounts for high and low tide and it is stated it would enhance service provision as it offers the opportunity to remove a casualty from the river at this point.</li> <li>• It could also allow for easier mooring of boats and would be faster to deploy crews onto the river resulting in improved results for casualties.</li> </ul> <p>Strategy</p> <ul style="list-style-type: none"> <li>• Sets out steps for component parts of proposed strategy</li> </ul> <ol style="list-style-type: none"> <li>1. Permission from Cork City Council and Developers to carry out the project</li> <li>2. Identify and confirm funding</li> <li>3. Permission from Cork City Council for the use of their lands at Albert Quay</li> <li>4. Consultation with Cork City Council regarding the consent process if required</li> <li>5. Foreshore license</li> <li>6. Consultation with Port of Cork</li> <li>7. Procurement of contract via e tenders</li> <li>8. Enabling civil works</li> <li>9. Construction and installation of pontoon</li> <li>10. Operational use</li> </ol> <p>A number of key risks are also identified including executive support, resources, planning feasibility.</p>			

<b>Chief Executive's Response &amp; Recommendation:</b>
See Section 2.5, Response Ref. 31

<b>Submission No.</b>	<b>292</b>	<b>From:</b>	<b>Patrick O'Sullivan</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>293</b>	<b>From:</b>	<b>Mallow Swans Swimming Club</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>294</b>	<b>From:</b>	<b>Heidi Lewis</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>295</b>	<b>From:</b>	<b>Susan Murphy - Duplicate</b>
<b>Summary of Submission:</b>			
Expression of support for Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>296</b>	<b>From:</b>	<b>Frances Buckley</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido. Submits no current safe outdoor venue for swimming in Cork City and such a facility would address health and wellbeing and sustainability considerations as well as being a tourism attraction. Speaks to huge growth in open water swimming in Ireland in recent years.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>297</b>	<b>From:</b>	<b>Gillian McAllister</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>298</b>	<b>From:</b>	<b>Noreen O'Sullivan</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>299</b>	<b>From:</b>	<b>Elizabeth Walsh</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	300	From:	Circus Factory - Lauri Mannermaa
<b>Summary of Submission:</b>			
<p>The Circus Factory is a Circus Training and Creative Space. The submission advocates for a building for the circus to create a world class training centre which can accommodate the mechanics of circus activities and could also have other complimentary cultural, sports or arts uses. It is submitted that this would maximise ancillary benefits for the area. The following documents are provided and summarised below:</p> <ul style="list-style-type: none"> <li>• <b>Business Case</b> The external business case focuses on the economic benefits including for local business through the creation of a positive feedback loop which in turn revitalises the area enhances the brand of the city and creates a desirable destination offering. The draw will be the best possible training facilities. Identifies an option of developing a creative industries hub and new business incubator. The internal business case identifies the requirement for financial viability. The bulk of business is in training people in circus skills. Income would come via classes and Arts Council funding.</li> <li>• <b>Location</b> Advocates for the Docklands. Ideally in a regeneration area with truck access which is accessible by foot to the city centre but outside the existing central area. The activities are year-round and would create a constant flow of people in and out of an area. Advocates for facilities and surrounding environment to be architecturally attractive.</li> <li>• <b>Meanwhile Use v Permanent Location</b> The current operation is not anchored to a specific location but as an education facility it requires some permanence. Advocates for a modifiable building to adapt to potential future needs. A temporary meanwhile use of any longer term regeneration areas would suit the Circus with a view to an ultimate permanent location.</li> <li>• <b>Requirements</b> Specific internal spatial requirements include sufficient height and length to accommodate all circus disciplines, up to flying trapeze, and grid for safe rigging on the ceiling. Also multiple spaces particular if to be used for multiple activities and ideally one of the spaces should have retractable seating for performances.</li> <li>• <b>The Building</b> An option for an initial new build/temporary building is proposed utilising shipping containers.</li> <li>• <b>Operations</b> Proposed that any building should be able to accommodate a number of different organisations and businesses with the Circus Factory being the anchor tenant.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 36			



<b>Submission No.</b>	<b>301</b>	<b>From:</b>	<b>Leona Browne - Duplicate</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>302</b>	<b>From:</b>	<b>Sarah O'Suilleabhain</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project. Advocating for lido as a parent, regular sea swimmer and frequent visitor to Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>303</b>	<b>From:</b>	<b>Cristina Espada</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>304</b>	<b>From:</b>	<b>Marian O'Sullivan</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido Project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>305</b>	<b>From:</b>	<b>Therese Ruane -O'Hora</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>306</b>	<b>From:</b>	<b>John O'Regan</b>
<b>Summary of Submission:</b>			
Objection to the LUAS Bridge(s) and their impact on leisure activities in the city centre. Advocates that passage of river craft should be accommodated in the design of the bridges.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>307</b>	<b>From:</b>	<b>Aibhe Boland</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>308</b>	<b>From:</b>	<b>Susan Lawlor</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>309</b>	<b>From:</b>	<b>Richard Riordan</b>
<b>Summary of Submission:</b>			
<p>Expression of support for the Cork Lido Project and 50m swimming facility generally. Key points include:</p> <ul style="list-style-type: none"> <li>• The submitor has two teenage children who competitively swim with Mallow Swans but often need to commute a round trip to Cork City for swimming facilities due to maintenance works. The current options are limited to Churchfield, Douglas and Silver Silver Springs who charge high private rates.</li> <li>• The identified Lido project with 50m 10 lane facilities is advocated as a basic requirement and cost effective facility to ensure we maintain competitiveness and inward investment against Limerick who have a 50m pool and are also currently planning to develop an indoor velodrome.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>310</b>	<b>From:</b>	<b>Marcus Austin</b>
<b>Summary of Submission:</b>			
<p>Expression of support for the Cork Lido project. Advocates as a daily open sea swimmer in Myrtleville, Fountainstown and Sandycove. Notes that Dublin has the Clontarf Baths and Baths in Dun Laoghaire which are a fantastic urban amenity.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>311</b>	<b>From:</b>	<b>Ian Whelan (Fad Saol)</b>
<b>Summary of Submission:</b>			
<p>Expression of support for a floating sauna on Horgan's Quay.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>312</b>	<b>From:</b>	<b>Susan Purcell</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>313</b>	<b>From:</b>	<b>Trudy McIntyre</b>
<b>Summary of Submission:</b>			
Supportive in principle of new LUAS Light Rail System but concerned regarding implications of the proposed LUAS in terms of restricting all maritime vessels access to the city. The submitter notes he works in Custom House Quay and has particular concerns regarding loss of navigable access into the City and associated loss of maritime heritage. Notes the crest of the city is a 'safe harbour for ships'			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>314</b>	<b>From:</b>	<b>Michelle McNamara</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project and municipal sports ground north of the Lee to support teen activity and the older population to access safe recreational activities.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>315</b>	<b>From:</b>	<b>Fiona Quinn</b>
<b>Summary of Submission:</b>			
<p>Expression of support for a Cork Lido. Identified advantages include physical and mental health benefits, increased physical activity and community, inclusivity and economic benefits. Suggests it could be supported in collaboration with Swim Ireland and the Cork Sports Partnership with possibility to link in with an open water initiative like MOWCA.org to ensure the support of local, national and international communities of practise.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>316</b>	<b>From:</b>	<b>Willie Beakey</b>
<b>Summary of Submission:</b>			
<p>Objects to proposed bridges which it is considered will have a detrimental impact on leisure activities on the river. Of the three the LUAS bridge is of particular concern due to low head heights which it is submitted poses a threat to leisure activities and will increase flood risk.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>317</b>	<b>From:</b>	<b>Helen O'Brien - Duplicate</b>
<b>Summary of Submission:</b>			
<p>Expression of strong support for the proposed Maritime Activity Centre (MAC) and the development of a new public slipway. • Cork Dragons is a registered charity and therapeutic paddling club for breast cancer survivors with 71 members and growing.</p> <ul style="list-style-type: none"> <li>• Considers maritime activity centre would unlock potential of Lee as shared space for health, recovery, recreation and connection.</li> <li>• Departure of Port is once-in-a-generation opportunity to reimagine the river as an inclusive, active blue space for all and as sanctuary and source of strength and renewal. Offer with MAC and slipway: • Provide inclusive, safe, year round access to the river for diverse community groups, including those with illness or disability, including navigating tidal conditions</li> <li>• Support social, educational and therapeutic programmes</li> <li>• Enable secure storage and shared infrastructure for clubs that currently rely on improvised arrangements</li> <li>• Facilitate cross club / organisation collaboration strengthening the collective impact of organisations like Cork Dragons, Meitheal Mara, Naomhoga Chorcai and other river based groups.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 30 & 31			

<b>Submission No.</b>	<b>318</b>	<b>From:</b>	<b>Gillian Lee - Duplicate</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido Project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>319</b>	<b>From:</b>	<b>Brendan Walsh</b>
<b>Summary of Submission:</b>			
Expression of support for a Cork Lido. Notes historic Lee baths facility and benefits of outdoor swimming facility including health and tourism.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>320</b>	<b>From:</b>	<b>Helen O'Brien - Duplicate</b>
<b>Summary of Submission:</b>			
Supportive in principle of LUAS but objective to the proposed bridge regarding restriction of vessel access to the heart of the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>321</b>	<b>From:</b>	<b>Sean O'Farrell</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>322</b>	<b>From:</b>	<b>Gemma Seery</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project. Suggest need for 2 Lido facilities, one in place of the original and one in the Docklands. Notes the inaccessibility of pools for many in Cork City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>323</b>	<b>From:</b>	<b>Olga Walsh</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project. Notes shortage of swimming pools in Cork City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>324</b>	<b>From:</b>	<b>Sinead Hickey</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>325</b>	<b>From:</b>	<b>Dorothy Keane</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>326</b>	<b>From:</b>	<b>Greg Scanlon</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project. Swam in Lee Baths and Eglinton Street Baths as a child and is a strong support of an outdoor Lido swimming facility.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>327</b>	<b>From:</b>	<b>Fionnuala Cooney</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool. Parent of children who swim competitively and must travel to Limerick, Dublin and Bangor to compete. Such a facility is required for Ireland's second biggest city and has the talent to support it.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>328</b>	<b>From:</b>	<b>Cathriona Greally</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>329</b>	<b>From:</b>	<b>Margaret Cotter</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project. Regular sea swimmer.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>330</b>	<b>From:</b>	<b>Megan O'Shea</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project. Notes this would bring Cork on a par with other EU countries			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>331</b>	<b>From:</b>	<b>Marguerite O'Brien</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>332</b>	<b>From:</b>	<b>Helen Cadogan</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>333</b>	<b>From:</b>	<b>Rory O'Callaghan</b>
<b>Summary of Submission:</b>			
Expression of support for the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>334</b>	<b>From:</b>	<b>David O'Donovan</b>
<b>Summary of Submission:</b>			
Object to bridges as considered they will have a detrimental impact on leisure activities associated with the river.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>335</b>	<b>From:</b>	<b>Louise O'Rahilly</b>
<b>Summary of Submission:</b>			
Objects to the proposed bridges which it is considered will have a detrimental impact on leisure activities on the river. Particular concern re LUAS Bridge given low head height. As a coach in Shandon Boat Club additional concerns are expressed regarding placement of pedestrian walkway which will disrupt access for Shandon Boat Club, allegedly infringing on club lands and potentially hindering their operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>336</b>	<b>From:</b>	<b>Mairead Loughman</b>
<b>Summary of Submission:</b>			
Member of Shandon Boat Club. Objection to Bridges, in particular the LUAS bridge due to low head heights and potentially threat to leisure and rowing activities as well as increased flood risk. Also expresses concern regarding placement of pedestrian walkway which will disrupt access for Shandon Boat Club, allegedly infringing on club lands and potentially hindering their operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>337</b>	<b>From:</b>	<b>Andrea Cremin</b>
<b>Summary of Submission:</b>			
Objection to Bridges, in particular the LUAS bridge due to low head heights and potentially threat to leisure and rowing activities as well as increased flood risk. Also expresses concern regarding placement of pedestrian walkway which will disrupt access for Shandon Boat Club, allegedly infringing on club lands and potentially hindering their operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>338</b>	<b>From:</b>	<b>Gary Quinn</b>
<b>Summary of Submission:</b>			
Objection to Bridges, in particular the LUAS bridge due to low head heights and potentially threat to leisure and rowing activities as well as increased flood risk. Also expresses concern regarding placement of pedestrian walkway which will disrupt access for Shandon Boat Club, allegedly infringing on club lands and potentially hindering their operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>339</b>	<b>From:</b>	<b>Alfredo Fernando Jao Kryzanauskas</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool which would benefit swimmers in Cork and Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>340</b>	<b>From:</b>	<b>Ann and Arjan Toebes</b>
<b>Summary of Submission:</b>			
We strongly support the development of a 50m pool complex in Cork			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>341</b>	<b>From:</b>	<b>Patrice Arrigan</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>342</b>	<b>From:</b>	<b>Aoife McDaid</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>343</b>	<b>From:</b>	<b>Gillian Lee - Duplicate</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool. The family is currently driving to Limerick and Dublin for this facility.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>344</b>	<b>From:</b>	<b>Jill Cotter</b>
<b>Summary of Submission:</b>			
Objection to bridges due to low head height as river users, both sailors and rowers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>345</b>	<b>From:</b>	<b>Katherine Formisano</b>
<b>Summary of Submission:</b>			
Objection to Bridges, in particular the LUAS bridge, due to low head heights and potentially threat to leisure and rowing activities as well as increased flood risk. Also expresses concern regarding placement of pedestrian walkway which will disrupt access for Shandon Boat Club, allegedly infringing on club lands and potentially hindering their operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			



<b>Submission No.</b>	<b>346</b>	<b>From:</b>	<b>Ashni Gokul</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>347</b>	<b>From:</b>	<b>Shandon Boat Club</b>
<b>Summary of Submission:</b>			
<p>Submits a number of concerns regarding the proposed variation. Context • SBC has c.200 members, majority children 13-18. The overall reach of the club including parents, coaches and volunteers is c.500 people.</p> <ul style="list-style-type: none"> <li>• SBC part of cork's maritime heritage regarding its connection to the water. Rowers and water sports have been using this stretch of the river from Loch Mahon to the Port of Cok (and deeper into the city at high tide) for over 150 years with a maritime heritage stretching further back. Main objections and observations are submitted as follows: • Bridges</li> <li>- Inclusion of bridges in plan and the inclusion of the Transport Strategy written into the plan appears as a fait accompli without having been informed by public consultation.</li> <li>- All 3 bridges will eliminate the possibility of leisure activity on the river with low head heights and many pontoons making the congested river unfeasible for leisure use, even for rowing.</li> <li>- The LUAS bridge, by its nature, needs to be low and deep and will not be passable by rowers or leisure craft. Concerned that at high tide the risk of flooding will be increased by this bridge as some transport proposals who it having a depth of 1.6m beneath the quay level to the north.</li> </ul> <p>2. Pedestrian Walkway in Vicinity of SBC</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>348</b>	<b>From:</b>	<b>Borislava Entcheva</b>
<b>Summary of Submission:</b>			
Expression of support for 50m Pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>349</b>	<b>From:</b>	<b>Emer O'Leary</b>
<b>Summary of Submission:</b>			
Support to the creation of a 50m pool complex in Cork. It will be a wonderful asset to the City and to the significant benefit of Swimmers in cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>350</b>	<b>From:</b>	<b>Tom Rose</b>
<b>Summary of Submission:</b>			
Highlights that that placing of bridges will mean the clearance needed by rowing craft to safely navigate the river would be severely curtailed.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>351</b>	<b>From:</b>	<b>Claire Gould</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, as an asset to Cork and of significant benefit of swimmers in Sundays Well and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>352</b>	<b>From:</b>	<b>Frank Coghlan</b>
<b>Summary of Submission:</b>			
The submission opposes the development of the proposed bridges, as they would make rowing impossible for Shandon Boat Club. The proposed pedestrian walkway will disrupt access for Shandon Boat Club, and the submission proposes to change its location to the southern side of the Boat Club.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>353</b>	<b>From:</b>	<b>Gillian O'Sullivan - Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido, which would allow the public to exercise, meet and keep active.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>354</b>	<b>From:</b>	<b>Jamie Olden</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool in Cork as an asset to the city and to the benefit of swimmers in Cork and the Munster region. It will improve the fitness and wellbeing of future generations in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>355</b>	<b>From:</b>	<b>Frank Hallinan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex. It would greatly support the international competitiveness of swimming in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>356</b>	<b>From:</b>	<b>Joy Lehane</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido in or on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>357</b>	<b>From:</b>	<b>Marita Schlede</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido in or on the banks of the Lee, which would bring much value to the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>358</b>	<b>From:</b>	<b>Colman Shanley</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>359</b>	<b>From:</b>	<b>Rod Hoare</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>360</b>	<b>From:</b>	<b>CS Twohig</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin Swim Club and other swim clubs in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>361</b>	<b>From:</b>	<b>Grace Graham</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin swim club and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>362</b>	<b>From:</b>	<b>Úna O'Sullivan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Blackrock swim club and in the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>363</b>	<b>From:</b>	<b>Donal Courtney</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>364</b>	<b>From:</b>	<b>Ross Loughnane</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido in or on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>365</b>	<b>From:</b>	<b>Per-Fredrik Hagermark</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido in or on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>366</b>	<b>From:</b>	<b>Derek Jeffers</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool as a valuable addition to the city, as it is expected from modern cities across Europe.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>367</b>	<b>From:</b>	<b>Eamon Dwyer</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool as an important addition to a healthy and progressive city, with benefits for the next generation, encouraging general health benefits and high-end performance. The submission urges that the pool be included in the final plan and constructed as a priority.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>368</b>	<b>From:</b>	<b>Yvette MacKeown</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido in Cork Harbour as a positive addition to Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>369</b>	<b>From:</b>	<b>Colette McCarthy</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool and advocates for the inclusion of a hydrotherapy pool, which would benefit people with disabilities, and which is not available in the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>370</b>	<b>From:</b>	<b>Alan Connolly</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>371</b>	<b>From:</b>	<b>Paul Costelloe</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido in or on the banks of the River Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>372</b>	<b>From:</b>	<b>Aidan Coffey - Harbour Link Ferries</b>
<b>Summary of Submission:</b>			
<p>The submission raises concerns about the proposed Kent Station LRT bridge and active travel bridge at McMahon's Builders Yard. The concerns include:</p> <ol style="list-style-type: none"> <li>1) Sterilization of the City Quays west of the LRT bridge for active leisure and commercial use, and west of the Active Travel bridge for tall ships or any significant vessels</li> <li>2) Additional Risk of Flooding, due to the design parameters of the LRT bridge</li> <li>3) Manoeuvrability and safety for users will be compromised by pushing river users to a narrower part of the river</li> <li>4) A River Usage Study is required to consider the river usage and impact of the bridges</li> <li>5) A Traffic Usage Study is required to consider the different traffic needs and priorities at Kent station</li> <li>6) No Integrated Traffic Plan (no joined up thinking with other projects)</li> <li>7) Existing Traffic Congestion on Horgan's Quay and Penrose Quay will be added to by the bridge at Kent Station.</li> <li>8) Lack of Sustainable infrastructure for Electric Charging which are required to future proof for sustainable transport needs.</li> <li>9) Lack of public infrastructure for Visiting Craft, and Pop-up amenities for maritime Festivals or activities, i.e. infrastructure for power, water or wastewater provision.</li> <li>10) Failte Ireland City, Harbour and East Cork Destination &amp; Experience Plan would be jeopardized by the proposed bridge developments.</li> </ol> <p>The planned Harbour Link is a Zero Emission Commuter and Tourist Passenger Service for Cork City, Cork Harbour and Metropolitan areas, to serve the city, communities within the lower harbour areas, the River Lee and the City quays. It aims to deliver 2.3 million passenger journeys within 3 years, reducing traffic movements and increasing tourism. The proposed bridges risk the funding of this transport service, due to having insufficient access or support for the project.</p> <p>The submission notes that successful implementation of waterborne ferry transport was demonstrated in London and for the Commonwealth Games in Australia. Cork has the ideal opportunity to develop such a transport system, integrating it with the Luas Cork and BusConnects plans.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>373</b>	<b>From:</b>	<b>Dermot Mullan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool which will be an asset to Cork City and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>374</b>	<b>From:</b>	<b>Gillian O'Sullivan - Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>375</b>	<b>From:</b>	<b>Eimear Young</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>376</b>	<b>From:</b>	<b>Debbie O'Shea</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>377</b>	<b>From:</b>	<b>Catherine Russell</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>378</b>	<b>From:</b>	<b>Edel Kelleher</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Sundays Well and the Munster region. The submission notes the substandard training facilities and that the sport of swimming needs significant investment in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>379</b>	<b>From:</b>	<b>Sara O'Riordan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>380</b>	<b>From:</b>	<b>Siobhan O'Regan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a lido facility in Cork City, which would be an excellent asset for Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>381</b>	<b>From:</b>	<b>John Rose</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern and increases flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>382</b>	<b>From:</b>	<b>Danny Finn</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Expresses support for a lido facility in Cork. It would be great to have a swimming spot in heart of the city, especially given the popularity of open water swimming.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>383</b>	<b>From:</b>	<b>Ciara Corbett</b>
<b>Summary of Submission:</b>			
Expresses support for a lido facility in Cork. It would be great to see on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>384</b>	<b>From:</b>	<b>Conor Butler</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern and increases flood risk.</li> <li>The pedestrian walkway could disrupt access for Shandon Boat Club and hinder the club's operations.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>385</b>	<b>From:</b>	<b>Emma Coleman</b>
<b>Summary of Submission:</b>			
Supportive of the creation of a 50m swimming pool in Cork, which would be a great asset for Cork and a benefit to swimmers.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>386</b>	<b>From:</b>	<b>Darragh O'Reilly</b>
<b>Summary of Submission:</b>			
Supportive of a lido for Cork. It would restore a key part of the city's maritime heritage and connection to the environment.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>387</b>	<b>From:</b>	<b>Olivia Lucey</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Supportive of a lido in Cork city, which would be a fantastic addition to city's amenities.</li> <li>• Lido has health benefits, both physical and mental. It would provide community benefits, offering a hub, an inclusive space and promoting outdoor activities. It would also offer economic benefits through tourism, increased property values and job creation.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>388</b>	<b>From:</b>	<b>Aoife Nic Athlaoich</b>
<b>Summary of Submission:</b>			
Supportive of a lido for Cork. It would provide swimmers with an option closer to home and be an asset to the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>389</b>	<b>From:</b>	<b>Des Cahill</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Objects to proposed variation as it will irrevocably damage Cork's maritime heritage and connection to the river.</li> <li>• Council should not have brought this variation forward without first having undertaken a river use feasibility study. Such a study would all the public to have relevant information regarding the impact of the proposed bridges on the Lee.</li> <li>• Events, such as European Maritime Day, as well as the use of the quays by boats, will likely never happen again if the proposed changes occur.</li> <li>• Questions whether sufficient consultation with landowners was carried out in advance of publication of the proposed variation.</li> <li>• Considers the proposed road to be in the wrong location and considers the reduction in apartment space for larger playing pitches unnecessary.</li> <li>• No discussion has occurred regarding the type of housing that will be developed in South Docks. It would appear that mix of units will be 37% private, 3% affordable and 60% social. Does not consider such a mix to be acceptable.</li> <li>• Requests deferral of variation for 12 months to address above issues.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 33			



<b>Submission No.</b>	<b>390</b>	<b>From:</b>	<b>Lynda Brennan - Duplicate</b>
<b>Summary of Submission:</b>			
Supports development of a Lido, which would be a great asset.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>391</b>	<b>From:</b>	<b>Niamh O'Connor</b>
<b>Summary of Submission:</b>			
Expresses support for a lido facility in Cork. It would be great to see on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>392</b>	<b>From:</b>	<b>Geraldine Venner</b>
<b>Summary of Submission:</b>			
Expresses support for a lido facility in Cork. It would be great to see on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>393</b>	<b>From:</b>	<b>Jacqueline O'Driscoll</b>
<b>Summary of Submission:</b>			
Supports development of a Lido in north Cork docklands. This would be a great amenity and well used.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>394</b>	<b>From:</b>	<b>Peter Stolk</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Fears the inclusion of the proposed bridges will push vessels away from the city centre, jeopardising Cork's maritime heritage and attractiveness and visibility of this maritime character to visitors.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>395</b>	<b>From:</b>	<b>Rosaleen MacKeown</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Suggests that water taxis should be given a greater consideration, as they work in other cities. They would open up one of the largest estuaries in the world and would be embraced by commuters and tourists. The proposed bridges will block such an initiative.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>396</b>	<b>From:</b>	<b>Colin Barry</b>
<b>Summary of Submission:</b>			
Other options should be considered, particularly as they could be delivered much quicker than the bridges.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>397</b>	<b>From:</b>	<b>Colin O'Donovan</b>
<b>Summary of Submission:</b>			
Expresses support for a lido facility in Cork. It would be great to see on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>398</b>	<b>From:</b>	<b>Martha Dennehy</b>
<b>Summary of Submission:</b>			
Naomhóga Chorcaí - Withdrawn			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>399</b>	<b>From:</b>	<b>Rita Lombard</b>
<b>Summary of Submission:</b>			
Expresses support for a lido facility in Cork. It would be great to see on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>400</b>	<b>From:</b>	<b>Cathriona Dorgan</b>
<b>Summary of Submission:</b>			
Concerns expressed that the proposed bridges will have a detrimental impact on leisure activities in the river, including rowing. The 'low head height' of the Luas bridge is of concern and increases flood risk.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>401</b>	<b>From:</b>	<b>Liam P O'Riordan</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Objection to the closure of city quays due to new bridges across the River Lee.</li> <li>• Concerns about: <ul style="list-style-type: none"> <li>o Hindering tourism,</li> <li>o Operation of mooring pontoon at Custom House Quay</li> <li>o Yachts inability to pass under proposed bridge</li> <li>o Commercial marine traffic,</li> <li>o Flooding risks</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>402</b>	<b>From:</b>	<b>Luke Hickson</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Members of Shadon Boat Club</li> <li>• “Placement of LUAS Bridge is particularly ill-considered”</li> <li>• Northern Ring Road will “eliminate the N8 through Cork and free up...city bridges”</li> <li>• No Water Use Feasibility Study on impact of bridges</li> <li>• Walkway shown “going through the club with no consultation”</li> <li>• “Variation shows a clear direction...to drive rowing clubs east of Eastern Gateway Br”</li> <li>• Potential for a future ferry service needs to be accommodated.</li> <li>• Plan threatens Cork City’s relationship with the water, river and harbour.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>403</b>	<b>From:</b>	<b>Daniel Butler</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>404</b>	<b>From:</b>	<b>David Owens</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>405</b>	<b>From:</b>	<b>Katerina Jacobsson</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>406</b>	<b>From:</b>	<b>Maeve Devlin</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>407</b>	<b>From:</b>	<b>Vivian Osagie</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Member of Dolphin Swimming Club</p> <ul style="list-style-type: none"> <li>• Support for creation of 50m pool complex</li> <li>• Highlights its benefits for Cork and Munster regions.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>408</b>	<b>From:</b>	<b>Laura Fitzgerald</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Support for a 50m pool</p> <ul style="list-style-type: none"> <li>• Recommends addition of a 400m athletic track, emphasizing benefits for fitness, sports, and inclusivity</li> <li>• Running track lacking in Cork City</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>409</b>	<b>From:</b>	<b>Oisin McGrath</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Recommends proposed development “should be scrapped”, as it is “not needed”.</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat Club</li> <li>• Objects to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Concerns around health &amp; safety and increased traffic noise</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			



<b>Submission No.</b>	<b>410</b>	<b>From:</b>	<b>Dairin O'Driscoll</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support for Cork Lido project			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>411</b>	<b>From:</b>	<b>Myriam O'Connor</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support for Cork Lido project. • Recommended that lido project should also provide public toilets.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>412</b>	<b>From:</b>	<b>Omnistone Management Ltd</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Postpone Variation No.2 until there is a full review and public consultation on the NPF proposal to include a link to the Airport.</li> <li>• Perceived lack of coordination at decision to publish Proposed CDP Variation No. 2 before completion of the TII/NTA public consultation on the Luas Emerging Preferred Route.</li> <li>• Considered premature to adopt either the Variation No.2 or the Cork Luas EPR before adequate consideration is given to a N-S LRT corridor from City Centre to Airport.</li> <li>• Recommends decisions on Luas and Variation No.2 are postponed until a full review and public consultation on the NPF proposal to include a link to the Airport.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 37			

<b>Submission No.</b>	<b>413</b>	<b>From:</b>	<b>Katherine McKlatchie</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Concerns around negative impacts of the proposed light rail bridge from Kent Station to Kennedy Quay</li> <li>• Restrictions on vessel access to currently accessible city centre quays to canoes and small craft of low height.</li> <li>• Maintaining relationship between river and historic buildings and structures built to serve the port is essential to Cork's tangible and intangible cultural heritage.</li> <li>• Contradicts a number of CDP Objectives: <ul style="list-style-type: none"> <li>o Objective 10.20</li> <li>o Objective 10.21</li> <li>o Objective 10.22A</li> </ul> </li> <li>• Maintain navigation as a heritage and visitor asset.</li> <li>• Issue of river navigability should be re-examined, and alternative options considered.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

Submission No.	414	From:	Fáilte Ireland
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#### Summary of Submission:

Fáilte Ireland welcomes the opportunity to contribute to the Cork Docklands regeneration and urges the inclusion of tourism as a central theme in the City Development Plan. The submission emphasizes collaboration to ensure Cork Docklands becomes a vibrant place to live, work, and visit. Fáilte Ireland's submission aims to ensure that the regeneration of Cork Docklands fully integrates tourism as a strategic pillar. The submission highlights the economic value of tourism, aligns with national and regional tourism strategies, and offers specific recommendations to enhance Cork's appeal as a visitor destination.

Fáilte Ireland encourages Cork City Council and stakeholders to be ambitious for the use of the river as an amenity so that Cork can aspire to become a riverside destination in the manner demonstrated by international destinations (and former Waterfront regeneration projects) such as Bordeaux, Bilbao, Nantes, Cape Town and Bremerhaven.

#### Strategic Tourism Context – the Value of Tourism

Cork City and Cork Docklands is part of the Ireland's Ancient East brand, which generated over €2 billion in regional tourism revenue in 2023. Cork attracted 2.6 million visitors in 2023, with a total spend of €1.035 billion. The Cork City, Harbour and East Cork Destination Experience Development Plan (DEDP) 2024–2029 outlines key tourism development goals, including:

- Integrating tourism into Docklands regeneration.
- Developing the “Lee, City and Harbour Way” experience corridor.
- Creating a major year-round visitor attraction in Cork City.

#### Written Statement – Chapter 10 (City Docks)

Fáilte Ireland supports the Docklands Framework Masterplan, stating that the regeneration of the Cork Docklands will be transformative for the city and region and create a new focal point for the city experience. A new vision for tourism must feature within the ambition for the Cork Docklands and how it can influence the tourism development in Cork.

Fáilte Ireland recommends:

- Amending the vision in Section 10.24 to include “visit” alongside “live and work”.
- Including a specific strategic tourism goal in Chapter 10 – Strategic Consolidation and Regeneration Areas Objectives to recognise tourism as a key sector and reinforce the value and role of tourism in the context of future strategic tourism development priorities for Cork City and Cork Docklands.

#### Volume 4 – Framework Plan: Public Realm and Infrastructure

Fáilte Ireland welcomes the emphasis on a high-quality public realm as set out in chapter 2 and in the site-wide guidance. It is important that the highest standards in public realm design are applied to these new public realm assets to allow the exploration of this new area to become an attraction in itself.

Fáilte Ireland recommends the following:

- Infrastructure for events and temporary installations (e.g. concerts, markets).
- Enhanced visitor-friendly quayside infrastructure to support water-based recreation and tourism.

#### Strategic Infrastructure Bundles

- Bundle 3 – Active Recreation, Sports and Public Realm

Fáilte Ireland welcomes that both the North and South Quays Public Realm and Transport Infrastructure bundles include new waterfront promenades and enhanced access to the river. The development of visitor friendly quayside infrastructure will create more visitor engagement opportunities with the water and allow for more active use of the river for recreation e.g. water

sports, lido etc. Making this provision will support entrepreneurship and facilitate business development through outdoor activity providers and other on water activity. Fáilte Ireland endorses the “Lee, City, Harbour Way” as a coherent visitor trail linking land, water, and cultural experiences and supports increased access to the river and development of the Maritime Activity Centre.

- Bundle 4 – South Docks Transport Network

Fáilte Ireland supports the 15-minute city concept and prioritization of walking, cycling, and public transport. This approach can support high quality placemaking which has the potential to increase pedestrian flow, increase dwell time by visitors and increased street activity, through retail, cafés, on-street performance - making the area attractive for visitors.

Fáilte Ireland recommends:

- Vehicular access and car parking needs to be considered in an integrated approach, with active travel modes especially where water access is available.

- Bundle 5 – Bridges

Fáilte Ireland supports improved connectivity across Docklands. It acknowledges that creating enhanced connectivity across Docklands is integral to delivering a coherent and accessible neighbourhood and promoting increased use of sustainable travel modes. Greater north-south connectivity would support the objective in the Cork City, Harbour and East Cork DEDP to develop an innovative trails approach linking land, water and cultural experiences to encourage visitors to explore more of the destination.

Fáilte Ireland notes that the specification for the installation for the proposed LUAS bridge will be guided by the requirements of the high frequency public transport services required (including LRT) and the subsequent design and planning for the Active Travel Bridge and Eastern Gateway Bridge will be guided by a specification to be determined following a separate study which will be undertaken within the lifetime of this development plan.

Fáilte Ireland recommends:

- Bridge planning needs to consider tourism and marine recreation uses of the inner harbour, including access for passenger vessels and tall ships.

#### **Chief Executive’s Response & Recommendation:**

See Section 2.3, Response Ref. 11 & Section 2.5, Response Ref. 29

<b>Submission No.</b>	<b>415</b>	<b>From:</b>	<b>Anne Marie Dineen</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>416</b>	<b>From:</b>	<b>Rita Flynn</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>417</b>	<b>From:</b>	<b>Joan McIlroy</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>418</b>	<b>From:</b>	<b>Mary Leland</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Concerns in relation to LRT bridge from Kent Station to Kennedy Quay.</li> <li>• Concerns that no high-masted ships can dock at City Quays.</li> <li>• “Denies all previous declarations of Cork’s heritage...”</li> <li>• Proposed bridge location will “break forever that crucial link between sea and city”.</li> <li>• Concerns around impact of this bridge on Cork City’s “identity...economy...future”</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>419</b>	<b>From:</b>	<b>Leona Browne - Duplicate</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Support 50m pool development</p>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>420</b>	<b>From:</b>	<b>Linda Clifford</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Support 50m pool development</p>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>421</b>	<b>From:</b>	<b>Trish Harris</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Concerns around Luas Light Rail Transit bridge from Kent Station to Kennedy Quay</li> <li>o Closure of access to Custom House Quay</li> <li>o Impacts on maritime character and economic activity of city</li> <li>• Suggests using alternative existing bridge to allow Light Rail to cross river</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>422</b>	<b>From:</b>	<b>Marian Kavanagh</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Support 50m pool development</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>423</b>	<b>From:</b>	<b>Department of Housing, Local Government and Heritage</b>
<b>Summary of Submission:</b>			
<p>Built heritage is well represented within the overall Cork Docklands Framework Plan. The Department has the following recommendations in respect of Volume 4.</p> <ul style="list-style-type: none"> <li>• Under “Section B, Site Wide Guidance, subsection 5.4 Heritage and Conservation”, it is recommended that an additional comment is included, which states that “proposals shall have regard to Ministerial Guidelines, ‘Architectural Heritage Protection: Guidelines for Planning Authorities, (or any superseding document) issued under Section 28 and 54 of the Planning and Development Act 2000 (as amended).”</li> <li>• Where Architectural Heritage Character Assessments have been carried out as part of the preparation of the Cork Docklands Framework Plan, it is recommended that these are included as appendices in the plan. Having access to the Character Assessments will better facilitate an understanding of the special historic / architectural character of the relevant areas, thereby enabling responsive design proposals.</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.3, Response Ref. 12			

<b>Submission No.</b>	<b>424</b>	<b>From:</b>	<b>Ruairi Butler</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			



<b>Submission No.</b>	<b>425</b>	<b>From:</b>	<b>Ursula Morrish</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>426</b>	<b>From:</b>	<b>Aoife Dorney</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>427</b>	<b>From:</b>	<b>Shane O'Driscoll</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>428</b>	<b>From:</b>	<b>Seán Butler</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>429</b>	<b>From:</b>	<b>Denis Cullinane</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>430</b>	<b>From:</b>	<b>Aidan Logan</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>431</b>	<b>From:</b>	<b>Niamh Murray</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Concerns around light rail bridge <ul style="list-style-type: none"> <li>Concerns around cutting off city from river for other boats.</li> <li>Recommends a further consultation to address this issue.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>432</b>	<b>From:</b>	<b>Urban Green</b>
<b>Summary of Submission:</b>			
<p>The submission highlights the owners currently owns and operates the site upon which Marina Market operates. As a key stakeholder along the quay front, it welcomes the opportunity to engage with the Cork Docklands Framework Plan. It broadly supports the Plan's vision to integrate community, public realm, arts &amp; culture, sports, and active recreation infrastructure, which will undeniably bring life and vibrancy to the Docklands.</p> <p>It commends the Council for articulating a clear transformational vision for the built and natural fabric of the area, along with developing a strategic policy document that aligns with enabling infrastructure and development.</p> <p>For context, it notes the services of internationally acclaimed architects Niall Mc Laughlin Architects have been employed to prepare concept planning and detailed design for the site with a view to submitting a planning application in summer 2025. The proposal involves a 5,000 capacity Event Space, a hotel, a reformatted Marina Market, a gallery, a Hotel, a café/restaurant and public space. Detailed design proposal accompanies this submission for reference.</p> <p>While the Plan's overarching objectives are endorsed, serious concerns are raised regarding specific aspects pertaining to our landholding. These include:</p> <p>Land-Use Designation &amp; Flexibility</p> <ul style="list-style-type: none"> <li>• The current framework imposes restrictions that may undermine the viability and optimal use of our site. Significant cost has been endured to devise an international quality site-specific design concept for the site.</li> <li>• The proposed 'plaza' as provided for in the Framework Plan should be accommodated to the east or west of the site if possible.</li> <li>• Greater flexibility is needed in terms of landmark buildings/height needs to be employed on the subject site.</li> </ul> <p>Compulsory Acquisition or Overriding Controls</p> <ul style="list-style-type: none"> <li>• Any proposals that could lead to compulsory acquisition or excessive statutory constraints on privately held land must be justified with clear business cases and stakeholder consultation. It states there is an alternative location for the plaza directly to the east of the subject lands. There may be scope to incorporate some civic space on the site if all the other aspects of the conceptual scheme is achievable.</li> </ul> <p>Delivery Phasing &amp; Infrastructure Coordination</p> <p>Development must be sequenced in tandem with enabling infrastructure. Assurances are sought that:</p> <ul style="list-style-type: none"> <li>▪ Roads, utilities, and public realm works will be delivered concurrently with private development.</li> <li>▪ No undue delays or costs will be imposed on landowners due to infrastructure gaps.</li> </ul> <p>Stakeholder Engagement</p> <p>We request ongoing dialogue with the Council to ensure our site-specific concerns are addressed in subsequent iterations of the Plan.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.4, Response Ref. 26			

Submission No.	433	From:	Seamus Murphy
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	434	From:	NTA
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#### Summary of Submission:

##### Summary of Submission and Observation:

The NTA is supportive of a plan-led, evidence-based approach to the regeneration of the Cork Docklands. The NTA is also supportive of the ambitious mode share targets for the study area, which propose a 75:25 split between sustainable transport (public transport and active travel) and private car use (10.81, CCDP). In order to achieve these targets, it is of critical importance that the CCDP provides a statutory basis for all proposed transport networks and infrastructure schemes, and that the Site Wide and Area Specific Guidance for the revised Character Areas take account of the current status of the major transport projects being funded and delivered by the NTA, while also allowing for revisions to these projects as their designs evolve.

The following key themes are highlighted:

##### 1. Luas Cork Alignment and Stop Locations

The NTA welcomes the inclusion of an Indicative Light Rail Corridor in the proposed revised Map 02 City Centre/Docklands, which reflects the EPR that is the basis of the current public consultation. The NTA also notes that the proposed sustainable transport bridge at Kent Station is identified as crossing the river at an Indicative Bridge Location south of Albert Street. This designation as 'indicative' will provide the required flexibility to take account of the fact that the bridge location is subject to further Luas design development. The Luas Emerging Preferred Route (EPR) is not included in Appendix B Volume 2 maps, and references in Appendix C Volume 4 are overly prescriptive regarding alignment and stop locations.

The NTA recommends that a specific Objective should be included stating the council's support for Luas Cork, and confirming its commitment to work with the NTA, TII and other relevant stakeholders on the delivery of the scheme. The NTA also recommends that the discrete mapping changes set out in Appendix B Volume 2 should include the alignment of the Luas EPR.

While noting that the content of Appendix C Volume 4 is Guidance only, the NTA recommends that references to Luas Cork in the text and accompanying maps should not be overly prescriptive in order to allow for changes arising from the design development process.

##### 2. BusConnects Network and Stop Locations

The NTA recommends that the CCDP should include an Objective stating the council's support for the implementation of the new BusConnects Network, including any bus priority measures that may be required on the network routes. The NTA also recommends that a map should be included showing the BusConnects Cork service network, and that the Site Wide and Area Specific Guidance should also take account of the new network routes and stop locations. Regarding the proposed re-routing of buses onto Monahan Road, the NTA recommends that further liaison with the NTA would be required prior to the adoption of the subject CCDP Variation.

##### 4. Sustainable Transport Corridors (STCs)

The NTA is concerned at the limited references to the STCs in the proposed Variation and the accompanying maps. While the draft Variation text makes general reference to BusConnects and the full CCDP includes objectives related to BusConnects, there is no explicit reference to the STC element of the BusConnects programme.

The NTA recommends that the proposed Variation should include an additional Objective setting out the council's support for the BusConnects STCs in general and the Dunkettle STC in particular, and confirming that the STC design will be taken into consideration in the development of the proposed infrastructure measures within the Docklands area.

The NTA also recommends that Map 01 City Centre/Docklands, Map 02 City Centre/Docklands, the maps of the discrete Proposed Changes, and the proposed layouts contained in the Site Wide and Area Specific Guidance should be updated to include the latest version of the Dunkettle STC and the overall STC network, where relevant.

#### 5. Kent Station Interchange

The NTA recommends that the wording of proposed Objective 10.31A should be reviewed, to provide that the extent of lands required for the transport interchange should be determined by the optioneering process currently underway. The NTA also recommends that the proposed Objective should state that the primary land use of the subject site should be the transport interchange, and that any additional development on the site should take account of the primacy of the transport interchange function.

#### **Chief Executive's Response & Recommendation:**

See Section 2.3, Response Ref. 13

<b>Submission No.</b>	<b>435</b>	<b>From:</b>	<b>Fiona Kiely</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Member of Shandon Boat club</li> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>436</b>	<b>From:</b>	<b>Trevor Dunne</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Support 50m pool development</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>437</b>	<b>From:</b>	<b>Mallow Search and Rescue - Maurice Quinlan</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Noted that busiest stretch of river for recovery of bodies is Kennedy Quay / Horgan's Quay areas.</p> <ul style="list-style-type: none"> <li>• Concerns around limitations on access for boats at these locations.</li> <li>• Nearest tide is at Blackrock, which is also tide dependent, and prone to blockage by parked cars.</li> <li>• Second nearest ramps are ferry crossing at Glenbrook / Carrigaloe.</li> <li>• Request for an access and boat launch ramp as part of the Cork Docklands development.</li> <li>• Maintain a minimum clearance beneath all bridges of at least 2m on Spring tide.</li> <li>• Request a quay side crane of 1.5 ton to launch and recover small boats.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 31			

<b>Submission No.</b>	<b>438</b>	<b>From:</b>	<b>Uisce Éireann</b>
<b>Summary of Submission:</b>			
<p>Uisce Éireann acknowledges the proposed variation which aims to update the urban design framework for the Cork Docklands and supports the vision for Cork Docklands as a sustainable, climate-resilient urban quarter. The submission emphasizes the importance of integrated water management, infrastructure coordination, and sustainable design standards. The agency is open to collaboration and further discussion with Cork City Council.</p> <p><b>Urban Drainage and Water Management</b></p> <p>Uisce Éireann offers strong support for the development of Cork Docklands as a climate-resilient neighbourhood and endorses Cork City Council’s objectives and initiatives supporting the implementation of Sustainable Urban Drainage Systems (SuDS) and Nature-based SuDS. Uisce Éireann recommends the following:</p> <ul style="list-style-type: none"> <li>• No additional surface water discharge to combined sewers.</li> <li>• Integrating rainwater harvesting into SuDS schemes.</li> <li>• Designing SuDS to achieve greenfield runoff rates and improve water quality.</li> <li>• Applying circular economy principles, including greywater reuse and water neutrality.</li> </ul> <p><b>Volume 4 / Site Wide Guidance Enhancements</b></p> <p>Uisce Éireann suggests strengthening policy language to mandate rainwater harvesting (rather than just considering it).</p> <p>Uisce Éireann recommends the following:</p> <ol style="list-style-type: none"> <li>1. Rainwater harvesting to replace up to 20% of potable water for non-potable uses.</li> <li>2. Incorporate IGBC Home Performance Index standards with water use targets into the City Development Plan: <ul style="list-style-type: none"> <li>• Max: 110 litres/person/day</li> <li>• Preferred: 80 litres/person/day</li> </ul> </li> <li>3. Mandatory advanced metering for individual dwellings.</li> <li>4. Inclusion of water resilience as a guiding principle.</li> </ol> <p><b>Water Services Infrastructure</b></p> <p>Uisce Éireann provides an update on water supply and wastewater capacity. In terms of water supply, the Cork Docklands is served by the Inniscarra Water Treatment Plant, which has current capacity but is often used as backup. Upgrades to the plant are planned, with completion expected by 2032. Major trunk mains (Southern Ring and Eastern Trunk) are in place but local upgrades may be needed and should be developer-funded. In terms of wastewater, the Carrigrenan Wastewater Treatment Plant has capacity and there is capacity for growth, however local network upgrades will be required and must be developer-funded. Developers should prepare a drainage masterplan, showing both foul and stormwater layouts.</p> <p><b>Infrastructure Protection and Coordination</b></p> <p>Uisce Éireann emphasizes the need to protect existing and planned Uisce Éireann infrastructure, and requests early engagement on public realm and transport projects to avoid conflicts (e.g. tree planting, asset diversions). All developments must comply with Uisce Éireann’s Standard Details and Codes of Practice.</p>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.3, Response Ref. 14			

<b>Submission No.</b>	<b>439</b>	<b>From:</b>	<b>Elvina Horgan</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>440</b>	<b>From:</b>	<b>David Boland</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: •Support 50m pool development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>441</b>	<b>From:</b>	<b>Eleanor Campbell</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • Support for lido project			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>442</b>	<b>From:</b>	<b>Celine O'Rourke</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Member of Shandon Boat club</p> <ul style="list-style-type: none"> <li>• Object to proposed bridges, owing to: <ul style="list-style-type: none"> <li>o Detrimental impact on river leisure activities</li> <li>o LUAS bridge in particular</li> <li>o Perceived flood risk</li> <li>o Location of pedestrian walkway through Shandon Boat Club</li> </ul> </li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>443</b>	<b>From:</b>	<b>Susan Murphy - Duplicate</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • 50m pool</p> <ul style="list-style-type: none"> <li>• Positive experience of Guilford lido</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>444</b>	<b>From:</b>	<b>Lisa O'Brien</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation: • Concerns around proposal for fixed bridges will restrict navigable access to Cork City, and sever Cork's historic relationship with its waterways, including blocking access for cruise ships, naval vessels, tall ships, ferries, water taxis, private boats</p> <ul style="list-style-type: none"> <li>• Recommends further "consultation, surveys, or studies conducted with those who actively use the harbour and river".</li> <li>• Requests Cork City Council to explore "alternative solutions that preserve navigable access to the city centre".</li> <li>• Fully supports light rail transit project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>445</b>	<b>From:</b>	<b>Aoife Mahfoud</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • 50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	446	From:	Tower Development Properties
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#### Summary of Submission:

The purpose of this submission is to request:

- Deletion of the proposed Kent Station Bridge from the various mapped objectives in Volume 2 of the City Plan on the grounds that, as the primary purpose of the proposed bridge is to carry the LRT tram, it is premature to adopt a specific proposal for the bridge pending a final decision on the LRT route.
- Amendment of the Area Specific Guidance for the Custom House in Section 6.11 of Volume 4 on the grounds that it does not accurately reflect the current status of the site and does not refer to the urban design framework has already been approved under the current planning permission.

Kent Station Bridge:

TII public consultation indicates that no other route options in regard to the link between Kent Station and Kennedy Quay have yet been considered and it would appear that the indicative objective for Kent Station Bridge in the current City Plan may have been used to avoid considering alternative routes in this area. If so, this would undermine the integrity of the route selection process and any subsequent Environmental Impact Assessment Report (EIAR) or railway order.

- Any decision of the members of the City Council to proceed to adopt a variation to the City Plan which prejudices the outcome of the route selection, environmental impact assessment and railway order processes could be considered to be ultra vires at this stage of the planning process.
- We would also argue that, as set out in our client's submission to the TII/NTA consultation, the proposed Kent Station Bridge would be inconsistent with several objectives of the City Plan in regard to maritime heritage tourism
- In our opinion the achievement of these objectives would be undermined by the construction of a fixed bridge between Kent Station and Furlong Street.

Recommendation

- Kent Station Bridge be deleted from the various mapped objectives in Volume 2
- Amendment of the Area Specific Guidance for the Custom House in Section 6.11 of Volume 4 on the grounds that it does not accurately reflect the current status of the site and does not refer to the urban design framework has already been approved under the current planning permission.
- Volume 4 recognises that the heritage assets within the site need to be retained and sensitively addressed in any future interventions and that this will require a bespoke land-use response which shall include a community or civic use at this iconic City gateway site. It is surprising therefore that the Proposed Variation fails to include any reference to the permission granted by An Bord Pleanála under ABP-308596-20. Paragraph 7.4.16 of the Inspector's report.
- Vol 4 should recognise the precedent of the Board's decision particularly as the permission is still extant and applies to the entire extent of the character area. This approach would also be consistent with the approach adopted in Section 6.4 of Volume 4 which specifically endorses permitted development as part of the updated urban design framework for the Upper Harbour Quay and Industry Place character area.

Recommendation:

Urban design guidance in Section 6.11 of Volume 4 be updated to include an appropriate reference to the extant permission under ABP-308596-20 and to the urban design assessments

made by the Board's Inspector and by the Council's senior Planning, Conservation and Architectural officers. We also request that the Defining Features Diagram in Figure 6.11.1 be updated to show the layout as permitted by the Board.

**Chief Executive's Response & Recommendation:**

See Section 2.4, Response Ref. 27

<b>Submission No.</b>	<b>447</b>	<b>From:</b>	<b>Madlen Nikolova</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • 50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>448</b>	<b>From:</b>	<b>Orla McClean</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: •50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>449</b>	<b>From:</b>	<b>Niamh Hourihane</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: •50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>450</b>	<b>From:</b>	<b>Mari Kampus</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: •50m pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>451</b>	<b>From:</b>	<b>Jane Cunningham</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: • The submission expresses support for the Cork Lido project. It states that it would be "wonderful to see a Lido on the banks of the Lee, or even in the Lee itself". Wishing the team all the best.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>452</b>	<b>From:</b>	<b>Dara O'Sullivan</b>
<b>Summary of Submission:</b>			
The submission objects to the development of bridges as that will have a detrimental impact on leisure activities on the river. The inclusion of three bridges, especially the new LUAS bridge, is highlighted as a significant concern due to their low head heights, which pose a threat to leisure activities and increase flooding risks. Additionally, the document raises issues with the placement of a pedestrian walkway that disrupts access for Shandon Boat Club, infringing on club lands and potentially hindering their operations.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>453</b>	<b>From:</b>	<b>Gavan Daly</b>
<b>Summary of Submission:</b>			
Summary of Submission and Observation: The submission supports to the creation of a 50m pool complex in cork. It will be a wonderful asset to the city and a significant benefit to swimmers and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>454</b>	<b>From:</b>	<b>Johanna Murrphy</b>
<b>Summary of Submission:</b>			
Summary of Submission and Observation: The submission objects to Variation No 2 – and the cutting off the city from both commercial and leisure craft. Cork City has a maritime story and to take away access to the city for boats etc would be wrong. Can the existing bridges be utilised rather than build more. The variation states that there should, be access to the river for active maritime uses, yet there is no allowance for active users on the river or active users from the harbour to gain access to the city. There are no public pontoons, access gangways or public slipways of any kind within the bounds of the city provided by the city council for the public, no place to launch a kayak and no access points or provisions on the river for tourists and marine services to gain safe access to the river.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>455</b>	<b>From:</b>	<b>Jillian Brown</b>
<b>Summary of Submission:</b>			
Summary of Submission and Observation: The submission supports the creation of a 50m pool complex in Cork. It will be a wonderful asset to the city and to the significant benefit of swimmers in Dolphin and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>456</b>	<b>From:</b>	<b>Eamonn O'Mahony</b>
<b>Summary of Submission:</b>			
The submission supports the creation of a 50m pool complex in Cork. It will be a wonderful asset to the city and to the significant benefit of swimmers in Dolphin and the Munster region. Lido for Cork, believing it would be a significant asset to the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>457</b>	<b>From:</b>	<b>Aleksandra Stanko</b>
<b>Summary of Submission:</b>			
Summary of submission and observations. The inclusion of a 50m swimming pool complex in the Cork Docklands development			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>458</b>	<b>From:</b>	<b>Jeanne Burdon</b>
<b>Summary of Submission:</b>			
Summary of submissions and observations. The submission expresses support for the Cork Lido Project, it will be a great addition to the city for the people of Cork. A community amenity that enhances the city maritime history.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>459</b>	<b>From:</b>	<b>Munster Maritime - Adrian Erangey</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations. The submission strenuously objects to the inclusion of unnecessary bridges, cutting off the city basin from access by all marine and leisure craft. Cork as a maritime city, already has 31 bridges, which can be utilised for any crossing of Luas Cork, Bus Connects or Active Travel, there is no need for additional bridges. The Jack Lynch Tunnell was built to great expense, so as not to have a bridge crossing the river and to encumber vessels from reaching the city. So why should there be more bridges allowed to cut access to the city's maritime heritage. There are no public pontoons, access gangways or public slipways of any kind within the bounds of the city provided by the city council for the public, no place to launch a kayak and no access points or provisions on the river for tourists and marine services to gain safe access to the river.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>460</b>	<b>From:</b>	<b>Francis Moynihan</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations. The submission supports the creation of a 50m swimming pool in Cork. It would be a wonderful asset to the city and to the whole of Cork and the Munster region. Swimmers in Dolphin SC would greatly benefit also.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>461</b>	<b>From:</b>	<b>Michael Daaz</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations. The submission supports the Cork Lido project. It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee! Wishing the team all the best!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>462</b>	<b>From:</b>	<b>Aries Alindog</b>
<b>Summary of Submission:</b>			
Supports the new project of a 50m Pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>463</b>	<b>From:</b>	<b>Piotr Marcinkowski</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations. The submission supports the development of a 50m Pool. It would provide Cork with a world class facility that supports high performance training. The Pool would serve the broader community. Additionally, the economic and social benefits of this project are significant. A modern aquatic facility would attract national competitions and visiting clubs. It represents a long-term investment in the city's health sport and community infrastructure.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>464</b>	<b>From:</b>	<b>James O'Brien</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations. Concern regarding the current proposed route and bridge design, particularly its impact on the historic and functional connection between Cork Harbour and Cork City. The current bridge proposal risks severing this link in a way that could have lasting, negative consequences for the city's character and future development. Restricting this passage undermines the city's potential to grow in a balanced, integrated way, where land and water are developed in harmony. The design should be reconsidered to ensure that the bridge solution does not create a barrier between the city and the harbour. Alternatives—such as revised alignments, alternative crossing points, or movable bridge sections—should be seriously evaluated. At a minimum, the current design must guarantee full, uninterrupted marine access under all conditions</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>465</b>	<b>From:</b>	<b>Gareth Sheehan</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations. Support to the creation of a 50m pool complex in Cork. It will be a wonderful asset to the City and to the significant benefit of Swimmers in cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>466</b>	<b>From:</b>	<b>Paul O'Connor</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations. Submission is delighted to support the Cork Lido project adding that it would be wonderful to see a Lido on the banks of the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>467</b>	<b>From:</b>	<b>Pokam Kwong</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations. Submitter supports the creation of a 50m pool complex, and it will help promote the wellness of people in Cork throughout the whole year including the cold and rainy season. The facility will help train the young swimmers in Cork and Munster regions.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>468</b>	<b>From:</b>	<b>Margot Powell</b>
<b>Summary of Submission:</b>			
Support to the creation of a 50m pool complex in Cork. It will be a wonderful asset to the City and to the significant benefit of Swimmers in cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>469</b>	<b>From:</b>	<b>Éanna O'Súilleabháin</b>
<b>Summary of Submission:</b>			
Submission objects to the proposed new bridges – they will have a detrimental impact on leisure activities on the river. The low head height will pose a threat to leisure activities and increase flooding risks. The pedestrian walkway will disrupt access to Shandon Boat Club.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>470</b>	<b>From:</b>	<b>Michael Walsh</b>
<b>Summary of Submission:</b>			
The submission requests that Cork City Council commission a comprehensive River Use Feasibility Study. There is a lack of detail on shipping and Navigational Impacts including the logistical environmental and economic implications, heritage significance and alternatives. The LUAs Bridge and Heritage Concerns. The construction of this bridge via a variation of the Development plan without an open and transparent route selection process, risks undermining public confidence in the integrity pf the city's future transport and planning decisions.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>471</b>	<b>From:</b>	<b>Robert Butler</b>
<b>Summary of Submission:</b>			
The submission objects to the proposed bridges as they will impact on the leisure activities on the river.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>472</b>	<b>From:</b>	<b>Ronan Kiely</b>
<b>Summary of Submission:</b>			
Submission objects to the proposed new bridges – they will have a detrimental impact on leisure activities on the river. The low head height will pose a threat to leisure activities and increase flooding risks. The pedestrian walkway will disrupt access to Shandon Boat Club			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>473</b>	<b>From:</b>	<b>Gillian Donovan</b>
<b>Summary of Submission:</b>			
The submission expresses support for the development of a 50m pool in the Cork area.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>474</b>	<b>From:</b>	<b>Paula Yankauskas</b>
<b>Summary of Submission:</b>			
The submission expresses support for the development of a 50m pool in the Cork area.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>475</b>	<b>From:</b>	<b>Cathy O'Sullivan</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido Project			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>476</b>	<b>From:</b>	<b>Sandra Dwyer</b>
<b>Summary of Submission:</b>			
Support for Lido			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>477</b>	<b>From:</b>	<b>Ann Hayes</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido Project			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>478</b>	<b>From:</b>	<b>Cillian Read</b>
<b>Summary of Submission:</b>			
Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>479</b>	<b>From:</b>	<b>Jennifer Wong</b>
<b>Summary of Submission:</b>			
Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>480</b>	<b>From:</b>	<b>Lisa O'Donoghue</b>
<b>Summary of Submission:</b>			
Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>481</b>	<b>From:</b>	<b>Heather Schelase</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido Project			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>482</b>	<b>From:</b>	<b>John Casey</b>
<b>Summary of Submission:</b>			
Submission supports a 50m Pool. The 400m running track should be incorporated into the Canal walk Sports Centre.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>483</b>	<b>From:</b>	<b>Renata Tatalak</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>484</b>	<b>From:</b>	<b>Vincent O'Sullivan</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido Project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>485</b>	<b>From:</b>	<b>Gavin O'Brien</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>486</b>	<b>From:</b>	<b>Katie Moynihan</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>487</b>	<b>From:</b>	<b>Deirdre Twomey</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido Project			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>488</b>	<b>From:</b>	<b>Michelle Martin</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>489</b>	<b>From:</b>	<b>Ken Daly</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>490</b>	<b>From:</b>	<b>Briedgeen Kerr</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>491</b>	<b>From:</b>	<b>Abaigh Murphy</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project stating that It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>492</b>	<b>From:</b>	<b>Sandra Deedy</b>
<b>Summary of Submission:</b>			
Submission objects to the proposed new bridges – they will have a detrimental impact on leisure activities on the river. The low head height will pose a threat to leisure activities and increase flooding risks. The pedestrian walkway will disrupt access to Shandon Boat Club.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>493</b>	<b>From:</b>	<b>Mary Heapes</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>494</b>	<b>From:</b>	<b>Valerie Elliffe</b>
<b>Summary of Submission:</b>			
The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			



<b>Submission No.</b>	<b>495</b>	<b>From:</b>	<b>Sarah Morton</b>
<b>Summary of Submission:</b>			
Submission objects to the proposed new bridges – they will have a detrimental impact on leisure activities on the river. The low head height will pose a threat to leisure activities and increase flooding risks. The pedestrian walkway will disrupt access to Shandon Boat Club.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>496</b>	<b>From:</b>	<b>Yvonne Williamson</b>
<b>Summary of Submission:</b>			
The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>497</b>	<b>From:</b>	<b>Ludmila O'Hanlon</b>
<b>Summary of Submission:</b>			
Submission offers support to the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>498</b>	<b>From:</b>	<b>Gabriella Danyi</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>499</b>	<b>From:</b>	<b>Michael McIlroy</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool. The current Pools in Cork are overused and in need of significant redevelopment.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>500</b>	<b>From:</b>	<b>Alan McCarthy</b>
<b>Summary of Submission:</b>			
The Submission supports a 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>501</b>	<b>From:</b>	<b>Ken O'Halloran</b>
<b>Summary of Submission:</b>			
The submission expresses support for the plan and a 50m pool complex which will have significant benefits for local clubs, competitive and recreational users across the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>502</b>	<b>From:</b>	<b>David Curtin</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, benefitting swimmers in the Dolphin swimming club and the Munster region, providing physical, and mental health benefits, giving children the opportunity to learn a vital life skill.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>503</b>	<b>From:</b>	<b>Benjaminas Kryzanas</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, as an asset to Cork and of significant benefit of swimmers in Cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>504</b>	<b>From:</b>	<b>Owen Dwyer</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool in Cork to help the development of the sport and alleviate pressure on the existing 25m pools.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>505</b>	<b>From:</b>	<b>Deirdre Casey</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, providing opportunities for health, recreation, competition, and community engagement.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>506</b>	<b>From:</b>	<b>Ray Hanley</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool complex, which is crucial for competitive swimmers, who have to travel long distances to training events and competitions, incurring associated costs of accommodation and meals. The demand is so great that the existing pools are booked by swimming clubs, restricting access to non-competitive swimmers and children.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>507</b>	<b>From:</b>	<b>Owen Hennessy - Duplicate</b>
<b>Summary of Submission:</b>			
Support for a pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>508</b>	<b>From:</b>	<b>Brian O'Keeffe</b>
<b>Summary of Submission:</b>			
The submission opposes the development of the proposed bridges, especially the Luas bridge, as they would have a detrimental impact on leisure activities on the river and pose a flooding risk. The proposed pedestrian walkway will disrupt access for Shandon Boat Club, infringe on their lands and potentially hinder operations of the club.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>509</b>	<b>From:</b>	<b>Josephine Cassidy</b>
<b>Summary of Submission:</b>			
The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use and a feasibility study be carried out with consultation of all stakeholders.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>510</b>	<b>From:</b>	<b>Shane Clarke</b>
<b>Summary of Submission:</b>			
The submission expresses support that a Lido be part of the development plan.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>511</b>	<b>From:</b>	<b>Michelle Kryzanasuskas</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>512</b>	<b>From:</b>	<b>Karen Callanan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Blackrock swim club and in the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>513</b>	<b>From:</b>	<b>Hilary Sullivan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido on the banks of the river as an asset for the people of Cork and visitors.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>514</b>	<b>From:</b>	<b>Katrielle Byland</b>
<b>Summary of Submission:</b>			
The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use and a feasibility study be carried out with consultation of all stakeholders.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>515</b>	<b>From:</b>	<b>David Lenihan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the City and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>516</b>	<b>From:</b>	<b>Ciara O'Halloran</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido, which has many health and social benefits. It would be an investment in the well being of the people of Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>517</b>	<b>From:</b>	<b>Roisin Kiely</b>
<b>Summary of Submission:</b>			
The submission opposes the development of the proposed bridges, especially the Luas bridge, as they would have a detrimental impact on leisure activities on the river and pose a flooding risk. The proposed pedestrian walkway will disrupt access for Shandon Boat Club, infringe on their lands and potentially hinder operations of the club.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>518</b>	<b>From:</b>	<b>Sile Lowe</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Blackrock swim club and in the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>519</b>	<b>From:</b>	<b>Marie O'Shea</b>
<b>Summary of Submission:</b>			
<p>The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>520</b>	<b>From:</b>	<b>Tracy Moroney</b>
<b>Summary of Submission:</b>			
<p>The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin swim club and the Munster region.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>521</b>	<b>From:</b>	<b>Noel Maxwell</b>
<b>Summary of Submission:</b>			
<p>The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in the city, Cork County and the Munster region.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>522</b>	<b>From:</b>	<b>Catalina Gonzalez - Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido on the banks of the Lee or in the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>523</b>	<b>From:</b>	<b>James Gallagher</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido on the banks of the Lee or in the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>524</b>	<b>From:</b>	<b>Una Hegarty</b>
<b>Summary of Submission:</b>			
The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>525</b>	<b>From:</b>	<b>Noreen Buttimer</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>526</b>	<b>From:</b>	<b>Kate Cuddy</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido on the banks of the Lee or in the Lee.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>527</b>	<b>From:</b>	<b>Dolphin Swimming Club Committee - Duplicate</b>
<b>Summary of Submission:</b>			
Dolphin supports the development of a 50m pool in Cork and enthusiastically welcomes the Councils inclusion of same in the Cork City Development plan. The club has an extensive swim programme for a diversity of swimmers, relating to age, background, origin, ability and multi domain needs. The submission describes the club's extensive programme, athletic successes and awards received. It notes that Mayfield Sports Complex, where the club has priority access, is insufficient for the size of the club and requires modernisation. The club has purchased a 50m modular Olympic size 50m pool and is seeking a suitable site for same. It is looking forward to further conversation with the council on creating a 50m pool amenity.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>528</b>	<b>From:</b>	<b>Patrick Kavanagh -Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin swim club and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>529</b>	<b>From:</b>	<b>Niamh Daly</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m pool to benefit swimmers in Cork and beyond. It will be a game changer for swimming athletes in Cork and contribute to talent from Cork competing at Olympic and world level.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>530</b>	<b>From:</b>	<b>Victor Roy Jao Kryzanauskas</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m pool which will be an asset to the city and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>531</b>	<b>From:</b>	<b>Nicola Crean</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>532</b>	<b>From:</b>	<b>Patrick Kavanagh- Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>533</b>	<b>From:</b>	<b>James Callanan</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin Swim Club and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>534</b>	<b>From:</b>	<b>Emer McCarthy</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>535</b>	<b>From:</b>	<b>Cathy Rice</b>
<b>Summary of Submission:</b>			
The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>536</b>	<b>From:</b>	<b>Eavan Cotter</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m pool complex, benefitting swimmers in Douglas and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>537</b>	<b>From:</b>	<b>Killian Hennessy</b>
<b>Summary of Submission:</b>			
The submission supports the development of a Lido, for year-round use.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>538</b>	<b>From:</b>	<b>Monkstown Bay Sailing Club</b>
<b>Summary of Submission:</b>			
The submission supports the broader aims of regeneration. It expresses concern regarding the impact of the 3 bridges on the boating community and on the city's historic and cultural connection to the river. It notes that by restricting access to the river and isolating the quays from maritime use, the proposed development will damp vibrancy, reducing public engagement with the waterway, weakening the cultural and recreational connections that define the docklands and diminish Cork's identity as a port city. The submission suggests that a feasibility study be carried out to fully assess the impact of the proposed bridges on navigational access to the quays.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>539</b>	<b>From:</b>	<b>Ivana Susac Akrap</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Cork and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>540</b>	<b>From:</b>	<b>Teresa Bennett</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in the northside of Cork, especially Mayfield and the wider Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>541</b>	<b>From:</b>	<b>Ana Maria Villa Bokov</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin Swim Club and Munster.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>542</b>	<b>From:</b>	<b>Deirdre Buckley - Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m public swimming pool which will be an asset to the youth of Munster, aiding their sporting endeavours, good health and well being.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>543</b>	<b>From:</b>	<b>Teresa Rio</b>
<b>Summary of Submission:</b>			
The submission expresses support for a Lido, offering recreational and health benefits to the community.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>544</b>	<b>From:</b>	<b>Jeanne Kelly</b>
<b>Summary of Submission:</b>			
The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>545</b>	<b>From:</b>	<b>Julie O'Driscoll</b>
<b>Summary of Submission:</b>			
<p>The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>546</b>	<b>From:</b>	<b>Lucy Daly</b>
<b>Summary of Submission:</b>			
<p>The submission objects to bridges and voices concern about future maritime events and boating activities.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>547</b>	<b>From:</b>	<b>Patrycja Waliwander</b>
<b>Summary of Submission:</b>			
<p>The submission expresses support for a 50m public swimming pool which will be an asset to the city and benefit swimmers in Dolphin Swim Club and Munster.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>548</b>	<b>From:</b>	<b>Ann McAuliffe</b>
<b>Summary of Submission:</b>			
<p>The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>549</b>	<b>From:</b>	<b>Michelle Hipwell</b>
<b>Summary of Submission:</b>			
<p>The submission welcomes the delivery of a light rail, however advocates to utilise existing bridges to facilitate it crossing the river. The submitter opposes the construction of the fixed rail bridge across the upper port as it will prevent river access to vessels to the heart of the city and events as the Ocean to City Race and the European Maritime Day could not take place. The Dragon Boat club would also be impacted by the light rail Bridge as it would prevent access during high tide. The submission suggests that a review of all water use, and a feasibility study be carried out with consultation of all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>550</b>	<b>From:</b>	<b>Carmel O'Hea</b>
<b>Summary of Submission:</b>			
<p>The submission supports the plan to improve the infrastructure of the city. It expresses concern about the proposed bridges, as they would affect training of the Cork Dragons Boat Club during high tide, preventing safe passage. The submission suggests that a feasibility study be carried out considering the impact of the bridges on river use now and into the future.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>551</b>	<b>From:</b>	<b>Eileen O'Mahony</b>
<b>Summary of Submission:</b>			
<p>Submitter is a member of the Cork Dragons. They request the deletion of the proposed fixed bridge across the upper port.</p> <p>Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>552</b>	<b>From:</b>	<b>Padraig Kilgallon</b>
<b>Summary of Submission:</b>			
Submission fully supports the creation of a 50m pool complex in Cork. It will be a wonderful addition to the City.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>553</b>	<b>From:</b>	<b>Cork Dragons Secretary</b>
<b>Summary of Submission:</b>			
<p>Submission requests the deletion of the proposed fixed bridge across the upper port. Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>554</b>	<b>From:</b>	<b>Susan O'Leary</b>
<b>Summary of Submission:</b>			
The submission expresses support for a 50m pool in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>555</b>	<b>From:</b>	<b>Fiona Sandes</b>
<b>Summary of Submission:</b>			
<p>Submission requests the deletion of the proposed fixed bridge across the upper port. Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>556</b>	<b>From:</b>	<b>Marian Fitzgerald</b>
<b>Summary of Submission:</b>			
Submission supports a 50 metre pool in the development in the Cork Dock area and asks that consideration be given to incorporating a hydrotherapy pool as part of the project it would be wonderful for the disability sector as well as the athletes.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>557</b>	<b>From:</b>	<b>Helen Duggan</b>
<b>Summary of Submission:</b>			
<p>Submission requests the deletion of the proposed fixed bridge across the upper port. Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

Submission No.	558	From:	Sarah Caracciolo
<b>Summary of Submission:</b>			
<p>Submission requests the deletion of the proposed fixed bridge across the upper port. Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>559</b>	<b>From:</b>	<b>Anita McCarthy</b>
<b>Summary of Submission:</b>			
<p>Submission requests the deletion of the proposed fixed bridge across the upper port. Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>560</b>	<b>From:</b>	<b>Rita Flanagan</b>
<b>Summary of Submission:</b>			
Submission supports a 50m pool with a hydrotherapy area. As a full time carer for a 21 year old it would be a huge help and asset.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>561</b>	<b>From:</b>	<b>Rachel Coppinger</b>
<b>Summary of Submission:</b>			
Submitter is delighted to support to the creation of a 50m pool complex in Cork. It will be a wonderful asset to the city and benefit to swimmers in the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>562</b>	<b>From:</b>	<b>Orla Byrne</b>
<b>Summary of Submission:</b>			
Submitter is delighted to give support to the creation of a 50m pool complex in Cork. It will be a wonderful asset to the City and to the significant benefit of Swimmers in CMSC and the Munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>563</b>	<b>From:</b>	<b>Stephen Jordan</b>
<b>Summary of Submission:</b>			
Submitter is delighted to give support to the creation of a 50m pool complex in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>564</b>	<b>From:</b>	<b>Cliona O'Connor</b>
<b>Summary of Submission:</b>			
Submitter is delighted to give support to the creation of a 50m pool complex in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>565</b>	<b>From:</b>	<b>Sean Foley</b>
<b>Summary of Submission:</b>			
Submitter is delighted to give support to the creation of a 50m pool complex in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>566</b>	<b>From:</b>	<b>Mark and Ann-Marie Kane</b>
<b>Summary of Submission:</b>			
Submitter is delighted to give support to the creation of a 50m pool complex in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>567</b>	<b>From:</b>	<b>Mary Cotter</b>
<b>Summary of Submission:</b>			
<p>Submission requests the deletion of the proposed fixed bridge across the upper port. Whilst the delivery of a light rail, Luas project in Cork which will provide a high capacity, high-frequency public transport link from the eastern to the western suburbs of Cork they are concerned the implications of the proposed Luas Bridge would restrict vessel access to the heart of the city. Events such as the Ocean to City Race and the recent successful European Maritime Day would never happen again. Cork city has numerous bridges in the lower reaches of the Lee that could be adapted and modified to take the new light rail tram such as Brian Boru and Clontarf bridges which carried diesel locomotives into the 1970s.</p> <p>For the Cork Dragons it would affect their training as during high tide it would not be possible for our Dragon boat and safety boat to go under the bridge and it would restrict our long-distance training. As water users we were never consulted or given an opportunity to be heard. They suggest that there should be a review with all water users and a feasibility study carried out consulting all stakeholders.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>568</b>	<b>From:</b>	<b>Trish Conroyb - Duplicate</b>
<b>Summary of Submission:</b>			
<p>This submission supports the proposed 50 meter pool for Cork Docklands. To make it inclusive of all submitter would like to see a hydrotherapy pool included in this proposal. There is nothing of its kind in Cork City. I would propose it be modelled on the pool in Dunmanway Municipal Pool.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>569</b>	<b>From:</b>	<b>Catherine Molloy</b>
<b>Summary of Submission:</b>			
<p>Submission supports the development of a Lido in Cork city, as per recent proposal. The facility would be strongly supported by the swimming community and many others, and would vastly improve the wellbeing of the local population.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>570</b>	<b>From:</b>	<b>Deirdre Tobin</b>
<b>Summary of Submission:</b>			
<p>Submission opines that traditionally Cork City has not fully acknowledged the importance of the role the River Lee plays in establishing the distinct character of the city. Recent initiatives such as Ocean to City and the Maritime Festival go some way to redressing this. But it is still a largely untapped resource in terms of recreational and amenity uses for the city residents and tourists.</p> <p>The Lido project on the banks of or in the river itself would recreate the historic river swimming areas, so fondly remembered by older residents of the city. It would introduce the recreational use of the river to a new generation and fill an existing gap in the city's provision of public outdoor, water-based amenities. Lidos perform an important role for residents in major cities across the world, including famously Paris, London and Venice. In addition to recreational and tourist uses it would support the city's residents as a valuable adaptation strategy for mitigating the negative impacts of climate change, particularly the increase in urban heat island effects. Provision should be made for such an important public amenity on any plans for the City Docks.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>571</b>	<b>From:</b>	<b>Bronwyn Barry</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>572</b>	<b>From:</b>	<b>Diarmuid Ó' Súilleabháin</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>573</b>	<b>From:</b>	<b>Paul and Patricia Malone</b>
<b>Summary of Submission:</b>			
Expression of support for 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>574</b>	<b>From:</b>	<b>Monique Fitzell</b>
<b>Summary of Submission:</b>			
<p>Submitter is a member of the Cork Dragons. Supportive in principle of the LUAS however concerned regarding the implication of the bridge in terms of restricting vessel access to the heart of the city and impact on events such as Ocean to City. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>575</b>	<b>From:</b>	<b>Eva Carey</b>
<b>Summary of Submission:</b>			
<p>Expression of support for 50m pool. Advocates for high level training facility in Cok after 20 years travelling to Limerick and Dublin.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>576</b>	<b>From:</b>	<b>Oisin Creagh</b>
<b>Summary of Submission:</b>			
<p>Concern regarding driving of rowing activity east of eastern gateway bridge making training, leisure use by water based clubs and competitions upriver less feasible. • River Use Feasibility Study</p> <ul style="list-style-type: none"> <li>- Advocates for 'River Use Feasibility Study' with all stakeholders consulted before decision are made re the variation to the CDP. • Consideration of Alternative LUAS Routes</li> <li>- Seeking more detail and consideration regarding the impact of removing ships from the city centre due to the bridge construction. Querying whether alternative LUAS routes have been considered fully. Suggests significant impact and cost to connect to Kent regarding crossing river twice before mc curtain street and after Kent and queries whether thew route should run down the quays directly to the Docklands. • Accessibility of Pontoon at Port of Cork for Cork Dragons</li> <li>- Submitter involved in the the Cork Dragons which is a charity and breast cancer survivors group. Boats are kept at Clayton but moved to Port of Cork at high tide. If this site is no longer accessible the boats can not be maintained in Cork City and it would have to move outside of the City. • Restriction of water access for Naomhoga Chorcaí currach rowing club</li> <li>- Submitter is a member of NC who regularly row from their site at Shandon Boat Club up the river when the tide allows access on either the north or the south channel. It is understood that the proposed LUAS bridge would be significantly lower than other bridges restricting access even further. Without up river rowing access the club is severely restricted if weather conditions downriver do not allow for water access. • Negative Heritage Impact of Removing Marine Activity from the City Centre</li> <li>- Submitter involved in Cork Harbour Festival for many years and other water related activities in both a leisure and professional capacity. It is considered that the removal of marine activity in the city centre would have a devastating impact from a marine and heritage perspective (photos of marine activity included in submission) It is suggested that the alternative routes which would not require the new rail bridge have bene mainly ruled out on the basis that there would not be a connection to Kent Station which is considered to be a high price to pay particularly given that the impact of adding this section on the harbour would be irreversible. It is requested that more consultation and review options be considered ahead of publishing the variation.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>577</b>	<b>From:</b>	<b>Orla Riordan</b>
<b>Summary of Submission:</b>			
Member of Cork dragons. Supportive in principle of LUAS but opposed to bridges having regard to restriction of vessels. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>578</b>	<b>From:</b>	<b>He Sun</b>
<b>Summary of Submission:</b>			
Expression of interest for 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>579</b>	<b>From:</b>	<b>Rachel O'Shaughnessy</b>
<b>Summary of Submission:</b>			
Expression of interest for 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>580</b>	<b>From:</b>	<b>Patsy O'Leary</b>
<b>Summary of Submission:</b>			
Member of Cork Dragons. Supportive in principle of LUAS but opposed to bridges having regard to restriction of vessels. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>581</b>	<b>From:</b>	<b>Elaine Ranahan</b>
<b>Summary of Submission:</b>			
Expression of support for 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>582</b>	<b>From:</b>	<b>Ruth Galvin</b>
<b>Summary of Submission:</b>			
Member of Cork Dragons. Supportive in principle of LUAS but opposed to bridges having regard to restriction of vessels. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>583</b>	<b>From:</b>	<b>Tracey Hyde</b>
<b>Summary of Submission:</b>			
<p>Member of Cork Dragons. Supportive in principle of LUAS but opposed to bridges having regard to restriction of vessels. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>584</b>	<b>From:</b>	<b>Tracy Doherty</b>
<b>Summary of Submission:</b>			
<p>Member of Cork Dragons. Supportive in principle of LUAS but opposed to bridges having regard to restriction of vessels. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>585</b>	<b>From:</b>	<b>Linda Finnegan</b>
<b>Summary of Submission:</b>			
Member of Cork Dragons. Supportive in principle of LUAS but opposed to bridges having regard to restriction of vessels. Suggests Cork has other existing bridges i.e. Brian Boru and Clontarf that carried diesel locomotives in the past and would be more suitable. Notes no consultation with the club thus far and suggests a review with all water users and the carrying out of a feasibility study.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>586</b>	<b>From:</b>	<b>Karen O'Connor</b>
<b>Summary of Submission:</b>			
Expression of support for 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>587</b>	<b>From:</b>	<b>Kevin Voltes</b>
<b>Summary of Submission:</b>			
Expression of support for 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>588</b>	<b>From:</b>	<b>Michael St Leger</b>
<b>Summary of Submission:</b>			
Expression of support for 50m Pool			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>589</b>	<b>From:</b>	<b>Colm Murphy</b>
<b>Summary of Submission:</b>			
<p>Expression of support for 50m Pool. Father of 5 children who swim with Blackrock Swimming Club.</p> <p>Consider that such a facility would significant increase take up of swimming amongst young people and those who actively participate in competitive swimming in particular.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>590</b>	<b>From:</b>	<b>Hugh Stevens - Duplicate</b>
<b>Summary of Submission:</b>			
The submission expresses support for the Cork Lido project and Cork needs a 50m pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>591</b>	<b>From:</b>	<b>Martha Dennehy</b>
<b>Summary of Submission:</b>			
The submission objects to the bridges which will eliminate leisure activities on the river. Requests that a river feasibility study is undertaken.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>592</b>	<b>From:</b>	<b>Sailing into Wellness</b>
<b>Summary of Submission:</b>			
The submission supports the Cork maritime activity centre and the proposed public slipway. The CMAC will support health and well-being through water-based activity. Provides a base for collaboration and community development among Corks Maritime community groups. It will strengthen Corks reputation as a leader in inclusive and sustainable water based initiatives.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 30 & 31			

<b>Submission No.</b>	<b>593</b>	<b>From:</b>	<b>Joyce Wolfe</b>
<b>Summary of Submission:</b>			
The submission supports the creation of a 50m pool complex in Cork. It will be a wonderful asset to the city and to the significant benefit of swimmers in SWSC and the Munster region. Many swimmers are having to travel to Limerick.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>594</b>	<b>From:</b>	<b>Lorraine Leahy - Duplicate</b>
<b>Summary of Submission:</b>			
Support to the Cork Lido project - (594 and 596)			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>595</b>	<b>From:</b>	<b>Gillian Bradley</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido. It would be a wonderful amenity for the city.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>596</b>	<b>From:</b>	<b>Lorraine Leahy</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido project. It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee! Wishing the team all the best!			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>597</b>	<b>From:</b>	<b>Pauline Ryan</b>
<b>Summary of Submission:</b>			
The submission expresses support for the Cork Lido Project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>598</b>	<b>From:</b>	<b>Michelle Cooney</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m indoor pool in Cork.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>599</b>	<b>From:</b>	<b>Mary Mangan</b>
<b>Summary of Submission:</b>			
The submission supports the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			



<b>Submission No.</b>	<b>600</b>	<b>From:</b>	<b>Elaine Talaat</b>
<b>Summary of Submission:</b>			
The submission supports the development of a 50m pool. It will be a wonderful asset to the city and a significant benefit of swimmers in Blackrock swimming club and the munster region.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>601</b>	<b>From:</b>	<b>Ollie Power</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>602</b>	<b>From:</b>	<b>Michele Sullivan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 28			

<b>Submission No.</b>	<b>603</b>	<b>From:</b>	<b>Naomhóga Chorcaí</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Object to proposed bridges</li> <li>• Concerns around detrimental impacts on leisure activities on the river</li> <li>• Located adjacent to Shandon Boat club</li> <li>• Concerns around location of pedestrian walkway through Shandon Boat Club</li> <li>• Recommends River Use Feasibility Study and river use stakeholder consultation completed before variation is decided.</li> <li>• Concerns around Kent Station Bridge as a “flat” bridge</li> <li>• Concerns around impacts on Maritime Heritage of City</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29 & 32			

<b>Submission No.</b>	<b>604</b>	<b>From:</b>	<b>Meitheal Mara - Joya Kuin</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>• Supports inclusion of Maritime Activity Centre (MAC) and public slipway</li> <li>• Concerns around proposed new bridges creating new barriers to river access / navigation</li> <li>• Must maintain navigational clearance, and ability to welcome larger vessels &amp; tall ships</li> <li>• Recommends additional pontoon and wharf space.</li> <li>• Retain ability to host maritime events (Ocean to City, Cork Harbour Festival, European Maritime Day etc).</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 30 & 31			

<b>Submission No.</b>	<b>605</b>	<b>From:</b>	<b>Ann-Marie Flynn</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>606</b>	<b>From:</b>	<b>Noreen Fraher -Withdrawn</b>
<b>Summary of Submission:</b>			
SUBMISSION REFERENCE WITHDRAWN DUE TO DUPLICATION REFER TO SUBMISSION CRK-C329-CDPV2-666			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>607</b>	<b>From:</b>	<b>Vicki Scannell</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>608</b>	<b>From:</b>	<b>Ger CP</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>609</b>	<b>From:</b>	<b>Nuala Tynan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support 50m pool development.</li> <li>Work with Dolphin SC to utilise 50m purchased by them</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>610</b>	<b>From:</b>	<b>Marian O'Donovan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support 50m pool development.</li> <li>Recommend inclusion of hydrotherapy facilities</li> <li>Draws comparison to Dunmanway Municipal Swimming Pool</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>611</b>	<b>From:</b>	<b>Jill Lyons</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>612</b>	<b>From:</b>	<b>Lia Dennehy - Withdrawn</b>
<b>Summary of Submission:</b>			
SUBMISSION REFERENCE WITHDRAWN DUE TO DUPLICATION REFER TO SUBMISSION CRK-C329-CDPV2-665			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>613</b>	<b>From:</b>	<b>Louise O'Hara</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>614</b>	<b>From:</b>	<b>Jerry O'Riordan</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>615</b>	<b>From:</b>	<b>Marie Twomey</b>
<b>Summary of Submission:</b>			
<ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>616</b>	<b>From:</b>	<b>Carmel Hunt - Withdrawn</b>
<b>Summary of Submission:</b>			
SUBMISSION REFERENCE WITHDRAWN DUE TO DUPLICATION REFER TO SUBMISSION CRK-C329-CDPV2-664			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>617</b>	<b>From:</b>	<b>Keith O'Connell</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>618</b>	<b>From:</b>	<b>Catriona Harris</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>619</b>	<b>From:</b>	<b>Bridgid McLoughlin</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>620</b>	<b>From:</b>	<b>We Partner</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			



<b>Submission No.</b>	<b>621</b>	<b>From:</b>	<b>James O'Brien Jnr</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Supports development of LUAS in Cork.</li> <li>• Strong objection to current bridge design [for Kent Station Bridge]...</li> <li>• Concerns around restricted access to Cork Harbour and City.</li> <li>• Concerns that breaking link with water will damage Cork identify, economy and growth.</li> <li>• Moveable bridge, or adjustable alignments “must” be considered to preserve “full navigability”.</li> <li>• Improved transport must not come at the cost of the city’s connection to the sea.</li> <li>• Revision to the proposed plan is “urged”</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>622</b>	<b>From:</b>	<b>Carmen Burns</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support for Cork Lido project</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>623</b>	<b>From:</b>	<b>Victor Danylyuk</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>624</b>	<b>From:</b>	<b>Nuala O'Donovan - Withdrawn</b>
<b>Summary of Submission:</b>			
SUBMISSION REFERENCE WITHDRAWN DUE TO DUPLICATION REFER TO SUBMISSION CRK-C329-CDPV2-660			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>625</b>	<b>From:</b>	<b>Tracy Daly</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>626</b>	<b>From:</b>	<b>Ciara McKernan</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Object to the proposed development</li> <li>• Concerns bridges will have detrimental impact on leisure activities</li> <li>• Particular concerns over Kent Station bridge <ul style="list-style-type: none"> <li>o Low head height</li> <li>o Increased flood risk</li> </ul> </li> <li>• Concerns around location of pedestrian walkway through Shandon Boat Club</li> <li>• Recommends River Use Feasibility Study and river use stakeholder consultation completed before variation is decided.</li> <li>• Concerns around Kent Station Bridge as a “flat” bridge</li> <li>• Concerns around impacts on Maritime Heritage of City</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>627</b>	<b>From:</b>	<b>Ivonne Coccaglio</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support for Cork Lido project</li> </ul>			
<b>Chief Executive’s Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>628</b>	<b>From:</b>	<b>Carrie Denham</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>• Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>629</b>	<b>From:</b>	<b>Eileen Marshall</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>• Support 50m pool development.</li> <li>• Recommend inclusion of hydrotherapy facilities</li> <li>• Draws comparison to Dunmanway Municipal Swimming Pool</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>630</b>	<b>From:</b>	<b>John O'Connor (Idle Hour)</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>• Recommend Albert Quay and Kennedy Quays is turned into a boardwalk for socialising and tourism.</li> <li>• Recommends permanent outdoor stage</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 33			

<b>Submission No.</b>	<b>631</b>	<b>From:</b>	<b>Denise Bermingham</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support 50m pool development.</li> <li>• Recommend inclusion of hydrotherapy facilities</li> <li>• Draws comparison to Dunmanway Municipal Swimming Pool</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>632</b>	<b>From:</b>	<b>Irish South and West Fish Producers Organization</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <p>Observations:</p> <ul style="list-style-type: none"> <li>• Represents fishing boats, owners &amp; crew operating in Celtic Sea</li> <li>• “Significant number” of members dock at Albert Quay, because: <ul style="list-style-type: none"> <li>o Unload catch to refrigerated trucks</li> <li>o Larger boats berth at Albert Quay due to lack of adequate berthing downriver and / or water depth at low tide</li> <li>o Shelter from storms (lack of similar facilities for berthing larger vessels between Kilmore Quay and Castletownbere).</li> <li>o Irish registered boats who are members of Irish Producer Organisations use unloading and berthing at Albert Quay.</li> </ul> </li> <li>• “Enormous surprise” that sea fishing, berthing, unloading, tying up of fishing boats, shelter from storms, on Albert Quay is absent from variation documentation.</li> </ul> <p>Concerns:</p> <ul style="list-style-type: none"> <li>• Sea Fishing Boat won't be able to travel upriver of Pairc Ui Chaoimh, while there are no berthing / unloading / tie-up facilities available downriver.</li> <li>• Proposals deprive Sea Fishing Boats operating along the South Coast of Ireland of a safe place in which to tie-up when sheltering from storms.</li> </ul> <p>Recommendations:</p> <ul style="list-style-type: none"> <li>• Proposed plan is invalid in the absence of any reference to Sea Fishing, and should be withdrawn or amended to take account of issues raised here.</li> <li>• Safe moorings, berthing and unloading space should be provided at Albert Quay.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 31			

<b>Submission No.</b>	<b>633</b>	<b>From:</b>	<b>Catalina Gonzalez - Duplicate</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>634</b>	<b>From:</b>	<b>Rachel Slye</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support LUAS project.</li> <li>• Object to LUAS bridge, as would restrict vessel access to city, and impact on events such as Ocean to City and European Maritime day.</li> <li>• Recommend use of existing bridge as alternative LUAS crossing.</li> <li>• Impacts on dragon boat.</li> <li>• Concerned about lack of consultation.</li> <li>• Recommend further consultation and feasibility study.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>635</b>	<b>From:</b>	<b>Loreli Watson</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>636</b>	<b>From:</b>	<b>Mari Wall</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>637</b>	<b>From:</b>	<b>Avril Power</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> <li>Refers to “considerable time and financial burden” associated with driving to Limerick 50m pool.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>638</b>	<b>From:</b>	<b>Anna Wegner</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support LUAS project.</li> <li>• Object to LUAS bridge, as would restrict vessel access to city, and impact on events such as Ocean to City and European Maritime day.</li> <li>• Recommend use of existing bridge as alternative LUAS crossing.</li> <li>• Impacts on dragon boat.</li> <li>• Concerned about lack of consultation.</li> <li>• Recommend further consultation and feasibility study.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>639</b>	<b>From:</b>	<b>Aoife Finnegan</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support LUAS project.</li> <li>• Object to LUAS bridge, as would restrict vessel access to city, and impact on events such as Ocean to City and European Maritime day.</li> <li>• Recommend use of existing bridge as alternative LUAS crossing.</li> <li>• Impacts on dragon boat.</li> <li>• Concerned about lack of consultation.</li> <li>• Recommend further consultation and feasibility study.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>640</b>	<b>From:</b>	<b>Sarah M Tobin</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>641</b>	<b>From:</b>	<b>Rachel Kerr</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>642</b>	<b>From:</b>	<b>Catriona Gleeson</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support LUAS project.</li> <li>Object to LUAS bridge, as would restrict vessel access to city, and impact on events such as Ocean to City and European Maritime day.</li> <li>Recommend use of existing bridge as alternative LUAS crossing.</li> <li>Impacts on dragon boat.</li> <li>Concerned about lack of consultation.</li> <li>Recommend further consultation and feasibility study.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>643</b>	<b>From:</b>	<b>Orla McSweeney</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>644</b>	<b>From:</b>	<b>Gaurav Tanwar</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>645</b>	<b>From:</b>	<b>Diarmuid Lane</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support for Cork Lido project</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>646</b>	<b>From:</b>	<b>Felipe Bastos</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>647</b>	<b>From:</b>	<b>Joe McAvoy</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> <li>Recommends the inclusion of a floating floor, to allow range of uses from kids swimming to elite competitive events and water polo.</li> <li>Former captain of Irish Swimming and Water Polo teams.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>648</b>	<b>From:</b>	<b>Maianne Hanley</b>
<b>Summary of Submission:</b>			
This submission raises the following observation: <ul style="list-style-type: none"> <li>Support 50m pool development.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>649</b>	<b>From:</b>	<b>Caroline Warren</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support LUAS project.</li> <li>• Object to LUAS bridge, as would restrict vessel access to city, and impact on events such as Ocean to City and European Maritime day.</li> <li>• Recommend use of existing bridge as alternative LUAS crossing.</li> <li>• Impacts on dragon boat.</li> <li>• Concerned about lack of consultation.</li> <li>• Recommend further consultation and feasibility study.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>650</b>	<b>From:</b>	<b>Ciara Long</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>• Support LUAS project.</li> <li>• Object to LUAS bridge, as would restrict vessel access to city, and impact on events such as Ocean to City and European Maritime day.</li> <li>• Recommend use of existing bridge as alternative LUAS crossing.</li> <li>• Impacts on dragon boat.</li> <li>• Concerned about lack of consultation.</li> <li>• Recommend further consultation and feasibility study.</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>651</b>	<b>From:</b>	<b>Tobi Grab</b>
<b>Summary of Submission:</b>			
<p>This submission raises the following observation:</p> <ul style="list-style-type: none"> <li>The submission supports to the creation of a 50m pool complex in cork. It will be a wonderful asset to the city and a significant benefit to swimmers and the Munster region</li> </ul>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>652</b>	<b>From:</b>	<b>Ahmed Amara</b>
<b>Summary of Submission:</b>			
<p>The submission supports to the creation of a 50m pool complex in cork. It will be a wonderful asset to the city and a significant benefit to swimmers and the Munster region</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>653</b>	<b>From:</b>	<b>Louise O'Connell</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and Observation:  This submission supports the Lido Project. The facility would align with the goals of Cork City to make the city a healthier and more resident centric place to live.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>654</b>	<b>From:</b>	<b>Deidre Dwayne</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and Observation:</p> <p>The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>655</b>	<b>From:</b>	<b>Gerri Brohan</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and Observation:</p> <p>The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>656</b>	<b>From:</b>	<b>Noel Condon</b>
<b>Summary of Submission:</b>			
<p>Supports the idea of the Cork Harbour Ferry Service. The importance of the recent maritime festival with thousands visiting the city, we will lose all this if the bridges are built. Submission continues by urging Cork City Council to be ambitious and build the bridges.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>657</b>	<b>From:</b>	<b>Helen Hannon - Duplicate</b>
<b>Summary of Submission:</b>			
<p>Summary of submission and observations.</p> <p>The submission supports the Cork Lido project. It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee! Wishing the team all the best!</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>658</b>	<b>From:</b>	<b>Iluta Krastina</b>
<b>Summary of Submission:</b>			
<p>Summary of submissions and observations</p> <p>The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>659</b>	<b>From:</b>	<b>Janet Mullins</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			

<b>Submission No.</b>	<b>660</b>	<b>From:</b>	<b>Nuala O'Donovan</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission supports the Cork Lido Project</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>661</b>	<b>From:</b>	<b>Carol Hartnett</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission supports the Cork Lido project. It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee! Wishing the team all the best!</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>662</b>	<b>From:</b>	<b>Catriona Harris - Withdrawn</b>
<b>Summary of Submission:</b>			
<p>The submission supports the Cork Lido project. It is very important that children learn how to swim and water safety. A lido would be a great tourist draw as well as benefitting the people of Cork</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref. 29			



<b>Submission No.</b>	<b>663</b>	<b>From:</b>	<b>Geraldine Noonan</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission requests the deletion of the fixed bridge across the upper port. Welcomes the delivery of the LUAS Project As a member of the Cork Dragons, would be unable to train as high tide would not allow passage of their boat under the bridge. Should be a review with all water users</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>664</b>	<b>From:</b>	<b>Carmel O'Herlihy</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission supports the Cork Lido project.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>665</b>	<b>From:</b>	<b>Lia Dennehy</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission supports the Cork Lido project. It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee! Wishing the team all the best!</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>666</b>	<b>From:</b>	<b>Noreen Fraher</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>Submission is in favour of a Cork Lido. It would be a fantastic addition to the city for all to enjoy.</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>667</b>	<b>From:</b>	<b>Michele Sullivan - Withdrawn</b>
<b>Summary of Submission:</b>			
<p>Summary of Submission and observations</p> <p>The submission supports the Cork Lido project. It would be wonderful to see a Lido on the banks of the Lee, or even in the Lee! Wishing the team all the best!</p>			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>668</b>	<b>From:</b>	<b>Mary Mangan - Withdrawn</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations I wish to support the project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>669</b>	<b>From:</b>	<b>Helen Hannon - Duplicate</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations I wish to support the project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

<b>Submission No.</b>	<b>670</b>	<b>From:</b>	<b>Gillian Bradley - Withdrawn</b>
<b>Summary of Submission:</b>			
Summary of Submission and observations The submission supports the Cork Lido project.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			

Submission No.	671	From:	Patrick Sullivan
<b>Summary of Submission:</b>			
Support for an outdoor swimming pool.			
<b>Chief Executive's Response &amp; Recommendation:</b>			
See Section 2.5, Response Ref.28			