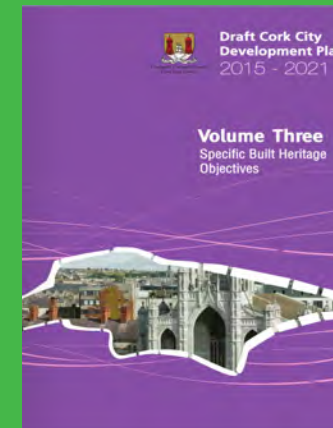


# PROPOSED AMENDMENTS

OF THE *DRAFT CORK CITY  
DEVELOPMENT PLAN 2015-2021*

## ADDENDUM TO VOLUME 4 ENVIRONMENTAL ASSESSMENTS AND REPORTS

15 December 2014  
15 Nollaig 2014



**Cork City Council**  
Comhairle Cathrach Chorcaí



# Contents

	Contents	i
	Introduction	ii
<b>Section 1</b>	<b>Proposed Amendments to Volume 4: Environmental Assessments and Reports</b>	<b>1</b>
<b>1.1</b>	Proposed Amendments to the Strategic Environmental Assessment	<b>2</b>
<b>1.2</b>	Proposed Amendments to the Strategic Flood Risk Assessment, (SFRA)	<b>2</b>
<b>Section 2</b>	<b>SEA Screening of the Proposed Amendments to the Draft Plan</b>	<b>19</b>
<b>2.1</b>	Proposed Amendments to Volume 1: Written Statement	<b>20</b>
<b>2.2</b>	Proposed Amendments to Volume 2: Mapped Objectives	<b>86</b>
<b>2.3</b>	Proposed Amendments to Volume 3: Specific Built Heritage Objectives	<b>90</b>
<b>Section 3</b>	<b>Assessment of new / revised Objectives of the draft Plan set against the Environmental Protection Objectives of the SEA.</b>	<b>96</b>
<b>Section 4</b>	<b>Appropriate Assessment Screening of the Proposed Amendments to the Draft Plan</b>	<b>110</b>



## Introduction

This is the addendum to the Strategic Environmental Assessment or Volume 4 of the draft Cork City Development Plan 2015-2021.

This Addendum supplements Volume 4 and should be read in conjunction with Volume 4 of the Plan.

Section 1 illustrates the proposed amendments or updates to Volume 4: Environmental Assessments and Reports of the draft Plan, namely, the Strategic Environmental Assessment and the Strategic Flood Risk Assessment in response to written submissions received from the Office of Public Works, (OPW) and the Environmental Protection Agency, (EPA) during the public consultation period.

Section 2 outlines and screens the proposed amendments to Volumes 1 - 3 of the draft Plan as agreed by Council on 24<sup>th</sup> November 2014.

Section 3 assesses the new and/ or revised Objectives of the draft City Development Plan set against the Environmental Protection Objectives (EPOs) of the draft Strategic Environmental Assessment, (SEA) assessing the likely or potential significant effects on the receiving Environment.

Section 4 screens the proposed amendments material alterations of the draft Plan for Appropriate Assessment under the EU Habitats Directive.



## **Section I**

### **Proposed Amendments to Volume 4: Environmental Assessments and Reports**

## Section 1.1 Proposed Amendments to the Strategic Environmental Assessment

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed
<b>SEA</b>		
<b>E1</b>	17.2	<p>Make reference within the SEA report to the Port of Cork Dredging Management Plan and licences in response to the OPW submission which seeks clarification as to whether a dredging management plan is in place for the Port of Cork.</p> <p>To insert text to Section 3.5.17 Dredging of the draft SEA Screening Report as follows:</p> <p>Section 3.5.17 Dredging Dredging is undertaken regularly within Cork Harbour periodically to remove excessive levels of silt which may interfere with marine traffic lanes. The dredging process can affect water quality and ecology by releasing toxic contaminants into the water source and altering the hydrology. This is a particular concern in areas close to protected habitats or species and designated Shellfish waters.</p> <p><b>However, the Port of Cork Company is licensed under Section 3 (3) the Foreshore Act 1933 to carry out maintenance dredging works to defined foreshore areas from Custom House Quay/ Anderson's Quay to Tivoli Docks to Blackrock as far as Roche's Point. The licensing authority is the Department of the Environment, Community and Local Government.</b></p> <p><b>Furthermore, the Port of Cork Company holds a permit (issued by the EPA, under the Dumping at Sea Acts 1996 – 2009) to dump at sea, dredged material arising from maintenance dredging at a number of locations in the Lee Estuary / Cork Harbour over a six year timeframe, (2014 - 2020). An Appropriate Assessment was undertaken to see if the said activities would have a significant effect on the European Sites of Cork Harbour SPA and Great Island Channel SAC. The Natura Impact Statement (AA) concludes that there would be no significant impacts from the proposed activities on any protected habitats or species. The EPA is satisfied that the activities will not cause any disturbance to those species or any deterioration in their conservation status; and that there is no reasonable scientific doubt as to the absence of such effects.</b></p>
<b>SEA</b>		
<b>E2</b>	17.5	To complete 'frequency of reporting' and 'department responsible' columns in Table 8.1 of the SEA, prior to the adoption of the plan. Table 8.1 is currently being drafted, to be completed prior to the adoption of the Plan

## Section 1.2 Proposed Amendments to the Strategic Flood Risk Assessment, (SFRA)

<b>SFRA</b>		
<b>E3,</b>	17.7	To illustrate the location of Incidents of Pluvial Flooding on the flood risk maps. There is no significant Pluvial Flooding within the City boundary. Sites of recurring flooding include Monahan's Road and Centre Park Road, South Docks and the Lower Glanmire Road.

E4 17.8 To update the Lee CFRAMS Flood Extent Maps and revise the Justification Test accordingly; and to illustrate the Stage 3 Detailed Flood Risk Assessment

Figure 2 Cork City Flood risk Areas identified in the Draft Lee CFRAMS

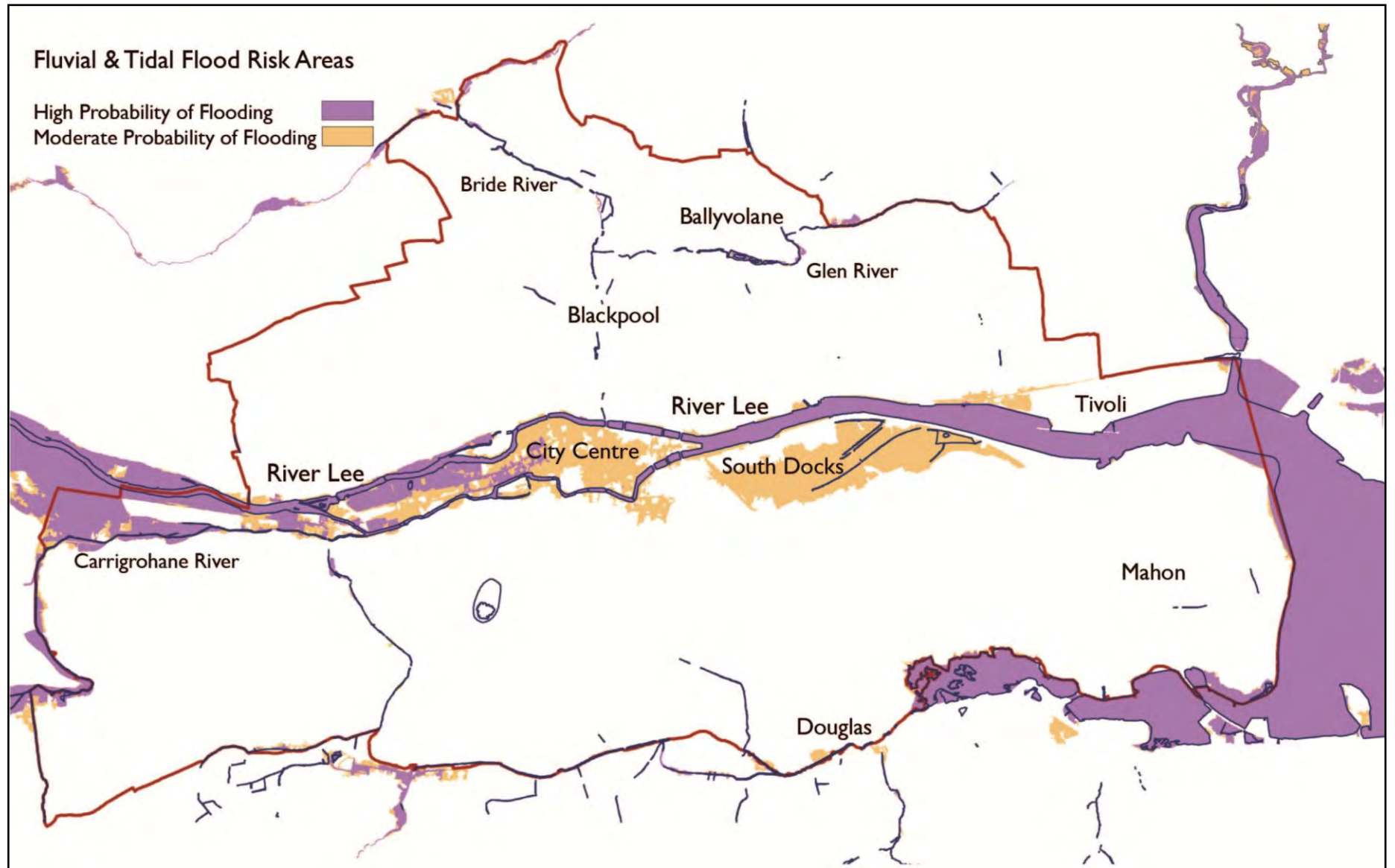




Figure 3 Cork City Flood Risk Areas & existing Land-Use Zonings

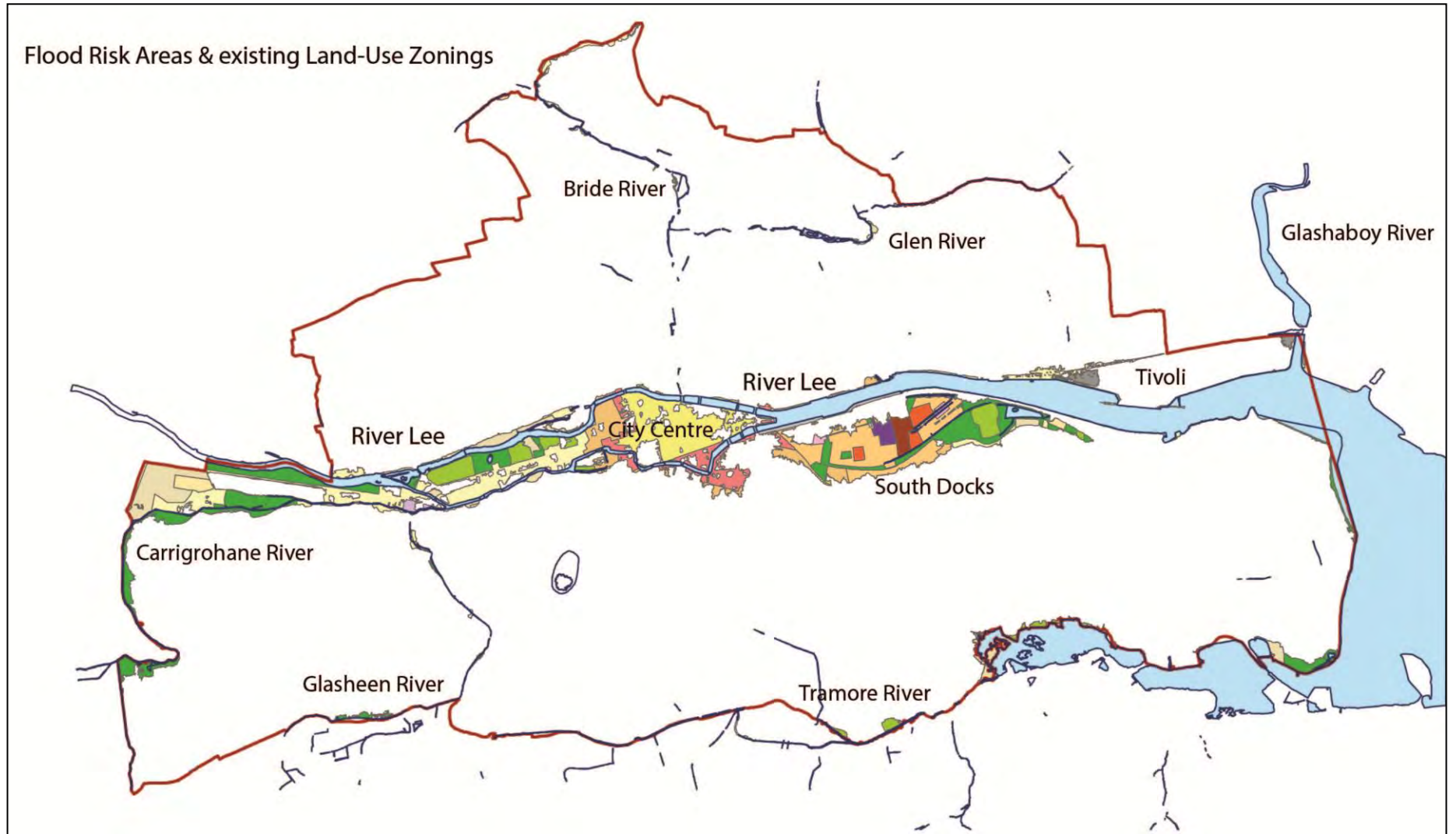


Figure 4 Vulnerable Land-Use Zonings within Cork City Flood Risk Areas

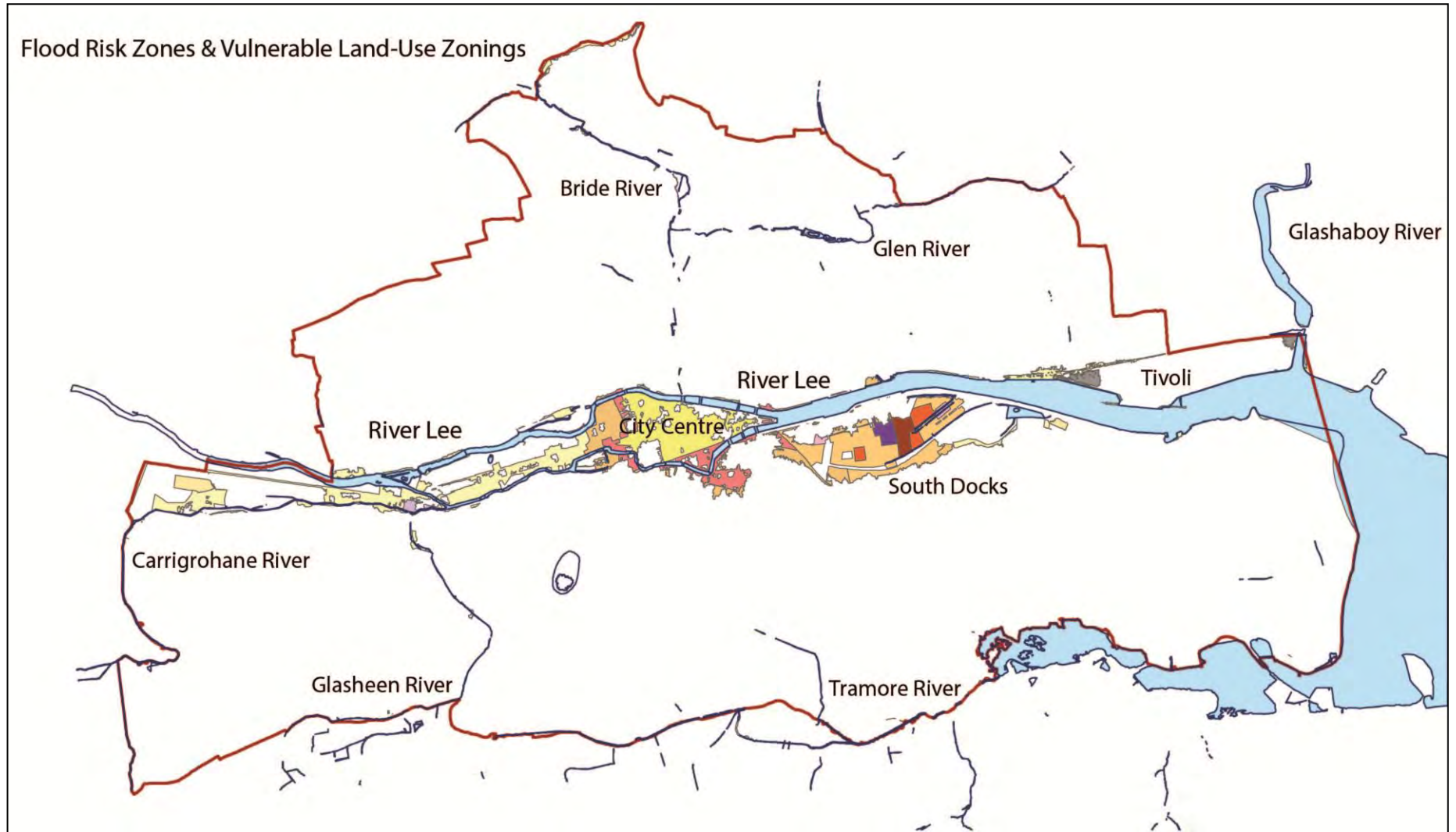


Figure 5 Undefended Flood Risk

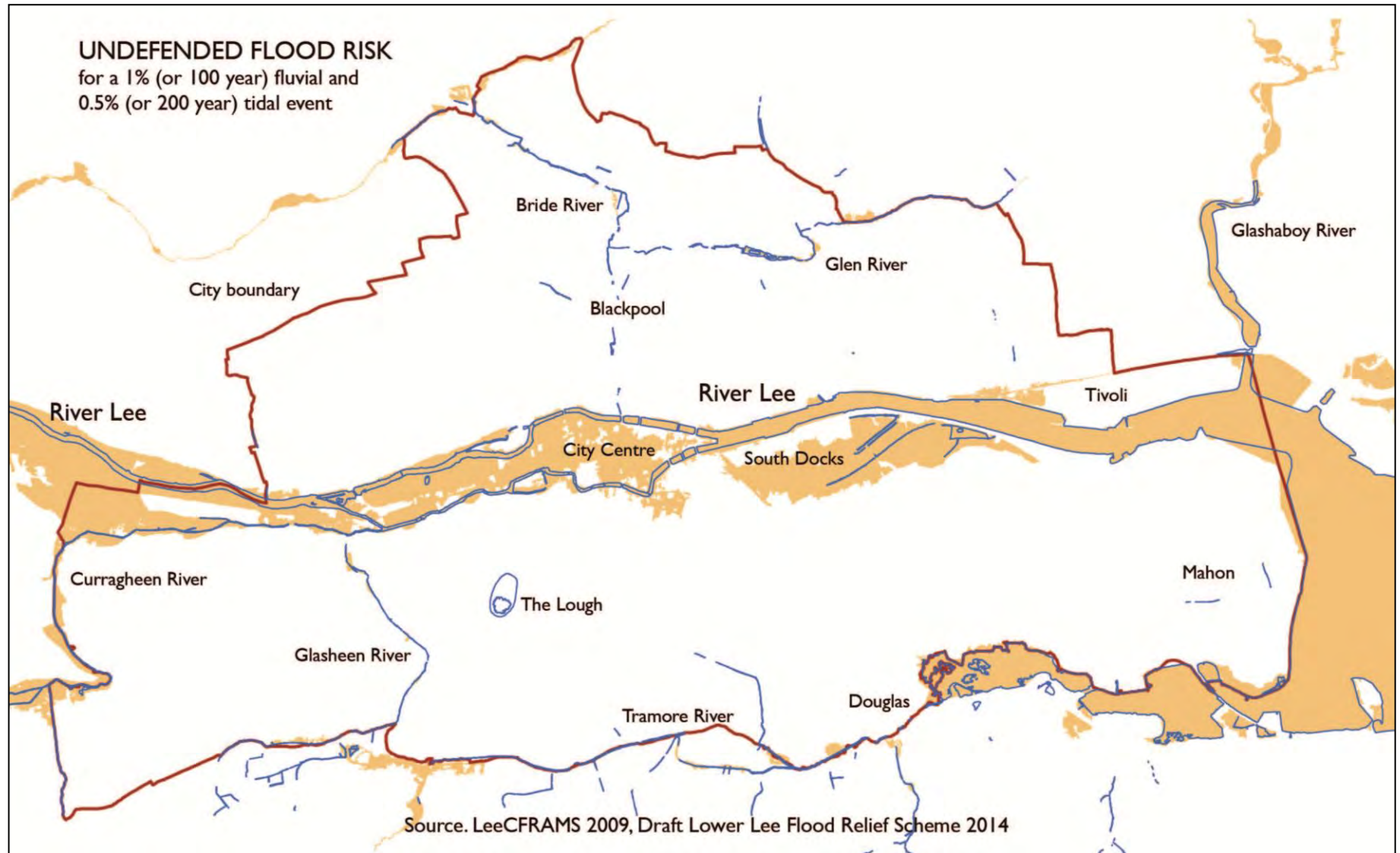


Figure 6 Actual Flood Risk

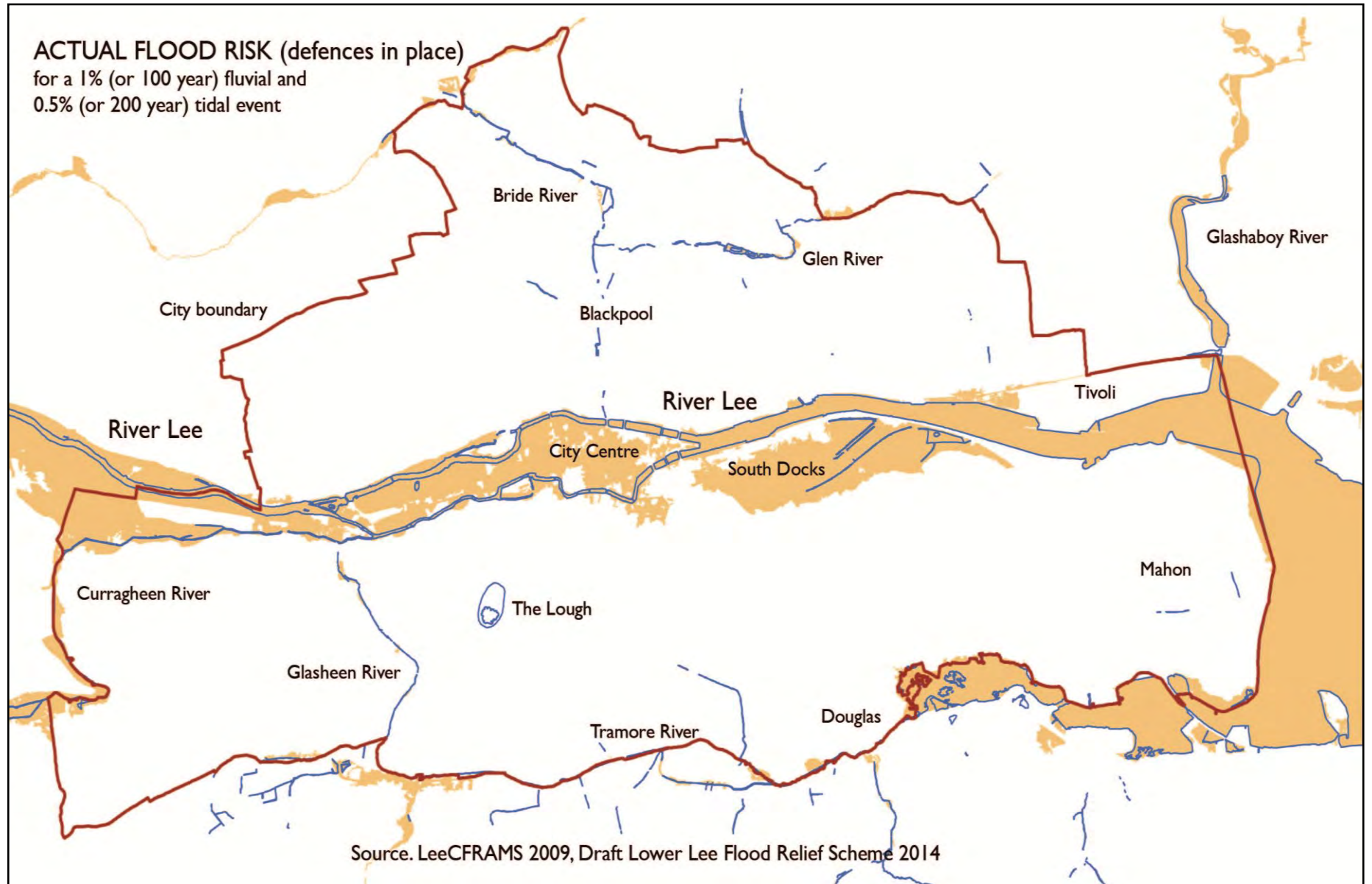
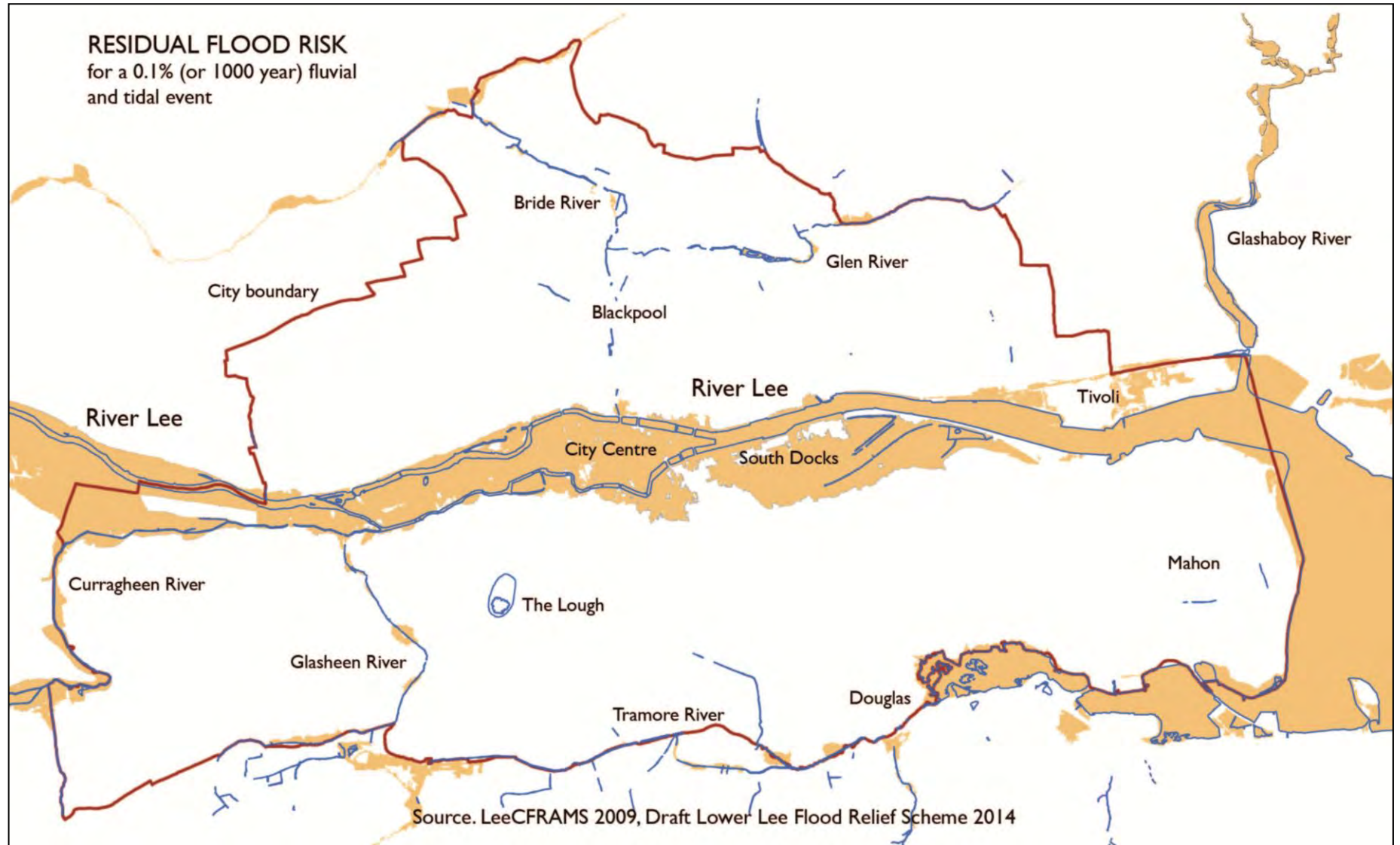
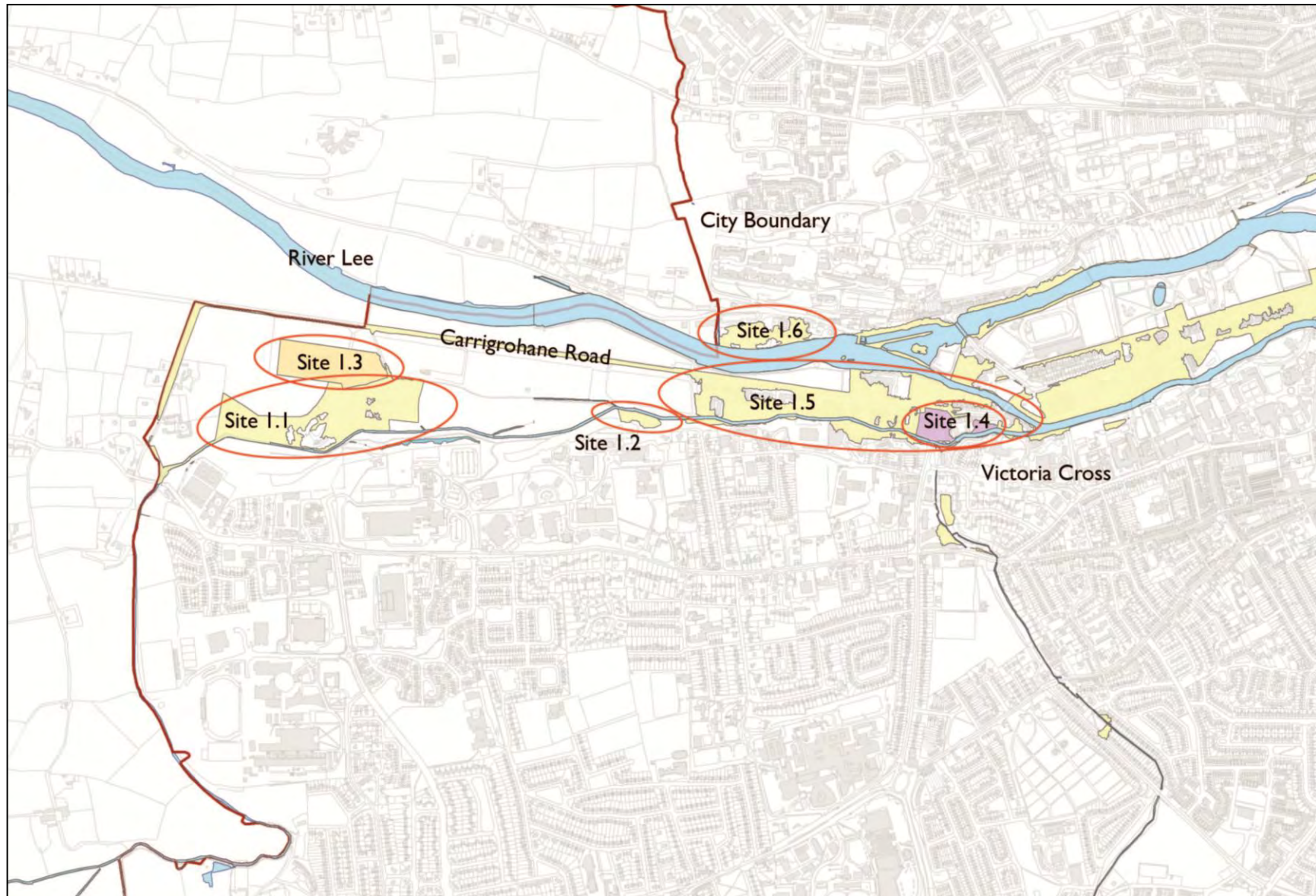


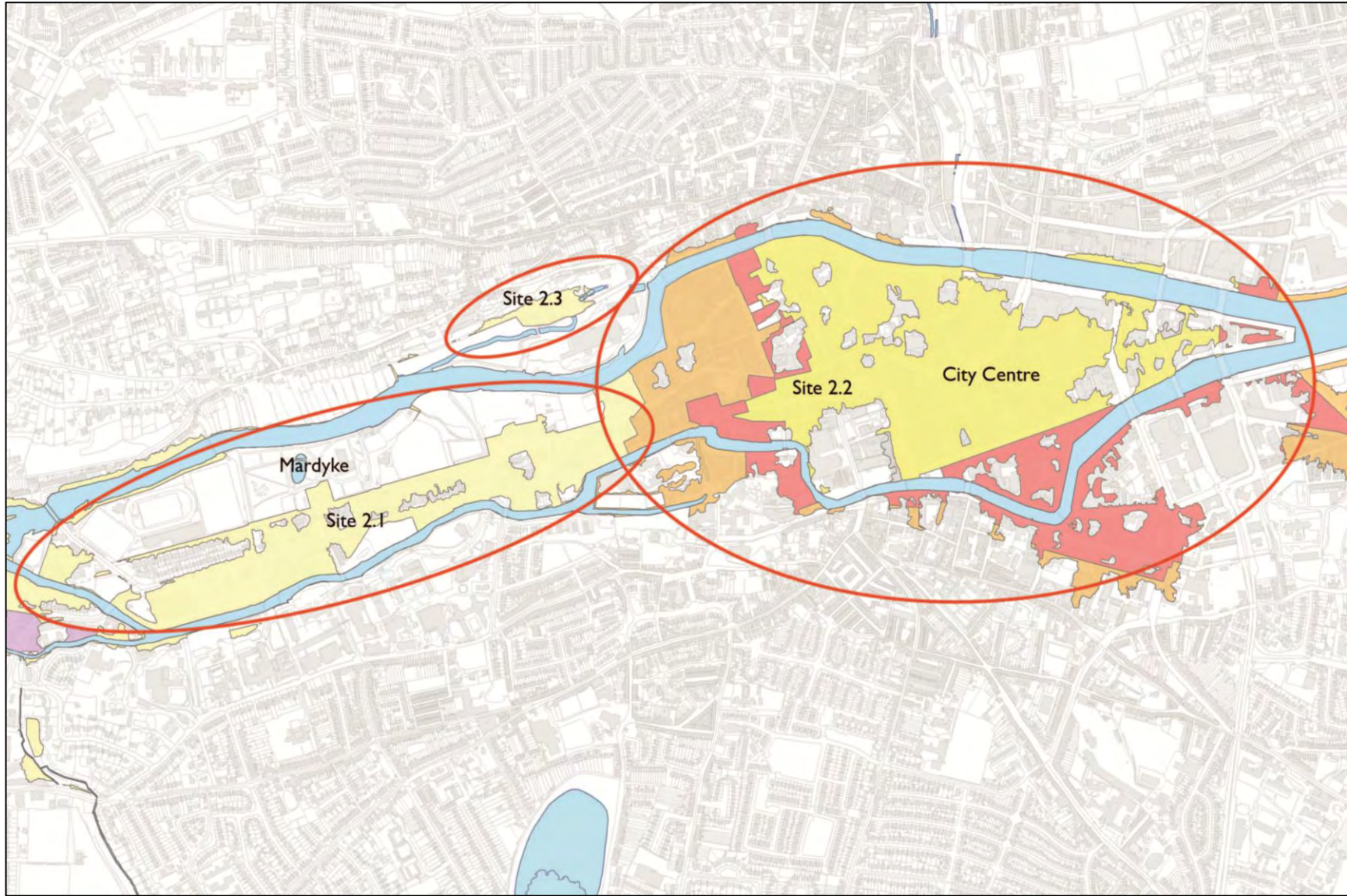
Figure 7 Residual Flood Risk



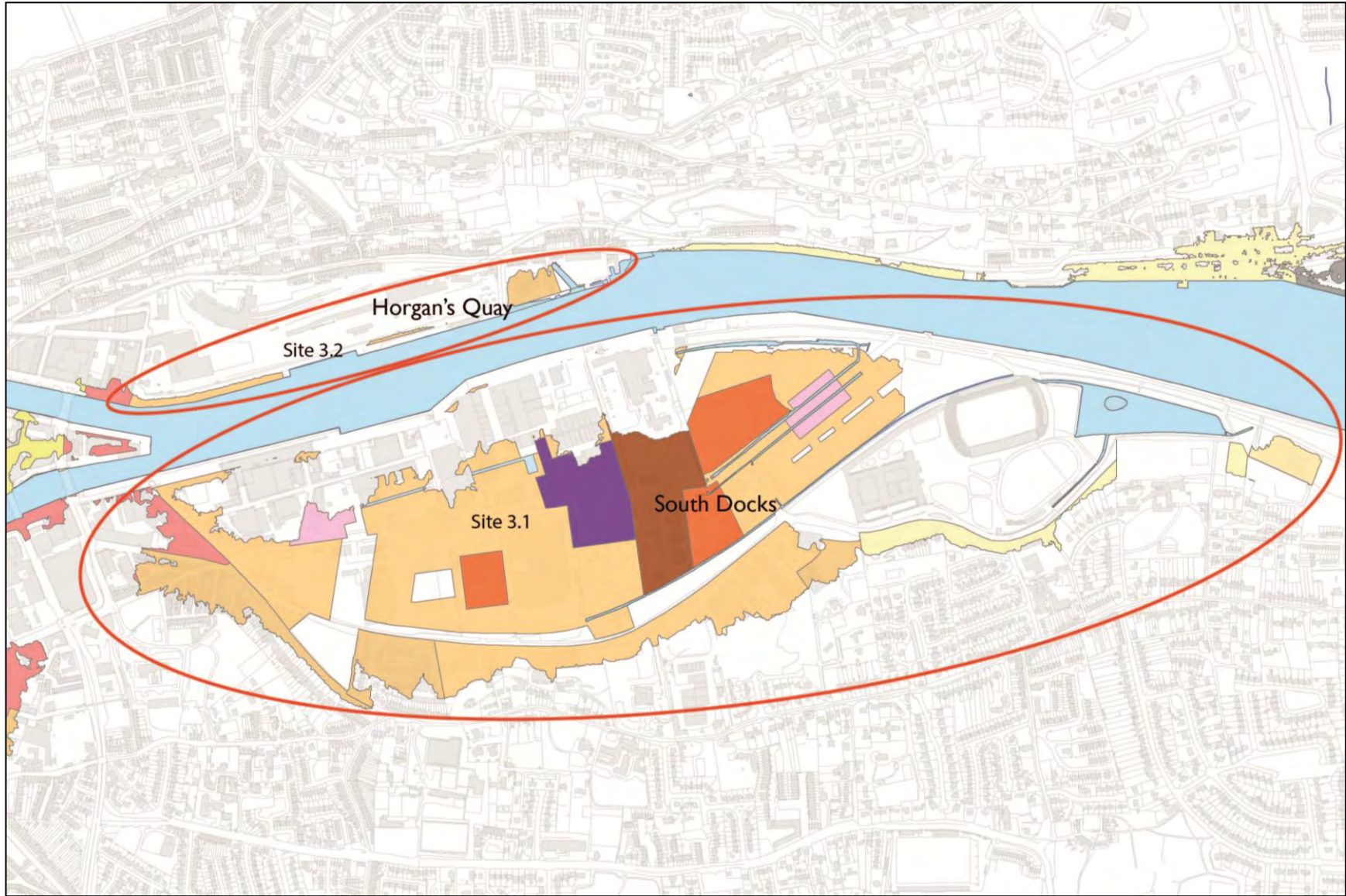
**E5** 17.9 & To update the Lee CFRAMS Flood Extent Maps to create composite fluvial and tidal flood risk maps, as the Lower Lee Flood Relief Scheme data is made available.  
**&** 17.11 See Figures 2, 3 & 4 above and Justification Test Figures 1- 8 set out below  
**E6** **Justification Test Figure 1**



E5 & E6 17.9 & 17.11 **Justification Test Figure 2**

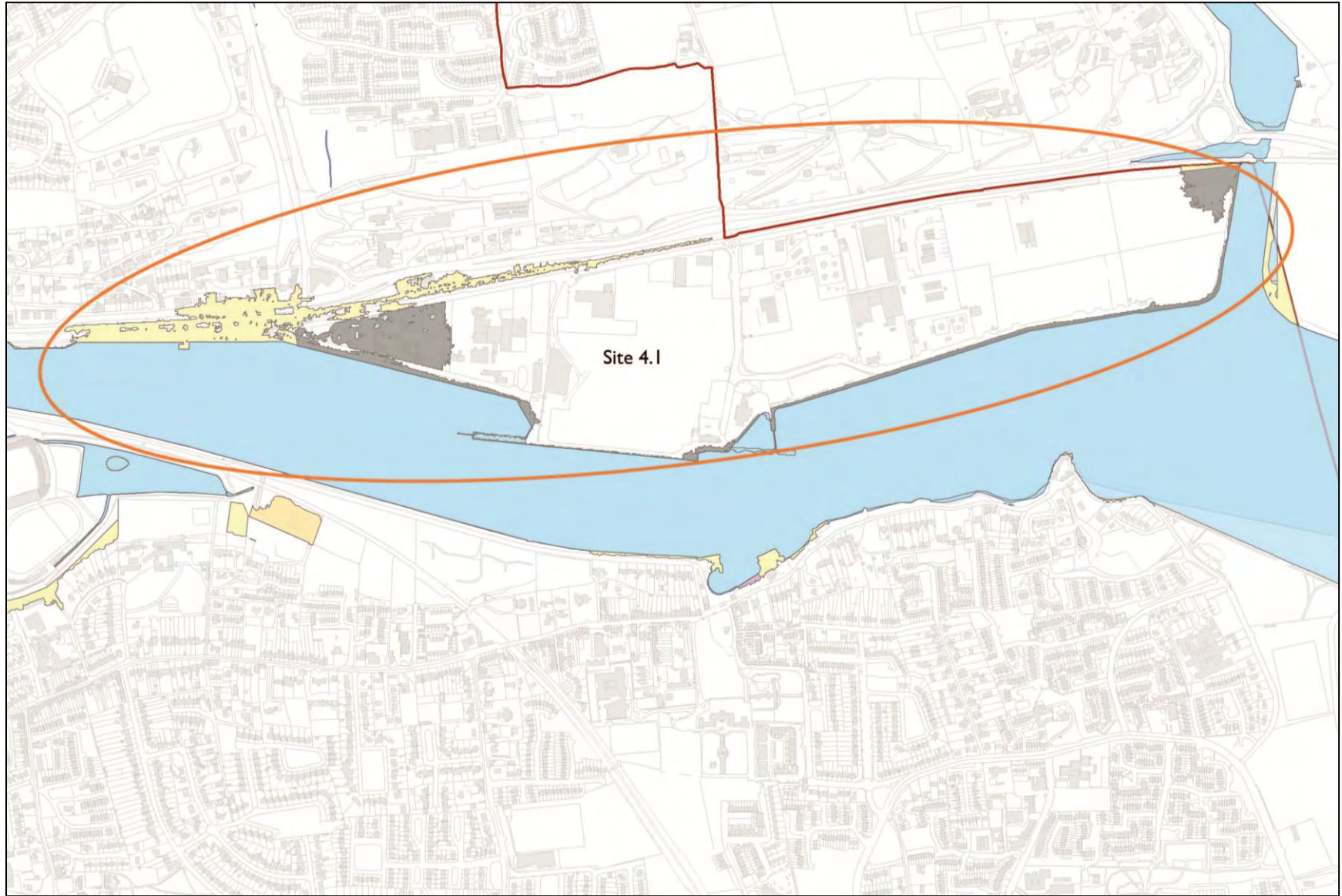


E5 & E6 17.9 & 17.11 **Justification Test Figure 3**



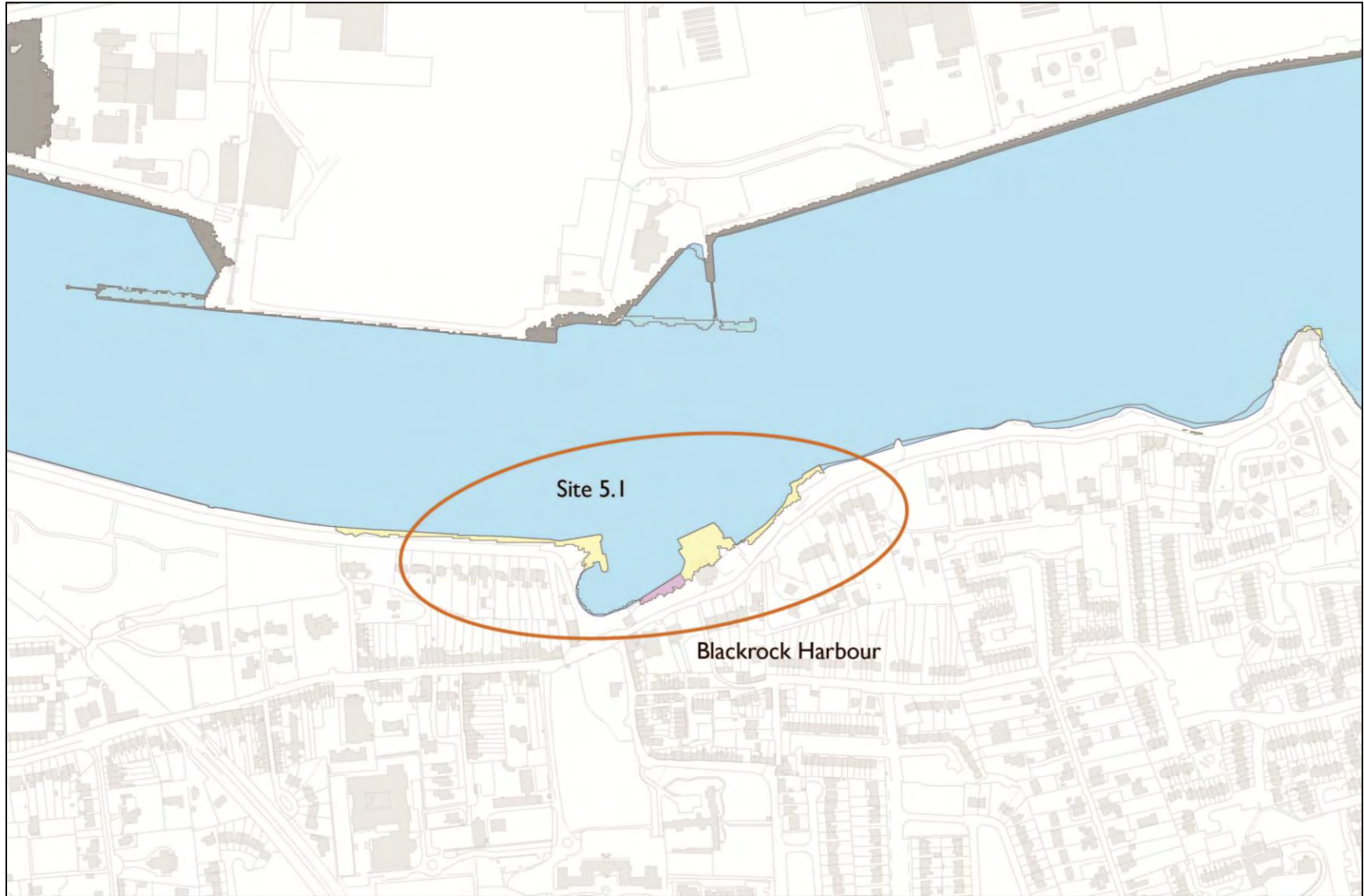


E5 & E6 17.9 & 17.11 **Justification Test Figure 4**



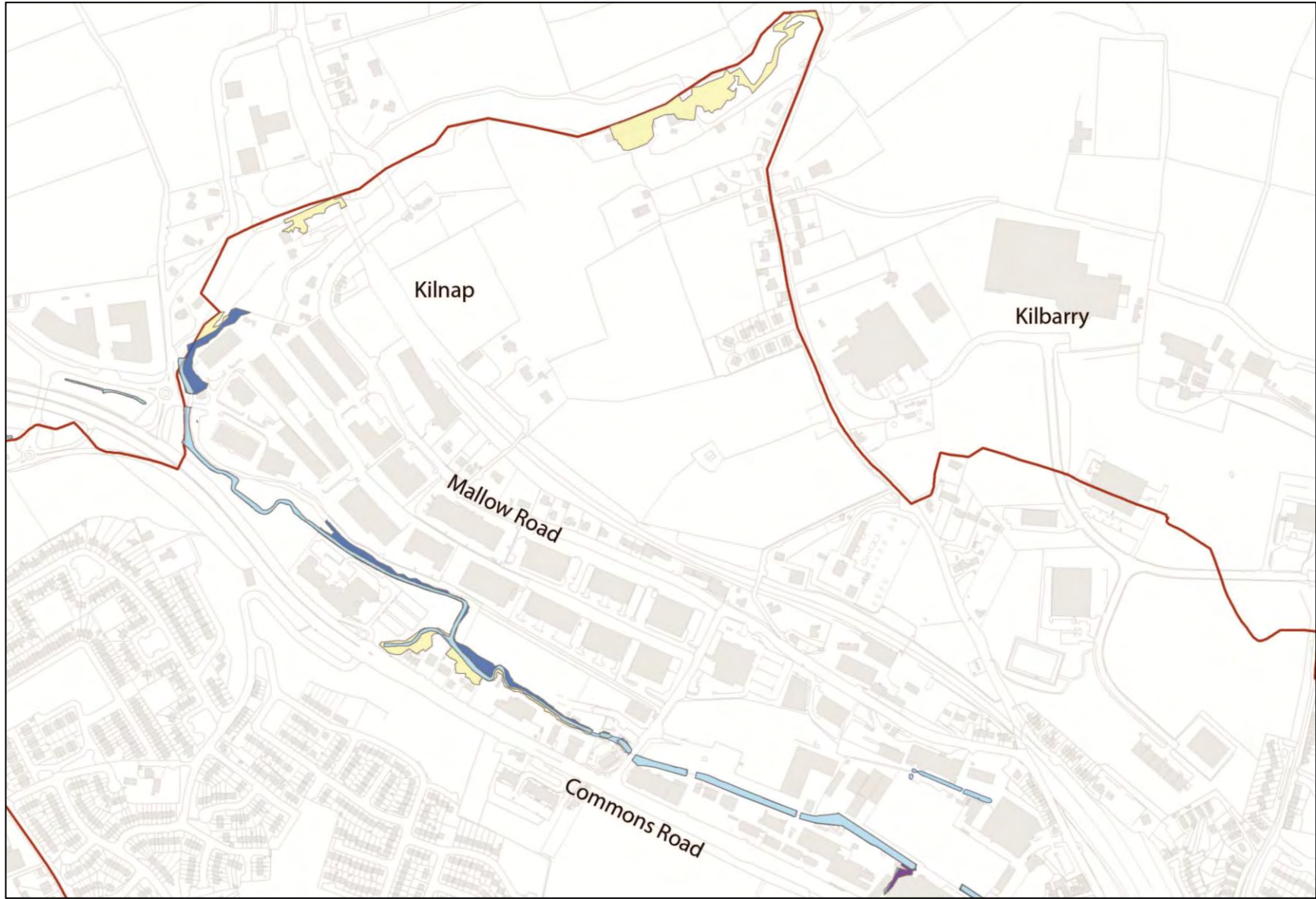
E5  
&  
E6

17.9 & 17.11 Justification Test Figure 5



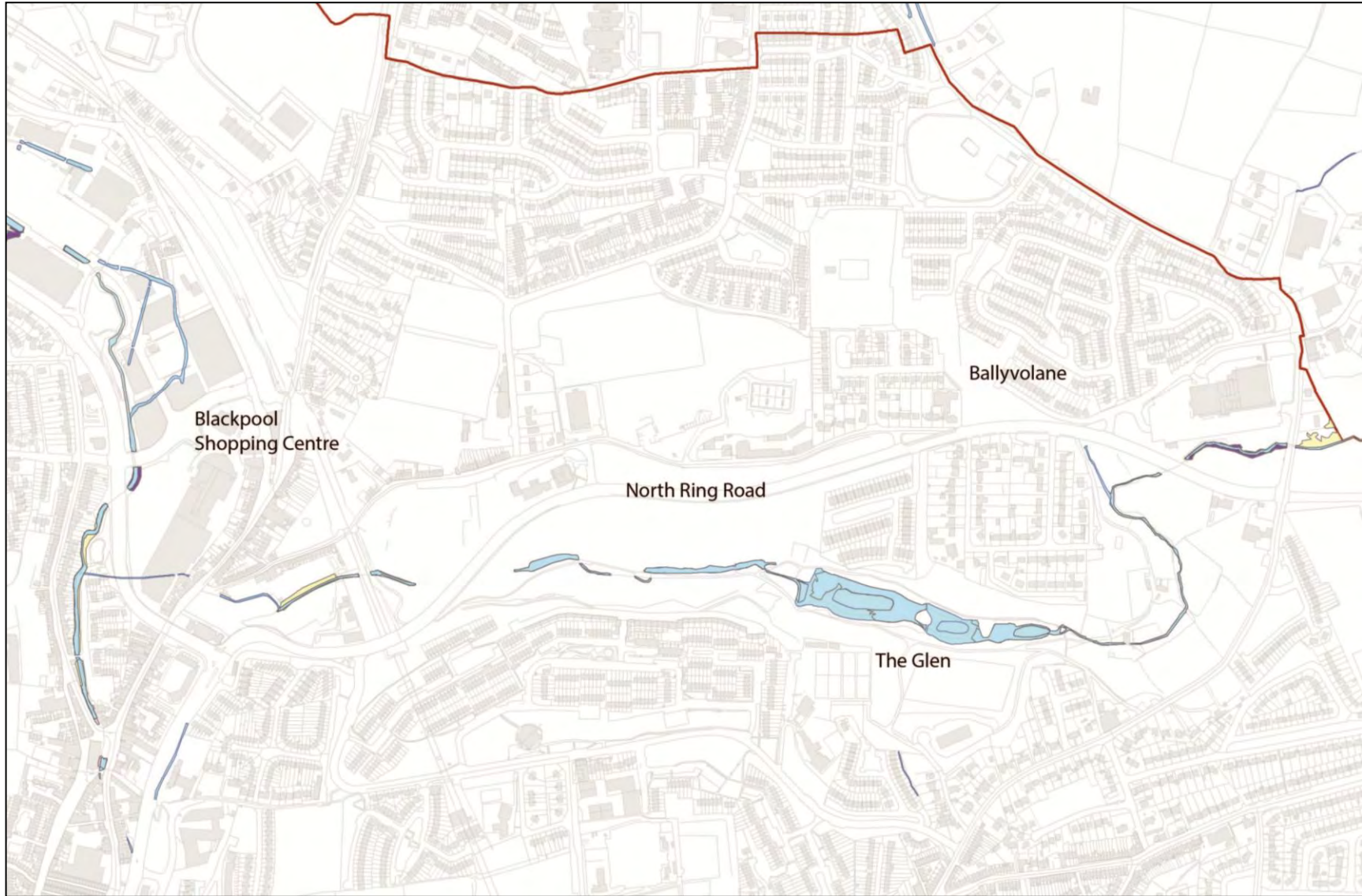
E5  
&  
E6

17.9 &  
17.11  
**Justification Test Figure 6**



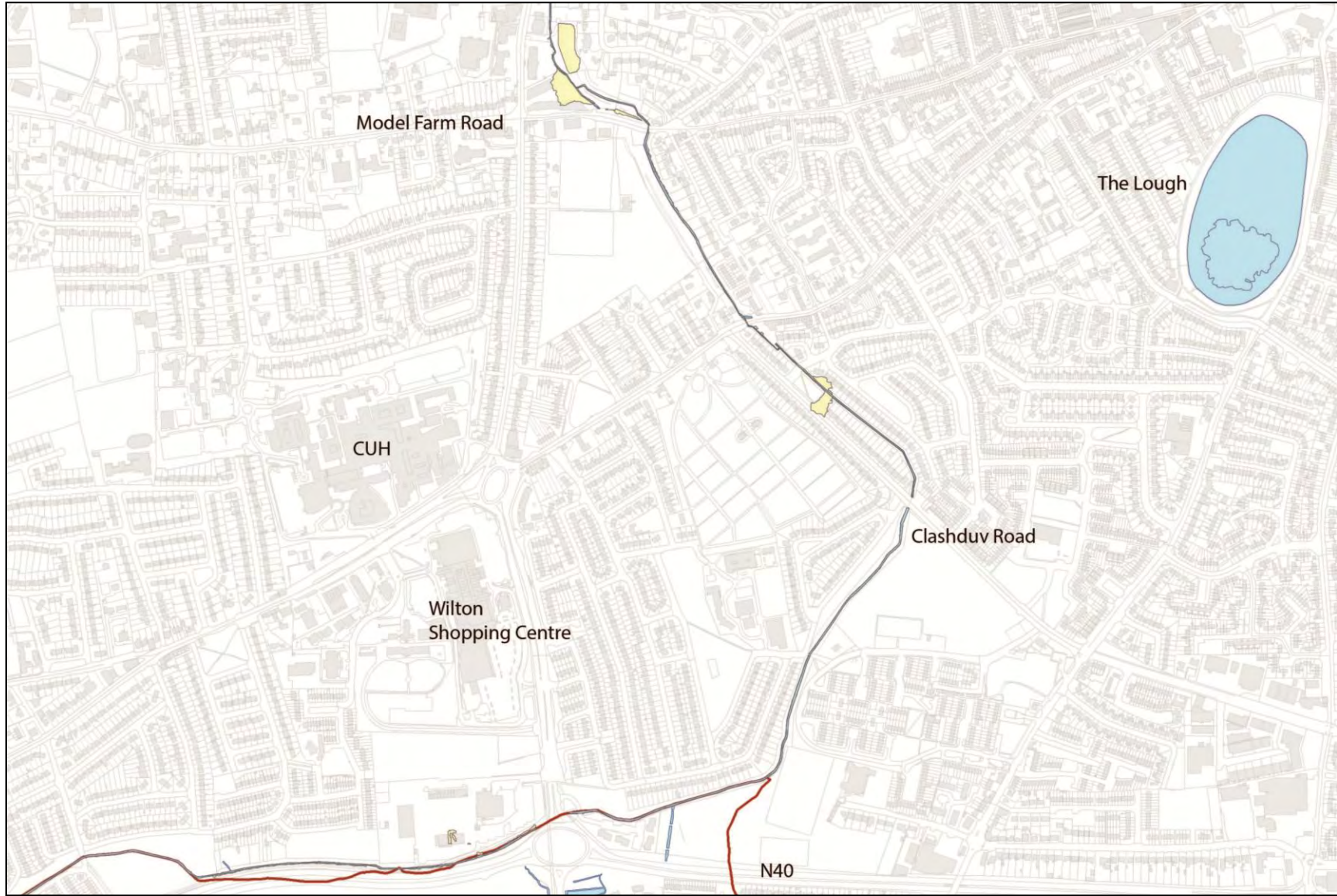
E5  
&  
E6

17.9 &  
17.11  
**Justification Test Figure 7**



E5  
&  
E6

17.9 &  
17.11  
**Justification Test Figure 8**



E7 17.13

To outline the implications of the flood risk assessment and the significant changes between the current Plan and the draft Plan.

**Figure 7 Proposed Land-Use Changes as a result of the Flood Risk Assessment**

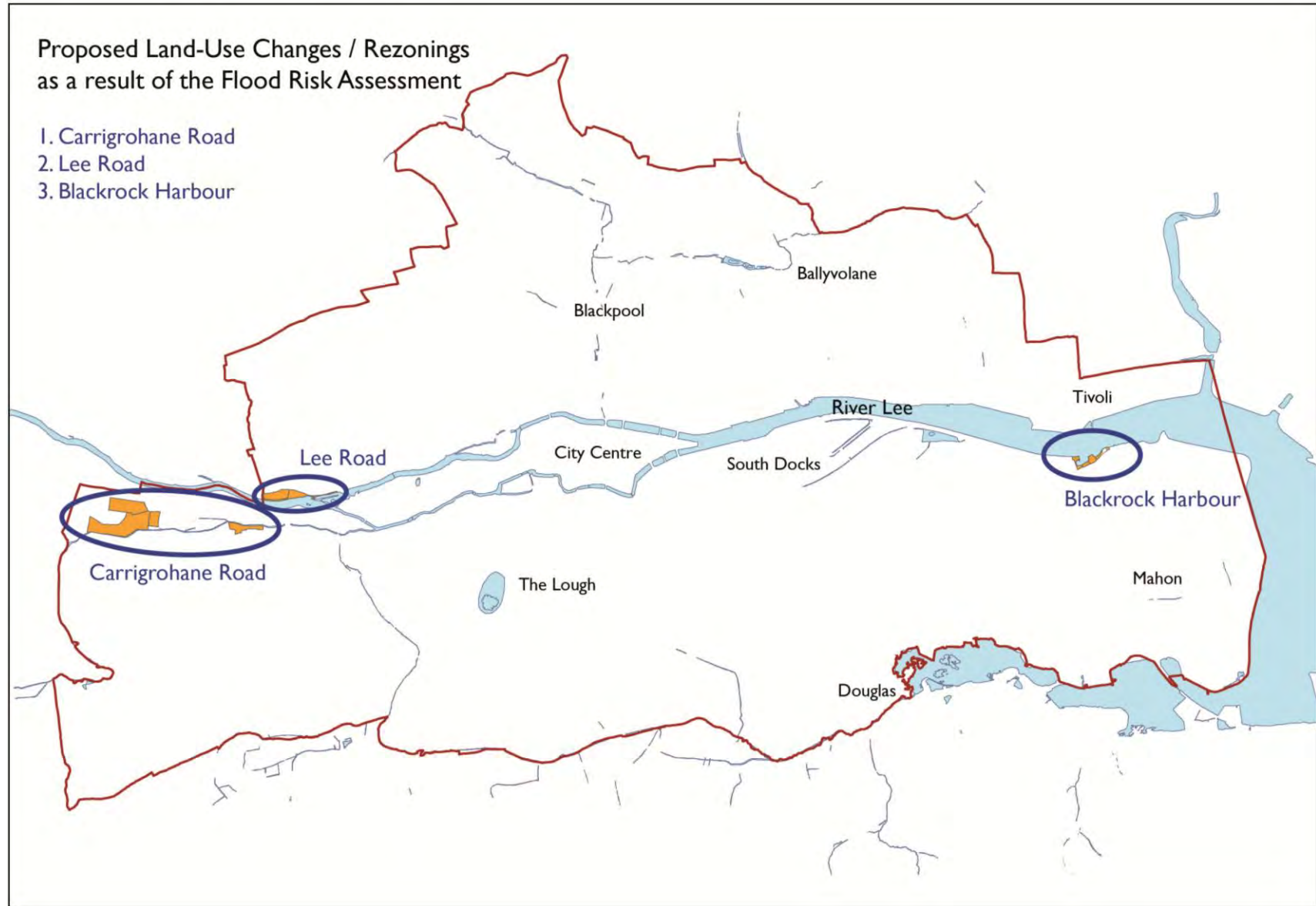
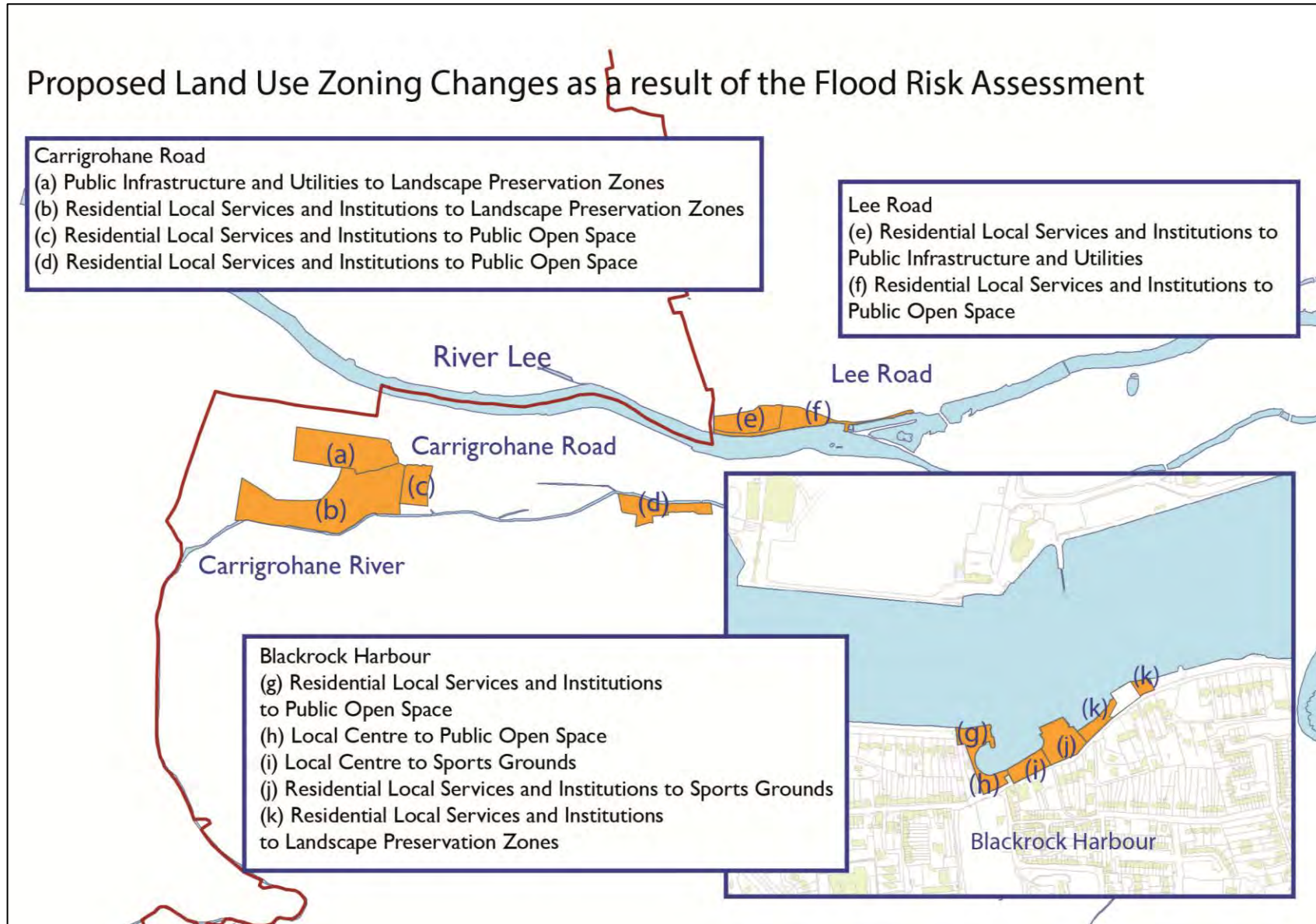


Figure 8 Proposed Land-Use Changes as a result of the Flood Risk Assessment



## **Section 2**

### **Screening of the Proposed Amendments / Material Alterations to the Draft Plan**



## Section 2.1 Proposed Amendments to Volume 1: Written Statement

### Chapter 1 Introduction

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response								
<b>Local Planning</b>											
I.1	I.1	<p><b>Amend I.17 to define the types of plans and reflect extension to Farranferris Plan</b></p> <p><b>I.17</b> Where appropriate, the City Development Plan policies will be developed in more detail at a local level through Local Area Plans, Area Action Plans and Development Briefs. <b>Local Area Plans are statutory plans setting out the planning framework for an area with potential for significant development or renewal; Action Plans are non-statutory plans, generally for an existing developed area in the city, such as a historic part of the city which needs a set of actions to renew and upgrade it. Development Briefs are non-statutory and may be prepared to give guidance on the preferred layout and parameters for significant sites with development potential. Since the last Plan was adopted</b> Local Area Plans were completed for Farranferris, North Blackpool and Mahon (<del>draft at final stage at time of writing.</del>) Action Plans were prepared for Blackpool Village and the South Parish. There is also a Local Area Plan in place for the South Docks which has been extended to 2018. Most of these plans will come up for review and/or extension over the period of this Development Plan. A new Plan will be required for Tivoli <del>to be prepared to correspond with the timing of in</del> <b>preparation for the</b> relocation of the Port downstream. Other local area plans or action area plans will be prepared as the need arises and resources permit. <b>The aim for the future will be to review non-statutory Area Action Plans, such as those listed in Table 1.2 on a six yearly basis, and amend, extend or revoke them as appropriate.</b></p> <p>Table 1.1 Schedule of Existing Local Area Plans</p> <table border="1"> <thead> <tr> <th>Existing Local Area Plans</th> <th>Extent</th> </tr> </thead> <tbody> <tr> <td>South Docks</td> <td>2008-2018</td> </tr> <tr> <td>Farranferris</td> <td>2009-2015 <b>2019</b></td> </tr> <tr> <td>Blackpool</td> <td>2011-2017</td> </tr> </tbody> </table>	Existing Local Area Plans	Extent	South Docks	2008-2018	Farranferris	2009-2015 <b>2019</b>	Blackpool	2011-2017	No additional significant impacts (either positive or negative) would be expected to result from the revised text and table.
Existing Local Area Plans	Extent										
South Docks	2008-2018										
Farranferris	2009-2015 <b>2019</b>										
Blackpool	2011-2017										

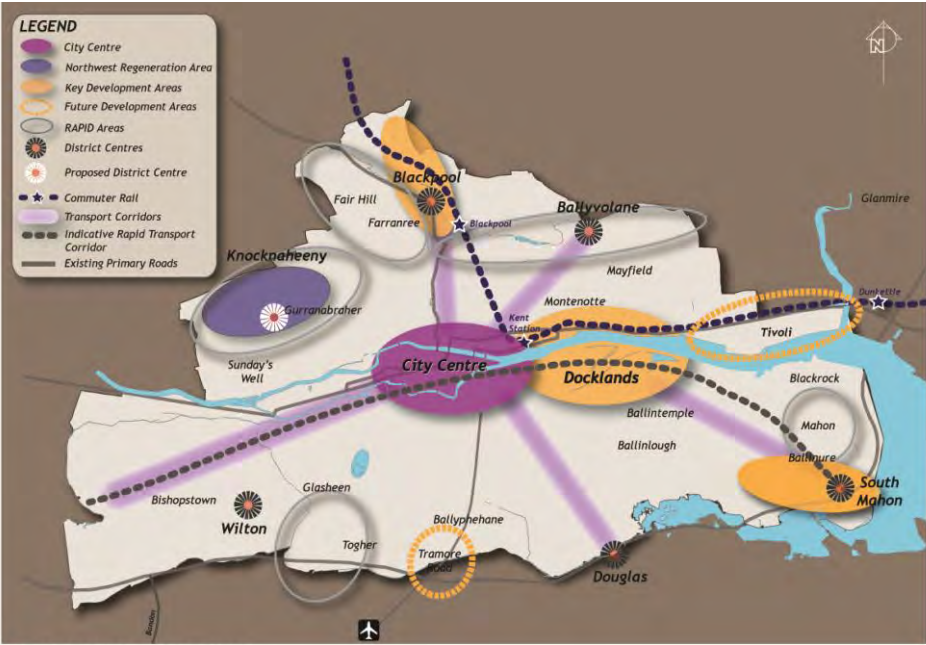
		Mahon (scheduled to adoption in March 2014	2014-2020	
<b>Next steps</b>				
1.2		<p><b>Delete 1.18 Next Steps as it refers to earlier steps in the process:</b></p> <p><b>Next Steps</b>                      1.18 Following consideration of the Draft City Development Plan 2015-21 by the City Council and their agreement to allow it to proceed to public consultation, a 12 week period of public consultation will take place. The Plan will be available in public offices and libraries and on the Internet at <a href="http://www.corkcitydevelopmentplan.ie">www.corkcitydevelopmentplan.ie</a> . Public exhibitions will also be held around the city and written submissions will be invited. At the end of the public consultation period a City Manager’s report on the issues arising will be prepared and submitted to Members of Council. If, following consideration of the report the Council decide to amend the Draft Plan, a further period of 4 weeks public consultation on these amendments will take place. A further report on submissions is then prepared for Council who having considered the report make the new Development Plan, with or without the amendments.</p>		No implication

**Chapter 2 Core Strategy**

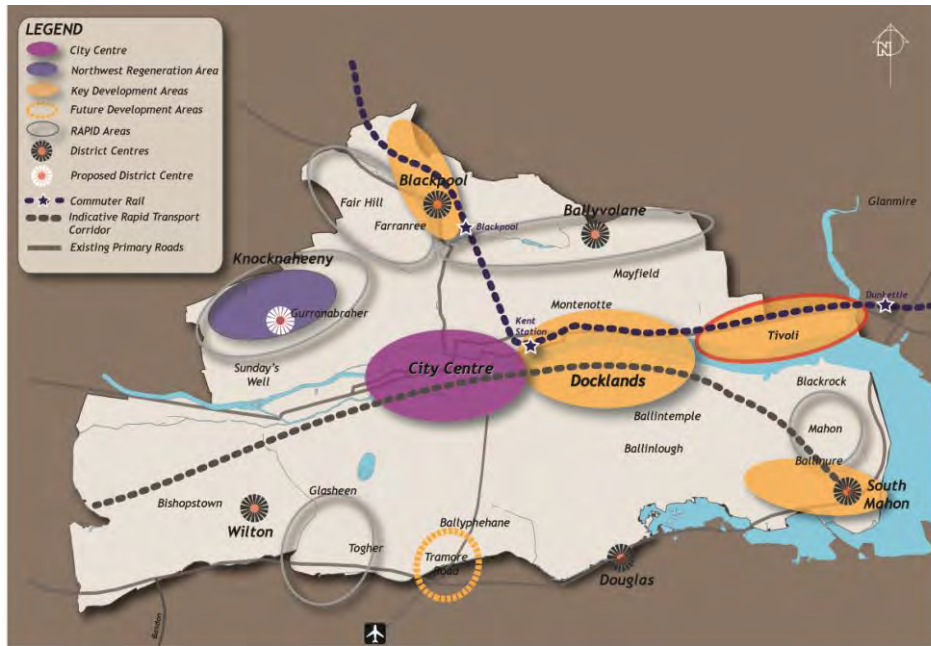
Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response																																			
<b>Goal 2</b>																																						
2.1	2.3	<p><b>Amend Goal 2 to refer to Health and Healthy City status</b></p> <p><b>Goal 2</b> <i>Achieve a higher quality of life, promote social inclusion and make the city an attractive and healthy place to live, work, visit and invest in.</i></p> <p>The first step in reversing the decline in city population will be to improve its attractiveness as a living and working environment. A city that's attractive and provides a good quality of life and health for residents will also be attractive for workers, investors and visitors. The approach will centre on the '5 minute city' concept focused on residential neighbourhoods served by a range of amenities, as well as an attractive city centre. This is addressed particularly in Chapters 6. Residential Strategy, and 7. Sustainable Neighbourhoods and Chapter 13 City Centre and Docklands; while wider measures to increase the attractiveness of the city and improve quality of life are a cross cutting principle in the rest of the Plan. Promoting social inclusion and health (recognising Cork's status as a <b>World Health Organisation Healthy City</b>) is an integral part of this strategic goal and are also cross cutting principles in the plan.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.																																			
<b>Residential capacity</b>																																						
2.2	2.7 2A - I	<p><b>Amend Table 2.3 to clarify target for Tivoli; amend the targets for 'Mahon', 'Rest of City' and the overall total to reflect proposed zoning changes amendments; and include an objective for a residential land management strategy.</b></p> <p><b>Table 2.3 Indicative Capacity of Key Development Areas and rest of city for Residential Development</b></p> <table border="1"> <thead> <tr> <th>Area</th> <th>Zoned land for development (ha)</th> <th>Residential zoned land (ha)</th> <th>Estimated capacity (housing units)</th> <th>Residential and Other Use Zoning (ha)</th> <th>Estimated Capacity (housing units)</th> <th>Total Units</th> </tr> </thead> <tbody> <tr> <td>City Centre</td> <td>8.9</td> <td>4.5</td> <td>474</td> <td>4.4</td> <td>429</td> <td>903</td> </tr> <tr> <td>Docklands</td> <td>81.1</td> <td>5.7</td> <td>839</td> <td>75.4</td> <td>7388</td> <td>8227</td> </tr> <tr> <td>Mahon</td> <td>29 20.17</td> <td>29 13.08</td> <td>1650 916</td> <td>0 7.09</td> <td>0 184</td> <td>1650 1100</td> </tr> <tr> <td>Blackpool</td> <td>30.3</td> <td>23.3</td> <td>1013</td> <td>7.0</td> <td>287</td> <td>1300</td> </tr> </tbody> </table>	Area	Zoned land for development (ha)	Residential zoned land (ha)	Estimated capacity (housing units)	Residential and Other Use Zoning (ha)	Estimated Capacity (housing units)	Total Units	City Centre	8.9	4.5	474	4.4	429	903	Docklands	81.1	5.7	839	75.4	7388	8227	Mahon	29 20.17	29 13.08	1650 916	0 7.09	0 184	1650 1100	Blackpool	30.3	23.3	1013	7.0	287	1300	No additional significant impacts (either positive or negative) would be expected to result from the revised table, text and new objective.
Area	Zoned land for development (ha)	Residential zoned land (ha)	Estimated capacity (housing units)	Residential and Other Use Zoning (ha)	Estimated Capacity (housing units)	Total Units																																
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Blackpool	30.3	23.3	1013	7.0	287	1300																																

		North West Regeneration Area	18.1	18.1	206	0	0	206	
		Rest of City	75.4	74.3	3030	7.8	139	3111	3056
		Total identified zoned sites	242.8	148.2	7212	94.6	8243	15397	14850
		Tivoli LAP area and zoned windfall sites	60					3,000	5,000
		<b>Windfall sites</b>						<b>2,000</b>	
		Total residential yield						20397	19850
		<p><b>2.18</b> Tables 2.3 shows that there is land available in Cork City for development of just <del>over</del> <b>under</b> 20,000 residential units, <del>sufficient to meet</del> <b>close to</b> the target set in the SWRPGs. It is anticipated that the pace of growth in residential development will be slow to start with but will increase over the period of the Plan. The first areas likely to be developed will be sites in suburban and city centre/edge of city centre areas which are in attractive locations, are served by existing infrastructure and in some cases already have planning permission. Development in other areas where infrastructural investment is required, such as outer Docklands, will be slower to get going, but it is anticipated that it will increase in pace in the latter part of the Development Plan period. It is likely that delivery of development on all the available land will extend well beyond the Development Plan period. <b>A strategy will be developed to support and promote development of lands in the city for residential purposes.</b></p> <p><b>Objective 2.1 Residential land management strategy</b>  <b>An active residential land management strategy will be developed to promote residential and other construction on lands identified for development, identifying barriers to development and developing appropriate responses, taking into account the actions in Construction 2020, the Governments strategy for the construction sector.</b></p>							
		<b>Docklands</b>							
2.3	2.6	<p><b>Amend 2.24 to refer to working with stakeholders to achieve development of docklands:</b></p> <p><b>North and South DOCKLANDS</b>  <b>2.24</b> The redevelopment of the North and South Docks as a major new mixed use quarter</p>							No additional significant impacts (either positive or negative) would be expected to result from the revised text.

		<p>is the most significant sustainable development opportunity for the City Region. It has an attractive waterfront location adjoining the city centre which can be well served by public transport. The overall strategy for Docklands is set out in Chapter 13 and the South Docks Local Area Plan 2008 (SDLAP) contains the detailed planning strategy for the South Docks area. The SDLAP runs until 2018 and will be reviewed during the Development Plan period. The delivery of Docklands development is critical to the city achieving its population and employment targets and to the implementation of the CASP update strategy as a whole. The provision of the appropriate transport and other infrastructure in a timely fashion is essential to facilitate the development of Docklands as envisaged. It is envisaged that the western end of Docklands adjoining the city centre has most potential for growth over the period of the Plan as it can benefit from existing city centre infrastructure, while other areas will develop over a longer time period <b>as opportunities arise. Cork City Council will co-operate with relevant stakeholders to enable development of key opportunity sites including the preparation of Local Area Plans, Masterplans and Development Briefs, as appropriate.</b></p>	
<b>Tivoli</b>			
<b>2.4</b>	<b>2.7</b>	<p>Amend 2.28 to refer to Port of Cork and to clarify aim of planning framework:</p> <p><b>TIVOLI</b>  <b>2.28</b> The planned relocation of the Port of Cork container operations from Tivoli creates the potential to consider the future development of this area for alternative more intensive uses. It will be important to ensure that the mix of uses and timing of development of Tivoli does not take away from the potential of the City Centre and North and South Docklands for economic development and employment generating uses. A local area plan will be prepared <b>in co-operation with key stakeholders including Port of Cork</b> to determine the appropriate mix of uses, access and extent and timing of development (see Chapter 14). <b>The Local Area Plan will seek to develop a planning framework for Tivoli as a new residential quarter with complimentary employment uses appropriate to the location.</b> The timing of the preparation of a local area plan will be linked to the programme for relocation and the likely timetable for lands becoming available for redevelopment.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

Core Strategy Diagram		
2.5	2.7 5.5	<p><b>Figure 2.1: Core Strategy</b> Show Tivoli as a Key Development Area, rather than a Future Development Area (outlined in red); Omit Transport Corridors.</p> <p>Existing</p>  <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>City Centre</li> <li>Northwest Regeneration Area</li> <li>Key Development Areas</li> <li>Future Development Areas</li> <li>RAPID Areas</li> <li>District Centres</li> <li>Proposed District Centre</li> <li>Commuter Rail</li> <li>Transport Corridors</li> <li>Indicative Rapid Transport Corridor</li> <li>Existing Primary Roads</li> </ul> <p>Figure 2.1 Core Strategy Map</p>
		<p>No additional significant impacts (either positive or negative) would be expected to result from the revised Figure.</p>

Proposed



### Chapter 3 Enterprise and Employment

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Strategic and Local Context</b>			
3.1	3.1	<p><b>Amend 3.7 to refer to range of indigenous companies:</b></p> <p>3.7 In parallel with international companies, indigenous companies, particularly SMEs, <b>in sectors such as agri-food, drinks, maritime tourism and IT</b>, are important drivers in Ireland's economic recovery strategy and maintaining and enhancing SME performance and employment must also be a key element in Cork's economic strategy.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Skills and Human Capital</b>			
3.2	3.2	<p><b>Amend to refer to further education and training and youth unemployment:</b></p> <p>3.12 Over 10% of the population of the Metropolitan area are students in UCC and CIT. There are nearly 3,000 international students from over 100 different countries in Cork. <b>In addition the Further Education and Training Sector, 10,000 people enrolled.</b> A recent business survey carried out by Cork Chamber said that the skills, commitment and dedication of staff within Cork based offices and the overall accessibility to the required talent pool for workplace purposes (in particular the ease of accessing and attracting multi-lingual staff) <b>are important to</b> <del>was noted by</del> businesses. In addition, the stability of the workforce – the high retention rates and the low attrition rates was cited by all businesses as a selling point.</p> <p>3.13 Cork City Council will have an increasing role in supporting skills development and other business supports for small to medium sized businesses through the newly formed Local Enterprise Office (LEO) and Cork <del>City and County</del> Education and Training Board (CETB). The latter has a city and county remit and will <del>also</del> deliver training services previously funded by FAS <b>as well as the PLC provision formerly provided by the VECs.</b></p> <p>3.14 Since the economic downturn unemployment has resurfaced as a serious issue in Cork City, as in the rest of the country. The overall unemployment rate for the city, as measured by the 2011 census of population, was 22%, compared to the national average of 19%. Some wards have particularly high rates of unemployment and related social deprivation. The five wards with highest unemployment rates(averaging 41%) are located on the north side of the city in areas with concentrations of social housing.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.



		<p>3.15 Many of the unemployed may not have the skill levels to benefit from the expansion in the high tech businesses. Training and up-skilling can address this somewhat. Furthermore the multiplier effect of high tech employment should result in employment growth in other sectors. <b>Youth unemployment is a particular problem and it will be addressed in the Economic and Community Development Plan.</b> The City Council will seek to maintain and expand a diverse range of employment opportunities in or accessible to these areas of high unemployment and to support other agencies in providing support services such as education and training. It will also work with other stakeholders to help maintain and expand businesses through support networks such as the Northside Business Networks.</p>	
<b>Economic Strategy</b>			
3.6		<p>A 'copy and paste' error resulted in the text for objective 3.5 being inserted as objective 3.6. The correct text for this objective is shown below.</p> <p><del>Cork City Council working with other stakeholders will support measures to improve transport and telecommunications networks in and around Cork City and Region</del></p> <p><b>Cork City Council will co-operate with other stakeholders, particularly Cork County Council, to deliver the strategic governance that ensures the Cork Gateway remains a competitive location for economic activity and also to maintain the excellent quality of life available in Cork which underpins the Gateway's competitiveness.</b></p>	

### Chapter 4 Retail Strategy

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Local Shops/corner shops</b>			
4.2	4.16	<p>To amend text as follow:</p> <p>Objective 4.7(b) To support <del>the development of</del> <b>and facilitate the development of and the expansion of</b> existing local centres and corner shops as appropriate where significant population growth is planned or where a demonstrable gap in existing provision is identified, subject to the protection of residential amenities of the surrounding area. Proposals should provide a mix of uses and services suitable to the scale of the centre and demonstrate the appropriateness of the location.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.
<b>Retail Warehousing/ Bulky goods</b>			
4.3	4.19	<p>Amend text of 4.40 to refer to Kinsale Road Retail Park:</p> <p><b>4.40</b> The quality and provision of retail warehousing / bulky goods facilities throughout the Metropolitan area varies considerably, from planned Retail Parks such as Mahon, Blackpool, <b>and Kinsale Road Retail Parks</b> to ad-hoc retail warehouses within industrial zones such as the Tramore Road.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Markets</b>			
4.4	4.3	<p>Insert text and objective to support markets:</p> <p><b>Markets</b> <b>4.44 The Council recognises the benefits of casual trading in the form of on-street / outdoor markets to the city as attractions and in terms contributing to the local economy and generating vibrancy and vitality to the city streets, and drawing in new visitors and traders. Markets can be mainstream, alternative or niche events, regular weekly or monthly events or seasonal in nature. It is an objective to support and promote the development of street markets in the city.</b></p> <p><b>Objective 4 .14 Markets</b> <b>It is an objective to support and promote the use of on-street / outdoor markets in appropriate city centre locations and the suburban district centres, and to pursue the development of a Market Strategy by 2016.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the new text and objective.

**Chapter 5 Transportation**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Reorder Chapter Contents</b>			
5.1	<b>Contents</b>	Revise the order in which subsections of the Transport Chapter are presented and account for new sections described below:  Introduction Strategic Objectives <b>Landuse/ New Development</b> <b>Workplace and School Travel Planning</b> <b>Area-Based Strategies</b> <del>Integrated Transport and Landuse</del> <del>Enhancing Transport Options</del> City Centre Strategic Transport Corridors <del>Transport Orientated Development</del> <del>Strategic Road Network</del> <del>Local Street Network</del> Walking and Cycling <b>Targets</b> <b>Strategies</b> <b>Design</b> Public Transport Bus Services Bus Rapid Transit Rail River/Harbour Ferry <b>Local Street Network</b> <b>Strategic Road Network</b> <b>Multi-Modality</b> <b>Fuel Efficiency</b> <b>Smart Technology and Intelligent Transportation Systems</b> <b>Carpooling and Car Sharing</b> Parking City Centre Park and Ride	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

		Suburban Street Parking Freight Management <b>Sustainable Urban Mobility Planning</b>	
<b>Add Modal Splits/ Clarify Introduction</b>			
<b>5.2</b>	<b>- 5.4</b>	<p>Revise phrasing of introduction; add modal split details:</p> <p>While private cars are an integral part of the transportation system, overuse of private cars can have negative economic, environmental, and social consequences. Traffic congestion can negatively impact the economy, and building new roads and associated infrastructure to cater for increased traffic can cost a significant amount in taxes or tolls. Environmentally, cars are a primary source of emissions contributing to climate change. Socially, quality of life is affected by noise, and air pollution, and health problems related to physical inactivity, <b>and a negative impact on the public realm.</b> In addition, a transport system overly focused on private cars does not provide access for sections of the community who <b>choose not to drive</b> or cannot drive, including children, some elderly, and those unable to afford a car.</p> <p><b>A transportation system can provide accessibility, movement, integration, and economic opportunity and can facilitate development without over-reliance on cars.</b> With this <del>these challenges</del> in mind, national policy is focused on providing a balanced and integrated transport system, which offers a variety of ways to move around the city region. <del>At the national level there is</del> <b>The national policy document <i>Smarter Travel: A Sustainable Transport Future, 2009 - 2020</i> sets</b> a long-term objective to reduce the percentage of “single occupancy” car-based work trips to 45%. Currently, 69% of people working in Cork City drive to work, and 65% of primary school students are driven to school. <b>However, only 45% of persons both living and working in Cork City drive to work, reflecting how compact cities support sustainable transport. (“Modal splits” for workers in each sector of the city in 2011 are set out in Table 5.1 below.)</b></p> <p>Given these considerations and national objectives, transportation planning during the lifetime of this development plan will primarily be focused on increasing transportation choices within Cork City and its metropolitan area. Transport plans for Cork City are set within a strategic framework provided by the National Transport Authority, the National Roads Authority, and the Cork Area Strategic Plan (CASP); the objectives of all three are incorporated into this Chapter. It should also be noted that Cork City is not directly responsible for the provision of many aspects of transportation infrastructure, but rather</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

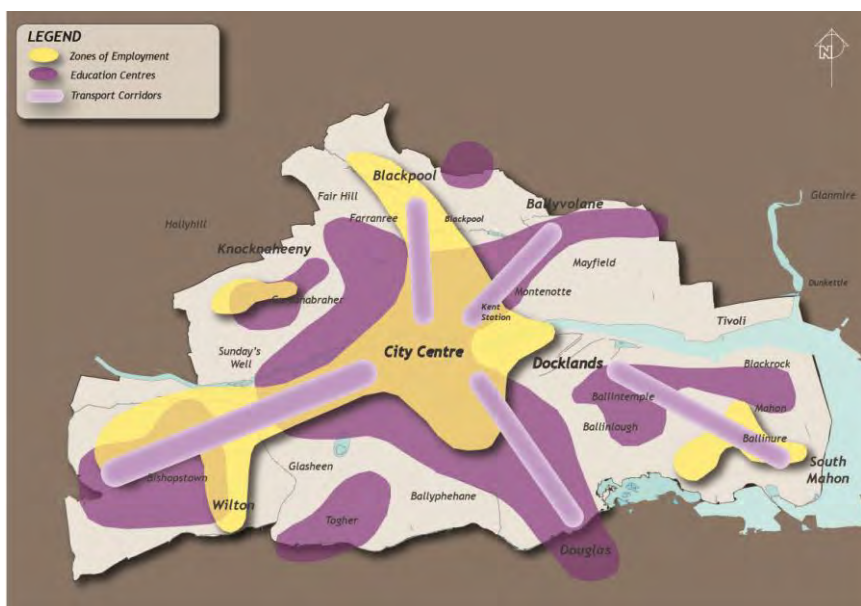
		works in conjunction the National Roads Authority, National Transport Authority, Bus Éireann, Iarnród Éireann, and Cork County Council, <b>the private sector, the Transport and Mobility Forum, and advocacy groups.</b> These partners will be referred to throughout this chapter as “Transportation Stakeholders.”																																																																									
		<p><b>Table 5.1 Modal Split by City Sector</b></p> <table border="1"> <thead> <tr> <th>Mode</th> <th>Cork City</th> <th>City Centre</th> <th>North East</th> <th>North West</th> <th>South Centre</th> <th>South East</th> <th>South West</th> </tr> </thead> <tbody> <tr> <td>Walk</td> <td>13%</td> <td>20%</td> <td>14%</td> <td>9%</td> <td>10%</td> <td>8%</td> <td>10%</td> </tr> <tr> <td>Bicycle</td> <td>2%</td> <td>2%</td> <td>1%</td> <td>1%</td> <td>1%</td> <td>2%</td> <td>2%</td> </tr> <tr> <td>Bus</td> <td>6%</td> <td>9%</td> <td>4%</td> <td>8%</td> <td>3%</td> <td>5%</td> <td>3%</td> </tr> <tr> <td>Train</td> <td>0.9%</td> <td>2%</td> <td>0.5%</td> <td>0.2%</td> <td>0.2%</td> <td>0.2%</td> <td>0.3%</td> </tr> <tr> <td>Passenger in a car</td> <td>6%</td> <td>7%</td> <td>6%</td> <td>6%</td> <td>4%</td> <td>4%</td> <td>5%</td> </tr> <tr> <td>Driving a car</td> <td>69%</td> <td>57%</td> <td>70%</td> <td>71%</td> <td>76%</td> <td>78%</td> <td>77%</td> </tr> <tr> <td>Other</td> <td>4%</td> <td>3%</td> <td>4%</td> <td>4%</td> <td>6%</td> <td>4%</td> <td>3%</td> </tr> <tr> <td><b>Total</b></td> <td><b>100%</b></td> <td><b>100%</b></td> <td><b>100%</b></td> <td><b>100%</b></td> <td><b>100%</b></td> <td><b>100%</b></td> <td><b>100%</b></td> </tr> </tbody> </table>	Mode	Cork City	City Centre	North East	North West	South Centre	South East	South West	Walk	13%	20%	14%	9%	10%	8%	10%	Bicycle	2%	2%	1%	1%	1%	2%	2%	Bus	6%	9%	4%	8%	3%	5%	3%	Train	0.9%	2%	0.5%	0.2%	0.2%	0.2%	0.3%	Passenger in a car	6%	7%	6%	6%	4%	4%	5%	Driving a car	69%	57%	70%	71%	76%	78%	77%	Other	4%	3%	4%	4%	6%	4%	3%	<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	
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<b>Clarify and Add Additional Strategic Objectives</b>																																																																											
5.3	5.2 – 5.3, 5.5, 5.6	<p>Add some strategic objectives and sharpen phrasing of some of the previously proposed ones:</p> <p><b>Objective 5.1</b></p> <ol style="list-style-type: none"> <li>To promote integrated and sustainable settlement and transport strategies <b>based on the principle of proximity.</b></li> <li><b>To reduce the percentage of persons who drive to work to 60% by 2021.</b></li> <li><b>To invest in transport infrastructure based on the transport user hierarchy: pedestrians, cyclists, public transport users, freight, delivery and waste vehicles; private vehicle users.</b></li> <li>To encourage and facilitate cycling and walking for short/local trips by providing appropriate infrastructure, promoting “soft-measures” that influence change in transport behaviour, and by encouraging proximate, compact landuses.</li> <li>To encourage increased use of rail, bus, and carpooling/ car sharing for longer journeys, by providing supporting local access infrastructure to key transport nodes,</li> </ol>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.																																																																								

		<p><b>by using information, pricing mechanisms and other “soft-measures” that to influence change in transport behaviour, and by encouraging public-transport orientated development.</b></p> <p>f. To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands.</p> <p><b>g. To work with transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains.</b></p> <p>h. To protect the capacity, efficiency and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City.</p> <p>i. To provide new local <del>roads</del> <b>streets, upgraded streets, and pathways</b> where required to increase connectivity.</p> <p>j. To actively manage capacity of the city’s street system to reduce the negative impacts of congestion and to maximise the use of the existing street network.</p> <p>k. To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives, while recognising the need to maintain economic vibrancy <del>and acknowledging the current limitations of</del> until more gaps in the existing alternative transportation systems <b>are filled.</b></p> <p>l. To encourage the use of innovative measures to reduce the requirement for car parking.</p> <p><b>m. To support actions aimed at improving the fuel efficiency of motorised transport.</b></p> <p>n. To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region.</p> <p><b>To work closely with other transportation stakeholders to achieve strategic transportation objectives, incorporating the SUMP (Sustainable Urban Mobility Planning) process where feasible.</b></p>	
<b>Land-use/ New Development</b>			
<b>5.4</b>	<b>5.8</b>	<p>Rework phrasing of sustainable landuse planning; add sentence to clarify that Transport Assessments should demonstrate sustainable transport:</p> <p><b>Sustainable transport is dependent on supportive landuse patterns. Creating sustainable neighbourhoods that provide a sufficient level of facilities and services within walking/ cycling distance are a significant component and are addressed in Chapter 7 (Para. 7. 2 – 7.4).</b></p> <p><del>In addition to providing transport options between key origins and destinations, it is also important to design new development with transportation options in mind. A second</del></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.

		<p><b>key component is ensuring that major traffic generators are well served by public transport and are accessible by walking and cycling.</b> In accordance with national guidelines, development proposals should account for sustainable transportation requirements at the earliest stages of development design. Substantial developments will be required to document these considerations as part of a Transport Assessment. <b>A Travel Plan will also be required (see Objective 5.3).</b></p> <p><b>Objective 5.x Transport Assessment</b></p> <p>Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; <b>the assessment shall demonstrate the facilitation and encouragement of sustainable methods of transport.</b></p>	
<b>Workplace and School Travel Planning</b>			
5.5	5.8,	<p>Add details regarding Workplace Travel Planning and mention School Travel Plans: <del>As a complement to appropriate design, both proposed and existing developments can also benefit from preparation of a</del> A Travel Plan is a package of measures aimed at supporting sustainable travel. Travel Plans comprise actions to promote walking, cycling, public transport, car sharing, the use of technology instead of travel, and flexible working practices. Full details are provided in <i>Achieving Effective Workplace Travel Plans: Guidance for Local Authorities</i> (National Transport Authority). <b>During the lifetime of the Development Plan, the National Transport Authority in conjunction with other transportation stakeholders will be working with various Cork City employers to develop Travel Plans for their businesses. Travel Plans will also be required for new developments.</b></p> <p><b>Travel planning for schools will also continue through the Green Schools Travel Programme, under the coordination of the National Transport Authority.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Area-Based Strategies</b>			
5.6	5.5, 5.8, 5.10, 5.11	<p>Revise text to state that strategic corridors in the entire city will be addressed during the lifetime of the Development Plan (North West and South Central areas were previously omitted):</p> <p>Integrating land use and transport requires enhancing transport options between key origins and destinations, <b>as well as directing major new developments to areas where public transport options are already available.</b> Within Cork City, key</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and figure.

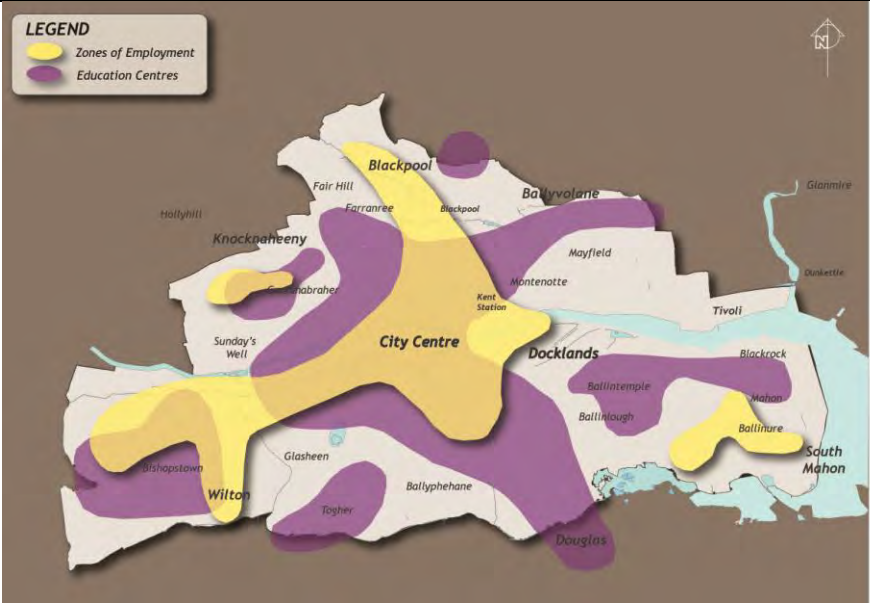
origins/ destinations comprise the City Centre, district centres, clusters of major employment, and the satellite towns in the metropolitan area. These key origins and destinations are identified in Figure 5.1. ~~During the lifetime of the Development Plan, infrastructural transport investment will primarily be focused on the City Centre and these strategic corridors.~~

**EXISTING Figure 5.1: Key Transport Origins and Destinations in Cork City**



**PROPOSED Figure 5.1: Key Transport Origins and Destinations in Cork City**



			
<p>5.6</p>	<p>5.5, 5.8, 5.10, 5.11</p>	<p><b>City Centre</b>                  The transport strategy for the City Centre is the re-allocation of roadsapce on City Centre streets to balance out the needs of each transport mode and remove through traffic from core streets (the island in particular). Such re-allocation will improve the environment for public transport, pedestrians and cyclists and will facilitate the development of rapid transit (Objective 5.18). Infrastructural works will include a combination of footpath, cycleway, and streetscape improvements; the re-introduction of two-way streets; traffic signal upgrades; and revised signage and road markings. A broad approach to these improvements is set out in The City Centre Movement Strategy (adopted 2013). It is intended that the phasing of works will broadly follow the phasing outlined in the City Centre Movement Strategy (see Figure 5.2).</p> <p><b>Strategic Transport Corridors</b>                  Area-based strategies are also being prepared for suburban areas of the city, to identify key strategic corridors connecting to the city centre, determine how to best optimise transport provision along strategic these corridors, and prioritise implementation of measures with the greatest potential to maximise modal shift with regard to return on investment. Upon completion, land use and transport plans for each corridor will be</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and new objective.</p>

		<p>revised and updated accordingly <b>to encourage higher-density uses along key public transport corridors where feasible. This will reduce trip length (proximity principle) and increase demand in order to provide more bus frequent services.</b></p> <p><b>Objective 5.x Strategic Transport Corridors</b></p> <p>Cork City Council will commission studies to determine how to best optimise transport provision along strategic corridors within the city and will prioritise implementation of measures with the greatest potential to maximise modal shift with regard to return on investment. Upon completion, landuse and transport plans for each corridor will be revised and updated accordingly</p> <p><b>Objective 5.x Landuse Strategies for Key Public Transport Corridors</b></p> <p><b>To develop landuse strategies that encourage higher-density uses along key public transport corridors where feasible.</b></p> <p>During the lifetime of the Development Plan, infrastructural transport investment will primarily be focused on the City Centre and these strategic corridors. Corridor studies <del>will commence in</del> <b>have been completed</b> for the South-Eastern Sector <del>and likely proceed to the North East, South West, and North Central Corridors.</del> <b>will be completed for the entire city during the lifetime of the Development Plan.</b></p>	
<b>Walking and Cycling</b>			
<b>5.7</b>	<b>5.21, 5.24, 5.25, 5.26, 5.27, 5.29, 5.30, 5.31, 5.33, 5.44, 5.46</b>	<p>Revise text to incorporate paragraphs on walking and cycling; provide more details on public bike scheme; mention the Metropolitan Cycle Network Plan (which is under preparation); clarify intended contents of the City Council Cycling Strategy (which is an objective):</p> <p><b>Walking and cycling as forms of transport offer several personal and societal benefits, including zero emissions in respect of climate change and air and noise pollution (Chapter 12); affordability; increased physical activity that supports better health (see Objective 7.1(o)); and greater social interaction that contributes to strong neighbourhoods (Chapter 7).</b></p> <p><b>Targets</b></p> <p>Walking as a mode of transport is primarily aimed at trips of 2 km or less , <b>and cycling is particularly targeted at trips of up to 5 km (unless topography poses a significantly limiting factor).</b> <del>In 2011 13% of persons working in Cork City walked to</del></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

	<p><del>work, and there is potential to increase this percentage through the provision of high quality streets and green routes. Walking also provides the added benefits of physical activity (see Objective 7.1(e)) and strong communities. In 2006 over 80% of persons working in the city commuted 5 km or less to work. However, in 2011 only 13% of persons working in Cork City walked to work and 2% cycled. The National Policy Cycle Framework (Department of Transport, 2009) sets a national target of 10% of all journeys being made by bicycle by 2020.</del></p> <p><b>Strategies</b></p> <p><del>Proposals for key pedestrian infrastructure improvements in the City Centre have been identified in the City Centre Movement Strategy. And the The Draft Cork City Walking Strategy 2013–2018 which examines pedestrian movements addresses suburban areas and identifies proposals for pedestrian network improvement, infrastructure improvements, and behavioural change measures; Proposals- Infrastructure objectives are set out in Objective 5.x below; further infrastructure improvements will be further assessed as part of strategic corridor studies (see Objective 5.2).</del></p> <p><del>The National Policy Cycle Framework (Department of Transport, 2009) sets a national target of 10% of all journeys being made by bicycle by 2020; in 2011, 2% of persons working in Cork City cycled to work. Cycling is especially targeted at trips of up to 5 km, particularly where topography is not a limiting factor. Existing cycling infrastructure (constructed to National Cycle Manual standards) as well as amenity routes open to Cyclists, are shown on maps in Volume 3. A public bike sharing scheme is programmed for implementation by the National Transport Authority in 2014. The scheme provides 315 rental bikes and 31 docking stations in the vicinity of the central island. There are no definitive plans for expansion of the scheme at this time but expansion may be considered at a later date based on the uptake of the current scheme (see also Para. 5.x Multi-modality).</del></p> <p><del>The general strategy for the provision of future infrastructure will include a combination of traffic calming, traffic speed reduction, review of one way streets, junction improvements, cycle lanes, and off road trails. Should funding available, a comprehensive Cycling Strategy based on principles of the National Cycle Manual will be prepared. In the interim, infrastructural investments will be selected with regard to provisions of the City Centre Movement Strategy and recommendations from strategic corridor studies (Section 5.2). The preparation of a Cycle Network Plan for the Cork Metropolitan Area is currently underway. The plan will identify both an urban cycle network and a green way network (routes developed predominately for tourist, recreational,</del></p>	
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		<p>and leisure purposes). It will also provide for inter-urban links into the National Cycle Network. When the Plan is complete, the proposed networks will be considered for adoption into the Cork City Development Plan. Programmed cycle infrastructure improvements are noted in Objective 5.x below.</p> <p>In additional to the network plan, additional strategies and supporting measures will be required to promote cycling and to overcome barriers to its uptake. Some of the identified issues include integration with other transport modes, suitable storage and parking (including secure facilities at major transport nodes and in inner city neighbourhoods), wayfinding, end of trip facilities, cycling skills/ training, driver education, perceptions of cycling, and promotion of cargo bikes for business use. Various supporting measures were undertaken in recent years, including the installation of cycle parking, HGV re-routing, and travel planning in schools and workplaces. To build on and prioritise these measures, Cork City Council will work with other transportation stakeholders to develop a comprehensive Cycling Strategy, to address barriers to cycling and subsequently increase cycling uptake. In respect of cycle parking, more detailed guidelines and standards to guide cycle parking associated with private development will also be developed.</p>	
<p>5.7 / contentd .</p>	<p>5.21, 5.24, 5.25, 5.26, 5.27, 5.29, 5.30, 5.31, 5.33, 5.44, 5.46</p>	<p><b>Objective 5.x Cycling Strategy</b></p> <p><del>During the lifetime of the Development Plan</del> Cork City Council will prepare a comprehensive <del>develop a</del> Cycling Strategy that sets out the City Council's cycling policies, targets, and programmes <del>during the lifetime of the Development Plan</del> to address supporting measures required to increase cycling uptake.</p> <p><b>Objective 5.x Cycling Parking Guidelines</b></p> <p>Cork City Council will develop more detailed standards to guide the provision of cycle parking in private development.</p> <p><b>Objective 5.x Behavioural Change Measures</b></p> <p>Cork City Council will <b>continue to</b> initiate and support behavioural change measures that promote walking and cycling as modes of transport, particularly in areas where upgraded infrastructure is being provided.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objectives.</p>

		<p><b>Design</b>  <b>A high quality public realm that provides an attractive and comfortable walking and cycling environment is a key component to encouraging increased uptake of these modes. In this regard, the public realm is addressed in more detail in Chapter 13; the importance of street trees is acknowledged in Para. 10.63 and Objective 10.10(a); and national standards are set out in the Design Manual for Urban Roads and Streets.</b></p> <p><b>Designing for the consideration of all users, including those with impaired mobility, is also a key consideration. Cork City Council will continue to work with advocacy groups, such as Cork Access Group, in the review of streetscape design proposals.</b></p> <p>Objective 5.x <b>Pedestrian and Cycling Infrastructure Design</b>  The design of <del>footpaths and other</del> pedestrian <b>and cycling</b> infrastructure will be in accordance with the principles, approaches, and standards set out in the <i>National Cycle Manual</i>, the <i>Design Manual for Urban Roads and Streets</i> <b>and international best practice.</b></p> <p><del>Objective 5.x Cycling Infrastructure Design</del>  <del>The design of cycling facilities infrastructure will be in accordance with the principles, approaches, and standards set out in the National Cycle Manual and the Design Manual for Urban Roads and Streets.</del></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>												
<b>Walking and Cycling</b>															
5.8	5.21	<p>Delete works that have been completed (Cycle Route UCC to City); cycle parking/signage (are general objectives but not specific programmed improvements at this time so have been worked into the revised text above):</p> <p><b>Objective 5.x Pedestrian and Cycling Infrastructure Objectives</b></p> <table border="1" data-bbox="412 1098 1400 1391"> <thead> <tr> <th>Infrastructure</th> <th>Status/ Planned Development</th> <th>Map No.3</th> </tr> </thead> <tbody> <tr> <td>Pedestrian /Cycle Bridge from Parnell Place to Harley Street</td> <td></td> <td>2</td> </tr> <tr> <td>Pedestrian / Cycle Bridge from former Beamish and Crawford Site to Crosses Green</td> <td></td> <td>2</td> </tr> <tr> <td>Pedestrian/ Cycle Bridge North Mall Distillery Site</td> <td>UCC project; in conjunction with redevelopment of site</td> <td>5</td> </tr> </tbody> </table>	Infrastructure	Status/ Planned Development	Map No.3	Pedestrian /Cycle Bridge from Parnell Place to Harley Street		2	Pedestrian / Cycle Bridge from former Beamish and Crawford Site to Crosses Green		2	Pedestrian/ Cycle Bridge North Mall Distillery Site	UCC project; in conjunction with redevelopment of site	5	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised objectives.</p>
Infrastructure	Status/ Planned Development	Map No.3													
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Pedestrian/ Cycle Bridge North Mall Distillery Site	UCC project; in conjunction with redevelopment of site	5													

		Perrott's Inch Pedestrian Bridge	UCC project; on hold pending funding			
		Pedestrian/ Cycle Bridge at Tramore Valley Park	Post 2021	9		
		<del>Cycle Route UCC to City Centre</del>	<del>Currently Underway</del>			
		Ballyvolane Cycle Route	Programmed			
		Cycle Route by River Lee Route via Sharman Crawford Street to Donovan's Road				
		Cycle Routes linking South-western institutions (CUH, CIT, etc) with city centre				
		<del>Cycle Route UCC to City Centre</del>	<del>Currently Underway</del>			
		<del>Cycle Parking</del>	<del>Ongoing</del>			
		<del>Cycling Signage system</del>				
<b>Public Transport</b>						
5.9	5.35, 5.38	<p>Provide more details in respect of intended bus network improvements:</p> <p><b>Public Transport</b>  <del>Public transport within the city region is provided by Irish Rail and Bus Éireann. Key routes for metropolitan Cork (as set out in CASP [see Section 1.2]) are shown in Figure 5.4 on the following page.</del></p> <p><b>Bus Services</b>                      Bus services in Cork City are <b>currently</b> provided by Bus Éireann, who operate 18 routes within Cork City as well as 8 routes serving Metropolitan Cork. Bus Éireann is currently working in collaboration with the National Transport Authority to reconfigure the bus network for Metropolitan Cork to provide improved frequency and new routes. Integrated ticketing ("Leap Cards") <del>will be</del> <b>were</b> also introduced in 2014. <b>Improvements are being carried out within the strategic framework provided by Action 13 of Smarter Travel, which sets high-level objectives of providing bus services in urban areas, which where feasible, that provide bus routes within 800m of all houses; daily buses from 6 am to 1 am (depending on demand) running at a frequency of 10 minutes at peak hours and 20 minutes at non-peak hours; a pre-pay cashless system to minimise delays at stops; and a defined level of comfort and cleanliness on vehicles.</b></p> <p><b>Objective 5.x Support Bus Network Improvement</b></p>				No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.

		Cork City Council will <del>undertake</del> <b>work with other transport stakeholders</b> to support improvement of the bus network, <b>including actions such as</b> ( <del>e.g.</del> the elimination of pinch points on streets, provision of footpath to major nodes, etc.), as identified in corridor studies (see Sections 5.6 – 5.7) and the City Centre Movement Strategy (Section 5.8).	
<b>Bus Rapid Transit</b>			
<b>5.10</b>	<b>5.39, 5.40</b>	<p>Clarify works being undertaken to progress BRT:</p> <p><del>Implementation of the City Centre Movement Strategy (see Section 5.8) lays the foundations for a bus rapid transit system by creating an environment through which public transport can move more efficiently. The next key step will entail identifying the Route for Phase I.</del></p> <p><b>During the lifetime of the Development Plan, key actions in respect of BRT will include reducing traffic congestion in the city centre and thereby creating an environment through which public transport can move more efficiently (see Section 5.8, City Centre Movement Strategy); building up existing bus ridership to support the future BRT (Section 5.x), reviewing landuse along potential BRT corridors in (Section 5.x), and agreeing the sequencing of strategic landuse/ transport planning in respect of BRT with other transportation stakeholders. The latter two issues will require further consideration of the likely BRT route for Phase I.</b></p> <p><b>Objective 5.x Bus Rapid Transit</b> Cork City Council will <del>commission a study of route options and agree a route for Bus Rapid Transit</del> <b>identify the preferred route for Bus Rapid Transit in conjunction with Cork County Council and the National Transport Authority.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.
<b>Rail</b>			
<b>5.11</b>	<b>5.41</b>	<p>Revise objective to clarify that the City Council supports Irish Rail's proposed improvements:</p> <p><del>Plans Works to improve cycle and pedestrian access from Kent Station to the City Centre are programmed for implantation in 2014- 2015</del><del>underway</del>. Details of local access infrastructure to serve Kilbarry Station are set out in the North Blackpool Local Area Plan 2011 (<b>Sections 4.153 – 4.160</b>).</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objectives.

		<p><b>Objective 5.x Kent Station Local Access Infrastructure</b>  <b>Support the re-orientation of Kent Station, including the delivery of Deliver local access infrastructure (i.e. pedestrian and cycle connections) from Kent Station to Cork City Centre.</b></p> <p><b>Objective 5.x Kilbarry Station Local Access Infrastructure</b>  <b>Support the opening of Kilbarry Station, including the delivery of Deliver local access infrastructure (i.e. pedestrian and cycle connections) around Kilbarry Station in tandem with and prior to the opening of Kilbarry Station.</b></p>	
<b>Cross Reference Maritime Harbour</b>			
5.1 2	5.7	<p>Cross reference Maritime Harbour:</p> <p>The provision for a ferry service from Cork Harbour to the Cork City was previously investigated by a private developer, though no active plans are currently underway. Such a service could potentially serve Cobh, Passage West, Rochestown, and Blackrock for both commuting and tourism uses, as well as strengthening the metropolitan area’s connection with maritime heritage (see Chapter 8, “Maritime Harbour”).</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Local Street Network</b>			
5.1 3	5.19	<p>Clarify the definitions of local street vs. strategic road (based on details from the NRA):</p> <p><del>Roads and streets with a speed limit of 60 km/ h or less comprise the “local” street network.</del> The local road street network is used by used by pedestrians, cyclists, private cars, and buses, and heavy goods vehicles for getting around the city. In addition to facilitating traffic movement, streets also create a “sense of place.”</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Strategic Road Network</b>			
5.1 4	5.19	<p>Clarify the definitions of local street vs. strategic road (based on details from the NRA):</p> <p>The strategic road network of Cork City comprises eight national roads, as shown in Figure 5.3.</p> <p><sup>2</sup> Defined by the National Roads Authority as all roads with speed limits over 60 km/ h. [Add footnote]</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Integration and Multi-Modality</b>			
5.1	5.51	Add a paragraph title regarding integration and multi-modality:	No additional significant impacts (either



5		<p><b>Objective 5.1 includes a strategic objective to work with other transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains, and several issues in Chapter 5 relate to the facilitation of multi-modal transport, including the improvement of pedestrian infrastructure around major public transport nodes (Obj. 5.18 &amp; 5.19), park and ride (Para. 5.x); the provision of cycle parking at major public transport nodes and park and ride facilities; and “ITS” solutions such as the NTA Journey Planner (Para 5.x).</b></p> <p><b>Increasing the potential to “mix modes” will be a key factor in fostering sustainable transport during the lifetime of the Development Plan. Particular emphasis will be placed on maximising the potential of multi-modality associated with the public bike scheme (Para 5.x).</b></p>	<p>positive or negative) would be expected to result from the revised text.</p>
<b>Alternative Fuels, Fuel Efficiency, and Electric Vehicles</b>			
5.1 6	5.50	<p>Add a paragraph and objective regarding alternative fuels, fuel efficiency, and electric vehicles:</p> <p><b>Cork City Council is supportive of actions that improving the fuel efficiency of motorised transport, including improved fleet infrastructure, increased use of biofuels, energy efficient driving, alternative technologies, and electric car initiatives.</b></p> <p><b>During the lifetime of the Development Plan, particular emphasis will be placed on electric vehicles (“EVs”), as there is a national target for 10% of all road vehicles to be powered by electricity by 2020. Biofuels and EVs improve air quality (fuel combustion for transport is a primary source of air pollution in the city (see Para.12.57 – 12.60)); EVs also reduce noise levels (road traffic noise is a predominant noise source in Cork City; see Objective 12.20 Joint Action Noise Plan.)</b></p> <p><b>National government has deemed the ESB responsible for providing electric vehicle (“EV”) charging infrastructure nationwide. Cork City Council will work with ESB to deliver on-street charging infrastructure; parking standards have also been updated in Chapter 16. In addition, the Council will also continue to incorporate electric vehicles into its own fleet.</b></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>

		<b>Objective 5.x Electric Vehicle Charging</b> <b>Cork City Council will promote and facilitate the use of Electric Vehicles, including the provision of both on and off- street charging points.</b>	
<b>Smart Technology</b>			
<b>5.1 7</b>	<b>5.49</b>	<p>Add a paragraph and objective regarding Smart Technology and Intelligent Transportation Systems:</p> <p><b>Smart Technology and Intelligent Transportation Systems</b> The incorporation of Intelligent Transportation Systems (ITS) and “smart technologies” to manage traffic and mobility and provide the public with transport information is already underway in Cork City and ties in with Strategic Objective 12.1(k) of ensuring adequate infrastructure to develop Cork as a “Smart City.” Current measures include the City Council’s Mobility Management Centre, the NTA’s journey planner/ cycle planner, Bus Eireann’s real-time information signs, and public/ private sector lift sharing/ carpooling applications. Cork City Council will continue to incorporate and support ITS during the lifetime of the Development Plan.</p> <p><b>Objective 5.1 Intelligent Transportation Systems</b></p> <p>To support and promote continued use of Smart Technology and Intelligent Transport Systems (ITS) to improve access and mobility in Cork City, in conjunction with other transport stakeholders.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.
<b>Carpooling and Car Sharing</b>			
<b>5.18</b>	<b>5.48</b>	<p>Add a paragraph and objective regarding carpooling and car sharing:</p> <p><b>Carpooling (also referred to as “lift sharing” and “car sharing”)</b> describe the sharing of car journeys so that more than one person travels in a car. <b>Car sharing (also known as “car clubs”)</b> describes a group of people who have an arrangement for sharing a car or cars. The national policy document <i>Smarter Travel (Actions 18 and 19)</i> support both initiatives, as car pooling can help reduce fossil-fuel based emissions and traffic congestion, and car sharing can reduce transport costs for households and reduce the need for parking. The primary carpooling initiatives in Cork currently include the NTA’s website carsharing.ie (which facilitates carpooling) and private sector company Carma, which facilitates real-time carpooling using ITS. Car sharing is currently</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.

		<p>provided by the private sector company Go Car. Cork City Council is supportive of such initiatives and will work with transport stakeholders to promote car pooling and car sharing.</p> <p><b>Objective 5.x Car Pooling and Car Sharing</b> To work with other transport stakeholders to support and promote car pooling and car sharing.</p>	
<b>Review Carparking Standards</b>			
5.19	5.45	<p>Add an objective regarding working being done under CASP with the NTA and Cork County Council to review car parking standards:</p> <p><b>Current car parking standards are set out in Chapter 16 Part x.</b> <b>Objective 5.x Review Parking Standards</b> To review and revise car parking standards and their application by 2017 (in conjunction with Cork County Council) in support of sustainable transport.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.
<b>City Centre</b>			
5.20	5.45	<p>Add a sentence to address the issue of removal of parking from the city centre; add a paragraph/ objective to acknowledge the national <i>Smarter Travel</i> policy of looking for solutions to reduce the impacts from suburban parking at shopping centres:</p> <p><b>City Centre</b> The desired outcome for the city centre is for it to be easily accessible for work, business, shopping, and leisure. Accessibility can be provided by means other than private car but will require a transition, particularly when the city centre is competing with suburban areas that provide free parking. <b>Alternative transport options will be increased to reduce the demand for parking. In addition, it is noted that Action 2 of the national policy document Smarter Travel 2009 – 2020 calls for consideration of the introduction of parking charges at “out-of-town” retail centres. This will be considered further in respect of a parking strategy for the city centre.</b></p> <p><b>Objective 5.x Parking at Suburban District Centres</b> To explore the potential for the introduction of parking charges at suburban district centres in conjunction with the National Transport Authority in support of sustainable travel and to reduce traffic congestion.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.
<b>Revise City Centre Parking</b>			

<p>5.21</p>	<p>5.14, 5.16, 5.34, 5.45</p>	<p><i>Provide more details regarding approach to parking for new development in the City Centre:</i></p> <p>Chapter 13 sets out plans to increase the residential and employment population of the city centre. The general approach will be to ensure an appropriate supply of short-stay parking for shoppers and to restrict long-stay parking, while encouraging alternative modes of transport and ‘park and ride’ for commuters. <b>As set out in Table 5.x, 57% of those working in the City Centre drove to work in 2011. It is intended to reduce this percentage substantially over the lifetime of the Development Plan. However,</b> acknowledging the reality of <b>current gaps in</b> the existing <b>public</b> transportation system, should several major developments come on line at once, this may require temporary parking measures to allow for the transition to more sustainable means of transport. In such a scenario, <del>the</del> <b>a sequential approach will be used: maximise the use of sustainable transport, maximise the use of existing (authorised) parking assets carparks</b> (many of which are not used to full capacity at present); <b>then consider the provision of temporary parking (such as temporary surface “park and walk” arrangements located outside the city centre);</b> before <b>finally considering</b> the construction of any new multi-storey car parks. <b>No new multi-storey car parks are open for consideration on the City Centre Island.</b></p> <p><b>Objective 5.x Multi-Storey Carparks</b></p> <p>No new multi-storey car parks shall be permitted on the City Centre Island.</p> <p><b>Objective 5.x Balanced Parking Provision</b></p> <p>Cork City Council will discourage long-term commuter parking in the city centre while ensuring adequate but not excessive parking provision for short-term shopping, business and leisure use. Transitional, temporary parking arrangements <b>outside the city centre</b> for new <b>city centre office</b> developments may be <b>open for consideration</b> acceptable, <b>subject to the sequential test,</b> conditions attached to planning <b>and preparation of a Travel Plan.</b></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>
<p>5.21 / cont d.</p>	<p>5.14, 5.16, 5.34, 5.45 &amp; Rpt 2 No. 3</p>	<p><b>Objective 5.x Parking Capacity Study</b></p> <p>During the lifetime of the Development Plan Cork City Council will conduct a capacity study of existing parking assets in the City Centre and develop a strategy to maximise usage of existing parking assets in order to facilitate new development in the City Centre without the need for the construction of significant new parking structures.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

		<b>Coach parking has also been identified as an issue in the city centre, both in respect of tour buses and private bus operators. A strategy for coach parking will be published in 2015.</b>										
<b>Park and Ride</b>												
<b>5.22</b>	<b>5.44</b>	<p>Add a sentence to reference the national <i>Smarter Travel</i> policy/ revise objectives to echo national policy:</p> <p><b>Provision of park and ride facilities at the edge of major urban centres and at important public transport nodes is supported by Action 14 of the NTA's Smarter Travel Plan.</b> Park and ride facilities offer car-based commuters the option of changing from cars to public transport or cycling before they enter the city, thereby reducing congestion and providing lower-cost travel options than City Centre car parking. There is currently one existing Park and Ride at Black Ash near the Kinsale road interchange; <b>plans have been completed for a Park and Ride at Carrigrohane (see Map 10, Volume 3) but the proposal awaits funding.</b> Further objectives are as follows:</p> <p>Objective 5.x Park and Ride Objectives</p> <table border="1"> <thead> <tr> <th>Infrastructure</th> <th>Status/ Planned Development</th> <th>Map No.</th> </tr> </thead> <tbody> <tr> <td>Carrigrohane Road Park and Ride</td> <td>Plans complete; await funding from National Transport Authority</td> <td>10</td> </tr> <tr> <td>Other major radial routes into the city and at railway stations on the commuter line, such as Dunkettle, Ballyvolane /Northern Ring Road; and south western city approaches in accordance with CASP</td> <td>Post 2021</td> <td>n/a</td> </tr> </tbody> </table>	Infrastructure	Status/ Planned Development	Map No.	Carrigrohane Road Park and Ride	Plans complete; await funding from National Transport Authority	10	Other major radial routes into the city and at railway stations on the commuter line, such as Dunkettle, Ballyvolane /Northern Ring Road; and south western city approaches in accordance with CASP	Post 2021	n/a	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.
Infrastructure	Status/ Planned Development	Map No.										
Carrigrohane Road Park and Ride	Plans complete; await funding from National Transport Authority	10										
Other major radial routes into the city and at railway stations on the commuter line, such as Dunkettle, Ballyvolane /Northern Ring Road; and south western city approaches in accordance with CASP	Post 2021	n/a										
<b>Add Airport</b>												
<b>5.23</b>	<b>5.42</b>	<p>Add a paragraph about the airport:</p> <p><b>Airport</b>  <b>Cork International Airport, located a few kilometres south of the city (in the County Council's administrative area), serves an important role for both business and the tourism industry, providing access to Britain and other destinations in Europe in particular.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.									

		<b>The County Development Plan prioritises the delivery of a high quality public transport connecting the Airport to the City Centre; the City Council is supportive of this objective. Public Safety Zones related to the airport that may affect development proposals in the city are accounted for in Chapter 16.</b>	
<b>Cross Reference Emissions in Freight Section</b>			
<b>5.24</b>	<b>5.7</b>	Cross reference emissions:  <b>The efficient transfer of freight also contributes to reduced emissions</b> (see Chapter 12).	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Sustainable Urban Mobility Planning</b>			
<b>5.25</b>	<b>5.6</b>	Add a paragraph ( <i>and objective to Objective 5.1</i> ) in relation to SUMP:  <b>Sustainable Urban Mobility Planning is a EU-developed framework for addressing transport-related issues in urban areas more efficiently. It is characterised by</b>  <ul style="list-style-type: none"> <li>• <b>A participatory approach: involving citizens and stakeholders from the outset and throughout the process of decision making, implementation and evaluation, building local capacities for handling complex planning issues, and ensuring gender equity;</b></li> <li>• <b>A pledge for sustainability: balancing economic development, social equity and environmental quality;</b></li> <li>• <b>An integrated approach: of practices and policies between policy sectors and authority levels (local, regional and national), and between neighbouring authorities;</b></li> <li>• <b>A focus on achieving measurable targets derived from short term objectives, aligned with a vision for transport and embedded in an overall sustainable development strategy;</b></li> <li>• <b>A review of transport costs and benefits, taking into account the wider societal costs and benefits, also across policy sectors;</b></li> <li>• <b>A method comprising the following tasks: 1) status analysis and baseline scenario; 2) definition of a vision, objectives and targets; 3) selection of policies and measures; 4) assignment of responsibilities and resources; 5) arrangements for monitoring and evaluation.</b></li> </ul>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

		<b>Many aspects of the “SUMP” process are already incorporated into the City Council's processes; more best practice will be incorporated where feasible during the lifetime of the Development Plan.</b>	
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**Chapter 6 Residential**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Residential Strategic Objectives</b>			
6.1		<p>Amend Objective 6.6 to refer to the housing needs of those with intellectual disability and autism:</p> <p><b>Objective 6.6 Meeting Housing Needs of Special Categories</b></p> <p>Cork City Council will actively seek to meet the housing needs of special categories requiring housing by:</p> <ul style="list-style-type: none"> <li>a) Supporting the concept of independent living for older people; to provide purpose built accommodation suitable to their needs in areas with good access to community facilities;</li> <li>b) Implementing the Disabled Persons Grant Scheme to provide for necessary accommodation alterations to better meet their needs;</li> <li>c) Providing suitable accommodation for Travellers; designating the use of particular areas for this purpose; and implementing Traveller Accommodation Plans (See Maps in Vol 2). Furthermore, accommodation for Travellers may be provided on other lands zoned for residential use;</li> <li>d) Continuing to work with the Homeless Forum (and in partnership with other stakeholders) in implementing the Cork Homeless Action Plan</li> <li>e) Continuing to work with the HSE and the voluntary sector in the provision of housing for refugees;</li> <li><b>f) To work with self-advocates, the HSE and the voluntary sector in the provision of housing for people with intellectual disability and /or autism consistent with the National Disability Act and the policy on congregated settings.</b></li> </ul>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised objective text.</p>



**Chapter 7 Inclusive Neighbourhoods**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Egan's Wheel</b>			
7.1	7.1	Amend Paragraph 7.4 to read:  <b>“Using both the Egan Wheel model and the recommended services which a city should provide within a certain distance of people’s homes as outlined in ‘Sustainable Settlements: A Guide for Planners, Designers and Developers (1995)’, the City Council aims to develop a City Neighbourhoods Strategy.</b>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Allotments</b>			
7.2	7.9	Amend <b>Objective 7.14</b> to include on allotments:  <b>Objective 7.14</b> Neighbourhood Recreation & Amenity <b>a)</b> To support and facilitate the development of outdoor and indoor recreational facilities to cater for all age-groups on suitable sites. <b>b) To encourage development of food growing spaces such as allotments and community gardens.</b>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.
<b>Mercy Hospital</b>			
7.3	7.10	Amend paragraph 7.14 (Health) to read:  <b>Health</b> 7.14 In terms of the overall provision of healthcare services, the continuing trend is towards community based care with the development of multidisciplinary Primary Care Teams (PCT). PCT is a multidisciplinary group of health and social care professionals who work together to deliver local accessible health and social services to a defined population of between 7,000-10,000 people at ‘primary’ or first point of contact with the health service. In Cork City, a need for a minimum of 4 primary care centres has been identified by the HSE. They may be directly publicly provided or they may be developed by the private sector. One has already been developed in Mahon. National Policy retains CUH as the main acute hospital for the southern part of the country. Other supporting <b>key acute city centre</b> hospitals include The Mercy <b>University Hospital</b> Mercy and the South Infirmary. In addition to these, St. Finbarr’s Hospital will serve a range of community medical needs.	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

Health and community			
7.4	7.11	<p>Amend paragraph 7.1 to reflect benefits of good health:</p> <p>7.1 Good neighbourhoods serve as focal points for the surrounding community with a range of services and facilities, typically in a vibrant and attractive physical environment. <b>The relationships between good health and a sense of community, social interaction and community empowerment, are well studied and accepted. A sense of community and belonging with the places where people live, work and travel, is an influential determinant of mental and physical health as is a built environment that facilitates social interaction.</b> Inclusive neighbourhoods have a high level of participation, a strong sense of identity and are socially inclusive. These qualities can be facilitated by planning for healthy, safe, 'liveable' and distinctive neighbourhoods, where people can access the facilities and services that they need in their daily lives without having to travel e.g. shops, health services, community facilities, good quality schools and childcare provision. The availability of suitable community facilities can bring together residents from different backgrounds, with different needs and have a positive impact on local issues and services.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
7.5	7.12	<p>Amend text in Objective 7.1a) to read as follows:</p> <p>To support provision of appropriate community facilities for all, the young, the ageing population, able-bodied, <del>disabled</del> <b>people with disabilities</b> etc.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.
7.6	Rpt. 2 No.7	<p>Insert new objective 7.12A to support a strategy to meet the needs of people with intellectual disability and/or autism:</p> <p><b>Objective 7.12A Strategy for people with intellectual disability and /autism To support the development of a strategy to meet housing and social needs of people with intellectual disability and or autism</b></p> <p><b>People with Disability and Autism</b> <b>With a population of people with an intellectual disability and/ or Autism, there is a need to ensure a supply of adequate community based services to meet their needs. National and international policy and frameworks recommend that people with intellectual disability and or autism should live in their local community and use in so far as possible generic services and facilities. To this end, Cork City Council will develop a strategy for People with Intellectual Disability and or Autism over the lifespan of the current development plan.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the new objective.

	<p><b>The Strategy will be guided by the National Disability Strategy (2013) and will inform future Council policy.</b></p> <p><b>The Strategy will recognise that there is a desire to move away from residential congregated settings to ordinary housing options in local communities. Social housing developments will be assessed for their suitability and ability to include and support people with intellectual disability and or autism. Council will work with self-advocacy groups, the HSE and the voluntary sector to inform and develop this strategy.</b></p>	
<b>Inclusive Neighbourhoods</b>		
<b>7.6</b>	<p>Delete text in brackets Shared Community Facilities To consider the provision of shared community and childcare facilities on sites made available to the Department of Education and Skills (<del>title as may be amended</del>) for schools.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

**Chapter 8 Arts, Cultural Heritage and Tourism**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Custom House Complex</b>			
8.1	13.12	<p><b>Amend 8.18 and Objective 8.3:</b></p> <p><b>8.18</b> In relation to land based maritime heritage consideration must also be given to the potential future uses of key landmark buildings and sites so as to maintain their maritime connection and identity –such sites as the Customs House and the Bonded Warehouses as well as the former Odlum’s Mills on Kennedy Quay and the former Harbour Master’s House and patent slip on the North Docks. All are Protected Structures however the Customs House Quay Complex is particularly emblematic of Cork’s maritime Heritage. It, along with Haulbowline Island, is one of the two most important Georgian dock complexes outside Dublin and one of three surviving Georgian docks complexes in Ireland. It is considered that a Conservation Plan ( as required by the South Docks Local Area Plan Objective SD35) along with a Feasibility Study to determine a viable and appropriate uses <b>to feed into a Masterplan for the future of the Complex</b> should be developed prior to the Port of Cork’s relocation. The former Odlum’s Mills has strong connections with the maritime and food heritage of the city and it is an objective of the South Docks Local Area Plan to develop it as a flagship cultural facility (SDLAP Objective SD 35).</p> <p><b>Objective 8.3 Maritime Harbour</b> It is the objective of Cork City Council to: Commission a River Use and Management Plan to examine the commercial and recreational potential of the Upper Harbour as well as the management of future river uses and users and ongoing maintenance of the navigable waterway in this location. Work with the relevant agencies to develop the expression of the maritime and industrial archaeological heritage of the city by: Ensuring the preparation of a Conservation Strategy for the Georgian Docklands (i.e. Custom’s House Quays complex) <b>to feed into a Masterplan for the site</b>, and working with Failte Ireland and other relevant agencies to secure landmark tourism/arts and cultural uses for this site and the former Odlums Mills <b>(other uses compatible with the character of the buildings will also be open for consideration);</b> Work with the relevant agencies to develop the expression of the military heritage of the city and enable public access to such sites as Elizabeth Fort and Collin’s Barracks Military Museum; Seek to ensure that the Quayside Amenity Areas as identified on Map 1 Volume 2 become</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

		accessible to the public. Improve physical and visual access to the water and promote water based activities.	
Food Strategy			
	<b>8.8</b>	Amend Objective 8.8 to expand on reference to Food Strategy:  <b>Objectives 8.8 Made in Cork</b> It is an objective of Cork City Council to: Produce <b>an inclusive</b> Food Strategy for the <b>city in conjunction with other stakeholders, which aims to create a healthy, sustainable and resilient food system for the city, to</b> examine the development of space <del>for</del> <b>to support a strong</b> food culture in the city and <del>the development of</del> <b>to develop</b> the associations between Cork City and quality food produce; Conclude a Feasibility Study into the development of a Food Centre at a city centre location – and implement any recommendations arising; Investigate the development of a craft centre in the city centre, possibly in the Butter Exchange in Shandon, and other ways of supporting the development of the craft sector Support the development of food and micro brewing businesses in the city centre, including working with local stakeholders to identify and market a restaurant quarter	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.

**Chapter 9 Archaeology and Built Heritage**

No text amendments

**Chapter 10 Landscape and Natural Heritage**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Landscape preservation zones</b>			
<b>10.1</b>	<b>11.4</b>		Amend Table 10.1 as follows:
Ref	Landscape Preservation Zone (general name)	Landscape Assets to be Protected (Table 10.1)	Site Specific Objectives
<b>NW</b>	<b>10</b> Farranferris Ridge	<b>CAJG</b>	
<b>NW</b>	<b>10</b> Farranferris College Ridge	<b>B,D,E,C,A,J,G</b>	<p><b>To restore and enhance the Historic Landscape;</b></p> <p><b>To seek re-use of college building and to allow development within its immediate environs consistent with the Protected Structure and landscape significance of the site;</b></p> <p><b>To reinforce landscape structure on site, including new tree planting and retention of watercourse as landscape / ecology feature;</b></p> <p><b>To allow development to replace existing structures to the north of the Seminary Building (see Area B of Local Area Plan) with new buildings being in Institutional uses with limited ancillary local services;</b></p> <p><b>To allow very limited development to the south of the seminary building for Institutional use (see amplification in Area D of the Local Area Plan)</b></p>
<b>NW</b>	<b>10a</b> Farranferris Ridge (Upper)	<b>A,B,C,D,E</b>	<p><b>To provide a passive amenity space which benefits from an enhanced landscape structure and significant tree planting;</b></p> <p><b>To protect and enhance the watercourse and its setting.</b></p>
<b>NW</b>	<b>10b</b> Farranferris Ridge	<b>G,H</b>	<b>To seek the development of a passive public open space to provide for the surrounding residential areas.</b>
<b>Salmonoid River</b>			

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

10.2	10.6	<p>To amend text as follows:</p> <p>Section 10.50          “In addition the river Lee and its banks provide habitats, feeding and resting grounds for a variety of protected species of birds, bats and <b>other</b> mammals such as the otter.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>
<b>Non-Designated Areas of Natural Heritage Importance</b>			
10.3	10.7	<p>To amend text as follows:</p> <p>Section 10.52          “Non-designated areas of natural heritage include <b>woodlands</b>, hedgerows, tree lines, <b>wetlands</b>, rivers, streams, <b>semi-natural grasslands</b>, private gardens, parks, sports grounds and urban green spaces.”</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>
<b>Rivers and Waterways</b>			
10.4	10.12	<p>To amend text as follows:</p> <p>Section 10.60          “In new major development locations the preference will <del>generally</del> be to <b>retain and protect existing riparian habitats while provide providing</b> parks in waterside locations to maximise the potential linkages between landscape, natural heritage and recreational opportunity.”</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>



## Chapter 11 Recreational Infrastructure

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Importance of Recreational Infrastructure</b>			
11.1	11.1	Amend paragraph 11.1 to refer to health benefits:  <b>Introduction</b> 11.1 The protection and enhancement of recreational infrastructure for <del>health,</del> recreational, landscape, biodiversity, and connectivity reasons, has significant benefits for Cork and the quality of life that it can offer to its citizens and those that visit the city. <b>Recreational infrastructure also has significant benefits for human health, including providing the arena for social interaction and creating cohesive neighbourhoods, the potential for physical activity, accessibility to nature and also a mental health dividend. High quality public space has strong links with all of the plan's strategic goals.</b>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
11.2	11.1 11.13	<b>Refine objectives to address need to provide for all age groups and relating to play provision.</b>  <b>Objective 11.1 Recreational Infrastructure Strategic Objectives</b> <b>It is the policy of Cork City Council:</b> To ensure that the City has an <i>Open Space Strategy</i> that is fit for purpose; To ensure, in partnership with Cork County Council where appropriate, that Cork has a well-balanced provision of parks and larger open spaces to provide focal points for the city and its constituent neighbourhoods, with each park accommodating a range of activities suited to its context and purpose; To ensure that all areas of the city have an <b>appropriate</b> <del>adequate</del> provision of local public amenity space <b>and facilities</b> to enable people <b>of all ages</b> to recreate, meet, enjoy <b>and contribute to improved health;</b> To ensure that play provision meets the needs of all age groups to best practice standards in terms of <b>quantity, quality and accessibility;</b>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective
<b>Public Open Space Provision</b>			
11.3	11.2	Amend 11.24-11.26 / Objective 11.7:  Public Open Space provision <b>11.24</b> Cork City Council aims is to ensure that public open space is available to meet	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.

	<p>the needs and demands of the City. This will involve a combination of protecting, enhancing and providing new spaces. With an intensifying city it will also require a creative approach to meeting recreational and amenity needs, particularly in the historic areas of the city with a tighter urban grain.</p> <p><b>11.25</b> The Sustainable Residential Development in Urban Areas: Guidelines for planning authorities (DOEHLG, 2008) provides guidance on the provision of open space for new developments. Quantitative standards in relation to public open space are outlined in <i>Chapter 17: Development Management</i>. Guidance in relation to the design and quality of public realm and public open space is also outlined in the Urban Design Manual: A Best Practice Guide (DOEHLG, 2008). The guidelines advocate that in new development areas Local Area Plans should identify preferred locations for larger open spaces that would allow playing pitches and larger recreational facilities to be concentrated away from housing areas but still easily accessible to them.</p> <p><b>11.26</b> The guidelines emphasise that the quality of public open spaces should be emphasised in terms of design, accessibility, shared use, biodiversity, sustainable urban drainage systems and provision for allotments and community gardens. In this regard details of the proposed landscaping, hard and soft should be submitted as part of planning applications. <b>Public open spaces should be designed to be multi-functional in order to ensure that they are focal points for a broad spectrum of people and neighbourhoods as a whole, as well as ensuring excellent city landscapes. Public open space plays a vital role for humans in providing exposure to nature, opportunities for physical activity and social interaction for all age groups but particularly for children and young people.</b></p> <p><b>Objective 11.7 Public Open Space</b>          To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned public open space for alternative purposes.          There will be presumption against development on all open space in residential estates in the city, including any green area/public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation/amenity open space, and also including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes.          To promote public open space standards generally in accordance with national guidance contained in Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (DEHLG, 2009) and the accompanying Urban Design Manual – A</p>	
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		<p>Best Practice Guide.</p> <p>The development of open spaces should aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community.</p> <p>To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities.</p> <p><b>Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role.</b></p>	
<b>Water Sports</b>			
11.4	11.11	<p>Amend 11.31 / Objective 11.12 to refer to need for new slipway.</p> <p>Water sports</p> <p><b>11.31</b> Cork has a very strong tradition of water-based transport, water sports, recreational boat use and water heritage, including rowing, sailing, canoeing and traditional boating (e.g. currachs). The City Council aims to commission a River Use and Management Plan to examine the recreational potential of the River Lee and the Upper Harbour. This will include consideration of river access points and services to meet the needs of river users, including organisations. This study is outlined in more detail in <i>Chapter 8: Arts, Tourism and Culture</i>. <b>A new public water slipway, accessible to vehicles, is needed to serve the city and should be capable of meeting the needs of individuals and organisations that use the water.</b></p> <p><b>Objective 11.12 River Use and Management Plan</b></p> <p>To pursue the development of a River Use and Management Plan to define how the recreational use of the city’s waterways can be optimised subject to Ecological Assessment and Appropriate Assessment Screening.</p> <p><b>To explore the potential for a new public water slipway in Cork City in partnership with stakeholders.</b></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>
<b>Amenity Routes</b>			
11.4	11.12	<p>Insert new text to address indicative nature of route alignment.</p> <p><b>Amenity Routes</b></p> <p><b>11.32</b> Amenity routes provide attractive and functional connectivity to areas of public open space and recreational amenity, including the City’s river corridors and links to</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

	<p>public open spaces within and at the edge of the city, as well as to panoramic viewing points. The City Council aims to ensure that a comprehensive network of amenity routes is provided to meet increasing demand for active and passive recreational activities, as well as for walking and cycling for transport (commuting) purposes. The dual use of such routes as walkways and cycleways is encouraged wherever possible. They also provide public space along the city’s river corridors and to connect riverside spaces for wider civic benefit.</p> <p><b>11.33</b> Existing Amenity Routes are provided within spaces that are either owned by the City Council or that benefit from access right agreement from landowners. Information on public rights of way is not available for inclusion in this plan. The Banks of The Lee Project has delivered a near-complete network of riverside access and walkways in the city. Within the last 6 years a link has been provided through the Sacred Heart Convent site at the western end of the Mardyke. The City Council aims to continue this work and to ensure full riverside access where this is possible, and also aims to develop a number of additional walkway / cycleways. <del>New or upgraded amenity routes are listed in Table 11.3 (below) and outlined on the Zoning and Objectives Maps in Volume 2. Routes will be designed to be safe, clearly signposted and incorporate appropriate street furniture and active leisure equipment.</del></p> <p><b>11.34</b> Objective 10.10 provides the standard for the consideration of riverside and waterway corridors, including amenity routes. This also refers to the potential and need to consider conflict between human activity and biodiversity / protected habitat. Safety is considered a key issue and public lighting may ensure that these routes can be used more frequently including evening-time.</p> <p><b>11.35</b> New walkways / cycleways will be provided to ensure the completion of the <i>Banks of The Lee Project</i>, connectivity through the City Centre, as well as connections to proposed City Parks and recreational infrastructure outside the city boundary. New routes on the northside will aim to improve amenities for this area of the city, including routes along the River Bride, River Glen and Glenamought River.</p> <p><b>11.35a:</b> <del>New or upgraded amenity routes are listed in Table 11.3 and illustrated outlined in Volume 2: Mapped Objectives. the land use zoning / objectives maps Volume 2. Routes are indicative and their routes may be subject to minor amendment at detailed design stage.</del> Routes will be designed to be safe, clearly signposted and incorporate appropriate street furniture and active leisure equipment.</p>	
<b>Play Facilities</b>		

<p>11.5</p>	<p>11.13</p>	<p>Amend section on Play Facilities to refer to provision for all age groups:</p> <p><b>Play Facilities</b></p> <p><b>11.35b</b> The importance of providing high quality play facilities for children, <b>young people and families to play together</b> is universally recognised as being a vitally important component of recreational infrastructure and focal points for social activity. National policy is set out in The National Children’s Office published Ready, Steady, Play! A National Play Policy in 2004, the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual: A Best Practice Guide (2008). The City Council aims for there to be play facilities of an appropriate quantity and quality to serve the needs of the city. It is considered that <del>an overall Children’s Play Strategy</del> should be developed for the provision of play facilities in the city to feed into the proposed <i>Open Space Strategy</i>. <b>This will address the play needs of all age groups and include consideration of places to play when the weather is bad.</b> Developments will be required to provide play facilities to meet the needs of the development and its catchment.</p> <p><b>11.36</b> Play areas can generally be categorised as follows:</p> <p>Local Areas for Play (LAP). These include small areas of open space specifically designated and laid out for young children to play close to where they live. They cater for children up to 6 years of age and can be overseen by parents, carers and the local community;</p> <p>Local Equipped Area for Play (LEAP). These include areas of open space designed and equipped for children of early school age and located within a 5 minute walk from home;</p> <p>Neighbourhood Equipped Area for Play (NEAP). These cater for children of all ages and make significant provision for older children, and are located within a walking time of 15 minutes from home. These will include larger play equipment, Multi-Use Games Areas and informal sports facilities;</p> <p>Specialist facilities, such as skateboard parks, BMX tracks, bike trails, etc.</p> <p><b>11.37</b> The <b>Play Strategy will consider the active play recreational needs of all age groups, adults, and particularly older people, also need to be provided for. As well as play facilities for younger age groups</b> the City Council will pursue the development of Outdoor Gyms and fitness trails <b>for adults</b> in the city in accessible locations, such as the city’s <b>Amenity Routes and Parks Walkways</b>.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>
<p><b>Allotments</b></p>			

11.6	11.14	<p>Amend 11.36 / Objective 11.16 to refer to Community Gardens:</p> <p><b>Allotments and Community Gardens</b></p> <p><b>11.38</b> Public allotments and community gardens are of <b>widespread benefit to individuals and communities, and particularly those areas with higher densities and / or with limited garden space</b>. Benefits include <b>generating community cohesion, contributing to food self-sufficiency, improved</b> health, and economic and social value in areas of the city, with higher densities and / or with limited garden space. The City Council's <b>Allotments and Community Gardens Strategy</b> will seek to <b>identify appropriate locations and sites for the development of facilities</b> an Allotments Strategy to meet demonstrable need within the city and outside <b>its administrative area</b>, where appropriate. <del>The City Council will support the development of public allotments and community gardens and will seek to identify</del> Facilities can be <b>permanent or temporary</b> sites for such activities in major development areas, major parks, <b>and</b> other types of location. <del>These can be facilities provided on a permanent or</del> Temporary facilities could be located on basis (e.g. on derelict, <b>vacant or underutilised</b> sites.</p> <p>Objective 11.16 Allotments and Community Gardens To pursue the preparation of an Allotments <b>and Community Gardens</b> Strategy.</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>
<b>City Centre Recreational Infrastructure</b>			
11.7	11.16	<p><b>City Centre Recreational Infrastructure</b></p> <p><b>11.40</b> The City Centre has seen the emergence of a network of a high quality public realm of streets and spaces that provide significant planning, urban design and amenity benefits for those living, working and visiting the city. Ranging from the multi-functional key streets of Saint Patrick Street, Grand Parade and Cornmarket Street to calmer amenity spaces, such as the Peace Park, Shalom Park and the Shandon Graveyard Pocket Parks. Public space in the city centre will provide for a variety of activities, including festivals, markets, sports homecomings and public protest, as well as essential link and amenity functions. The City Council recognises that one of the main features of the City Centre is its urbanity, however, it recognises that there is a shortage of green space, open space, <b>play facilities for young people</b> and street trees.</p> <p><b>11.41</b> The bigger public realm concept for the City Centre is set out in the <i>Cork Landscape Study 2008</i>, whereby the River Lee corridor provides the main focus for open space and recreational activity through the City Centre, connecting the larger green spaces to the west at the Mardyke / Fitzgerald's Park and the east at Horgan's</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>

	<p>Quay and the Kennedy Park / Monaghan's Road area. Many other spaces have been designed in Docklands and will be delivered as required. Tackling the dereliction of sites in the City Centre is a key objective of the City Council, and the temporary use of these sites for recreational purposes (e.g. pop-up parks) could provide significant benefits for the City Centre.</p> <p><b>11.42</b> The City Council aims to complement this existing network through a number of initiatives, including:</p> <ul style="list-style-type: none"> <li>Identifying locations for new permanent and temporary civic public spaces, some of which will be green spaces;</li> <li>Maximising the potential of the river corridors as recreational and high quality public spaces that provide focal points;</li> <li>The preparation of a public realm strategy for the City Centre, extending the work done in relation to the Docklands Public Realm Strategy 2011;</li> <li>Ensuring that neighbourhoods have an adequate supply of public space to meet their needs and make them attractive places to live for all age groups;</li> </ul> <p><b>Ensuring that the City Centre Island has facilities to meet the needs of young people, families and children, including play facilities.</b></p> <p><b>Objective 11.18 City Centre Recreational Infrastructure</b>  <del>To pursue the improvement of progress a review of the Recreational Needs Study 2003 to inform the Open Space Strategy for Cork City and project development.</del>  <b>To work towards the improvement of the City Centre's public realm so that it is both allocated and designed to meet the civic and neighbourhood priorities for the City Centre, and to ensure that recreational infrastructure is provided to meet the needs of all age groups.</b></p>	
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**Chapter 12 Environmental Infrastructure and Management**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Water Supply</b>			
12.1	12.2	<p>Amend Paragraphs 12.3 - 12.4 to reflect current proposals for Lee Road Treatment Plant.</p> <p><b>12.23</b> From 2014 drinking water for Cork City is provided by Uisce Éireann. Water infrastructure in Cork City can be summarised as follows: Cork City has two sources of drinking water. The Lee Road Drinking Water Treatment Plant <del>Waterworks</del>, which extracts water from the River Lee, provides around 70% of the city's total water supply. It primarily serves the city centre and northern suburbs. The Cork Harbour and City Water Supply Scheme, which extracts water from the Inniscarra Reservoir, serves the eastern, western, and southern suburbs. <del>This scheme is jointly owned by the City and County Councils. The construction of a new treatment plant at Lee Road is currently underway,</del> <b>There are</b> and two new interconnectors further connecting the two schemes to help ensure security of supply.<sup>2</sup></p> <p><b>12.24 The Lee Road Treatment Plant requires upgrading in order to address identified capacity issues and some treatment deficiencies. Upgrades to the Treatment Plant are included in Irish Water's proposed Capital Investment Plan 2014 – 2016. With these upgrades,</b> water supply capacity will impose no constraints on development in Cork City. The two schemes <b>will</b> have adequate capacity to serve metropolitan Cork through 2071 with regard to population targets set out in Chapter 2 (Core Strategy) treatment capacity, abstraction limits, and a reduction in “unaccounted for water” (i.e. primarily leakage).<sup>24</sup> The recent completion of the interconnector from Glashaboy Reservoir to the City Centre will also ensure an adequate supply to serve Docklands; all other areas identified for strategic redevelopment (see Chapter 2) also have adequate supply available.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Food waste</b>			
12.2	12.4	<p>Amend Paragraph 12.17 to emphasise that no land reservation is required within the City Administrative area for food waste processing, without being prescriptive as to how the food waste will be treated:</p> <p>National Household Food Waste Regulations require the introduction of the separate collection of organics from households in population clusters greater than 25,000</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.



Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

		people since July 2013. Current plans call for organic wastes to be processed at a regional composting facility <b>outside the city's administrative area (i.e. there are no identified needs for new infrastructure associated with the collection or processing of food waste within Cork City's administrative area at this time.)</b>	
<b>Electricity Provision and Generation</b>			
<b>12.3</b>	<b>12.5</b>	Revise 12.25 to reflect current position on electricity supply:  <b>12.25</b> ESB Networks is preparing a Medium Voltage Network Area Plan for areas including Cork City (expected to be complete in 2014/2015; the national High Voltage Network Investment Plan 2014 – 2024 is also under preparation. <b>In respect of the national transmission grid, Grid25 sets out EirGrid's strategy for the grid's development through 2025. As noted above no new grid infrastructure (e.g. transmission substations) is proposed within Cork City during the lifetime of the Plan. However, ensuring adequate network capacity to carry power from new generation stations and ensuring a reliable supply to meeting growing demand will require both the provision of new infrastructure and the enhancement of existing infrastructure. Regional and national policy, development proposals should not compromise plans for the grid; this will be accounted for in planning applications.</b>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>12.4</b>	<b>12.5</b>	Reference to Government Policy Statement on Transmission and Other Energy Infrastructure to be inserted in Appendix A of the Plan.	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Assessment of Development in Flood Risk Areas</b>			
<b>12.5</b>	<b>12.6</b>	Amend Objective 12.14 to strengthen requirement to take account of Flood Risk Guidelines  <b>Objective 12.14 Flood Risk Management in Development Proposals</b> Cork City Council <del>shall have regard to</del> <b>will implement</b> "The Planning System and Flood Risk Management: Guidelines for Planning Authorities, 2009" in the preparation of land-use plans and determining planning applications.	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.
<b>Noise Pollution</b>			
<b>12.6</b>	<b>12.10</b>	Amend Objective 12.20 to correct reference to Cork Noise Action Plan.  <b>Objective 12.20 Joint Cork Noise Action Plan</b> To implement <b>the recommendations</b> of the <del>Joint</del> Cork <b>Agglomeration</b> Noise	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.

		Action Plan 2013 - 2018 <b>upon its adoption</b> , in order to prevent and reduce environmental noise.	
<b>Cork Airport Safety Zones</b>			
<b>12.7</b>	<b>12.8</b>	<p>Insert text and objective in relation to the Airport Safety Zones as follows:</p> <p><b>12.70 Cork Airport and Public Safety Zones.</b>  <b>The then Departments of Transport and Environment, Heritage and Local Government commissioned a report to investigate Public Safety Zones (PSZs) at Cork, Shannon and Dublin Airports, in order to safeguard the public on the ground. The report was issued some years ago, but guidelines for its implementation have yet to be prepared by the Minister for the Environment, Community and Local Government.</b></p> <p><b>12.71 A two-zone protection system was proposed, namely, an Inner and an Outer Public Safety Zone for each runway, each zone running parallel to and extending beyond the respective runway. The Inner Zones are located closest to the runways and have a greater risk of accident, whereas there is less risk within the Outer Zones. In general, no development will be permitted in the Inner Zone. However, development will be permitted within the Outer Zone, subject to restrictions. For example, high density housing and facilities attracting large numbers of people will not be permitted, but existing developments can remain, as it is not a retrospective policy.</b></p> <p><b>12.72 The City Council area is not directly impacted by the ‘Inner’ Zone, however the proposed northern ‘Outer’ Public Safety Zone traverses parts of Wilton and Bishopstown (See map in Volume 2 of the Plan). The City Council will have regard to the Outer Public Safety Zone that traverses the western / south-western suburbs of the City in assessing new development proposals.</b></p> <p><b>Objective 12.24 Public Safety Zones</b>  <b>To promote appropriate land use patterns in the vicinity of the flight path over the City serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements. To implement future policies to be determined by the Government in relation to Public Safety Zones for Cork</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.

		<b>Airport.</b>	
<b>Flood Risk Management and Lower Lee Flood Relief Scheme</b>			
<b>12.8</b>	<b>12.13</b>	<p>To amend section 12.48 as follows:</p> <p>In the interim, the content and recommendations of the Draft Lee CFRAMS <del>will be</del> <b>has been integrated incorporated</b> into the draft City Development Plan process, and <del>revised accordingly</del> <b>informing the Flood Risk Assessment. The most significant proposal of the flood risk assessment is the rezoning of Greenfield lands at Carrigrohane Road in the western suburbs to ‘water compatible’ uses, namely, Public open space and Landscape preservation zones. There are no resulting zoning changes to the historic core of the city, as this area will be protected from flood risk by structural defences. Future development in the North and South Docks and Tivoli will be subject to detailed flood risk assessment and management measures. Further details are outlined in Volume 4 of the Draft Plan.</b></p> <p>To amend Objective 12.13 as follows:</p> <p><b>Objective 12.13 Lee Catchment Management Plan / Lower Lee Flood Relief Scheme</b>  Cork City Council shall have regard to the recommendations of the Draft Lee Catchment Flood Risk Assessment and Management Plan and <del>to incorporate the recommendations of the South West CFRMP / Lee CFRMP and the Lower Lee Flood Relief Scheme into the Cork City Development Plan when available</del> <b>shall incorporate the updated hydraulic modelling, mapping data and recommendations of South West CFRMP / Lee CRFMP (River Catchment Framework Management Plan) and the Lower Lee Flood Relief Scheme as each plan progresses.</b></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>

**Chapter 13 City Centre and Docklands**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Report
<b>Children, young people and families</b>			
13.1	13.17	<p>Insert amendment to Objective 13.1 to ensure that the City Centre is consciously developed and improved to meet the needs of all age groups:</p> <p><b>Objective 13.1 Strategic Objectives – City Centre and Docklands</b>                      It is a strategic objective of Cork City Council to:                      Sustain and enhance the vitality and attractiveness of Cork City Centre as the ‘Healthy Heart’ of the region and as a quality place to live, work and visit;                      Facilitate the orderly expansion of the city centre eastwards into Docklands and support the progressive development of Docklands as a sustainable urban quarter to complement the continued vibrancy and primacy of the City Centre.                      Implement the appropriate recommendations of the City Centre Strategy report (2014)                      Support the city centre in realising its full potential as the leading regional retail centre and the primary office location;                      Continue to develop Cork City Centre as a high quality, vibrant and adaptable location for the growth of indigenous and international business;                      To develop the city centre as a desirable place to live for all by providing a quality, sustainable and socially inclusive housing stock in proximity to quality services and amenities;                      develop and establish the City Centre as an international destination for tourism, business, culture, leisure and arts;                      To continue to enhance the quality of the city’s public realm and improve access into and within the City Centre for all the city’s users <b>and ensure that the City Centre is attractive to all age groups including children, young people and families;</b>                      To facilitate the safe, efficient and sustainable movement of people to, from and within the City Centre.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised objectives.
<b>Culture Tourism and entertainment – Young people</b>			
13.2	13.17	<p>Insert amendment in 13.18 to refer to needs of young people in city centre:</p> <p><b>13.18</b> The City Council acknowledges the essential role which restaurants, bars, clubs and other entertainment uses play in the economy and vibrancy of the City Centre and it will facilitate the future development of this sector, while balancing the needs to protect amenities of residents from excess noise and disturbance. There is concern also to</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

		<p>ensure that entertainment uses don not over-dominate the commercial and visual character of particular streets.</p> <p><b>13.18b The overall offer of the City Centre is important to all age groups, whether activities happen in public or private spaces, internally or externally. The City Centre is very important to young people for whom it provides an opportunity to congregate and socialise, as well as use services and facilities. The City Council will consciously seek to work with stakeholders and partners to ensure that the needs of young people are met in the City Centre and that their voice is heard in any consultations. Similarly the City Council will consciously seek to ensure that the City Centre meets the needs of families and children.</b></p>	
<b>South Mall</b>			<b>13.3</b>
	<p><b>South Mall</b></p> <p>13.26 South Mall is Cork’s main traditional prestigious office location. It has, for many years, been the home of professional service firms (accountants, lawyers and property advisors), finance institutions, banks and marketing professionals. The buildings are a mix of distinguished classical buildings and more recent development in the 1960s and 1970s. <del>The rationalisation of bank branches, the movement of insurance business on-line and relocation of some businesses elsewhere has resulted in increased levels of vacancy on the street.</del> Many of the buildings have a very attractive character but require <b>continual investment to ensure the space is attractive to potential occupiers.</b> <del>upgrading to meet modern business requirements.</del> If upgraded the heritage buildings on South Mall have potential to attract small and medium sized office users interested in a prestigious office building of character. The later 20th century buildings have larger floorplates but also need to be refurbished to meet modern standards. <b>The City Council recognises that there are relatively high levels of vacancy on the street, particularly above first floor level and is actively exploring ways of improving this by considering development models, architectural feasibility and finance issues.</b> However a package of interventions may be needed to make this happen and Cork City Council will investigate this further during the lifetime of the Plan.</p> <p>13.27 The City Council will seek to promote the retention of office uses in South Mall in order to provide suitable office space for small to medium sized business. <del>However, some of the office accommodation on the street may not be fit for purpose for office occupiers. Therefore in exceptional circumstances other uses such as residential (or</del></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>	

		<p><del>associated uses, such as hotel or serviced accommodation) will be open for consideration. Limited restaurant and retail use or leisure uses will also be considered where they support the prime function of the street as an office street and do not detract from the character of the buildings and the street.</del> <b>Ground floor uses on the street should support the office district and its business profile and should ensure the conservation of heritage assets, ensure proper access to upper floors is maintained. The preferred use at ground floor level will be retail office. Non-offices uses at ground floor level, such as restaurants, will only be open for consideration in the part of the street east of Morrison’s Street on the south side and east of Beasley Street on the north side (as these areas form a book-end to the street and have the potential to interact with nearby public spaces), where it can be clearly shown that they would support the primary office uses and do not detract from heritage assets or the character of the street. Non-office uses on upper floors of heritage buildings will be open for consideration where they do not have a negative impact on the area or on the heritage asset. Uses that will be considered favourably in this circumstance are residential, hotel or serviced accommodation.</b></p>	
13.4	13.7	<p><b>Amend Objective 13.10 as follows</b></p> <p><b>Objective 13.10 City Centre Office Development</b> It is the objective of Cork City Council to support office development within the City Centre by:</p> <p>a. Facilitating the development of an expanded office quarter, including large floor plate office development, on suitable sites in the eastern end of the city centre, and extending into Docklands as shown in Figure 13.1; and in other suitable sites in the Commercial Core Area and City Centre Retail Area, subject to the need to respect the character and profile of the city centre. The City Council will work with other public agencies and the private sector to bring forward office developments in these areas.</p> <p>b. Supporting the development of supported space for start-up and grow-on businesses in suitable buildings in the city centre by working with other public and private sector stakeholders.</p> <p>c. <del>Seeking to develop a package of measures to support the functioning of South Mall as a location for small and medium sized offices and other supportive uses</del> <b>Seeking to promote and enable the retention of office uses in South Mall in order to provide suitable office space for small to medium sized businesses in this premier office location (as outlined in 13.27).</b></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.</p>

		d. Implementing environmental improvements and measures to improve transport and access to the city centre as outlined in Chapter 5	
<b>Vacancy and dereliction</b>			
<b>13.5</b>	<b>13.3</b>	<p>Insert new paragraphs and Objective addressing vacancy and dereliction (above <b>13.35 Public Realm</b>):</p> <p><b>Tackling Vacancy and dereliction</b>  <b>13.3X Turnover of businesses and short-term vacancy is normal in a city centre. However there are certain areas of the city centre which have persistent vacancy and increasing numbers of run-down and derelict buildings (as referred to in Section 13.5). Many of the objective in this chapter and the City Centre Strategy aim to ensure a strong demand for a mixture of uses in the city centre to maintain vitality and reduce vacancy and dereliction. For example polices to increase office employment in the city centre will make shops restaurants and services more viable. Reductions in Development Levies for city centre development have also been put in place to promote investment in the city centre and its buildings. A series of ‘carrot and stick’ measures to tackle vacancy and dereliction are also underway or planned.</b></p> <p><b>13.3X Positive actions include a painting grant scheme; grants for repair of buildings; facilitation of arts and cultural uses in vacant buildings, a number of arts projects, a Postcard project for vacant shop-fronts; and co-operating with traders groups in improving their areas. Actions under the Derelict Sites Act to combat dereliction are also underway. The Government’s planned Living City Initiative will also support the revitalisation of marginalised areas of the city centre. The Plan also includes measures to support residential uses in and around the city centre and to upgrade the public realm and amenities to make it a more attractive place</b></p> <p><del><b>Objective 13.11A. Tackling vacancy and dereliction  Cork City Council will implement measures to tackle problems of vacancy and dereliction in and around the city centre and historic core via Development Plan policies aimed at revitalising the City Centre, implementing the City Centre Strategy objectives and direct actions such as financial incentives, arts and cultural initiatives, and actions under the Derelict Sites Act</b></del></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text and objective.

		<p><b>Objective 13.11A Tackling vacancy and dereliction</b>  <b>Cork City Council will implement measures to tackle problems of vacancy and dereliction in and around the city centre and elsewhere in the city. An overall strategy will be developed to tackle dereliction, including active use of the legal powers available under the Derelict Sites Act (e.g. placement on the Derelict Sites Register, acquisition, and legal notices requiring works to be carried out). The strategy will include actions to address:</b></p> <ul style="list-style-type: none"> <li>• <b>Strategic sites in the City Centre</b></li> <li>• <b>Derelict buildings and gap sites in the City Centre and along the Historic Spine</b></li> <li>• <b>Derelict houses and other buildings/sites in suburban areas</b></li> </ul>	
<b>Beamish and Crawford</b>			
13.6	13.11 & Rpt 2 No. 17	<p>Amend 13.52 to refer to retail uses</p> <p><u>Beamish and Crawford</u></p> <p><b>13.52</b> A development brief has been prepared for the Beamish and Crawford site and adopted by Council (2010). It sets out the planning policy framework, conservation strategy, urban design guidance and access and parking issues and will guide the future development of the site. Planning permission has been granted for a mixed use development including an event centre, cinema, offices, retailing and student housing. Whether or not this particular development goes ahead a mix of leisure, cultural, office, <b>retail uses (including comparison retail uses up to a maximum of 15% of floor area, supporting cultural, civic or leisure functions)</b> and residential development, is <b>considered</b> desirable <b>and acceptable</b> and would have a significant positive impact in terms of regeneration of this part of the city centre.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Custom House Complex</b>			
13.7	13.12	<p>Amend 13.56 to clarify use options for Custom House Complex:</p> <p>13.56 The area has potential for an office-led mixed use district which would include large floor plate offices, tourist /leisure uses making use of the heritage building assets, and residential apartments. The Bonded Warehouses are unique and of national importance and could be sensitively reused as an arts, crafts, cafes, bars, and restaurant complex (although other uses compatible with the character of the buildings will be open for consideration). The sites with potential for redevelopment for offices include those on Albert Quay West, Copley Street, Andersons Quay, Penrose Quay and St Patrick's Quay. They should incorporate active ground floor uses and in some cases a mixed</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.



		office/residential scheme is desirable. The Albert Quay east block has an attractive character deriving from the mix of building forms and styles. Planning permission exists for an Event centre on the Navigation House site and this or another entertainment use would be complemented by reuse of some of the other buildings for cafes, restaurants, arts and cultural uses and could provide services for the extensive office uses on the nearby sites.	
Water front amenity areas			
13.8		<p>Correction: Insert 'which' after 'small scale development within the space...'</p> <p>Waterfront Amenity Areas To create Waterfront Amenity Areas to provide accessible public space along the river for pedestrians and cyclists. There is a general presumption against development encroaching within 10 metres of the existing quayside apart from: -Small-scale development within the space, which relates to the use of the river or quayside space and can ensure an adequate amenity space to facilitate passive recreation, walking and cycling; or -In confined sites provision of a reduced setback supplemented by a boardwalk may be an acceptable alternative.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>General Docklands Objective</b>			
13.9	13.23	<p>Insert a new objective addressing the development of Docklands:</p> <p><b>Objective 13.23A Development of Docklands</b> <b>Cork City Council aims:</b> <b>To Promote the development of the North and South Docklands as major development opportunities of regional and national importance</b> <b>To create a vibrant mixed use and socially inclusive urban quarter in Docklands;</b> <b>To re-orient docklands as an extension of the city centre and to initially focus on development of areas easily accessible from the city centre, with other areas developing as barriers to development are overcome and opportunities arise;</b> <b>To review the local planning frameworks and if appropriate amend them to take account of changed circumstances;</b> <b>To work with key stakeholders, including government agencies and landowners, to overcome infrastructural deficits and other barriers, to secure the development of Docklands.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the new objective.

<b>South Docklands Objective</b>			
<b>13.10</b>	<b>13.23</b>	<p>Insert new Objective 13.25 relating to development of South Docks</p> <p><b>Objective 13.25 South Docks</b>  <b>Cork City Council will:</b>  <b>Promote development of the South Docks as the a new urban quarter, with initial emphasis on those areas that can be developed without major infrastructural investment</b>  <b>Review the South Docks Local Area Plan and consider whether it needs to be amended to take account of changed circumstances including reviewing the proportional mix and density of uses in different precincts and related infrastructural requirements.</b>  <b>Support the upgrade of recreational and amenity facilities at Marina Park, Pairc Ui Caoimh and Monahan Road over this Plan period.</b>  <b>Work with key stakeholders to overcome barriers to development of South Docks.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.
<b>Non-compatible uses - Marina Power Station</b>			
<b>13.11</b>	<b>13.24</b>	<p>Amend 13.91 to refer to potential activities at Marina Power Station</p> <p><b>13.91</b> Applications for the intensification or extension of existing uses within the Docklands area will be assessed against the zoning objectives within which the relevant site falls. This will mean that new general industrial uses will not normally be permitted in the South Docks area except where specific mention and reference is made to the activity in the South Docks Local Area Plan. In the case of the ESB Marina Power Station and facilities directly related to electricity transmission associated with the station for example the zoning objectives for the site are not intended to constrain the future development of power generation or power transmission <b>or other related activities such as CHP or district heating</b> on the site but will operate as lands become available for redevelopment. Applications for intensification of any use may be permitted where they are not compatible with the zoning objective if:  They do not involve significant investment that would have high capital costs relative to the likely term of usage.  They are envisaged as being short-term investments as a precursor to relocation out of the Docklands. In this instance short-term permissions may be granted.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

**Chapter 14 Suburban Area Policies**

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Response
<b>Key Suburban Development / Regeneration Areas</b>			
<b>Tivoli</b>			
<b>14.2</b>	<b>14.6</b>	<p>Amend Objective 14.4 to refer to Port of Cork and residential targets:</p> <p><b>Objective 14.4 Tivoli</b> To prepare a Local Area Plan for the redevelopment of Tivoli <b>in consultation with key stakeholders, in particular Port of Cork</b>, taking account of the following requirements:</p> <ul style="list-style-type: none"> <li>a. To develop a vision for the future redevelopment of the Tivoli Docks taking account of its waterfront location and potential commuter rail access;</li> <li>b. To investigate the feasibility of developing the area as a new <b>medium density</b> waterside residential quarter <b>incorporating in the region of 3,000</b> residential units, complemented by local services and recreational amenities;</li> <li>c. To identify suitable types and quantum of other uses, including employment uses, which would complement the residential development;</li> <li>d. To develop a transport and access strategy for the area, in particular the provision of high quality public transport;</li> <li>e. To identify a strategy for the phasing of development in the area.</li> </ul>	No additional significant impacts (either positive or negative) would be expected to result from the revised objective.
<b>Wilton/ Bishopstown</b>			
<b>14.2</b>		<p>Insert the following after section 14.31</p> <p><b>14.31A Vehicular access to lands between Hawkes Road and The Rise at Ardrostig Cross, fronting onto Waterfall Road / Bishopstown Road, should not be provided through The Rise in order to protect the amenity of residents.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>UCC/ MUH</b>			
<b>14.3</b>	<b>14.8 &amp; Rpt 2 No. 5</b>	<p>Amend to refer to joint UCC/MUH development at North Mall Distillery:</p> <p>14.46 Continued growth in student numbers will require the provision of new buildings. The City Council will encourage and supports in principle, future expansion plans including intensification of the existing campus and/ or new development at the North Mall Distillery lands <b>(as part of a joint development with Mercy University</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

		<p><b>Hospital for educational and healthcare purposes)</b> that respects the landscape character, built and natural heritage of such sites and the amenities of adjoining uses, <b>taking account of the site specific objectives in Chapter 10. The potential for the provision of an emergency vehicular bridge to the North Mall Distillery site, (which is an aspiration of the MUH), will be investigated, including carrying out the appropriate environmental and traffic studies, in the context of the proper planning and sustainable development of the site.</b></p> <p>There is also potential to locate on new sites such as in Docklands, which is supported in the South Docks Local Area Plan. The City Council supports the expansion of UCC activities, including its activities in partnership with other Institutions such as the CUH Group / HSE.</p>	
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### Chapter 15 Land-use Zoning Objectives

	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed															
<b>Zoning</b>																	
<b>15.24</b>		<p>Paragraph 15.24: Delete 'residential' as its listed twice in error:</p> <p><b>15.24</b> This zoning applies to areas of the North and South Docks. The range of permissible uses within this zone in Docklands includes residential, general offices, conference centre, third level education, hospital, hotel, commercial leisure, cultural, residential, public institutions, childcare services, business and technology/research uses (including software development, commercial research and development, publishing, information technology, telemarketing, data processing and media activities) and in addition, local convenience stores/corner shops and community/civic uses.</p> <p>5. Table 16.1 – delete reference to 'Map', as there is no map:</p> <p><b>Table 16.1: Indicative Plot Ratio Standards</b></p> <table border="1" data-bbox="430 651 1075 973"> <thead> <tr> <th>Location</th> <th>Plot ratio</th> </tr> </thead> <tbody> <tr> <td>City Centre</td> <td>1.5 - 2.5</td> </tr> <tr> <td>Docklands (north and south docks)</td> <td>1.5 - 2.5</td> </tr> <tr> <td>Suburban Key Development Areas (<del>Map</del>)</td> <td>1.0 – 1.75</td> </tr> <tr> <td>Inner Suburban (pre-1920 city)</td> <td>1.0 - 1.5</td> </tr> <tr> <td>Neighbourhood and District Centres</td> <td>1.5 - 1.75</td> </tr> <tr> <td>Suburban Offices</td> <td>0.75 – 1.0</td> </tr> </tbody> </table>	Location	Plot ratio	City Centre	1.5 - 2.5	Docklands (north and south docks)	1.5 - 2.5	Suburban Key Development Areas ( <del>Map</del> )	1.0 – 1.75	Inner Suburban (pre-1920 city)	1.0 - 1.5	Neighbourhood and District Centres	1.5 - 1.75	Suburban Offices	0.75 – 1.0	
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### Chapter 16 Development Management

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening Report														
<b>Structure of Chapter</b>																	
16.1	16.2	<p>Change structure of Chapter to bring together paragraphs dealing with alterations to dwellings into a new Section for ease of use as follows:</p> <p>Introduction                      Part A: <del>Cork City Development Management General Guidelines</del> <b>Requirements for Significant Developments and those in Sensitive Areas</b>                      Part B: Urban Design                      Part C: Residential Development  <b>Part D: Alterations to Existing Dwellings</b>                      Part E: Non-Residential Development                      Part F: Shopfronts &amp; Commercial Facades                      Part G: Car &amp; Cycle Parking Requirements for Development Management                      Part H: Advertising &amp; Security Signs                      Part I: Natural Heritage, Conservation, &amp; Archaeology</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.														
<b>Plot Ratio</b>																	
16.2		<p>Table 16.1 – correction - delete reference to 'Map', as there is no map:</p> <table border="1"> <caption><b>Table 16.1: Indicative Plot Ratio Standards</b></caption> <thead> <tr> <th>Location</th> <th>Plot ratio</th> </tr> </thead> <tbody> <tr> <td>City Centre</td> <td>1.5 - 2.5</td> </tr> <tr> <td>Docklands (north and south docks)</td> <td>1.5 - 2.5</td> </tr> <tr> <td>Suburban Key Development Areas (Map)</td> <td>1.0 – 1.75</td> </tr> <tr> <td>Inner Suburban (pre-1920 city)</td> <td>1.0 - 1.5</td> </tr> <tr> <td>Neighbourhood and District Centres</td> <td>1.5 - 1.75</td> </tr> <tr> <td>Suburban Offices</td> <td>0.75 – 1.0</td> </tr> </tbody> </table>	Location	Plot ratio	City Centre	1.5 - 2.5	Docklands (north and south docks)	1.5 - 2.5	Suburban Key Development Areas (Map)	1.0 – 1.75	Inner Suburban (pre-1920 city)	1.0 - 1.5	Neighbourhood and District Centres	1.5 - 1.75	Suburban Offices	0.75 – 1.0	
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<b>Alterations to existing Dwellings</b>			
<b>16.3</b>	<b>16.2</b>	<p>Insert new <b>'Part D Alterations to Existing Dwellings'</b> which will comprise of existing text from other sections covering:</p> <p>Extensions (currently 16.60),                      Residential Entrances/ Parking in Front Gardens (currently 16.71),                      Family Flats/ Granny Flats (currently 16.59),                      Home-Based Economic Activity (currently 16.86),                      Conversion of Residential Units to Non-Residential Use (currently 16.76),                      Conversion of Existing Houses to Flat Accommodation (currently 16.61), Demolition of Existing Residential Dwellings (currently 16.63).</p> <p>New text is proposed as follows:  <b>16.60 Some residential extensions, porches, garages, etc. do not require planning permission; see citizensinformation.ie for more details.</b></p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>
<b>Density</b>			
<b>16.3</b>	<b>16.2</b>	<p><b>Re-order bulleted list and insert cross references to appropriate sections of the Plan as follows for ease of use:</b></p> <p><b>16.12</b> Density is a measure of the relationship between buildings and their surrounding space. Density is expressed as units per hectare. The attainment of higher densities is not a stand-alone objective; rather higher densities must be delivered in tandem with quality to ensure the creation of good urban places and attractive neighbourhoods. The appropriate density for any site will be determined by a wide range of factors. In assessing proposals for higher density development proposals the following design safeguards will be relevant:</p> <ul style="list-style-type: none"> <li>• Presence <b>or</b> capacity of public transportation system (<b>Chapter 5</b>)</li> <li>• Vision for urban form;                         <ul style="list-style-type: none"> <li>○ Appropriate response to context</li> <li>○ Acceptable building heights (<b>Paras. 16.25 – 16.38</b>)</li> <li>○ Conservation (ACA/ RPS and setting) (<b>Chapter 9</b>)</li> </ul> </li> <li>• Amenity considerations                         <ul style="list-style-type: none"> <li>○ Overlooking, overshadowing, daylight, sunlight, etc.</li> <li>○ Provision of adequate external space (<b>16.18 – 16.20 and 16.64 – 16.70</b>)</li> <li>○ Provision of adequate internal space (<b>16.52</b>)</li> </ul> </li> <li>• Parking (<b>Part G</b>)</li> <li>• Provision of ancillary facilities</li> </ul>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

		<b>See Para. 16.40- 16.42 for residential density.</b>	
<b>Cross references</b>			
<b>16.4</b>	<b>16.2</b>	<p>Add the following cross references:</p> <p>To Para 16.89 Offices: <b>See also Paras. 3.25 – 3.34</b></p> <p>Between Para 16.83 and 16.84: <b>Commercial Leisure: See Paras. 3.37 – 3.38</b></p> <p>To Para. 16.88: <b>See also Paras. 3.39 – 3.41</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Transport Assessment</b>			
<b>16.5</b>	<b>16.6</b>	<p>Amend to refer to Road safety assessments and audits:</p> <p><b>Transport Assessment</b> (See also Chapter 5 <i>Transportation</i>)</p> <p><b>16.4</b> In accordance with national guidelines, development proposals should account for sustainable transportation requirements at the earliest stages of development design. Traffic and Transport Assessments may be requested by local authorities on developments where it is considered that there may be an impact on the road network. Any development which will directly access or indirectly cause some impact on the national road network has to submit a TTA with their application. The thresholds which determine if a Traffic and Transport Assessment is required are outlined in the Department of Transports ‘Traffic Management Guidelines’ and the NRA ‘Traffic and Transport Assessment Guidelines’ 2014 2007. Objective 5.1 <i>Transport Assessment</i> in Chapter 5 refers to same. Planning applications should be in line with the Design Manual for Urban Roads and Streets (2013). <b>Road Safety Impact Assessments and Road Safety Audits may also be required in appropriate situations.</b></p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Electric Vehicle Parking</b>			
<b>16.6</b>	<b>16.6</b>	<p>Insert a new paragraph after Para 16.112 to refer to parking for electric vehicles</p> <p><b>There is a national target for 10% of all road vehicles to be powered by electricity by 2020 (see Chapter 5). To meet this objective:</b></p> <ul style="list-style-type: none"> <li>• <b>Developments providing five or more parking spaces shall incorporate ducting in at least one parking space to allow for future fit out of a charging point.</b></li> <li>• <b>Development providing 10 or more parking spaces shall provide 1) at least one parking space equipped with a functioning EV charging point and 2) at least 10% of spaces shall incorporate ducting to allow for future fit out of a charging point.</b></li> </ul>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.



		<ul style="list-style-type: none"> <li>The EV infrastructure specified above shall be in accordance with Cork City Council's <i>Detailed Standards for EV Charging Infrastructure</i>.</li> </ul>	
<b>Cycle parking standards</b>			
16.7		<p><b>16.111 Detailed guidelines in respect of cycle parking will be prepared during the lifetime of the Development Plan (see Objective 5.x). Bicycle parking facilities shall comply with these guidelines when completed and in the interim should be provided to the standards set out in Table 16.9 and be:</b></p> <ul style="list-style-type: none"> <li>Sheltered where possible</li> <li>Located close to main building entrances so that parking is both convenient and benefits from the direct surveillance of passers-by.</li> </ul>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.
<b>Hot Food Takeaways /Fast-food restaurants</b>			
16.8		<p>Strengthen Takeaway policy with the following amendments:</p> <p><b>Hot Food Takeaways/ Fast-food Restaurants</b></p> <p><b>16.87</b> In order to maintain an appropriate mix of uses and protect night-time amenities in a particular area, it is the objective of Cork City Council <b>to prevent new takeaways in inappropriate locations</b>, to prevent an excessive concentration of takeaways and to ensure that the intensity of any proposed takeaway is in keeping with both the scale of the building and the pattern of development in the area. <b>Hot Food takeaways and fast-food restaurants can also have an adverse economic impact by affecting the commercial viability of areas by affecting status and consequently rental levels, and also the attractiveness of upper floor occupation for other uses.</b></p> <p><b>16.87a</b> Within the City Centre applications for fast-food takeaway units will be assessed against the criteria below. A concentration of hot food premises will not be permitted within the <b>City Centre Retail Area and Commercial Core Area</b> and historic centre. The loss of prime retail space in the City Centre Commercial Core Area will be resisted.</p> <p><b>16.87b</b> In order to protect residential amenity in suburban areas fast-food takeaway units will only be permitted in district centres, neighbourhood centres and local centres and will be subject to the criteria below. These locations provide the focus for social and commercial activity in any area.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

		<p><b>16.87c</b> The provision of hot food takeaways/fast-food restaurants will be strictly controlled having regard to the following:</p> <ul style="list-style-type: none"> <li>• <b>Land use zoning and specific objectives contained in the plan (for example Objective 13.4: Protection of Prime and Key Secondary Retail Frontage);</b></li> <li>• <b>The potential impacts on buildings on the RPS, NIAH or in Architectural Conservation Areas;</b></li> <li>• <b>The impact on the economic viability of streets;</b></li> <li>• The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses;</li> <li>• The number/frequency of such facilities in the area;</li> <li>• The effect of fumes, hours of operation, and general disturbance on nearby amenities and residents.</li> <li>• The need for adequate ventilation systems which are to be integrated into the design of the building;</li> <li>• Design of the unit in particular the shopfront and the need to avoid dead frontage onto the street;</li> <li>• Any proposed advertising/lighting is suitable and unobtrusive. Any advertising/signage should be removed on the cessation of operation of the business.</li> <li>• Traffic implications resulting from the proposed development <b>including the need to service the business and provide for the parking needs of customers.</b></li> <li>• <del>Free standing take aways not attached to restaurants will not be permitted</del></li> </ul> <p>The Planning Authority may impose restrictions on opening hours of hot food premises where deemed necessary.</p>	
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## Section 2.2 Proposed Amendments to Volume 2: Mapped Objectives

Map Change	CE's Report Ref	Proposed Amendment Name	Map proposed for amended	Screening Response
<b>M1</b>	<b>2.7</b>	<b>Tivoli LAP</b> Change 'General Industry' and 'Residential, local services and institutions' zoning to an objective indicating that a new local area plan will be prepared.	Map 5: North Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the objective to prepare an LAP, which in turn will be informed by a detailed flood risk assessment.
<b>M2</b>	<b>3.7</b>	<b>Assumption Road</b> Change land use zoning from public open space to Residential, Local Services and Institutions	Map 3: Central Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M3</b>	<b>12.8</b>	<b>Cork Airport Public Safety Zone</b> Include a map to indicate the area affected by the risk zone.	New map to be included in Volume 2	No additional significant impacts (either positive or negative) would be expected to result from the mapped objective.
<b>M4</b>	<b>11.4</b>	<b>Farranferris Sports Grounds</b> Change land use zoning of large sports pitch from Sports Grounds to Residential, Local Services and Institutions.	Map 3: Central Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M5</b>	<b>11.4</b>	<b>Farranferris Sports Grounds</b> Change land use zoning of small sports pitch from Residential, Local Services and Institutions to Sports Grounds to provide an all-weather sports pitch.	Map 3: Central Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

<b>M6</b>	<b>11.4</b>	<b>Farranferris Central recreational area</b> Change land use zoning of area around proposed sports ground (and setting to Farranferris College) from Residential, Local Services and Institutions to Public Open Space.	Map 3: Central Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M7</b>	<b>11.12</b>	<b>Blackrock riverside walkway</b> Move Amenity Route to accurate location and correct area designated as "Proposed Amenity Route".	Map 6: South Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from re-routing the mapped objective.
<b>M8</b>	<b>5.27</b>	<b>Blackrock Castle riverside</b> Change boundary of river / water body and zone land as Public Open Space.	Map 6: South Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M9</b>		<b>Bantry Park</b> Change public open space to reflect accurate boundaries on the ground.	Map 3: Central Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M10</b>	<b>11.10</b>	<b>Sandbrook / Wilton Lawn</b> Correct area of public open space to full extent.	Map 8: South-Western Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M11</b>	<b>4.10</b>	<b>South Douglas Road Local Services</b> Change land use zoning from Residential, Local Services and Institutions to Local Centre.	Map 7: South Central Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M12</b>	<b>10.13</b>	<b>River Glasheen</b> Designate river as an Area of High	Map 8: South-Western Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

		Landscape Value (overlay objective)		result from the mapped objective.
<b>M13</b>	<b>9.1</b>	<b>Former Ford Factory Site ACA</b> Amend boundary to proposed ACA.	Map 2: City Centre and Docklands Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M14</b>	<b>3.5</b>	<b>ESB Depot, Wilton</b> Insert new development site for Business and Technology uses.	Map 8: South-Western Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M15</b>	<b>Rpt 2: No 14</b>	<b>Mahon Point Shopping Centre</b> Change land use zoning of overflow car park site (site used for ice rink) from 'business and technology' to 'residential, local services and institutions', as in 2009 Cork City Development Plan	Map6: South Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M16</b>	<b>Rpt 2: No 16</b>	<b>Mahon Industrial Estate</b> Change zoning of Mahon Industrial Estate from 'Residential, Local Services and Institutions' to 'Business and Technology'	Map 6: South Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M17</b>	<b>Rpt 2: No 15</b>	<b>The Tank Field</b> Change land use zoning of the Tank Field to revert to that in 2009 City Development Plan i.e. area zoned 'schools' to revert to 'Sports Grounds', central area zoned 'Sports Grounds' to revert to 'Public Open Space'	Map 5 North Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.
<b>M18</b>	<b>Rpt 2 No 17</b>	<b>Beamish and Crawford, South Main Street</b> Change land use zoning of Beamish and Crawford from 'Commercial Core Area'	Map 1: City Centre and Docklands Zoning Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021


		to 'City Centre Retail Area'		
<b>M19</b>		<b>Brighton House, Blackrock</b> Change land use zoning of site of Brighton House from 'Landscape Preservation Zone' to 'Residential local services and institutions' with overlay of 'area of high landscape value' as in 2009 Cork City Development Plan.	Map 6: South Eastern Suburbs Objectives	No additional significant impacts (either positive or negative) would be expected to result from the rezoning.

\*Note that the above listed Mapping Amendments are illustrated in the Proposed Amendments report dated 15<sup>th</sup> December 2014.

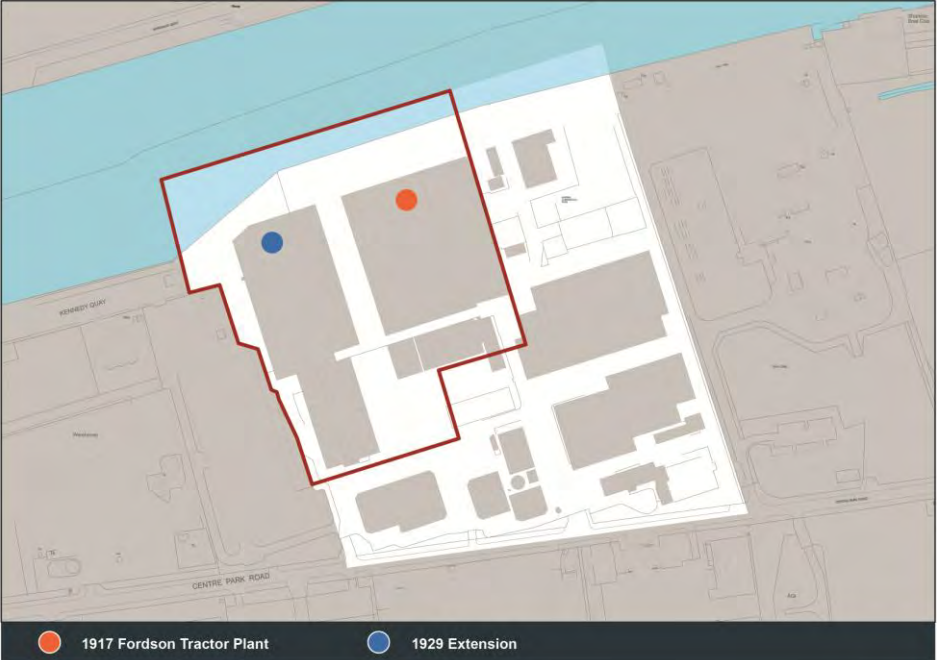
## Section 2.3 Proposed Amendments to Volume 3: Specific Built Heritage Objectives

### Proposed Amendments to the Architectural Conservation Areas

Ref:	CE's Report Reference	Proposed Amendment (Section / Title / Policy / Para. Ref) Text Proposed	Screening response
<b>Albert Quay, Albert Road, Victoria Road Proposed Architectural Conservation Area</b>			
	9.1	<p>Amendment to text of 'issues' section in Albert Quay, Albert Road, Victoria Road proposed ACA</p> <p>The area is located within the South Docks immediately to the east of the city centre. It contains extensive areas of both undeveloped lands and under-used low-rise buildings, mainly single storey, and is likely to be redeveloped during the life of the present Development Plan. <b>It is part of an area identified in “Cork City Harbour – Unlocking Cork Docklands” and the City Centre Strategy as an appropriate location for large floor plate offices, which are of strategic importance for Cork. This strategic need will be taken into account in assessing development proposals.</b> The aim should not be to retain all existing buildings and features but to encourage appropriate development of vacant land and under-used buildings by retaining the most significant elements of heritage interest as an integral part of the evolving character of the area.</p>	No additional significant impacts (either positive or negative) would be expected to result from the revised text.

<b>Former Ford Factory (Marina Commercial Park) Proposed Architectural Conservation Area</b>		
<b>9.1</b>	<b>9.2</b> Update map on page 45 to reflect proposed revised boundary to ACA included in Volume 3. <b>Existing (DCDP)</b>	No additional significant impacts (either positive or negative) would be expected to result from the revised boundary.
		



		<p><b>Proposed</b></p>  <p>● 1917 Fordson Tractor Plant    ● 1929 Extension</p>	
<p><b>9.1</b></p>	<p><b>9.2</b></p>	<p><b>Description of area</b></p> <p>The area is bounded by the River Lee to the north, the extensive grain silos and fertiliser plants to the west, and the later re-development at the former Dunlop site and more recent Ford buildings to the east and south.</p> <p>The site is laid out as an industrial campus with buildings erected by Ford and later Dunlop from 1917 until 1984 when both companies ceased operations on the site.</p> <p><b>The proposed Architectural Conservation Area extends to contain the 1917 tractor plant, the 1929 extensions to east and west, and the electrical plant from the early 1930s.</b></p> <p><b>Statement of Character</b></p> <p>The tractor plant, a <b>protected structure PS1135</b>, is the oldest structure on the site built</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

	<p>between 1917 and 1919. It is of international <b>historical, industrial archaeological, technical and architectural</b> significance as one of the first single-storey reinforced-concrete vehicle assembly plants in the world. It was designed and built by Ford engineers from Detroit where Henry Ford had developed the modern assembly-line production process and his designers were creating a new kind of industrial architecture to house it. <b>The later structures on the site, of historical, architectural and industrial archaeological significance, reflect the evolution of industrial architectural design.</b></p> <p>The location is a large flat site-The structures are located on a large flat site, essentially a polder reclaimed from the river, the lower section to the south set below the tidal high water level, rising as it meets the river's edge where the original Fordson tractor plant and concrete quayside have been constructed at a higher level to avoid flooding and to protect the lower land running back towards Centre Park Road.</p> <p><b>The present character of extensive low-rise structures set in an orthogonal arrangement in a flat industrial landscape will change as the area is redeveloped and the uses are intensified.</b></p> <p>The former industrial buildings, dating from 1917 to the 1970s, are generally low-rise, single and two-storey rising to three storeys along the western edge. The flat landscape of the river polder, the extensive areas of horizontal building laid out orthogonally and the extensive spaces between buildings give a particular but transient character to the area today. This character is accentuated by the sense of the temporary occupation by smaller users of what was a larger single complex. Re-development of the site will cause change: the challenge is to devise a strategy for development which builds on the present spatial pattern, retaining the most significant elements of the historic industrial structures as part of a new intensified riverside quarter.</p> <p><b>Building Typology</b> The former industrial buildings, dating from 1917-19, 1929 and the early 1930s, are low-rise, single, two- and three-storey painted reinforced concrete structures, generally with extensive steel-framed glazing where the original construction and finishes survive.</p> <p>The site contains a mixture of large floor plate one-storey, two-storey and three-storey buildings interspersed with smaller pavilions in an orthogonal arrangement. The buildings of most historic industrial archaeological importance are typically constructed of painted reinforced concrete, with steel framed windows set into the concrete frame.</p>	
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		<p><b>Issues</b></p> <p>The challenge is not to resist change but to ensure that new, higher density redevelopment reflects the industrial and historical origins of the site and retains its significance as part of a new conception for what will be a new urban quarter by the banks of the River Lee.</p> <p>It is important to emphasise that the retention of the historical, architectural, industrial archaeological and technical significance of the site does not imply the retention of the entire extent of the low-rise historic industrial structures: rather that the retention of their significance places these significant structures at the centre of a new intensified spatial and architectural conception for the development of the site, as exemplified in the recent planning application for the site which the City Council granted in 2012.</p> <p>The principal issues which require resolution as part of a new development strategy include the low-lying level of the southern part of the site, the question of how best to re-use and (where appropriate) intensify the most significant former industrial buildings which are low-rise with very large floorplates, and the architectural challenge of integrating the retained sections of building within a new urban quarter with a contemporary architectural expression.</p>	
<b>North Mall and the Marsh Proposed Architectural Conservation Area</b>			
9.2	9.3	<p><b>Description</b></p> <p>Located between the two principal channels, the North and South Channels of the River Lee, the area is essentially a marsh - early maps show parallel intermediate water channels along Henry St. and Sheare's St. which are now in-filled and/or culverted over. The area is bounded to the north by the rocky escarpment which forms the rear boundary of the properties along the North Mall. To the east the area abuts the North Main St. ACA centred around the former walled medieval city, to the west, the narrower neck of flat, low-lying land which contains Dyke Parade and the Mardyke.</p> <p>The original Marsh was cut through in the early 19<sup>th</sup> C by Great George St. (now Washington St.) to a unified design by Sir Thomas Deane to connect the Grand Parade to Lancaster Quay and Western Road.</p> <p>The ACA contains the largest group of large and mid-sized 18th C houses in Cork, the larger on both banks of the North Channel (North Mall and Grenville Place), the smaller houses</p>	<p>No additional significant impacts (either positive or negative) would be expected to result from the revised text.</p>

	<p>along Sheare's St. as well as an important designed group of unified buildings on Washington St. West. <b>The largest and most imposing building is the former Lord Mayor's Mansion House built in the mid 18<sup>th</sup> C, and in use as the Mercy Hospital since the mid-19C.</b> The character of the area changes adjacent to the South Channel where a significant number of the former industrial structures adjacent to the South Channel.</p> <p><b>Statement of Character</b>          The area is of architectural, historical and, adjacent to the South Channel, of industrial archaeological significance. It is structured as a series of linear spaces running generally east-west parallel with the river channels. On the north edge of the area, the mid-Georgian space centred on the North Channel contains large Georgian terraced houses, and in the centre, the in-filled former waterways of Henry St. and Sheare's St. are lined with a mix of smaller 18th and early 19th C houses.</p> <p>Washington St. contains the large-scale unified brick terraces of mixed use commercial and residential buildings built by the Wide Streets Commissioners while to the south are the former industrial sites which abut the South Channel, e.g. the various structures associated with the Hive Iron Works, abutting the South Channel. <b>The Mercy University Hospital plays an important role in the evolving development of the area.</b></p> <p><b>Building typology</b>          Buildings are typically constructed of painted plastered rubble-stone or brick walls, several with slate-hanging on exposed elevations (as at Fenn's Quay). Where they retain original finishes and features, they have roofs of natural stone slate, robust cast-metal rainwater gutters and downpipes and painted timber doors and windows and many good examples of iron railings and gates.</p> <p>Surviving historic street furniture and paving, such as stone quay walls, limestone steps and kerbing, iron handrails and guardrails make a significant contribution to the character of this distinctive area.</p> <p><b>Issues</b>          Commercial viability, vacancy <b>and dereliction</b>, flooding, and traffic passing through the area <b>and visiting the hospital.</b></p>	
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## **Section 3**

### **Assessment of the Objectives of the Draft Plan**

## Introduction

The Objectives (new and revised) of Volume I of the draft plan are tested against the Environmental Protection Objectives (EPOs) of the draft Strategic Environmental Assessment, (SEA) assessing the likely or potential significant effects on the receiving Environment, under the following headings or receptors: population, human health; biodiversity, flora and fauna; soil; water; climate and air; material assets; cultural heritage; and landscape. Potential effects have been identified and categorised as Positive, Negative, Uncertain or Insignificant / Neutral.

**Table I Environmental Protection Objectives and Codes**

<b>Environmental Protection Objectives</b>	
<b>Population / Human Health</b>	
<b>PHH</b>	To create a sustainable compact city, a high quality safe environment in which to live, work or visit.
<b>Biodiversity, Flora &amp; Fauna</b>	
<b>BFF</b>	To protect and where appropriate, enhance the diversity of habitats, ecosystems, geological features and species in their natural surroundings
<b>Soil</b>	
<b>SL</b>	To protect and enhance the soil and 'Greenfield' resources of the City.
<b>Water</b>	
<b>WR</b>	To protect and where necessary improve the quality and management of watercourses and groundwater, in compliance with the requirements of the Water Framework Directive.
<b>Climate &amp; Air</b>	
<b>CA</b>	Contribute to the mitigation of, and adaptation to climate change such as flooding risk management, air quality and noise issues.
<b>Material Assets</b>	
<b>MA</b>	To make best use of the City's infrastructure and material assets and to promote the sustainable development of new infrastructure to meet the future needs of the City population.
<b>Cultural Heritage</b>	
<b>CH</b>	To protect and where appropriate, enhance the character, diversity and special qualities of the City's cultural, architectural and archaeological heritage.
<b>Landscape</b>	
<b>LD</b>	To protect and where appropriate, enhance the character, diversity and special qualities of the City's landscapes.

**Table 2 Implications of the CDP Objectives on the EPOs**

Significant beneficial / positive impact on the environmental receptor	<b>+</b>
Significant adverse / negative impact on the environmental receptor	<b>-</b>
An uncertain impact on the environmental receptor	<b>?</b>
An insignificant impact, neutral or no relationship with environmental receptor	<b>N</b>

**Table 3 Evaluation of the Proposed Objectives to the draft City Development Plan**

		<b>Environmental Protection Objectives</b>							
	<b>Draft Development Plan Objectives</b>	<b>PHH</b>	<b>BFF</b>	<b>SL</b>	<b>WR</b>	<b>CA</b>	<b>MA</b>	<b>CH</b>	<b>LD</b>
	Goal 2. Achieve a higher quality of life, promote social inclusion and make the city an attractive and healthy place to live, work, visit and invest in	+	?	+	?	+	+	?	?
	Objective 2.1 Residential land management strategy An active residential land management strategy will be developed to promote residential and other construction on lands identified for development, identifying barriers to development and developing appropriate responses, taking into account the actions in Construction 2020, the Governments strategy for the construction sector.	+	N	N	?	N	+	N	N
	Objective 4.7(b) Local centres and corner shops “To support and facilitate the development of and the expansion of existing local centres and corner shops as appropriate where significant population growth is planned or where a demonstrable gap in existing provision is identified, subject to the protection of residential amenities of the surrounding area. Proposals should provide a mix of uses and services suitable to the scale of the centre and demonstrate the appropriateness of the location.	+	N	N	N	+	N	N	N
	Objective 4 .14 Markets It is an objective to support and promote the use of on-street / outdoor markets in appropriate city centre locations and the suburban district centres, and to pursue the development of a Market Strategy by 2016.	+	N	N	?	?	+	N	N

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

Objective 5.1	<p>a) To promote integrated and sustainable settlement and transport strategies based on the principle of proximity.</p> <p>b) To reduce the percentage of persons who drive to work to 60% by 2021.</p> <p>c) To invest in transport infrastructure based on the transport user hierarchy: pedestrians, cyclists, public transport users, freight, delivery and waste vehicles; private vehicle users.</p> <p>d) To encourage and facilitate cycling and walking for short/ local trips by providing appropriate infrastructure, promoting “soft-measures” that influence change in transport behaviour, and by requiring proximate, compact land uses.</p> <p>e) To encourage increased use of rail, bus, and carpooling/ car sharing for longer journeys, by providing local access infrastructure to key transport nodes, by using information, pricing mechanisms and other “soft-measures” to influence change in transport behaviour, and by requiring public-transport orientated development.</p> <p>f) To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands.</p> <p>g) To work with transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains.</p> <p>h) To protect the capacity, efficiency and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City.</p> <p>i) To provide new local streets, upgraded streets, and pathways where required to increase connectivity.</p> <p>j) To actively manage capacity of the city’s street system to reduce the negative impacts of congestion and to maximise the use of the existing street network.</p> <p>k) To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives, while recognising the need to maintain economic vibrancy until more gaps in the existing alternative transportation systems are filled.</p> <p>l) To encourage the use of innovative measures to reduce the requirement for car parking.</p> <p>m) To support actions aimed at improving the fuel efficiency of motorised transport.</p> <p>n) To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region.</p> <p>o) To work closely with other transportation stakeholders to achieve strategic transportation objectives, incorporating the SUMP (Sustainable Urban Mobility Planning) process where feasible.</p>	+	+	+	?	+	+	?	+
		+	+	+	?	+	+	?	?
		+	?	N	N	+	+	?	?
		+	?	N	N	+	+	?	?
		+	?	N	N	+	+	N	?
		+	?	N	N	?	+	N	?
		+	?	?	?	+	+	?	?
		+	?	?	?	?	+	?	?
		+	+	+	?	+	+	?	+
		?	N	N	N	?	+	N	N
		?	N	N	N	?	?	N	N
		?	-	?	?	-	+	?	?
		+	+	N	?	+	?	?	?
		?	-	?	?	-	+	?	?
		+	+	+	+	+	+	?	?
Objective 5.x Transport Assessment	Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate the facilitation and encouragement of sustainable methods of transport.	+	?	?	?	?	?	?	?



Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

Objective 5.x Landuse Strategies for Key Public Transport Corridors To develop land-use strategies that encourage, higher-density uses along key public transport corridors where feasible.	+	?	?	?	?	?	?	?	?
Objective 5.x Cycling Strategy Cork City Council will develop a Cycling Strategy during the lifetime of the Development Plan to address supporting measures required to increase cycling uptake.	+	N	?	N	+	+	N	N	
Objective 5.x Cycling Parking Guidelines Cork City Council will develop more detailed standards to guide the provision of cycle parking in private development.	+	N	N	N	+	+	N	N	
Objective 5.x Behavioural Change Measures Cork City Council will continue to initiate and support behavioural change measures that promote walking and cycling as modes of transport, particularly in areas where upgraded infrastructure is being provided.	+	+	N	N	+	+	N	N	
Objective 5.x Pedestrian and Cycling Infrastructure Design The design of pedestrian and cycling infrastructure will be in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.	+	+	N	N	+	+	N	N	
Objective 5.x Support Bus Network Improvement Cork City Council will work with other transport stakeholders to support improvement of the bus network, including actions such as the elimination of pinch points on streets, provision of footpath to major nodes, etc. as identified in corridor studies (see Sections 5.6 - 5.7) and the City Centre Movement Strategy (Section 5.8).	+	N	N	N	+	+	?	N	
Objective 5.x Bus Rapid Transit Cork City Council will identify the preferred route for Bus Rapid Transit in conjunction with Cork County Council and the National Transport Authority.	+	?	?	N	+	+	?	?	
Objective 5.x Kent Station Local Access Infrastructure Support the re-orientation of Kent Station, including the delivery of local access infrastructure (i.e. pedestrian and cycle connections) from Kent Station to Cork City Centre.	+	N	N	N	+	+	N	N	

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

Objective 5.x Kilbarry Station Local Access Infrastructure Support the opening of Kilbarry Station, including the delivery of local access infrastructure (i.e. pedestrian and cycle connections) around Kilbarry Station in tandem with and prior to the opening of Kilbarry Station.	+	N	N	N	+	+	N	N
Objective 5.x Electric Vehicle Charging Cork City Council will promote and facilitate the use of Electric Vehicles, including the provision of both on and off-street charging points.	+	+	N	N	+	+	?	?
Objective 5.1 Intelligent Transportation Systems To support and promote continued use of Smart Technology and Intelligent Transport Systems (ITS) to improve access and mobility in Cork City, in conjunction with other transport stakeholders.	+	+	N	N	+	+	?	?
Objective 5.x Car Pooling and Car Sharing To work with other transport stakeholders to support and promote car pooling and car sharing.	+	+	N	N	+	+	?	?
Objective 5.x Review Parking Standards To review and revise car parking standards and their application by 2017 (in conjunction with Cork County Council) in support of sustainable transport.	+	N	N	N	N	+	N	N
Objective 5.x Parking at Suburban District Centres To explore the potential for the introduction of parking charges at suburban district centres in conjunction with the National Transport Authority in support of sustainable travel and to reduce traffic congestion.	+	?	?	?	+	+	?	?
Objective 5.x Balanced Parking Provision Cork City Council will discourage long-term commuter parking in the city centre while ensuring adequate but not excessive parking provision for short-term shopping, business and leisure use. Transitional, temporary parking arrangements outside the city centre for new city centre office developments may be open for consideration, subject to the sequential test, conditions attached to planning and preparation of a Travel Plan.	+	?	?	?	+	+	?	?
Objective 6.6 Meeting Housing Needs of Special Categories Cork City Council will actively seek to meet the housing needs of special categories requiring housing by: a) Supporting the concept of independent living for older people; to provide purpose built	+	?	?	?	+	+	?	?

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

	<p>accommodation suitable to their needs in areas with good access to community facilities;</p> <p>b) Implementing the Disabled Persons Grant Scheme to provide for necessary accommodation alterations to better meet their needs;</p> <p>c) Providing suitable accommodation for Travellers; designating the use of particular areas for this purpose; and implementing Traveller Accommodation Plans (See Maps in Vol. 2). Furthermore, accommodation for Travellers may be provided on other lands zoned for residential use;</p> <p>d) Continuing to work with the Homeless Forum (and in partnership with other stakeholders) in implementing the Cork Homeless Action Plan;</p> <p>e) Continuing to work with the HSE and the voluntary sector in the provision of housing for refugees;</p> <p>f) To work with self-advocates, the HSE and the voluntary sector in the provision of housing for people with intellectual disability and/ or autism consistent with the National Disability Act and the policy on congregated settings.</p>	+	N	N	N	N	N	N	N
		+	?	?	?	?	?	?	?
		+	?	?	?	?	?	?	?
		+	?	?	?	?	?	?	?
Objective 7.9 Shared Community Facilities	To consider the provision of shared community and childcare facilities on sites made available to the Department of Education and Skills for schools.	+	?	+	?	?	?	?	?
Objective 7.12A Strategy for people with intellectual disability and autism	To support the development of a strategy to meet housing and social needs of people with intellectual disability and/ or autism.	+	N	N	?	?	?	?	?

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

<p><b>Objective 8.3 Maritime Harbour</b> It is the objective of Cork City Council to:</p> <p>a) Commission a River Use and Management Plan to examine the commercial and recreational potential of the Upper Harbour as well as the management of future river uses and users and ongoing maintenance of the navigable waterway in this location.</p> <p>b) Work with the relevant agencies to develop the expression of the maritime and industrial archaeological heritage of the city by:</p> <p>c) Ensuring the preparation of a Conservation Strategy for the Georgian Docklands (i.e. Custom's House Quays complex) to feed into a Masterplan for the site, and working with Failte Ireland and other relevant agencies to secure landmark tourism/arts and cultural uses for this site and the former Odlums Mills (other uses compatible with the character of the buildings will also be open for consideration);</p> <p>d) Work with the relevant agencies to develop the expression of the military heritage of the city and enable public access to such sites as Elizabeth Fort and Collin's Barracks Military Museum.</p> <p>e) Seek to ensure that the Quayside Amenity Areas as identified on Map 1 Volume 2 become accessible to the public.</p> <p>f) Improve physical and visual access to the water and promote water based activities.</p>	+	?	N	?	N	N	N	N
<p><b>Objectives 8.8 Made in Cork</b> It is an objective of Cork City Council to:</p> <p>a) Produce an inclusive Food Strategy for the city in conjunction with other stakeholders, which aims to create a healthy, sustainable and resilient food system for the city, to examine the development of space to support a strong food culture in the city and to develop the associations between Cork City and quality food produce;</p>	+	N	N	N	N	N	N	N
<p><b>NW 10 Farranferris College Ridge</b> To restore and enhance the Historic Landscape; To seek re-use of college building and to allow development within its immediate environs consistent with the Protected Structure and landscape significance of the site; To reinforce landscape structure on site, including new tree planting and retention of watercourse as landscape / ecology feature; To allow development to replace existing structures to the north of the Seminary Building (see Area B of Local Area Plan) with new buildings being in Institutional uses with limited ancillary local services; To allow very limited development to the south of the seminary building for Institutional use (see amplification in Area D of the Local Area Plan)</p>	+	+	+	?	?	?	+	+
	+	+	+	?	?	?	+	+
	+	+	+	?	?	?	+	+
	N	?	?	?	?	N	?	?
	N	?	?	?	?	?	?	?

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

<p>NW 10a Farranferris Ridge (Upper) To provide a passive amenity space which benefits from an enhanced landscape structure and significant tree planting; To protect and enhance the watercourse and its setting.</p>	+	+	+	+	?	?	+	?
<p>NW 10b Farranferris Ridge To seek the development of a passive public open space to provide for the surrounding residential areas.</p>	+	+	+	+	?	?	+	?
<p>Objective 11.1 Recreational Infrastructure Strategic Objectives It is the policy of Cork City Council: a) To ensure that the City has an <i>Open Space Strategy</i> that is fit for purpose; b) To ensure, in partnership with Cork County Council where appropriate, that Cork has a well-balanced provision of parks and larger open spaces to provide focal points for the city and its constituent neighbourhoods, with each park accommodating a range of activities suited to its context and purpose; c) To ensure that all areas of the city have an appropriate provision of local public amenity space and facilities to enable people of all ages to recreate, meet, enjoy and contribute to improved health; d) To ensure that play provision meets the needs of all age groups to best practice standards in terms of quantity, quality and accessibility;</p>	+	+	+	N	+	N	N	+
	+	?	+	N	+	N	N	+
	+	?	+	N	+	N	N	+
	+	N	N	N	N	N	N	N
<p>Objective 11.7 Public Open Space - To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned public open space for alternative purposes. - There will be presumption against development on all open space in residential estates in the city, including any green area/public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation/amenity open space, and also including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes. - To promote public open space standards generally in accordance with national guidance contained in Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (DEHLG, 2009) and the accompanying Urban Design Manual – A Best Practice Guide. - The development of open spaces should aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community.</p>	+	+	+	N	+	N	N	+
	+	+	+	N	+	N	N	+
	+	+	+	N	+	N	N	+
	+	+	+	N	+	N	N	+

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

	<ul style="list-style-type: none"> <li>- To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities.</li> <li>- Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role.</li> </ul>	+	+	+	N	+	N	N	+
	<p>Objective 11.12 River Use and Management Plan To pursue the development of a River Use and Management Plan to define how the recreational use of the city's waterways can be optimised subject to Ecological Assessment and Appropriate Assessment Screening. To explore the potential for a new public water slipway in Cork City in partnership with stakeholders.</p>	+	N	N	+	N	N	N	N
	<p>Objective 11.16 Allotments and Community Gardens To pursue the preparation of an Allotments and Community Gardens Strategy.</p>	+	N	+	N	+	N	N	N
	<p>Objective 11.18 City Centre Recreational Infrastructure To work towards the improvement of the City Centre's public realm so that it is both allocated and designed to meet the civic and neighbourhood priorities for the City Centre, and to ensure that recreational infrastructure is provided to meet the needs of all age groups.</p>	+	N	+	N	+	N	N	N
	<p>Objective 12.14 Flood Risk Management in Development Proposals Cork City Council will implement "The Planning System and Flood Risk Management: Guidelines for Planning Authorities, 2009" in the preparation of land-use plans and determining planning applications.</p>	+	N	N	+	+	+	+	N
	<p>Objective 12.20 Joint Cork Noise Action Plan To implement the recommendations of the Cork Agglomeration Noise Action Plan 2013 - 2018 upon its adoption, in order to prevent and reduce environmental noise.</p>	+	N	N	N	+	N	N	N
	<p>Objective 12.24 Public Safety Zones To promote appropriate land use patterns in the vicinity of the flight path over the City serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements. To implement future policies to be determined by the Government in relation to Public Safety Zones for Cork Airport.</p>	+	N	N	N	?	+	?	?

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

	<p>Objective 12.13 Lee Catchment Management Plan / Lower Lee Flood Relief Scheme Cork City Council shall have regard to the recommendations of the Draft Lee Catchment Flood Risk Assessment and Management Plan and shall incorporate the updated hydraulic modelling, mapping data and recommendations of South West CFRMP / Lee CRFMP (River Catchment Framework Management Plan) and the Lower Lee Flood Relief Scheme as each plan progresses.</p>	+	?	+	+	+	+	+	?
	<p>Objective 13.1 Strategic Objectives. City Centre and Docklands It is a strategic objective of Cork City Council to:</p> <p>a) Sustain and enhance the vitality and attractiveness of Cork City Centre as the ‘Healthy Heart’ of the region and as a quality place to live, work and visit;</p> <p>b) Facilitate the orderly expansion of the city centre eastwards into Docklands and support the progressive development of Docklands as a sustainable urban quarter to complement the continued vibrancy and primacy of the City Centre.</p> <p>c) Implement the appropriate recommendations of the City Centre Strategy report (2014)</p> <p>d) Support the city centre in realising its full potential as the leading regional retail centre and the primary office location;</p> <p>e) Continue to develop Cork City Centre as a high quality, vibrant and adaptable location for the growth of indigenous and international business;</p> <p>f) To develop the city centre as a desirable place to live for all by providing a quality, sustainable and socially inclusive housing stock in proximity to quality services and amenities;</p> <p>g) Develop and establish the City Centre as an international destination for tourism, business, culture, leisure and arts;</p> <p>h) To continue to enhance the quality of the city’s public realm and improve access into and within the City Centre for all the city’s users and ensure that the City Centre is attractive to all age groups including children, young people and families;</p> <p>i) To facilitate the safe, efficient and sustainable movement of people to, from and within the City Centre.</p>	+	N	+	N	+	+	+	N
	<p>Objective 13.10 City Centre Office Development It is the objective of Cork City Council to support office development within the City Centre by: c) Seeking to promote and enable the retention of office uses in South Mall in order to provide suitable office space for small to medium sized businesses in this premier office location (as outlined in 13.27).</p>	+	N	N	N	N	+	+	N
	<p>Objective 13.11(a) Tackling vacancy and dereliction Cork City Council will implement measures to tackle problems of vacancy and dereliction in</p>	+	N	N	N	N	N	N	N

Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021

	<p>and around the city centre and elsewhere in the city. An overall strategy will be developed to tackle dereliction, including active use of the legal powers available under the Derelict Sites Act (e.g. placement on the Derelict Sites Register, acquisition and legal notices requiring works to be carried out).</p> <p>The strategy will include actions to address:</p> <ul style="list-style-type: none"> <li>• Strategic sites in the City Centre</li> <li>• Derelict buildings and gap sites in the City Centre and along the Historic Spine</li> <li>• Derelict houses and other buildings/sites in suburban areas</li> </ul>								
	<p>Objective 13.23(a) Development of Docklands Cork City Council aims:</p> <p>a) To Promote the development of the North and South Docklands as major development opportunities of regional and national importance</p> <p>b) To create a vibrant mixed use and socially inclusive urban quarter in Docklands;</p> <p>c) To re-orient docklands as an extension of the city centre and to initially focus on development of areas easily accessible from the city centre, with other areas developing as barriers to development are overcome and opportunities arise;</p> <p>d) To review the local planning frameworks and if appropriate amend them to take account of changed circumstances;</p> <p>e) To work with key stakeholders, including government agencies and landowners, to overcome infrastructural deficits and other barriers, to secure the development of Docklands.</p>	+	?	+	?	+	+	?	?
	<p>Objective 13.25 South Docks Cork City Council will:</p> <p>a) Promote development of the South Docks as the a new urban quarter, with initial emphasis on those areas that can be developed without major infrastructural investment</p> <p>b) Review the South Docks Local Area Plan and consider whether it needs to be amended to take account of changed circumstances including reviewing the proportional mix and density of uses in different precincts and related infrastructural requirements.</p> <p>c) Support the upgrade of recreational and amenity facilities at Marina Park, Pairc Ui Chaoimh and Monahan Road over this Plan period.</p> <p>d) Work with key stakeholders to overcome barriers to development of South Docks.</p>	+	N	N	N	N	N	N	N
	<p>Objective 14.4 Tivoli To prepare a Local Area Plan for the redevelopment of Tivoli in consultation with key stakeholders, in particular Port of Cork, taking account of the following requirements:</p> <p>a. To develop a vision for the future redevelopment of the Tivoli Docks taking account of its</p>	+	N	+	N	+	+	N	N



**Addendum to Volume 4: Environmental Assessments & Reports of the Draft Cork City Development Plan 2015-2021**

	<p>waterfront location and potential commuter rail access;</p> <p>b. To investigate the feasibility of developing the area as a new medium density waterside residential quarter incorporating in the region of 3,000 residential units, complemented by local services and recreational amenities;</p> <p>c. To identify suitable types and quantum of other uses, including employment uses, which would complement the residential development;</p> <p>d. To develop a transport and access strategy for the area, in particular the provision of high quality public transport;</p> <p>e. To identify a strategy for the phasing of development in the area.</p>	+	N	+	N	+	N	N	N
		+	N	+	N	+	N	N	N
		+	N	N	N	+	N	N	N
		+	N	N	N	N	N	N	N

## Summary of the Evaluation

The Objectives of the draft Cork City Development Plan would not result in any significant negative impact on the Environment. As illustrated in Table 4 below, the draft plan (inclusive of the amendments / material alterations) is generally neutral - positive in terms of interaction with the environmental protection objectives.

**Table 4 Summary of Assessment of City Development Plan versus Environmental Protection Objectives (EPOs)**

CDP Chapter Assessment															
EPO	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Population Human Health	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Biodiversity, Flora Fauna	+	+	N	N	?	?	?	N	N	+	N	N	N	N	N
Soil	+	+	N	N	N	?	?	N	N	+	+	N	N	N	N
Water	+	+	N	N	N	?	?	N	N	+	N	N	N	N	N
Climate & Air	+	+	+	+	+	?	?	N	N	N	+	+	+	+	+
Material Assets	+	+	N	N	+	?	?	N	N	N	N	N	+	N	N
Cultural Heritage	+	+	N	N	?	?	?	+	+	N	N	N	N	N	N
Landscape	+	+	N	N	?	?	?	N	+	+	+	N	N	N	N

Note: In line with the SEA Directive Guidelines, the assessment has not extended to specific development control standards, namely, Chapter 16 Development Management.

## **Section 4**

### **Appropriate Assessment Screening of the Proposed Amendments / Material Alterations to the Draft Cork City Development Plan**

## Addendum

### Screening of Material Amendments for Appropriate Assessment

The Chief Executive of Cork City Council is recommending that proposed amendments be made to the draft Cork City Development Plan 2015-2021. This addendum comprises a screening of the proposed amendments for Appropriate Assessment under the EU Habitats Directive (92/43/EEC) on the Conservation of Natural Habitats and of Wild Fauna and Flora; the Planning and Development Act 2000 (as amended); and the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477/2011) of the draft Cork City Development Plan 2015-2021.

### Description of the Proposed Amendments

The proposed amendments to the draft Cork City Development Plan were agreed by Cork City Council at its meeting of 24th November 2014. These amendments include the following:

- Introduction: minor changes to the text;
- Core Strategy: changes to objectives, including the development of a residential land management strategy; the preparation of documents including Local Area Plans (LAPs) for the North and South Docklands; and the development of a planning framework within the Tivoli LAP;
- Enterprise and Employment: minor changes to the text;
- Retail Strategy: minor changes to the text;
- Transportation: Changes to the text placing emphasis on a sustainable urban transport system, including the use of strategic transport corridors and the improvement of pedestrian networks; the preparation of a Cycle Network Plan for the Cork Metropolitan Area; the aim of identification of a preferred route for Bus Rapid Transit; the encouragement of the use of fuel efficient/ electric vehicles; and support of the use of Intelligent Transport Systems. There are also minor changes to text regarding car parking and Cork International Airport, and also the addition of text explaining Sustainable Urban Mobility Planning;
- Residential: minor changes to the text;
- Inclusive Neighbourhoods: minor changes to the text and the insertion of a new objective relating to the development of a strategy to provide housing for those with intellectual disabilities;
- Arts, Cultural Heritage and Tourism: minor changes to the text;
- Landscape and Natural Heritage: addition of text relating to the landscape of Farranferris Ridge; minor changes to text in the Natural Heritage section and the addition of wording on the protection of riparian habitats;
- Recreational Infrastructure: minor changes to the text relating to public open space, exploring the potential for the provision of a water slipway (subject to Appropriate Assessment); and the provision of play/ recreational facilities and allotments;
- Environmental Infrastructure and Management: the addition of text stating the need for upgrade of the Lee Road Treatment Plant; the inclusion of wording relating to electricity infrastructure within Cork City; the inclusion of wording on the safety zones of Cork Airport; and inclusion of wording relating to flood risk;

- City Centre and Docklands: changes to text relating to building use in the City Centre; the addition of objectives relating to the promotion of development of the Docklands, to include review of the local planning frameworks and Local Area Plans;
- Suburban Area Policies: minor changes to the text;
- Land-use Zoning Objectives: minor changes to the text; and
- Development Management: mainly minor changes to the text, but also the insertion of a paragraph on the provision of facilities for electric vehicle parking and text relating to fast food takeaways.

There are also several proposed amendments to the mapped objectives.

### **Assessment of Likely Significant Effects**

It is the overall aim of the City Council to protect, promote and conserve Cork City's natural heritage and biodiversity. The Council is committed to protecting and enhancing sites designated or proposed for designation under European and national legislation, and have specific policies relating to their protection and maintenance, as appropriate (e.g. **Objective 10.7**). In particular, it is an objective of the Council to ensure that all plans and projects which could, either individually or in combination with other plans and projects, have significant effects on a Natura 2000 site(s) will be subject to Appropriate Assessment Screening (**Objective 10.7**).

The likely significant impacts that will arise from the proposed amendments to the draft Cork City Development Plan 2015-2021 alone and in combination with other plans and programmes have been considered with regards to the integrity of the Natura 2000 network. The proposed amendments will not result in any significant negative impacts upon the Natura 2000 network.

### **Conclusion**

The likely direct and indirect impacts that will arise from the proposed amendments to the draft Cork City Development Plan 2015-2021 alone and in combination with other plans and programmes have been examined in the context of a number of factors that could potentially affect the integrity and conservation objectives of the Natura 2000 network. No Natura 2000 site will be adversely affected by the proposed amendments to the Plan. Therefore, it is concluded that the proposed amendments will not have a significant negative impact on the Natura 2000 network and a Stage 2 Appropriate Assessment is not required.

*(Note this Addendum is an extract from RPS Report 'Screening for Appropriate Assessment of the Draft Cork City Development Plan 2015-2021' December 2014).*

**Cork City Council**  
Comhairle Cathrach Chorcaí

