

Report to Members

Kanturk Electoral Area Local Area Plan Preliminary Public Consultation & Other Issues

June 2010

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This report was circulated to the members of the Kanturk Electoral Area Committee at a meeting on 03 June 2010. A second meeting has been arranged for the 23rd of June 2010 to discuss the issues arising from the report.

Section 1 Electoral Area Context

1.1 Main changes since the last plan

Population

1.1.1. Census data for the 2002-2006 period indicates that the Electoral Area population increased from 25,084 to 26,099. This is equivalent to an overall net increase in population of 4.0%. The towns of Charleville, Kanturk and Millstreet achieved strong rates of growth (9-16%) while the population of Newmarket declined by 10%. The net rate of growth within the village network and rural areas was a more modest 2.4% with population increasing from 18,404 to 18,850. Despite a net overall increase in population, several of the key villages experienced population decline including Milford and Banteer. However Dromina experienced strong growth.

1.1.2. However, there has been a substantial uptake of new housing in some of the villages of the electoral area since 2006 and it is therefore likely that this negative population trend has been reversed in some areas.

1.1.3. In overall terms the electoral area is still predominately rural in character. In 2006, some 28% of the total population of the electoral area resided in the main towns. This balance is unlikely to have changed significantly in the interim given the spread of growth across the towns and villages.

1.2 Pressure/ Challenges for the future

1.2.1 The key challenge for the electoral area, and North Cork as a whole, is to boost the population of the main towns as a platform for raising the productive potential of the economy and improving access to infrastructure and facilities. Overall in the North Strategic Planning Area 50% of the population growth is allocated to the towns and 50% to the villages and rural area.

1.2.2 The population target for the Kanturk Electoral area provides for an overall increase in population of 4,626 persons, equivalent to 17.5% growth, to 2020. Because this electoral area has more towns than other electoral areas in the North Strategic Planning Area, sixty five percent of this growth is being distributed amongst those four main towns with the remainder being targeted at the villages and rural areas. In this context the population target for Charleville is particularly ambitious and seeks to increase its population by 65%. This allocation seeks to capitalise on the town's location along the Atlantic Corridor and ensure it plays an important role in

providing employment, commercial and industrial services for the surrounding rural hinterland which will, in turn, benefit from the growth of the town.

1.2.3 Population growth targets for Kanturk, Millstreet and Newmarket seek to increase the population of the towns by 25%.

Table 1.0: Kanturk Electoral Area: Population Target 2006- 2020			
Population	2006	Growth 2006-2020	2020 Target
Charleville	2,984	1,941 (65%)	4,925
Kanturk	1,915	485 (25%)	2,400
Millstreet	1,401	355 (25%)	1,756
Newmarket	949	240 (25%)	1,189
Villages and Rural	18,850	1,605 (8.5%)	20,455
Total Population	26,099	4,626 (17.5%)	30,725

1.2.4 By 2020, if these population targets are achieved, 33% of the population of the electoral area will reside within the towns and 67% within the rural area.

1.2.5 Allied to the challenge of increasing population is the challenge of increasing employment opportunities in order to retain the current population and attract additional population to the area. In support of this goal there is a need to ensure that sufficient and appropriate lands are identified for employment / commercial / retail uses in terms of their location, accessibility, serviceability and availability, especially in the main towns.

1.2.6 Some of the towns have servicing constraints which will need to be addressed.

1.2.7 The key villages will also have a significant role to play and need to be in a position to accommodate an increase in population and employment levels so as to fulfil their roles as supports to both the rural areas and main towns. However there are significant infrastructural deficiencies across the village network and numerous waste water treatment plant upgrades will be required in the coming years so as to meet the demands placed by population increase. In specific terms it is proposed to develop policies that allow for flexibility at an individual development level whilst protecting the environment, identity and scale of key villages.

1.2.8 At an environmental level there is a need to balance development with regard to the sustainable environmental capacities of the receiving environment. In particular the Blackwater Valley is a key resource for the Region and includes habitat designations significant at the European level. Safeguards will need to be put into place to prevent comprising this valuable environment.

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Section 2 Baseline Environment

2.1 Introduction

2.1.1 This section of the report gives a preliminary indication of the possible significant environmental effects which need to be considered when preparing the draft local area plan. While the Environmental Report, which will accompany the publication of the draft plan, will give more specific and complete detail on the agreed environmental receptors, the purpose of this section is to briefly highlight the environmental issues which will have the greatest effect on the objectives of the draft plan and its implementation within the Kanturk Electoral Area. The preparation of the Environmental Report will also require close consultation with both external and internal bodies including the Environment Directorate of the Council, who have prepared an outline of the waste management issues relevant to the County. It is important to note that, in many cases, the environmental effects will have trans-boundary effects, to other electoral areas and even other counties and they need to be considered in this light.

2.2 River Catchments and Water Quality

2.2.1. The Water Framework Directive (WFD) applies to rivers, lakes, groundwater and coastal waters. The Directive requires a co-ordinated approach to water management in respect of whole river basins with a view to maintaining high status of waters where it exists, preventing any deterioration in the existing status of waters and achieving at least "good status" in relation to all waters by 2015.

2.2.2. The main towns of Kanturk, Millstreet and Newmarket are in the Blackwater Catchment area with the exception of Charleville which is in the Shannon Catchment area. River water quality is monitored in the context of these catchment areas. In general the water quality in the main catchments relevant to this Electoral Area is in good condition. However there are localised areas where water conditions are less satisfactory. This is with particular reference to effluent from municipal treatment plants and run off from agricultural activity.

2.3 Water Supply

2.3.1. In general the water supply and quality is adequate to cater for future planned development in the short to medium term. However there may be a need to adopt efficiency measures so as to ensure continuity of supply in certain towns, especially Charleville.

2.4 Waste Water Treatment

2.4.1 The waste water treatment systems in the main towns are in good position to accommodate a significant increase in population in the short to medium term subject to a major upgrade planned for Millstreet. However the ability of the key villages and

smaller settlements to accommodate growth is, in the main, restricted by the lack of capacity. In some cases this is due to a relatively low capacity system being present and in other cases due to the high levels of growth that have occurred in recent years. With regard to future development it may be necessary to prioritise development in those areas that have remaining capacity or can be upgraded in a cost efficient manner. This is especially so in the case of areas proximate to specific Special Areas of Conservation.

2.5 Waste Management

2.5.1 The Waste Management Plan for Cork County (2004) included an action that Civic Amenity Sites be provided in both Newmarket and Charleville. To date a Civic Amenity Site (CAS) has been provided in Millstreet while Kanturk was chosen as an alternative to Newmarket. To date a facility has in Kanturk but is not operational. The civic amenity site in Mallow is nearing completion however it is uncertain whether this will be operational in the near future. There are also 15 bring sites located within the Kanturk Electoral Area. Four of these are located within the towns of Kanturk, Newmarket and Charleville.

2.6 Nature Conservation & Habitat

2.6.1 The Kanturk Electoral Area has two candidate Special Areas of Conservation including the Lower River Shannon and the Blackwater River Catchment. In particular the latter area is quite wide ranging and comprises the Blackwater, Allow, Dalua and Awbeg rivers.

2.6.2 The North West of the Electoral Area accommodates a Natural Heritage Area (Mount Eagle Bog), a proposed Natural Heritage Area (Priory Wood) and two proposed Special Protection Areas (based on upland hen harrier habitats)

2.6.3 The South West of the Electoral Area accommodates one candidate Special Areas of Conservation (Macguillicuddys), one Natural Heritage Area (Boggeraghs) and two proposed Natural Heritage Areas (Macguillicuddys and Banteer Ponds)

2.6.4 The Ballyhoura candidate Special Areas of Conservation and proposed Natural Heritage Areas are also in close proximity to Charleville.

2.6.5 Aside from those areas protected by National or European legislation, the plan area contains a wide range of habitats including watercourses, agricultural land, hedgerows, moors, bog lands and wooded areas. These areas provide many benefits to both the local population and visitors.

2.7 Other Environmental Considerations

2.7.1 One of the major environmental issues which needs to be given careful consideration is the effect of flooding. This will be assessed through the preparation of the Environmental Report and having regard to provisions of The Planning System and Flood Risk Management Guidelines for Local Authorities (2009).

2.7.2 The landscape in the region are described as Fissured Marginal and Forested rolling upland, Fertile plain with Moorland Ridge, Ridged and Peaked upland and Broad Marginal Middleground Valleys.

2.7.3 The wind farm sector in North West Cork has undergone significant growth in recent times and this will have a general positive impact on environmental quality. However there is also a need to ensure that undue proliferation does not take place that may irrevocably damage Natura 2000 sites and other amenities.

Section 3 Principal Issues Raised in Submissions

3.1 Electoral Area Wide Issues

3.1.1 A total of 46 submissions were received for the electoral area and 33 of these refer to specific settlements within the electoral area. Seventeen of the submissions related to specific issues in Charleville, five referred to Millstreet, four to Kanturk and two to Newmarket. The other areas to attract submissions were Ballydesmond, Boherbue, Castlemagner, Kilbrin and Allenbridge.

3.1.2 The predominant issues arising were the need to zone lands for employment/ industrial / commercial / town centre uses and residential land uses. Amongst the residential zoning requests there is a notable trend towards lower density development /serviced sites. Retail issues also arose with submissions from Tesco, Aldi and Dairygold that seek specific zonings. Aldi have raised issues concerning the specific needs of discount retailers and requests they be recognised as a distinct retail format compatible with edge of centre sites and that appropriate lands be identified to accommodate discount retail uses (in Kanturk). The NRA state that the N20 Mallow/Charleville/Croom road scheme and the N20 Blarney to Mallow is being progressed as a single scheme.

3.1.3 Dairygold have made a number of submissions covering the majority of their sites across the county highlighting the unique site and locational characteristics of their properties and their potential role in achieving rural economic development and diversification. A flexible approach to development is sought, reflecting the changing needs of the agricultural sector.

3.1.4 Other issues raised include deficits in water services infrastructure, especially in the main towns.

3.2 Principal Issues Raised in Relation to Settlements

3.2.1 **Charleville:** The catalyst of the expected population growth and the proposed M20 gave rise to numerous submissions promoting the zoning of additional lands for employment / industrial / commercial use and highlighting opportunities to build new roads infrastructure to connect zoned lands with the planned M20 junction to the south of the town. Several sites were put forward for both town centre expansion and convenience retail. Numerous submissions were also made with regard to the need to improve the accessibility of the town for pedestrians, cyclists and wheelchair users and for townscape / amenity improvements. Improving the quality of broadband provision was also raised as an essential requirement for facilitating employment / commercial development. Submissions were also received promoting additional residential zoning, especially for low density developments and developments within the greenbelt.

3.2.2 Kanturk: Submissions in Kanturk relate to the zoning of lands for employment, low density residential (greenbelt land) and discount retailing (Aldi). In addition, one submission refers to the need to prioritise critical infrastructure to ensure zoned lands can actually proceed to development.

3.2.3 Millstreet: Submissions highlight the need for additional lands to be identified for employment / commercial uses and for investment in the water supply and roads infrastructure. One of the submissions asserts that that town is dying on its feet and decisions need to be taken that will reinforce and future proof the town and ensure that it is ranked equally with other towns in the Electoral Area. The need for the Council to be more active in protecting the amenities of the area is also identified.

3.2.4 Newmarket: Two submissions were received which relate to the zoning of land for low density housing development and zoning of land for employment uses.

3.2.5 Ballydesmond: One submission was received seeking residential zoning on lands outside the current boundary.

3.2.6 Boherbue: One submission was received seeking an extension to the development boundary around the core of village for residential / employment uses.

3.2.7 Castlemagner: One submission was received seeking an extension of the development boundary around the village to accommodate residential development.

3.3 Other issues arising

3.3.1 Other general submissions raise a number of pertinent issues including the need to :

- a) zone land for educational, sports and recreational use.
- b) support the use of public transport and reduced journey times by maximising free flow of traffic through settlements and making provision within outlying towns, for the overnight parking of buses for early morning departures.
- c) reflect and safeguard the strategic role of national roads and associated interchanges / junctions catering for the safe and efficient movement of major inter urban and inter regional traffic and to use the development contributions scheme to fund necessary road infrastructure, especially as applied to the proposed M20 road scheme.
- d) support the role of agriculture and food production by encouraging people into these sectors and ensuring planning policy is supportive of farm enterprise and the retention of and investment in, rural services and infrastructure.
- e) develop a stronger working relationship with the Construction sector to ensure that the local area plans are capable of prompt implementation once adopted and a number of outstanding issues can be addressed – provision of infrastructure & child care facilities, stronger alignment with the market considerations, resolution of a number of “planning gain” requirements etc.

- f) adopt a strategic approach to the protection of wildlife species and habitats and protected sites.
- g) review policy on the provision of childcare facilities.
- h) consider inclusion of a zoning matrix in all local area plans to provide greater clarity for development management process.
- i) maximise the accessibility of Cork Harbour as a public recreation area and provide the necessary supporting infrastructure to achieve this.
- j) address development in rural areas and develop integrated, holistic and multidimensional approaches to sustainable rural housing and rural development.

Section 4 Overall Approach to the Draft Local Area Plan

4.1 Main Policy Issues

Ministerial Guidance

Sustainable Development in Urban Areas

4.1.1 Published by the Department of Environment, Heritage and Local Government in May 2009, these guidelines update and revise the Guidelines for Planning Authorities on Residential Densities (1999), and provide further guidance on the appropriate scale of development in cities, large towns, smaller towns and villages.

4.1.2 In this electoral area, the towns of Charleville, Kanturk, Millstreet and Newmarket all fall within the category of "small towns" and following guidelines relate to them and villages and smaller settlements of the area.

4.1.3 The guidelines record that concerns have been raised about the impact of rapid development and expansion on the character of smaller towns and villages through poor urban design and particularly the impact of large housing estates with a standardised urban design approach on the character of towns and villages that have developed slowly and organically over time. In order for these settlements to thrive and succeed, the guidelines state that development must strike a balance in meeting the needs and demands of modern life in a sensitive manner. The Guidelines suggest a number of key points in this regard:

- Development must normally be plan led;
- New Development should contribute to compact towns and villages; giving priority to local trips by walking and cycling, prioritising the re-use of brown field development land and other underused lands or through the development of acceptable green field sites;
- Higher Densities are appropriate in certain locations; increased densities should be supported following the guidance of National Planning Policy (National Spatial Strategy / Atlantic Corridor) and also as a means of reinforcing the street pattern or assisting in the redevelopment of backlands while taking care to protect the architectural and environmental qualities of the settlement;
- Offering alternatives to urban generated housing; in some limited circumstances, notably where pressure for development of single homes in rural areas is high, proposals for lower densities of development may be considered acceptable at locations on serviced land within the environs of the town or village in order to offer people, who would otherwise seek to develop a house in an unserviced rural area, the option to develop in a small town or village where services are available and within walking and cycling distance;
- Generally, the scale of new development should be in proportion to existing development; because of the scale of smaller towns and the villages, it is generally preferable that their development proceeds on the basis of a number of well integrated sites within and around the urban centre. The Local Area Plans will provide guidance on the level of residential development appropriate to each settlement and settlement type.

- The scale of new residential schemes for development should be in proportion to the pattern and grain of existing development. Because of the scale of smaller towns and villages, it is generally preferable that overall expansion proceeds on the basis of a number of well integrated sites within and around the town/village centre in question rather than focusing on rapid growth driven by one very large site. Above all, it is the function of local area plans and any supplementary local development frameworks to make recommendations regarding the appropriate scale of overall development and any individual new housing schemes and to match the scale and grain of existing development within an overall development boundary.
- Local authorities have a vital role to play in encouraging development through the provision of essential services.

Flood Risk and the Planning System

4.1.4 The Planning System and Flood Risk Management Guidelines for Local Authorities were published in November 2009. The overall policy objective of the guidelines is:

To minimise the national level of flood risk to people, businesses, infrastructure and the environment, through the identification and management of existing, and particularly potential future, flood risks in an integrated, proactive and catchment based manner.

4.1.5 A flood risk assessment (FRA) can be undertaken either over a large area or for a particular site to identify whether and to the degree to which flood risk is an issue, to identify flood zones (if not already available), to inform decisions in relation to zoning and planning applications; and to develop appropriate flood risk mitigation and management measures for development sited in flood risk areas.

4.1.6 Flood risk assessments can be undertaken at a range of scales relevant to the planning process. The key scales for FRA are: Regional (for regional planning guidelines); Strategic (for city or county development plans or local area plans); Site specific (for master plans and individual planning applications).

4.1.7 Flood risk assessments should (be):

- Proportionate to the risk scale, nature and location of the development;
- Undertaken by competent people, such as a suitably qualified hydrologist, flood risk management professional or specialist water engineer;
- Undertaken as early as possible in the particular planning process;
- Supported by appropriate data and information, including historical information on previous events, but focusing more on predictive assessment of less frequent or more extreme events, taking the likely impacts of climate change into account;
- Clearly state the risk to people and development and how that will be managed over the lifetime of the development;
- Focused on addressing the impact of a change in land use or development on flood risk elsewhere, ensuring that any such change or development must not add to and should, where practicable, reduce flood risk;
- Consider the vulnerability of those that could occupy the development, including arrangements for safe access and egress; and

- Consider the modification to flood risk that infrastructure such as raised defences, flow channels, flood-storage areas and other artificial features provide, together with the consequences of their failure.

4.2 County Development Plan 2009

Population Targets and Requirement for Zoned Land

4.2.1 The Outline Strategy for this electoral area sets out the 2006-2020 population targets at 30,725 which is a growth of 4,626 over the 2006 population of 26,099. This would equate to about 13,047 households in the electoral area to 2020 or an increase of 3,847. In order to allow for a proportion of vacancies and frictional losses in the market about 5,001 new houses will be required by 2020. Taking into account the units which have already been built in the period 2006-2010 and the outstanding planning permissions, it is estimated that the net additional amount of new housing required in the electoral area to 2020 is 1,112 units.

4.2.2 Table 2 indicates the proposed distribution of the growth between the main towns, key villages, villages and rural areas over the plan period 2010-2020. The Local Area Plan will be based on these growth targets.

4.2.3 The column headed "additional new housing development required to 2020" gives an indication of the housing required to fulfil the population targets for each settlement type. In the case of the main settlements it is apparent that modest amounts of additional development are required in Charleville and Millstreet while the targets have been reached in Kanturk and Newmarket. In terms of the key villages, villages and rural areas, additional development is required to meet the 2020 targets.

Settlement Name	Population Growth 2006-2020	Dwelling Unit Growth 2006-2020	Already Built 2006-2010* (Includes units which are vacant and under construction)	Outstanding Planning Permissions	Additional new housing development required to 2020.
Charleville	1,941	1331	482	675	174
Kanturk	485	437	369	119	Target reached
Millstreet	355	320	163	76	81
Newmarket	240	217	33	220	Target reached.
Key Villages	674	1,132	250	425	457
Villages and Rural	931	1,564	n/a	195	0
Total	4,626	5,001		1,710	

* Dwellings 2010-Dwellings 2005 X 0.8, Includes units which are vacant and under construction

Economy and Employment

4.2.4 As detailed in the Outline Strategy it is intended to facilitate the creation of an additional 1,550 jobs throughout the Electoral Area. About 25% of these new jobs are likely to be located in rural locations and in the hinterlands of the main towns rather than the main urban areas.

4.2.5 In an overall context there is a significant bank of zoned employment lands within the electoral area as a whole although shortfalls are evident in some areas and these will be addressed in the Draft Plan.

4.2.6 It is important that the jobs target is achieved in order to sustain the level of growth in the electoral area and reduce longer distance commuting. While this is mainly achieved by locating new employment areas within and adjacent to the main settlements, it is also important to help sustain the rural hinterlands by encouraging smaller scale development in the key villages and other villages, where appropriate.

Environment

4.2.7 Availability of waste water treatment capacity in the area is a key issue. In particular there is a noticeable shortfall of capacity in the key villages and villages and this will impact on the ability of such settlements to accommodate growth.

4.3 Recommended Approach in the Main Towns

Charleville

Population

4.3.1 Charleville is the largest settlement in the Kanturk Electoral Area, recording a population of 2,984 persons in 2006. The 2020 target population for the town is 4,925. This is an increase of 1,941 persons or 65% over the 2006 level. The town is located within the "Atlantic Corridor" linking the 'Gateway' cities of Cork and Limerick and should benefit from future investment in the corridor and increased interaction between its cities. In this regard the completion of the M20 should add to the town's strengths. The town also benefits from high quality rail and broadband links and currently has adequate wastewater treatment and water supply capacity.

4.3.2 As is evident from Table 2.0 the overall stock of dwellings¹ in Charleville has grown strongly over the last decade from about 750 units in 2001 to almost 1700 units in 2010. A further 58 units are vacant with 29 units under construction. Planning permission has already been granted for the construction of a further 675 units.

Table 2.0 – Charleville Housing Stock							
Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under construction 2010	Vacant 2010	Outstanding Planning Permissions	Potential housing Stock 2020
Charleville	750	1199	1693	29	58	675	2455

4.3.3 The Outline Strategy for the Electoral Area (January 2010) identified a need to provide an additional 1,331 dwelling units in the period 2006-2020 so as to meet planned future population growth. By subtracting from this target the number of units already built by 2010, units which are vacant and under construction in 2010, and the units which already have planning permission but are not built, it is clear that

¹ Based on data from the Geo-Directory, 2001-2010.

there is an outstanding requirement for 174 units by 2020 (Table 3). There is capacity available in the Waste Water Treatment Plant to cater for this scale of development.'

Table 3.0 Charleville Housing Requirements to 2020					
Settlement	New House Construction Target 2006- 2020	Already Built (Including vacant and under construction) 2006-2010	Outstanding Planning Permissions	Additional New Development Required to 2020	Available Capacity Assessment of WWTP (PE)
Charleville	1,331	482	675	174	3,804

4.3.4 Charleville already has a strong supply of zoned residential land capable of delivering approximately 550 units (in addition to the unbuilt units that already have planning permission) so it is not necessary to identify additional lands for residential use. Whilst there are no proposals at this stage to reduce the zoned land supply below this level, in order to maintain a choice of sites and to offer more sustainable alternatives to individual housing in rural areas, nevertheless it would also be desirable to define phasing priorities for the undeveloped zoned lands in terms of achieving the 2020 development targets in an efficient manner. It is evident from the submissions that there is a demand for more low density / self build housing options. Opportunities exist for doing this in a sustainable way within the current development boundary and can be explored in the draft plan.

4.3.5 There are a number of Open Space Zonings in Charleville that offer limited opportunities for residential development in the form of individual houses/ small scale developments. In the light of the overall supply of land for residential development the Draft plan will review the role and function of these zonings with a view to reverting the zoning to agriculture where it seems unlikely that there will be a realistic demand for housing on the lands.

Employment:

4.3.6 Charleville is the main centre for employment within the electoral area and accommodated 1,315 jobs in 2006. Analysis of travel to work patterns from the 2006 Census indicates that only 38% of the town's residents work within the immediate local area. Growth in employment in particular is essential to support the ambitious population target for Charleville and there is a need to secure more local employment opportunities so as to reduce the need for commuting to other areas for work. Otherwise this trend may increase once the M20 is completed. In this regard Charleville needs to have expanded its employment base by 600 jobs by 2020. This does not include the employment requirements generated by inhabitants living in the rural and village hinterland of the town.

4.3.7 The town has a good supply of zoned employment land to the east of the town but access from these lands to the proposed M20 junction to the south of the town needs to be improved. In addition the range of permissible uses on these lands needs to be considered. The submissions have highlighted a number of access and land use options which will be considered in preparing the Draft Plan (Sub 5376 and Sub 5377). The need to identify any additional employment lands will also be considered.

4.3.8 Lands for retail warehousing also need to be identified having regard to the Governments guidelines in relation to this sector issued in 2005.

Retail / Town Centre Uses

4.3.9 There is a need to expand the area zoned for town centre uses and there is good scope available to achieve this. Submissions have been made detailing sites that are available to be included within the town centre area such as the existing ESB site (Mixed use – Sub 5420), the southern portion of R-02 (Convenience Retail – Sub 5602) and a former petrol station site (Office – Sub 5697). These will be considered given their proximity to the town centre and size. Completion of the M20 will reduce traffic volumes through the town and provide opportunities for public realm improvements along the Main Street and within the wider town centre area. The Draft plan may also give some consideration to the feasibility, post completion of the M20, of altering traffic routes through the centre of the town so that parking and traffic is concentrated on the lands and roads west and east of the town centre.

Community Facilities / Open Space.

4.3.10 The submissions received have made particular reference to the difficulties experienced by disabled members of the public in terms of the pavements and town centre environment. There are also requests to provide cycle lane networks and improved amenities at the public park. These issues will be considered in preparing the Draft Plan.

Kanturk

Population

4.3.11 Kanturk is the 2nd largest settlement in the Kanturk Electoral Area (2006 population of 1,915) and the target population for the town for 2020 is 2400. This is an increase of 485 persons or 25% over the 2006 level. The town is highlighted for growth given its importance as the centre of a rural hinterland and its access to the wider county and region via the N72 and high quality broadband. It also has significant wastewater treatment and water supply capacity.

4.3.12 Table 4 below illustrates the three fold increase in the housing stock² of the town between 2001 – 2010 and shows the estimated occupied housing stock in the town in 2010 at 1,207 units. A further 98 units are vacant with 1 unit under construction. Planning permission exists for the construction of a further 119 units.

Table 4.0 – Kanturk Housing Stock							
Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under construction 2010	Vacant 2010	Outstanding Planning Permissions	Potential housing Stock 2020
Kanturk	392	746	1207	1	98	119	1425

² Based on geo –directory data 2001-2010.

4.3.13 To accommodate the target increase in population by 2020 the outline strategy identified a need to provide an additional 437 dwelling units in the period 2006-2020. By subtracting from this target the number of units already built by 2010 and the units which are vacant and under construction in 2010, it is clear that this target has already been exceeded by 31 units. If all the additional units for which planning has been granted proceed to construction stage then the target would be exceeded by a total of 150 units. However given the position of Kanturk as a main town this would not be a major concern bearing in mind the need to provide some flexibility and to offer more sustainable alternatives to individual rural housing.

Table 5.0 Kanturk housing requirements to 2020					
Settlement	New House Construction Target to 2020	Already Built (including vacant and under construction) 2006-2010	Outstanding Planning Permissions	Additional New Development Required to 2020	Available Capacity Assessment of WWTP (PE)
Kanturk	437	468 369	119	-	1146

4.3.14 Following the amendments to the existing Kanturk Electoral Area Local Area Plan in 2007, Kanturk has a very significant supply of zoned residential land capable of delivering a further 1,700 units approximately, (in addition to the 119 units already permitted but not built). Therefore it is not necessary to identify additional lands for residential use. The Draft Plan needs to consider the optimal approach to managing this land supply. One option would be simply to withdraw the current zoning on much of these areas in the new draft plan reverting their zoning to agriculture. An alternative approach would be to examine the potential for alternative uses on all/part of the areas. In this regard a need has been identified for additional employment land and some of the lands currently zoned residential would be very suitable for employment use. Infrastructural constraints in some of the smaller settlements suggest that some additional capacity for development may be required within the main towns in the future so zoned lands should be retained to accommodate such development. Finally, the Draft Plan will need to look at defining phasing priorities for the zoned residential land to ensure the optimum development of land in accordance with the availability of services and the provisions of the Guidelines.

4.3.15 It is evident from previous developments and submissions that there is a demand for more low density / self build housing development in Kanturk. Opportunities exist for doing this in a sustainable way within the current development boundary and can be explored in the Draft Plan.

4.3.16 There are a large number of Open Space Zonings in Kanturk that offer limited opportunities for the residential development in the form of individual houses/ small scale developments. In the light of the very strong supply of other zoned land the Draft plan will review the role and function of these zonings with a view to rezoning them to agriculture.

Employment:

4.3.17 Kanturk is an important employment centre within the electoral area and accommodated 955 jobs in 2006. Analysis of travel to work patterns from the 2006 Census indicates that only 25% of the town's residents work within the immediate local area. Growth in employment is essential to support the ambitious population target for Kanturk without an excessive reliance on longer distance commuting. In particular by 2020 Kanturk needs to have expanded its employment base by 450 jobs. This does not include the employment requirements generated by inhabitants living in the rural and village hinterland of the town.

4.3.18 The town has a limited supply of zoned employment land mainly to the north and south of the town. However access to these lands is restricted by the need to transit through the town centre or via a circuitous route around the town. Access should be improved by the proposed river crossing but there is still a need for an expanded range of lands for industrial and general employment uses. In particular, the Draft Plan will look at rezoning some of the existing residential lands to the south west of the town for employment uses.

Retail/Town Centre Uses

4.3.19 The proposed southern river crossing is vital in that it will lead to a significant reduction in traffic congestion and this should increase the attractiveness of the town centre. The Draft Plan will look at defining a significantly expanded town centre area. The Draft will explore the inclusion of brownfield sites such as the Keatings Bakery site and some of the established industrial / employment sites along the river frontage and the need for particular guidance on the range of uses to be accommodated within the larger town centre area. Priority areas for development within the town centre will continue to include the Mart site and the Keating bakery site. Parking issues will also be explored.

Community Facilities / Open Space.

4.3.20 Educational provision and the need for a site for a new primary school will be explored in detail in the Draft Plan. The E-01 site remains undeveloped and its suitability going forward will be reviewed. It is desirable that school provision occurs centrally and proximate to areas of residential development.

Millstreet**Population**

4.3.21 Millstreet is the 3rd largest settlement in the KEA and the target population for the town for 2020 is 1,756. This is an increase of 355 persons or 25% over the 2006 level. The overall stock of dwellings³ in Millstreet rose by over 50% between 2001 and 2010. The town is highlighted for growth given its strong position in relation to the surrounding area, its notable industrial activity and its access to the wider county and region via the N72 and railway links. It has significant water supply capacity but its wastewater treatment plant requires a substantial upgrade.

³ Based on Geo-directory data, 2001-2010,

4.3.22 As is evident from Table 6.0 the estimated 2010 housing stock in Millstreet is 685 units. A further 4 units are vacant with 1 unit under construction. Planning permission exists for the construction of a further 76 units.

Table 6.0 – Millstreet Housing Stock							
Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under construction 2010	Vacant 2010	Outstanding Planning Permissions	Potential housing Stock 2020
Millstreet	437	487	685	1	4	76	766

4.3.23 To accommodate the target increase in population by 2020 the Outline Strategy published in January 2010 identified a need to provide an additional 320 dwelling units from 2006-2020. By subtracting from this target the number of units already built by 2010, units which are vacant and under construction in 2010, and the units which already have planning permission but are not built, it is clear that there is a balance of 81 units to be provided by 2020 in order to meet the target. However there is no capacity available in the WWTP to cater for even this relatively small scale of development.

Table 7.0 Millstreet housing requirements to 2020					
Settlement	New House Construction Target to 2020	Already Built (Including vacant and under construction) 2006-2010	Outstanding Planning Permissions	Additional New Development Required to 2020	Available Capacity Assessment of WWTP (PE)
Millstreet	320	163	76	81	nil

4.3.24 Millstreet already has a significant supply of zoned residential land capable of delivering a further 850 units approximately (in addition to the unbuilt units that already have planning permission). In light of the overall requirement for new development and the lack of capacity in the WWTP it is not necessary to identify additional lands for residential use. However a need for additional employment land has been identified and it would therefore be appropriate for the Draft Plan to consider rezoning some of the residential land for employment use. In addition the Draft Plan will need to look at defining phasing priorities for zoned residential land to ensure the optimum development of land in accordance with the Guidelines for Sustainable Residential Development in Urban Areas.

4.3.25 There may also be a need for more low density/ self build housing development. Opportunities exist for doing this in a sustainable way within the current development boundary and can be explored in the draft plan.

Employment:

4.3.26 Millstreet is an important employment centre within the electoral area and accommodated 1099 jobs in 2006. Analysis of travel to work patterns from the 2006 Census indicates that only 25% of the town's residents work within the immediate local area. Growth in employment is essential to support the ambitious population target for Millstreet and there is a need to secure more local employment opportunities to reduce the need for commuting to other areas for work. By 2020 Millstreet needs to have expanded its employment base by 250 jobs. This does not include the employment requirements generated by inhabitants living in the rural and village hinterland of the town.

4.3.27 The town has a limited supply of zoned employment land mainly to the west in an existing industrial area. However access to these lands is restricted by the need to transit through the town centre and neither of the existing zoned lands has come onto the market in recent years.

4.3.28 Consequently the Draft Plan needs to identify additional lands for employment use with priority being given to sites which have good access to the N72 and reduce the need to traverse the town centre. As detailed above some of the lands currently zoned residential could be rezoned to employment uses. In the longer term there may be scope for developing lands north of the existing town centre subject to suitable access and drainage arrangements and the provision of a relief road to connect the road serving the train station to the Main Street east of Supervalu.

4.3.29 It would be desirable in principle to facilitate the relocation of larger industries from the town centre to areas on the margins of the town and the Draft Plan will also seek to identify employment lands capable of accommodating large scale industry. Where these industries to be relocated then brownfield redevelopment opportunities would be available in the town centre.

Community Facilities / Open Space

4.3.30 With regard to amenity, subject to traffic congestion easing, it may be possible to engage in specific public realm improvements so as to provide a focal point for the town for small civic events.

Newmarket**Population**

4.3.31 Newmarket is the smallest main settlement in the Kanturk Electoral Area and the target population for the town for 2020 is 1,189. This is an increase of 240 persons or 20% over the 2006 level. It is highlighted for growth given its strong position in relation to the surrounding area although its industrial base and accessibility is not as strong as other settlements. The town has significant water supply capacity but its wastewater treatment will require upgrades in the future.

4.3.32 Although the population of Newmarket fell by about 10% between 2002-2006, the overall housing stock increased⁴ by about 16% in the similar period from 2001-2005 (Table 8.0). This apparent disparity dramatically illustrates the effects of falling average household size – a long term national trend in evidence throughout the state.

⁴ Based on Geo-Directory data, 2001-2010.

4.3.33 As is evident from Table 8.0 the estimated occupied housing stock in Newmarket in 2010 now stands at about 485 units. Numbers of houses that are vacant and under construction are negligible. Planning permission exists for the construction of a further 220 units.

Table 8.0 – Newmarket Housing Stock							
Settlement	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under construction 2010	Vacant 2010	Outstanding Planning Permissions	Potential housing Stock 2020
Newmarket	382	445	485	0	1	220	706

4.3.34 To accommodate the target increase in population by 2020 the outline strategy identified a need to provide an additional 217 dwelling units in the period 2006-2020. By subtracting from this target the number of units already built by 2010 and the units which are vacant / under construction, the target is effectively reduced to 184. If some of the 220 units which already have planning permission come on stream then the target will be comfortably met or overrun slightly. Given the role of Newmarket as a main town this would not be a concern. Furthermore, it could be desirable to encourage additional sustainable development within the town in the period to 2020 to provide a measure of flexibility and offer a sustainable alternative to individual rural housing.

Table 9.0 Newmarket housing requirements to 2020					
Settlement	New House Construction Target to 2020	Already Built (including vacant and under construction) 2006-2010	Outstanding Planning Permissions	Additional New Development Required to 2020	Available Capacity Assessment of WWTP (PE)
Newmarket	217	33	220	-	500

4.3.35 Newmarket already has a plentiful supply of zoned residential land capable of delivering a further 150 units approximately (in addition to unbuilt and permitted units) so it is not necessary to identify additional lands for residential use in the new plan. It would however be desirable to define phasing priorities for the undeveloped zoned lands to ensure it is developed in an efficient manner.

4.3.36 It may also be desirable to cater for some low density / self build housing development. Opportunities exist for doing this in a sustainable way within the current development boundary and can be explored in the draft plan.

4.3.37 Newmarket has in excess of 37ha of land zoned as Open Space with some potential for individual houses/ small scale residential developments. The Draft Plan will review the role and function of these zonings with a view to rezoning the majority of them to agriculture.

Employment:

4.3.38 Newmarket is an important employment centre within the electoral area and accommodated 565 jobs in 2006. Growth in local employment is essential to support the ambitious population target and reduce the need for extra-area commuting. By 2020 Newmarket needs to have expanded its employment base by 250 jobs. This does not include the employment requirements generated by inhabitants living in the rural and village hinterland of the town.

4.3.39 There is need to review the range of uses permissible on land currently zoned for industrial use in Newmarket to ensure it provides for a suitable variety of uses. In addition the Draft Plan will look at the need to identify additional lands for employment use to improve the range and choice of sites available. Opportunities for this exist within the current development boundary. The need to extend the boundary will be considered in preparing the Draft Plan.

Retail/Town Centre Uses

4.3.40 The Draft Plan will look at identifying new areas for town centre growth. Improved parking provision will be a requirement.

Community Facilities / Open Space.

4.3.41 The Draft plan will examine current provision in these area and looks at future needs.

4.4 Villages & Smaller Settlements

Introduction

4.4.1 Within the Kanturk Electoral Area and in addition to the 4 Main Towns, there are 30 other smaller settlements. These comprise 7 Key Villages, 14 Villages, 7 Village Nuclei and 2 Other Locations. Outside of these settlements is a large rural hinterland. The population of the villages and rural areas stood at 18,850 in 2006, an increase of 2.4% over the 2002 population. Of this the population of the villages and key villages was estimated to be about 4,700 persons. The remainder (about 14,150 persons) resided in individual rural houses outside the settlement network. The future population growth strategy for the electoral area targets population growth in the order of 1,605 persons or 8.5 % to the key villages, villages, village nuclei, other locations and rural areas between 2006 and 2020.

Key Villages

4.4.2 Census data is available for six of the key villages and indicates that only one of the Key Villages, Dromina, has experienced population growth (12%) in the period to 2006. All of the other key villages for which data is available experienced population decline in that period. However it is possible that this population trend has been reversed somewhat in recent years given the substantial development of new housing which has taken place in some of the more centrally located key villages i.e. Boherbue, Newtown and Banteer. In contrast there has been little development in the Key Villages of Knocknagree and Ballydesmond.

4.4.3 Table 10 below indicates that the occupied housing stock⁵ in the key villages has grown from 662 in 2001 to 962 by the start of 2010. A further 33 dwellings were under construction and 43 were vacant. Along with the outstanding planning permissions for a further 425 dwelling units, this results in a potential housing stock of 1,463 units by 2020.

Key Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under construction 2010	Vacant 2010	Outstanding Planning Permissions	Potential housing Stock 2020
Ballydesmond	75	92	109	1	1	53	164
Banteer	102	121	162	8	12	205	387
Boherbue	177	175	223	20	20	37	300
Dromina	81	81	111	1	1	77	190
Knocknagree	80	84	88	0	0	0	88
Milford	82	83	130	2	8	17	157
Newtown	65	108	139	1	1	36	177
Total	662	744	962	33	43	425	1,463

4.4.4 The population target for the Key Villages to 2020 provides for an additional 674 persons. Allowing for falling housing occupancy and the possibility of rising household formation rates amongst the existing and additional population, it is estimated that this will give rise to the need for an additional 1,132 dwellings as indicated in the Outline Strategy Report and in Table 11.0 below. 174 housing units have already been completed in the key villages in the period up to 2010, leaving an additional 457 houses to be provided to meet the 2020 target (allowing for units which are under construction, vacant and already having planning permission).

Key Village	New House construction Target 2020	Already Built 2006-2010 - (Includes vacant and under construction)	Outstanding Planning Permissions	Additional New Development Required to 2020	Available Capacity Assessment of WWTP (PE)
Ballydesmond		14	53		-50
Banteer		33	205		0
Boherbue		38	37		-200
Dromina		24	77		-50
Knocknagree		3	0		-40
Milford		38	17		90
Newtown		25	36		140
Total	1132	250	425	457	-110

⁵ Based on geo-directory data, 2001-2010.

4.4.5 Table 11 also indicates that there are significant shortages in capacity in the waste water treatment facilities in some of the key villages. Clearly in terms of meeting EPA licensing, water quality and environmental requirements, the servicing deficit, in terms of existing development, will need to be rectified before any additional development proceeds. The financial and environmental feasibility of achieving the necessary Waste water treatment plant capacity in these settlements, and within this sensitive water catchment area, needs to be verified before consideration can be given to the how the additional housing targets might be achieved.

4.4.6 If targets cannot be reached without undue environmental damage or incurring disproportionately high financial costs, the entire capacity available within the Main Towns of the electoral area will provide a sustainable alternative to meet the needs of the Electoral Area. These issues will need to be explored in detail in formulating the draft plan.

Strategy for Key Villages.

4.4.7 One of the key aspects of the Governments Guidelines on Sustainable Residential Development in Urban Areas is that development in smaller towns and villages must be plan lead and that the plan should ensure that the scale of new residential development is in proportion to the pattern and grain of existing development. To this end it is the function of a Local Area Plan to "make recommendations on the appropriate overall scale of development, and any individual new housing schemes and to match the scale and grain of existing development within an overall development boundary". With this in mind it is proposed to include objectives in the Draft Plan for each key village which reflect the provisions of the guidelines and outline the overall scale of development envisaged (i.e. an upper development threshold) for each key village together with a maximum size for individual housing estates.

4.4.8 Some of the key villages within the electoral area have large amounts of zoned and other land within their development boundaries (with and without planning history), leading to huge development capacities, potentially out of scale with the character of the settlements themselves and the receiving environment. In keeping with the provisions of the Guidelines, consideration should be given to reducing the development boundaries to a level consistent with the scale of growth envisaged and sustainability criteria or including new objectives in the plans to ensure that development occurs in an in-depth and cohesive manner. Retaining specific zoning objectives for housing in many of the key villages may also no longer be appropriate. If development boundaries are not reduced then it will be necessary to redefine what a development boundary is and include criteria against which applications for development will be assessed, which reflect the Guidelines i.e. prioritise development that contributes to the development of a compact settlement.

Employment in Key Villages

4.4.9 There has been mixed performance with relation to business and employment development in all of the key villages. In particular there has been little development of the existing zoned lands coupled with some vacancy in retail. The Draft Plan will seek to reinforce the primacy of the village core for retail development and also promote the redevelopment of existing industrial sites for appropriate usage based on location. For example the existing creamery/co ops in Dromina, Milford and Newtown would be suitable for small scale retail redevelopment. Other disused sites in Ballydesmond may be more suitable for commercial uses that require specific parking.

More specific industrial uses can be dealt with on a qualitative basis linking proposals to suitable road access and ensuring residential and other amenities are not unduly affected.

Supporting Facilities /Amenity

4.4.10 Draft Plan will support the development and retention of public services throughout the key village network e.g. Educational facilities in Boherbue and excellent community facilities in Banteer. It will also be necessary to protect the integrity of SACs that run close to settlements e.g. Ballydesmond and Banteer given proximity to the Blackwater valley.

Villages

4.4.11 Only limited Census data is available for the villages but indications are that significant growth occurred in recent years. In particular villages such as Kilbrin, Rathcoole and Castlemagner have seen growth that exceeds that occurring in key villages and even Newmarket. Other villages such as Lismire and Freemount also experienced significant growth in housing. However as the buoyancy of market conditions declined this has resulted in a substantial oversupply with considerable vacancy and stalled construction. As with the key villages it is apparent that growth is associated with a more central location or proximity to main settlements.

4.4.12 Table 12 below indicates that the occupied housing stock in the key villages⁶ has grown from 359 in 2001 to 701 by the start of 2010. A further 21 dwellings were under construction and 55 were vacant. There are outstanding planning permissions for the construction of a further 195 dwelling units, giving a potential housing stock of 972 units by 2020.

Village	Dwellings 2001	Dwellings 2005	Dwellings 2010	Under construction 2010	Vacant 2010	Outstanding Planning Permissions	Potential housing Stock 2020
Ballydaly	13	14	15	0	0	24	39
Ballyhea	31	60	53	0	0	0	53
Castlemagner	12	12	113	2	10	26	151
Cullen	38	40	48	0	0	21	69
Derrinagree	14	20	19	0	0	0	19
Freemount	36	45	87	3	22	14	126
Kilbrin	42	46	79	6	4	10	99
Kilcorney	7	9	23	0	0	0	23
Kiskeam	41	49	42	0	0	24	66
Lismire	15	16	33	10	5	25	73
Meelin	30	33	36	0	0	41	77
Rathcoole	25	28	80	0	14	0	94
Rockchapel	28	39	42	0	0	10	52
Tullylease	27	27	31	0	0	0	31
Total	359	438	701	21	55	195	972

⁶ Based on geo-directory data, 2001-2010.

4.4.13 The population target for both the Villages and rural areas to 2020 is to provide for an additional 931 persons. Allowing for falling housing occupancy and the possibility of rising household formation trends amongst the existing and additional population, it is estimated that this will give rise to the need for an additional 1,564 dwellings as indicated in the Outline Strategy Report.

4.4.14 While house completion data for the village nuclei and the rural area is not available, approximately 210 units have been provided to date in the villages and there are outstanding planning permissions for a further 195 units. Similar to the key villages there are significant capacity deficits in the waste water treatment facilities in some of the villages which will need to be addressed before any additional development proceeds. The financial and environmental feasibility of achieving the necessary waste water treatment capacity in these small settlements and within this sensitive water catchment area needs to be verified before consideration can be given to the how the additional housing targets might be achieved.

4.4.15 In terms of future development it is proposed to position the villages as alternatives to one off housing by adopting general policies that promote the development of individual dwellings and small numbers of serviced sites (based on 10 per village and weighted accordingly subject to infrastructure and access). This form and level of development should prove attractive to potential house buyers and should not overwhelm the treatment systems or amenities of the individual settlements.

4.4.16 Whilst the Draft Plan will aim to optimise the development capacity of the villages, either compatibility with the existing scale of the villages or a lack of capacity in water services infrastructure may limit future development. Extra capacity available in the main towns will help meet this need for housing.

4.4.17 As with the strategy outlined above for the Key Villages it would be desirable in many cases to reduce the extent of the development boundaries, and provide appropriate objectives to regulate development within it. These will include an indication of the overall scale of development for each of the smaller villages and general thresholds for individual developments.

Employment

4.4.18 Very little employment growth has taken place in the village network. Even the influx of a large amount of population to a village (Castlemagner, Rathcoole) has failed to result in a substantial growth in services. Nevertheless it is proposed to incorporate general policies that reinforce the development of appropriate scale commercial development in central areas.

Supporting facilities / Amenity

4.4.19 Rapid population growth has also outstripped amenity development in many areas and it is proposed to adopt general policies that aim to accommodate improvements on a case by case basis.

Village Nuclei

4.4.20 The village nuclei network has experienced very little change over the past five years and it is not envisaged that significant growth will occur in the future save for housing related to indigenous population demand. These settlements are limited by their lack of infrastructure and relative remoteness. General policies will be proposed such as development to occur inside development boundaries and a general housing threshold of 5 units based on individual house construction.

Other Locations

4.4.21 Sallys Cross and Dromalour form the two other locations in an LAP context. Both are in proximity to Kanturk and are residential and industrial areas respectively. Both have seen a notable amount of development over the lifetime of the last plan. However there is an adequate amount of residential land available in Kanturk and the Dromalour treatment plant has reached capacity. It is proposed to limit future development in Sallys Cross and cease further expansion of Dromalour given the proposed expansion of industrial/commercial lands in Kanturk.

Appendix A

List of Submissions

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
Allenbridge (townland)	5,672	Dairygold	<p>Dairygold seek a flexible approach with regard to the uses that can be carried out on sites under its control in the context of the development and changing needs of the agricultural sector and the need for adaptability. It is suggested that such an approach might allow for the future development of sustainable enterprise centres, where several business are located in a rural location, while having ancillary uses and shared services. It is suggested that the Dairygold properties can assist in achieving strategic economic development objectives and economic diversification in rural areas, by virtue of their unique site and locational characteristics, and therefore merit the inclusion of specific development objectives in the LAP. It is suggested that development on these sites offers the opportunity to maintain and secure long term economic development and diversification of existing enterprise within an existing employment area in accordance with LAP / CDP objectives.</p> <p>Proposals are made for a 1.1 acre site in Allenbridge, approximately 4.5km north west of Kanturk and mid way between the settlements of Kanturk and Newmarket. The site is located in a rural area and is not within a settlement. No details are provided on its existing use or planning history but the submission proposes that the LAP should "allow consideration for retail/ enterprise/ commercial or industrial uses on the site". Reference is made to Policy ECO2-6 of the CDP 2003 which refers to promoting rural industry generally and to facilitating certain kinds of rural industry, especially those that are resource dependant to be located outside settlements in appropriate locations.</p>	<p>This site is located in a rural area outside a recognised settlement. Development proposals are best assessed through the Development Management process having regard to the established use of the site and the provisions of ECON 2-7 of the County Development Plan 2009, which seeks to encourage rural enterprise.</p>

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			This submission is linked to submission no. 6018 which includes proposals for a Dairygold site in Millstreet.	
Ballydesmond	5,286	Kelly, Eamon	Submission seeks to have a site considered for development as part of the Local Area Plan review - no specific use put forward in the submission. The site is described as an infill one between 5 dwellings so it seems likely that residential use is being sought. The site is approx 500m to the east of Ballydesmond and is approx 2 acres in dimension. Submission considers that full services will be made available.	This site is well outside the development boundary. It is likely that there is already sufficient land available within the development boundary of this Key Village, and across the settlement network as a whole, to cater for future growth.
Boherbue	5,725	McCarthy, Hugh	<p>Submission notes that there has been an apparent decline in population and business over recent years. However there is still a notable level of enterprise activity in the village and this is contrasted with the weak take up of residential lands and the fact that development has stalled on a housing estate to the east of the village.</p> <p>Submission proposes zoning lands for enterprise in order to stimulate activity. Particular proposals include rezoning R-01 for amenity on the basis that it is quite central to the village. Existing open space lands to the west of the town would be better suited to residential considering proximity to the shops nearby and schools.</p> <p>It is also proposed to zone lands to the north and south of the village so as to minimise ribbon development and concentrate development within the village core.</p>	This submission raises issues regarding the positioning of housing land near services and the consolidation of development around the village core which will be examined in detail in preparing the draft plan.
Castlemagner	5,082	Lehane, Con	Proposal to extend development boundary and include more residential zoning at Castlemagner. Lands within walking distance of village. Serviceable and suitable for	These lands are outside the development boundary. There is already an adequate land supply across the network of settlements

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			development. Some of the lands already included within the development boundary are in use for a football pitch, club house and church car park and are not therefore likely to be redeveloped.	to cater for future growth and any future expansion the development boundary will be considered in this context.
Charleville	5,006	Charleville Community Childcare Ltd.	Concerns over lack of parking facilities at Broad Street, Charleville especially in the context of users of childcare, HSE and meals on wheels facilities.	It is acknowledged that parking constraints can arise at certain locations at certain times in the area of Main Street. In general the development of alternative parking arrangements etc is supported.
Charleville	5,018	O'Connor, Tom	<p>Submission seeks the rezoning of lands adjacent to the golf course for residential development. The site fronts the Regional road and is located within the greenbelt.</p> <p>A sustainability statement has been included with the submission addressing topics such as transport, energy, ecology, land and social quality.</p> <p>Submission indicated that 41 dwellings and a crèche are envisaged.</p> <p>Follow up submission on 24.02.10 provides further details of servicing and layout</p>	<p>This site is located in the greenbelt. There is likely to be adequate zoned land available for housing within the development boundary and it is possible that some provision on this land, for low density serviced site development may be made.</p>
Charleville	5,078	The Charleville Green Mile and St. Joseph's Foundation	<p>Submission is made by The Charleville Green Mile and St Joseph's Foundation on behalf of wheelchair users in Charleville.</p> <p>Submission highlights the fact that the service users who use the Foundation's training centre in Broad Street are unable to travel independently to the Foundation's main campus on Bakers Road, despite having motorised wheelchairs, due to the unsuitable design and poor condition of the footpaths (high kerbs etc). Instead of making the journey independently service users have to be transported by bus or accompanied by another person to prevent accidents.</p> <p>Submission refers to the Accessibility Audit which was undertaken in 2008, on foot of which some improvement</p>	The need to ensure the town centre is accessible to all is acknowledged and the issues raised will be considered in detail as part of the review of the LAP.

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			works were undertaken but indicates that more needs to be done to allow wheelchairs users to move around the town independently. The Foundation is working towards its fourth Green Flag Award with a theme of Transport and aims to promote more walking and use of public transport. They intend to undertake their own accessibility audit. The submission concludes with the hope that their concerns will be considered as part of the review of the LAP.	
Charleville	5,079	Ryan, John	Need for improvements to broadband connectivity in Charleville, specifically with regard to linking into nearby high speed network running along the railway line.	Whilst direct broad band provision is outside the Council's control it is recognised that Charleville has access to a high capacity network.
Charleville	5,086	Condon, Martin & Geraldine	Submitters own lands to the south of Charleville in proximity the general area of the junction of the new M20. Submission requests that consideration be given to zoning these lands for commercial purposes given the requirement for jobs growth for the town. Access to the junction is key in submitters view.	This site is outside the development boundary. There is already a strong supply of well located land for employment uses in Charleville and the Draft Plan will look at maximising the connectivity with the M20.
Charleville	5,095	Charleville Town Green Mile Group	Submission outlines some of the key objectives of the Charleville Town Green Mile Group for Incorporation into the Local Area Plan and expresses the hope that key recommendations of a number of recent studies, including the 2008 Charleville Traffic Study, will be implemented. In relation to Cycling the group would like to have Charleville identified as a "Cycling Demonstration Town" as outlined in the National Cycle Policy Framework 2009-2020 and expresses the view that Charleville is eminently suitable for several reasons including its topography, position as the gateway town to the Ballyhoura Mountain Cycle Routes, public transport links, synergy with Killmallock cycle hub,	Submission includes practical suggestions for improving facilities in Charleville which will be considered as part of the review of the LAP. Some of the specific proposal are beyond the scope of the LAP but may be capable of being taken up by other initiatives.

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			<p>presence of established proactive cycling groups in the town etc. Government policy also supports cycling and increasing the number of trips taken by bike.</p> <p>The submission indicates that there has been an increase in the number of cyclists in Charleville and consideration should be given to the provision of cycle lanes in the town. The Charleville Traffic Study supports the provision of cycle parking stands at the Railway Station and Post office and this submission suggests that they could also be provided outside the Library, an area currently used by cyclists to lock their bikes. Better cycling facilities would also help promote cycling among school students and reduce car trips.</p> <p>In relation to pedestrians the submission disagrees with the statement in the Charleville Traffic study that "pedestrians are mainly well provided for in and around the town centre" and suggests an number of specific measures are required to improve pedestrian safety including:</p> <p>(a) pedestrian crossings from town car park to the Town Park and to serve the schools on St Mary's Road.</p> <p>(b) creation of a park and walk system on Bakers Road to serve the schools and reduce congestion at school times,</p> <p>(c) creation of a Slainte na Sli - three walking routes around the town are suggested and maps are included to indicate the routes (around the town park, along Railway Road and from Charleville to Kilmallock cycling hub.</p> <p>(d) Erection of warning signs for motorists - "Children on Road" at locations such as the rugby ground on the outskirts of town</p> <p>(e) redirecting traffic down Charleville New Line to alleviate traffic on Smith's Road.</p> <p>In relation to wheelchair users the submission refers to submission number 5078 made by Mary Hayes</p>	

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			of the St Joseph's Foundation.	
Charleville	5,100	Molloy, Eoghan	<p>This submission proposes the setting up of a community garden in Charleville Town Park, an educational and pleasurable facility of use to the local community. Submission indicates that the proposal was discussed at a public meeting in September 2009 at which Cllr. Timmy Collins was present and met with great enthusiasm by local schools, St Josephs Foundation, Tidy Towns, Foroige, Charleville Boys Scouts, Charleville Community Council, Charleville Community Care Garden Centre, After School Programmes and other local groups and initiatives. It is stated that the HSE has expressed interest in developing the garden as an occupational therapy facility. Provisional funding has been assured by Ballyhoura Development Ltd. A formal application to the Council for permission to use some of the Park for this purpose has yet to be made. It is proposed to locate the community garden on the site of the old playground within the Park. Project is still at design stage.</p>	This is an operational issue for the managers of the park.
Charleville	5,121	Mackessy, Mary	Applicant would like the PA to retain the zoning on her lands to the west of Charleville currently under GB1-2	Noted.
Charleville	5,241	Charleville Chamber of Commerce	<p>Submission makes many recommendations for future development plan policies and refers specifically to the 2000 Charleville Development Strategy, the 2008 Charleville Traffic Study and the Tidy Towns Action Plan 2010-2012. In particular significant environmental improvements (partial pedestrianisation, shared surfed scheme, tree planting, street furniture etc.) are recommended for Main Street and Board Street so as to enhance amenities and attract visitors to the area. Such improvements should be extended out to the Industrial areas of the town. The town park needs to be promoted as an amenity facility and</p>	This submission raises a number of valid issues which will be considered in preparing the Draft Plan.

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			<p>wires and cables in the town centre placed underground. In terms of industrial development, the submission advocates that the Station Road / Ballysallagh industrial site be rezoned as a business park / service / light industrial area and no further "dirty" industrial be allowed there. Proposals for improving access from the southern end of the town to the industrial land to the east of the town, the Kerry Foods factory and the Kilmallock road are outlined in the submission.</p> <p>Improvements to various junctions within the town are recommended as outlined in the Traffic Study in advance of the commencement of works on the M20. The Council has an important role to play in promoting Charleville and attracting business to the area. Employment in the software development, shared services, back office processing, e-commerce and call centre sectors would be sought for Charleville. Submission seeks clarification on the adequacy of the water supply in Charleville and requests that provision be made for expansion of town's schools in the future. Facilities for cyclists need to be improved and Charleville's potential as a Cycling Demonstration Town should be considered. Pedestrian crossing facilities are needed to connect the public car park and the town park and also to facilitate the schools on the western side of Smiths road. The potential of the Man Network and broadband cabling running along the railway line needs to be realised for Charleville so it can attract high quality business development. Submission raises concern about the structural safety of two protected structures in the town (the old courthouse and the former CBS School which it is indicated are not being adequately maintained and Council are requested to use his legal powers to address this. Finally it is requested that the LAP support the tourist potential of the golf</p>	

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			course and address the annual leakage of 36 million Euro in retail expenditure.	
Charleville	5,332	O'Sullivan, Declan	Submission makes reference to the strategic location of Charleville in terms of the region as well as with regard to the proposed M20 road. The site referred to in the submission is part of a landholding traversed by the M20 and is adjacent to the golf course. Most of the site is on the western side of the motorway while Charleville town is to the east of the motorway. The submission notes that the M20 has been routed to the west of the town instead of the east and it is considered by the submitter that this will require a strategic change in the context of the town development. In this context the submission contends that the proposed site is ideal for the development of a mixed employment and residential land use. Zoning and inclusion in the town boundary is sought. In particular the proposal refers to the construction of a landmark employment building as well as the provision of high quality housing and some lower density housing as an alternative to one off dwellings.	Access to the M20 from Charleville is to the south of the town and is totally independent of these lands, which are on the western side of the motorway. There are likely to be sufficient lands available within and proximate to, the development boundary to cater for future growth in employment and residential uses.
Charleville	5,376	Walsh, P and co.	This submission is by a consortium of landowners holding lands to the east of Charleville. Total ownership is approx 45.7 hectares, most of which is zoned for a variety of industrial uses. The eastern section of the holding is outside the development boundary. Submission seeks the retention of the industrial zoning on the 1-02 and 1-03 sites but proposes the requirement for stand alone industry on 1-02 be removed. The land holding has access to Station Road and the Kilmallock Road and submission illustrates an indicative road layout to connect these lands to the southern end of Charleville and the M20. An access option to commercially zoned land on Bakers Lane is also referenced. Submission suggest that these road links could	Submission raises valid issues which are recognised in the Outline Strategy and will be examined in detail in preparing the Draft Plan.

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			<p>be delivered in tandem with incremental industrial development commencing from Station road and the Kilmallock road and such an approach would facilitate the Council in incrementally funding an delivering roads and sanitary infrastructure to the site and wider area. It is suggested that the LAP should include an objective that will deliver an inner relief road that will facilitate improved access from the Kilmallock road to the proposed M20 Junction to the south of Charleville.</p> <p>Submission is linked to another submission contained under Sub 5377.</p>	
Charleville	5,377	Walsh, Pat and Co.	<p>This submission relates to 8.3 hectares of land to the south east of Charleville between Station Road and the existing N20 (outside the development boundary) and requests that the lands be zoned for mixed retail and employment uses. This submission should be read in conjunction with Sub 5376 with both submissions together proposing improved access between the Kilmallock road to the north east of the Charleville, the employment lands to the east of Charleville and the M20 link to the south of the town. Submission indicates that the eastern end of the site is currently the subject of an application for planning permission for a nursing home and independent living units and there are also initial proposals for the provision of a HSE Primary Health Care facility on the site. Submission also outlines the case in favour of mixed retail uses on the lands, suggesting that there is limited opportunity within the town centre for large floor plate retail formats. In this context the site is considered suitable for convenience retailing, discount retailing and retail warehousing.</p>	<p>This submission raises issues in relation to improving access to the M20 which will be considered in detail in preparing the draft plan. Proposals for both mixed retail and retail warehousing uses on the site will be considered.</p>
Charleville	5,380	Duet Holdings Ltd.	<p>Submission indicates that there is currently a considerable amount of vacant retail floor space within</p>	<p>Whilst the current economic climate does appear to have contributed</p>

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			Charleville and that other active planning permissions granted in the town (e.g. units to the rear of Supervalu) are not included in the floor spaces figures in the Outline Strategy document. Until the town can support these vacant units there is no need to designate additional lands for Town Centre uses as it will exacerbate the problem of over supply and reduce the attractiveness of Charleville as a shopping destination. Submission also raises concerns about traffic congestion in the town and suggests that the traffic problems need to be solved before additional retail development is permitted or encouraged. No further development, which would add to the gridlock, should be permitted. Submission suggests that traffic problems are the primary reason for the town's stagnation rather than any perceived lack of supply of retail floor space.	to levels of vacancy it is considered that, in the longer term, likely demographic changes and economic activity will reduce this vacancy and in fact give rise to demand for additional retail facilities.
Charleville	5,420	Electricity Supply Board (ESB)	The ESB submit that the zoning objective for the existing premises on Main Street (disused retail premises and operational storage facility) should be changed to Town Centre uses from existing Commercial. This is in the context of the requirement for lands for town centre expansion as indicated in the Outline Strategy. Submission notes that the site is an extension of the existing town centre, is adjacent to the previous T-01 zoning and is .66 hectares in dimension.	It is the intention of the Planning Authority to expand the area for Town centres uses in Charleville. Have regard to the location and size of the subject site It may be suitable for inclusion within the expanded zone. This will be considered in more detail in preparing the draft plan.
Charleville	5,539	O'Gorman, Patrick	Submission proposes rezoning a portion of the existing open space designation (O-01) to the north west of Charleville to residential use to allow a density of approx 8-10 dwellings per hectare / possibly cater for serviced sites. Submission indicates that current density allowable is too low and makes the land uneconomic to develop.	This is a site at the northern extremities of the town. There is already a strong supply of residential land in Charleville and further land is unlikely to be required.
Charleville	5,602	Tesco Ireland Ltd	Submission from Tesco Ireland stating that they consider that part of a site that they own to the north	It is the intention of the Planning Authority to expand the area for Town

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			<p>of Charleville town centre (southern end of the area zoned R-01) is suited for rezoning for town centre uses and for retail warehousing as the site is close to the town centre, is accessible and capable of being serviced. It is suggested that retail development at this location would contribute to a strong town centre with strong linkages to residential areas. It is further suggested that the site is the most suitable site for town centre expansion. Other sites to the west of the main street, including the Town Park are important amenity and parking areas and should remain as such. Tesco's lands are more suited to retail warehousing than the lands currently zoned C-01 and C-02 which are inaccessible backland areas. The submission continues to request that local circumstances be recognised in each LAP and that consideration being given to including a Zoning Matrix in the LAPs for all towns to build in some flexibility. In addition LAPs must recognise that in some town centres the zoned lands are subject to flooding and are useless, thereby giving rise to the need to look at edge of centre sites to accommodate development. Other local circumstances such as topography, heritage, land assembly and viability of existing retail provision also need to be considered.</p>	Centres uses in Charleville.
Charleville	5,697	Kevin O'Leary group	<p>Submission refers to a site to the north of the existing town centre which is currently zoned established primarily commercial. It is currently unoccupied and cleared of development. It accesses onto the N20 and is adjacent to the theatre. It is approx .38hectares in dimension. Submission notes the importance of Charleville in a regional context and the potential for growth in population and subsequent retail growth as outlined in the Outline Strategy Document. With this in mind the sites proximity and access to the existing town centre is</p>	It is the intention of the Planning Authority to expand the area for Town centres uses in Charleville.

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			highlighted and it is put forward that the site could be used for town centre development with specific regard to retail.	
Kanturk	5,007	Breen, Jeremiah; Dennehy, Jeremiah; Hourigan, Andrew; Daly, John	<p>Submission seeks the rezoning of land within the Kanturk Greenbelt, between Kanturk and Sally's Cross, to the east of the town, for low density serviced sites.</p> <p>Previous application for planning permission on site was withdrawn (075162). Site size is 2.05 hectares. Submitters consider that existing low density zoned lands are unlikely to come on the market at the present time due to ownership profile. Ownership of the proposed site is through a consortium of builders who feel that they would be more likely to develop. They indicate that supporting infrastructure is present. Submission indicates that the proposal would be beneficial in terms of providing an alternative to one off rural housing as well as providing construction employment opportunities.</p>	The site is outside the development boundary for the town and within the greenbelt. It is likely that adequate lands are available within the development boundary to cater for residential uses.
Kanturk	5,321	Aldi Stores (Ireland) Ltd	<p>Submission requests that the Council provide for and promote the accommodation of discount retailing uses at appropriate locations within the Electoral area and especially within Kanturk town, having regard to its particular retail service function and complementary role to general convenience retailing. Submission details Aldi's profile, operational and location strategy, the planning context set by the NSS, the Retail Planning Guidelines, the Regional Planning Guidelines and the County Development Plan (CDP) and the Joint Retail Strategy.</p> <p>Submission states it is a matter of concern that the CDP groups discount retailing in with mainstream convenience as this does not allow for the lower cost base or sales density of the discount store. The submission requests that the Kanturk LAP recognise discount stores as a distinct format which is compatible with edge of centre sites</p>	Retail planning policy is set out in the County Development Plan 2009 and is guided by the Retail Planning Guidelines. These seek to ensure that new retail development supports the primacy of the town centre / core retail area. There are a number of brownfield redevelopment opportunities, suitable for discount retailing, within the centre of Kanturk. It is also the intention of the Planning Authority to expand the area zoned for town centre uses in the Draft Plan to include further areas of opportunity.

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			<p>and designate suitable locations to accommodate this use.</p> <p>In relation to Kanturk the submission requests the LAP acknowledge the difficulties in accommodating discount retailing in Kanturk Town Centre given its existing constraints and the merits of retaining the areas currently zoned for larger scale mixed town centre developments. Submission states that the existing town centre sites are not suitable for Aldi stores and an edge of centre location should therefore be identified in the LAP. Submission cites a number of examples of the precedence which has been set for edge of centre discount stores, including Lidl in Kanturk.</p> <p>Submission concludes with the request that the Local Area Plan should contain specific policies and objectives in relation to discount retailing and should define discount food stores and their specific role within the retail hierarchy and that specific optimum edge of centre locations should be identified for such uses.</p>	
Kanturk	5,417	Goggin, John	<p>Submission proposes zoning of lands to the west of Kanturk for General Employment Uses to include medical, institutional, general office, office based industry and retail warehousing. Submitter makes the case that the town is expected to grow in the medium to long term and that the town is not self sufficient in terms of employment. It is put forward that the subject lands are well positioned close to the town centre, all services and facilities.</p>	<p>These lands are outside the development boundary. The Draft Plan needs to identify additional employment land in Kanturk. Opportunities for this are available within the current development boundary on brownfield sites and also by rezoning lands from other uses, which are surplus to requirements, to employment use. These issues will be considered in detail in preparing the Draft Plan.</p>
Kanturk	5,505	Keohane Sean	<p>The submission proposes that the Council prioritise the development of infrastructure in Kanturk, specifically roads infrastructure to ensure that lands which are currently zoned for development can be developed within the plan period.</p>	<p>Noted. The Draft plan will address infrastructural needs.</p>

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Kilbrin	5,033	Aherne, Jeremiah	<p>Submission requests that the following specific objective be included in the LAP: - "It is an objective to provide critical infrastructure to accelerate development in Kanturk in order to promote development and to ensure that all zoned land is developed within the plan period." It is contended that development in Kanturk has been hindered in the past by the unavailability of infrastructure. The inclusion of such an objective would help ensure that, a) investment takes place in the area, b) land is used efficiently, c) there is sufficient land available for housing, and d) that services and facilities are improved and provided. Particular reference is made to road improvements that would facilitate development to the south east of the town where infrastructural issues had arisen with relation to a previous refusal of planning permission (07/6939).</p> <p>Submission indicates that landowner currently has permission for a concrete works on a site at Kilbrin. Submission indicates that he is prepared to give up this planning if the Council would allow one dwelling. Wishes this to be considered in the context of the Local Area Plan.</p>	<p>The site identified in the submission is located in a rural area and has a recent planning history (07/4018). The issues raised in the submission are not strategic issues to be considered by the LAP and are best considered through the development management process.</p>
Millstreet	5,011	Healy, Margaret	<p>Need to increase employment opportunities in Millstreet. Also need to improve maintenance of roads.</p>	<p>The need to increase employment is recognised in the Outline Strategy Document and will be addressed in the review of the LAP. Road maintenance is an operational issue.</p>
Millstreet	5,012	Sheahan, Padraig	<p>Concerned about lack of employment land especially in context of large residential supply. This is with specific reference to expected population growth and amount of housing development already permitted. Concerns over whether water supply</p>	<p>Additional employment lands will be identified in the new LAP. Need to improve water storage facilities have been acknowledged in the Outline Strategy document:</p>

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Millstreet	5,013	Duggan, Bernie	<p>for Millstreet is adequate going forward.</p> <p>Also concerned the fact that the relief road seems to be a central part of plan for the town but seems unlikely to proceed in current economic climate.</p> <p>Concerned over the impact that the proposed relief road may have on the residential amenity of her property. Also concerned about the negative visual impact of existing industrial zoned lands (I-02) on nearby Claragh Mountain</p>	These amenity issues can be addressed at the design stage of development.
Millstreet	5,137	Murphy, Niall	<p>Submission refers to the need for more commercial lands in Millstreet as well as ensuring that the town is ranked equally with other towns in the Electoral area. The people of Millstreet need to work on the strengths of the area such as tourism and shape the future of the town. In tandem, the Council needs to play a more active role in protecting the amenity of residents in relation to noise and air pollution and be more attentive to such possible impacts of the manufacturing sectors (not just focused on the benefits of this sector). As a town Millstreet is dying and decisions need to be taken which will reinforce and future proof the town.</p>	The need for additional business land in Millstreet is acknowledged and will be addressed in the LAP review. Protection of residential amenity is a key consideration.
Millstreet	6,018	Dairygold	<p>Dairygold seek a flexible approach to the uses that can be carried out on sites under its control with regard to the development and changing needs of the agricultural sector and the need for adaptability. It is suggested that such an approach might allow for the future development of sustainable enterprise centres, where several business are located in a rural location, while having ancillary uses and shared services. It is suggested that the Dairygold properties by virtue of their unique site and locational characteristics can assist in achieving strategic economic development objectives and economic diversification in rural areas and therefore merit the</p>	The site is located within the development boundary and is currently zoned established primarily commercial. The range of uses appropriate to the site will be considered in more detail in preparing the Draft Plan.

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			<p>Inclusion of specific development objectives in the LAP. It is suggested that development on these sites offers the opportunity to maintain and secure long term economic development and diversification of existing enterprise within an existing employment area in accordance with LAP / CDP objectives.</p> <p>With respect to the Dairygold site in Millstreet it is noted in the submission that the site is currently used for commercial purposes and is zoned as same. It is considered that this use should be maintained as commercial retail with other future other uses being open for consideration.</p> <p>This submission is linked to submission no. 5672 which deals with a Dairygold site in Allenbridge.</p>	
Newmarket	5,229	Rahilly, Patrick	Submission seeks to rezone lands for low density housing. Lands are approx 2 acres in dimension and to the south of Newmarket, to the rear of the I-04 lands.	There is likely to be an ample supply of residentially zoned land within the development boundary in Newmarket and it is intended to make some provision for low density residential development within the current boundary.
Newmarket	5,288	Collite Teo (Land Development Department)	<p>Submission proposes the zoning of a 9.5 hectare site located on the R578 at Scarteen Lower, Newmarket, for employment use. The site is currently planted with low value forestry.</p> <p>Submission notes the need for additional employment lands in Newmarket as per the Outline Strategy and makes reference to a perceived demand for smaller to medium sized units for start ups. Submission indicates that the site is adjacent to lands which are already zoned for industrial use, has access to the sewer via gravity and can be effectively screened.</p>	While Newmarket has a good supply of employment land, it is acknowledged that there may be a need to identify a modest amount of additional employment land to improve the range and choice of sites available. Opportunities for this exist within the current development boundary.
n/a	5,015	Flavin, Tony	This submission questions why local authorities are outside the control of the county senior planner and	The contents of the submission are noted.

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n/a	5,024	County Cork VEC	<p>despite having development plans and guidelines can do what they like. The submission proposes that local authorities and councillors should have no control whatsoever as they are not qualified and they disregard the decisions of qualified people.</p> <p>This submission welcomes the emphasis on the need for educational, sports and recreational facilities and considers the zoning of lands for these purposes as essential. Submission makes reference to the recent success in securing sites for schools in Bantry and Skibbereen where the CCVEC, Cork County Council and the Department of Education & Science collaborated. The submission identifies the need to zone sites for post-primary education in Carrigaline and Carrigtwohill and welcomes the opportunity to discuss this further.</p>	The review of the LAP will include consideration of and provision for the educational requirements of each EA.
n/a	5,027	Bus Eireann	<p>This submission highlights the improvements to bus services in the county in recent years and the commitment to continue this with the assistance of the Councils. The submission highlights the need to encourage modal shift in line with Government and local strategies and the key role infrastructure improvements play in achieving a positive whole trip experience.</p> <p>Key elements in ensuring modal shift are listed as follows; competitive and reliable journey times; range and scope of destinations; attractive frequency; and, convenience of use. Adequate bus priority measures and infrastructure (bus stops) as an integral part of the planning process are highlighted as essential.</p> <p>The submission welcomes the referral of planning applications of a certain scale to Bus Eireann for comment and highlights the following infrastructural items as being of importance to public transport provision - accessible, safe, comfortable, well lit, wheelchair accessible bus stops that can be</p>	The LAP review will take into consideration bus services availability and how the use of such services can be maximised.

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			<p>accessed by people with disabilities; bus stops at schools should provide a safe environment to school children; maximise free-flow of traffic by adjusting parking and traffic systems; and consideration to allowing public transport use the hard shoulder when entering and existing towns.</p> <p>The submission also suggests that provision be made for overnight parking of buses for early morning departures in outlying towns. The submission is accompanied by recommended designs from the Quality Bus Network Project Office for Bus Stops suitable for Wheelchair Accessible Coaches.</p>	
n/a	5,068	Rossdale Enterprises Ltd	<p>The submitter urges the Council to recognise the need for greater co-operation between the Council and Developing Companies. It acknowledges the clear vision of the strategy for development along the rail line and the investment made by developers to achieve this objective. The availability of infrastructure in Blackpool, Glounthaune, Carrigtwohill, Midleton and Cobh is referenced.</p> <p>The submission requests that the area plans recognise a) the need to maximise the use of land along the rail line and limit development / zoning elsewhere, b) that minor deficiencies in infrastructure are challenges and not obstacles to development or zoning, c) the reduction in cash flow / profit of developers in current market means they will no longer be able to carry cost of addressing these deficiencies and this should be considered when assessing zoning proposals, d) the prioritizing of Developing Areas like Carrigtwohill for investment by the DoEHLG, e) the need for the Council to identify infrastructure deficiencies and seek Departmental funding to address them and , f) the need to concentrate employment and residential development along the railway line in recognition of the</p>	Further consideration will be given to the issues raised in preparing the draft plans.

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n/a	5,119	National Roads Authority	<p>investment already made in this area and to ensure optimal return on this investment.</p> <p>Submission states that primary function of NRA is to secure the provision of a safe and efficient network of national roads. National roads account for 6% of road network but carry 40% of traffic and 98% of freight traffic.</p> <p>The submission welcomes consultation on the ten Outline Strategy papers and requests that the following be considered:</p> <p>1. Protection of Existing National Routes: The submission advises that local area policies should be adopted so as to avoid the undermining of the strategic transport function of existing national roads, by proposing measures intended to cater for the needs of local traffic which should more appropriately be addressed within the framework of providing an adequate local road infrastructure as advocated in the current Cork County Council Development Plan. The traffic generated from planned development should be quantified and addressed in the preparation of the local area plans, with appropriate planning strategies identified as to how such traffic/trip demand is to be catered for. All options in catering for trip demand should be addressed, including the appropriateness of enhancements to the local road network, walking, cycling and public transport modes, promoting good planning strategies and avoiding inappropriate development that negatively impacts on national roads. Council consider the impact (cumulative) that the development of the settlement plans could potentially have on the national road network. Strategic transport assessments are undertaken to inform land use and access proposals in preparing the plans and identifying development lands. The LAP should reflect and safeguard the strategic role of</p>	<p>The contents of the NRA submission will be taken into consideration when reviewing each of the Local Area Plans</p>

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			<p>national roads and associated interchanges/junctions in catering for the safe and efficient movement of major inter urban and inter regional traffic. When zoning land regard should be had to the preferences outlined in the Retail Planning Guidelines. The policies outlined in the Sustainable Rural Housing Guidelines should also be taken account of.</p> <p>2. National Road Projects. A list of such projects is provided in a table with the Electoral Areas which each scheme affects also indicated. Objectives, policies or rezoning should not compromise the road planning and route selection, alter the function of these roads or increase the cost of land.</p> <p>3. Metropolitan Cork Area. The NRA recognises the strategic national importance of the development of the MCA as a gateway and supports priorities identified in the NDP and NSS. LAP needs to protect the carrying capacity of the existing and proposed national roads network. Submissions states that a number of LAP's in particular Blarney, Blarney-Kilbarry SLAP, Carrigaline, Midleton and Midleton SLAP fail to meet CDP objectives INF 3-1, 3-3 and 3-6. Local traffic should be catered for on local roads.</p> <p>4. Park and Ride/Green Bus Routes. Supports the provision of public transport but notes that funding of public transport infrastructure such as park and ride and bus priority lanes are outside their normal remit and costs of such should be borne by local authority.</p> <p>5. Development Contribution Schemes. If road improvements required as part of a development then such costs of road upgrades should be borne by the developer.</p> <p>6. Noise. Planning applications should identify and implement noise</p>	

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			mitigation measures where additional traffic generated breaches noise design goals on national routes.	
			The submissions the Kanturk Electoral Area as follows	
			g) Kanturk EA LAP. The N20 Mallow/Charleville/Croom road scheme, the N20 Blarney to Mallow is been progressed as a single scheme.	
			The protection of the safety, carrying capacity and efficiency of the existing and future national roads network is maintained and an integrated approach to land use and transportation solutions should be undertaken, such that local traffic generated by developments is catered for primarily within the framework of the local roads i.e. non national. Would welcome an opportunity to further discuss the issues raised in the submission.	
n/a	5,129	Irish Farmers Association (Cork)	<p>The submission is made by Cork IFA and highlights the important role that agriculture and food production plays in Co Cork. The submission states that planning policy at national and local levels should support and reflect this important role. More specifically the submission states that: 1. Agriculture and food production is more progressive and efficient here in Cork than other counties, leading to job creation in food production and associated services, which is a major benefit to local people and the local economy. 2. The industry should be supported in every way by the authorities, particularly in terms of encouraging people into food production and agriculture generally. 3. REPs and other schemes have been beneficial for the community and economy. 4. Planning policy should support farm enterprise and the provision of the necessary farming facilities. 5. The provision of infrastructure and the maintenance</p>	The LAP review will continue to support the key role of the agricultural industry in rural Ireland and make provision where possible for its continued development.

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			of the network of rural roads will pay dividends to the rural economy	
			Need to emphasise the importance of agriculture in the commercial and social life of County Cork. Need to maintain all existing services in rural areas such as post offices etc. Access and the transport of good a key issue, the Bandon Bypass in its current form is too steep. Need to provide overtaking bays along main road where opportunities for overtaking are limited. Notes that last CDP dealt comprehensively with rural areas but this review should not ignore such areas.	
n/a	5,277	Keane, Margaret C	This submission raises a number of issues relating to the County as a whole 1) the rivers should be dredged yearly to help reduce the risk of flooding 2) All housing in rural areas should be low density 3) The sewerage and waste from key villages should be directed to the nearest town and have one treatment plant for each area. 4) Waste should not be allowed to enter rivers 5) In order to finance the preceding point's water rates and rates should be charged for five years. 6) Finally, where possible there should be a white or yellow line along the kerb side of all secondary roads.	The flooding and infrastructure issues raised will be dealt with further in the draft LAP's.
n/a	5,281	Construction Industry Federation (Cork Branch)	(1) This submission stresses the increased imperative, in the current economic climate, of the Council working in partnership within the CIF in preparing the LAPs and for all parties to strive to promptly realise the plans once adopted. If the right plans and all necessary infrastructures are put in place then a development upturn can be facilitated, assisting local and national economic growth. The LAP review process provides the Council with the opportunity to: a) demonstrate leadership, innovation and a sense of urgency in resolving current challenges, b) commit to a programme of focussed and prioritised infrastructural investment and the equitably embrace solutions	Noted. The issues raised will be given further consideration during the preparation of the draft LAP's

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			<p>which can be delivered by, or in partnership with, the construction industry; and c) embrace measures which simplify the increased quantum of plans/ master plans, regulations and assessments required. (2) Submission continues to state that Council should provide clear zoning objectives and pursue alternative approaches to securing objectives, such as working closely with the construction sector, to provide infrastructure. The LAPs should be reviewed after 2 years to ensure they reflect demand and market conditions. (3) CIF continues to have concerns about the spatial distribution of zoned development land while it is accepted that overall, there is enough land to meet a 6 year LAP timeframe. Clarity needs to be brought to the issue of the time span of these LAP – 6 or 10 years as this has significant implications for the land supply required. (4) A number of specific measures have been identified which would help hasten more favourable development conditions:</p> <p>CASP & CASP UPDATE: The CIF is of the view that the dwelling output targets set for Cork City for the 2006-2020 period are unachievable and will constrain development within Metropolitan Cork. In addition the Departments Guidelines on Sustainable Residential Development in Urban Areas will serve to limit development in the smaller towns and villages thus limiting their ability to absorb additional development in the future. The County Metropolitan Area will need to accommodate additional growth and the County Development Plan should be amended to enable the LAPs to make adequate allowance for this. The disparity between CASP targets and estimated growth patterns are indicative of a number of issues which should be addressed by the LAPs: - a) the lack of zoned lands in preferred market locations, b) the</p>	

Set Name	Sub No.	Interested Party	Summary of Submission	Response
			<p>lack of adequate road and service infrastructure, c) lack of emphasis on Market needs, d) lack of front loading of infrastructure provision and strong marketing campaigns for key target growth areas, and e) lack of effective implementation structure to drive forward the needs of the key target growth areas. CASP Update should be reviewed when 2011 census figures are available so that appropriate strategy adjustments can be pursued.</p> <p>INFRASTRUCTURE: CIF supports the concept of targeted infrastructure investment, especially in areas where development of zoned land has been constrained for some time by lack of Infrastructure e.g. Mallow and Blarney which both have significant water supply constraints. Council should adopt a more aggressive approach in seeking necessary funds, tax designations etc. to progress the CASP strategy. Approach to infrastructure delivery needs to be overhauled and time frame for delivery shortened and a number of suggestions are given in this regard. Opportunities for PPPs to fund Infrastructure need to be identified. Unrealistic for the Council to require future infrastructure provision to be the primary responsibility of developers – there needs to be an equitable balance between public and private sector funding.</p> <p>PLANNING GAIN: two major planning gain policies have been introduced in the last 10 years - Part V requirements in relation to the provision of social and affordable housing and Councils Recreation and Amenity Policy requiring the provision of facilities within developments / payment of a contribution in lieu of provision. In addition development contributions have increased dramatically. The Planning Bill proposes further planning gain requirements in the</p>	

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			<p>form of schools, flood relief schemes and broadband provision. An 80% windfall tax is also proposed. Cumulative impact of all these measures is to stifle the recovery of the residential development market. Council should call for a national review of planning gain and undertake its own review and address issues within the LAPS where possible. Specifically the LAP's should acknowledge that many areas have limited or no demand for affordable housing and a reduced Part V obligation should apply in these areas – varying percentages to apply as appropriate to each area. In relation to the Council's Recreation & Amenity Policy it is suggested that where there is a specific objective on a site for the provision of a specific amenity such as a playing pitch or a walk, this should be capable of being off set against the facilities required under the Recreation and Amenity Policy. At present no allowance is made for such objectives in calculating requirements under the Policy. Furthermore, the CIF is concerned that the Council is progressing this policy in advance of its own ability to effectively manage the additional estate management burden. The Council's insistence on the provision of facilities with easy maintenance, tarmac surfaces surrounded by fencing and limited or no play equipment can lower the residential amenity of many developments and is a retrograde step. LAP's should establish clear objectives to ensure that residential amenity is enhanced by the provisions of the Recreation and Amenity Policy even if this means a greater reliance on monetary contributions for the provision of off site facilities or more emphasis on 'casual play spaces' in line with Departmental Guidelines on Sustainable Residential Development in Urban Areas.</p> <p>CRÈCHES: While acknowledging national guidelines on crèche</p>	

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			<p>provision it is felt that these result in an over provision of facilities and the standards of the Barcelona Agreement are more appropriate. Local Area Plans should reinforce the flexibility offered by the County Development Plan policy on crèche provision (.. normally be provided.) by noting that if it is clearly established that there is no demand for an existing crèche, favourable consideration will be given to changing its use.</p> <p>MARKET CONSIDERATIONS: While development needs to be plan led, it is important that the planning process takes account of what the market requires and in many areas, for example, very high density developments will not be accepted by the market and density provisions need to be more flexible. In the majority of locations the market will not accept density greater than 10-12 units per acre and favours detached, semi detached and terraced housing. Apartment schemes have been of limited success in the city and have little prospect of being successful in the Satellite / Ring Towns or smaller outline towns and villages. Higher densities only work in urban locations or on special sites with a combination of beneficial factors such as good public and private transport access and views of water. Development of units for which there is no market demand is not socially or economically sustainable and LAP's need to critically review density requirements for all settlements and consider market needs in each area.</p> <p>ZONING / WINDFALL TAX: concerns about lack of information on how windfall tax is to be applied on "any change in zoning" and potential impact of any changes to the current zoning objectives in terms of liability for this tax e.g. a change from stand alone Industry to general industry. Council needs to have regard to the</p>	

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			potential economic impact of amending zoning objectives and give consideration to maintaining the zoning provisions the 2005 LAPs as they are.	
			SEA / HIA: concerned at impact of these Directives on the complexity of planning process and the status of long established zonings. Where environmental issues arise which result in the omission, part omission or amendment of existing zoned lands the CIF request that they are consulted in advance of the publication of the relevant draft plans. Clarification on timeframes for these processes is also sought.	
			Document usability – Better linkages should be provided between the County Development Plan mapped objectives for the greenbelt, rural housing control zone and heritage objectives and the LAP documents. It should be evident from the LAP documents where controls / constraints apply without having to revert back to the County Development Plan documents.	
n/a	5,285	Birdwatch Ireland	<p>Submission states that Cork harbour supports wetlands and wild bird species of local, national and international importance. The wetlands and the bird species they support provide significant public benefits including amenity and recreation, flood protection, ecotourism as well as protection for priority wildlife habitats and species.</p> <p>The submission states that any proposal which adversely affects a site covered by the EU Habitats Directive and any decision making process must be subject to Appropriate Assessment. Concerned about impact of increased disturbance, loss of habitat or increased fragmentation of wetlands. Highlights the fact that the even small areas can be vital for the future of a species. Welcomes a strategic approach to all forms of</p>	The contents of the submission are noted and consideration will be given to addressing the issues raised as part of the preparation of the draft LAP's

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			<p>development in coastal areas and the need for an ICZM approach. Need to consider regional and national port requirements. LAP process should be used to enhance and further protect the valuable wildlife assets of the harbour area so that the public benefits provided by this wildlife resource are protected for future generations and a truly sustainable approach to the future of Cork Harbour is adopted.</p> <p>The submission includes a summary of national and international obligations to protect wild bird interests in particular the Habitats and Birds Directives.</p> <p>The submission also includes a copy of "Protecting Irelands wild birds and their habitats- Why Birds Count- Policy and Advocacy Priorities" This document highlights the main areas of concern for wild bird conservation and provides a framework for developing policy relating to a wide range of areas of relevance to protecting wild bird species and their habitats. These include social and economic benefits, halting loss of biodiversity, network of protected areas, management and monitoring, sustainable management of land and sea, safeguarding our seas, protecting our wetlands, farming and wildlife, upgrading of uplands, providing wilder woods, dealing with climate change and delivering bird conservation.</p> <p>A list of birds on the "Red" and "Amber" endangered lists is included in a separate document.</p>	
n/a	5,482	O'Flynn Construction	<p>Permission was granted for a crèche facility as part of the Brightwater and Drakes Point development; however the crèche has remained vacant for 4 years despite serious efforts to secure an operator. This submission highlights the difficulties of the blanket application of the "Childcare Facilities Guidelines for Planning Authorities, June 2001". The submission states the LAP</p>	<p>The contents are noted. The policy issues raised relating to childcare provision are more appropriately dealt with in the County Development Plan. The site specific issues raised are considered a matter best dealt with by Development Management.</p>

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			<p>guidelines on child care provision are taken as requiring a crèche for every 75 dwellings. The submission states that in fact this should be treated as only a guideline. In some cases there is little demand for such facilities and it therefore does not make sense to provide them.</p> <p>Request that Council adopt a more flexible policy in relation to the provision of childcare, community and commercial facilities so that the relevant facilities can be provided within a particular area.</p> <p>The submission also includes a detailed proposal for a change of usage for a crèche facility in the Brightwater development in Crosshaven. The proposal makes the case for a combined crèche and primary care centre on the existing vacant crèche site.</p>	
n/a	5,605	Crean, John	<p>This submission suggests that the Council prepare a general zoning matrix in all Local Area Plans in order to offer greater clarity to the Development Control function of the Council and An Bord Pleanála. The submission states that at present there are areas in the County where the limited suite of development zonings applied in the Local Area Plans lead to situations where certain small scale developments may be interpreted as non conforming. The submission acknowledges that while there are certain provisions in the County Development Plan that seek to address this issue (Objective LAP 3-1) in some manner this is insufficient and vague. The submission states that the inclusion of a matrix in the Cork LAP's would allow for general and specific local issues to be taken into account and invite the Council to consider preparing a Zoning Matrix for the definition of uses "Permitted in Principle", "Open for Consideration" or "Not Permitted" in various zones.</p>	Noted. The Council intend to review how zoning is applied and zoning definitions as part of the review process and further consideration will be given to the issues raised.
n/a	5,712	Reynolds, Stan	<p>This submission makes suggestions on improving the public utility of</p>	Noted. Further consideration to the issues

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			<p>Cork Harbour for residents and tourists. In order to avail of the potential recreational opportunities offered by the harbour the public need safe means of access in the form of public slipways, public piers and public pontoonage. Almost all of the current infrastructure dates from the Victorian era, with the exception of more recent public facilities (pier and pontoon) provided in Crosshaven. Public access to the River Lee within the city is limited to ladders along the quay walls. It is suggested that Cork harbour be viewed as a public "commons" and that public access be provided. The review of the LAPs should make provision for the provision of publicly owned and operated marinas at a number of strategic locations around the harbour including Cork city centre, Passage West, Cobh, and Aghada etc. Pontoons could also be provided at smaller locations and have advantages from a safety perspective as well as facilitating older / less mobile members of society in physically accessing their boats. Such facilities would open up opportunities for city dwellers to use the river and harbour for recreation. Regulations and charges could be introduced to give preference to smaller boats with no engine /low horse power engines to encourage gentle pottering on the river rather than high powered zooming of power boats and jet skis. It is important that the marina and pontoons are publicly owned to ensure access is available and affordable in the public interest. Facilities for launching trailered boats are also required. Within the City a marina would also facilitate the Fire Brigade to station a small rescue boat on a pontoon with which to rescue people who fall into the river - at present the fire men have enter the river as swimmers to rescue people. The provision of such facilities will improve access to the harbour and contribution to</p>	<p>raised around Cork harbour will be given during the preparation of the draft LAP's.</p>

Set Name	Sub. No.	Interested Party	Summary of Submission	Response
			<p>economic growth and job creation. It is further suggested that the number and density of boats moored upstream of Crosshaven could easily be quadrupled by switching to a mooring system based upon rows of timber piles, spaced 60m apart, as seen for example on the Hamble River in Hampshire. Submission continues to express concern that the Council continues to view Ringaskiddy as a suitable location for the relocation of the Port of Cork having regard to the fact that An Bord Pleanála has outlined several reasons why it is logistically and strategically unsuitable for such development. Opportunity should be taken with the LAP to delete references to Ringaskiddy being a suitable location for the relocation of the Port of Cork. Finally submission includes some suggestions for developing tourism in the harbour - all the Napoleonic fortifications around the harbour should be restored and opened up to the public</p>	
n/a	5,718	The Campaign for Sustainable Rural Housing	<p>This submission consists of a copy of STRIVE Report Series No.44 "Sustainable Rural Development: Managing Housing in the Countryside" prepared for the EPA.</p> <p>The report addresses the question of housing development in rural areas. Central to this contentious debate is the concept of sustainability and its application to rural areas.</p> <p>Rural housing is a complex and multidimensional faceted public policy issue. A range of novel methodologies and the collection of significant new data in relation to rural change and housing in Ireland underpin the report.</p> <p>Key Findings</p> <ul style="list-style-type: none"> - Rural Ireland is not a homogeneous area with a single shared experience. Depending on geographical location and economic circumstances rural areas face contrasting experiences. - The buoyancy of the 1990's helped 	<p>The contents of this detailed report are noted. The main issues relating to rural housing policy raised in the report are more appropriately dealt with in the County Development Plan.</p>

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			<p>rural areas to absorb the decline in the primary sectors of agriculture and fisheries.</p> <ul style="list-style-type: none"> - Case studies found that rural housing and settlement was underpinned by fairly stable community (35.5% lived in their current dwelling for 20 years or more). Over half recent movers had moved from a more urban location. Over half that group were from a rural background. - Reasons for moving to rural area included social and physical characteristics of rural areas, good place to raise kids, sense of community, social networks, importance of dwelling type. - Marked growth in the numbers of second homes concentrated in certain rural and coastal areas. Significant increase in the number of long term vacant dwellings in such areas. - Effective environmental design can provide a valuable tool in mitigating some of the impacts of rural dwellings. - Scattered rural housing presents additional costs such as maintaining minor roads, supplying electricity, school transport and postal services. Costs are generally passed on to the wider community. Economic costs must also be evaluated in terms of perceived social benefits. - Some evidence that in-migration can encourage investment, however this appears more complex and less inevitable than sometimes presumed. - Local elected members overwhelmingly proactive in relation to further rural housing. This view is framed in the context of sustainable communities, sustaining viable rural population levels and maintaining local services <p>Report states that policy implications would include</p> <ul style="list-style-type: none"> - Planning policy that reflects the diversity of rural Ireland - Need to develop integrated, holistic and multidimensional approaches to 	

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			<p>rural sustainable development.</p> <ul style="list-style-type: none"> -Need to understand residential behaviour -need to move beyond development control to a more positive planning response. -Good design plays a key role in mitigating some of the visual and environmental impacts of rural housing. -Need a more interactive deliberative communication between decision makers, technical experts, other stakeholders and the public. - Need to identify new instruments which encourage the delivery of sustainable rural development. - Need improved data in relation to numbers, distribution uses and impacts of second homes. - Report encourages further research in areas of rural housing affordability, implications of rural housing and an aging society, supply-side issues and technological innovation in relation to improving environmental performance. 	

Appendix B

Kanturk Stakeholders Meeting (18/01/2010)

Attendance:

Jack Roche, IRD, Duhallow

Dave O' Grady, Ballyhoura

Brid O' Sullivan, HSE

Tom O' Riordan, Muintir na Tire, Kilbrin

Bill Cashin, Kanturk Traders & Business Association

Maura Welsh, IRD, Duhallow

Kieran Fitzgerald, Kanturk Chamber of Commerce

Anthony O' Leary, Millstreet Development Group

Tom Connolly, Charleville Community Care

Pauline O' Callaghan, Charleville & District Community Enterprise Ltd.

Issues Recorded:

Planning process:

- Lack of confidence in the planning system. Plans are written too vaguely and open to misinterpretation.
- Concerns about the refusal rate for one off houses in Rockchapel – difficult for local people to get permission. In contrast, windfarm developments have no problem getting planning permission.
- Villages are ruined with no infrastructure, vacant houses & no public lighting.
- There is a need to look back & rectify the existing problems across the electoral area before planning for the future.
- Plans should make clear that zoning will lapse if a site is not developed.
- The most threatened areas should be prioritised in the village hierarchy (i.e. focus on villages at risk of losing a teacher/school).

Population Targets:

- Difficult to see how areas which have been in decline will be able to achieve the high growth targets e.g. Newmarket.

Employment

- Key issue is creating local jobs to sustain the population across the electoral area.
- Frustration at lack of progress with industrial lands owned by the IDA in the electoral area
- Kanturk viewed as a "backwater". There is a need to upgrade the road to Killarney & links to the town to improve its accessibility & profile. Prioritise completion of new bridge crossing. Kanturk needs more employment.
- Wording of zoning objective for lands at Baker's Road, Charleville is too restrictive and hinders the development of employment.

- Millstreet needs more employment / industrial land.
- Infrastructural constraints in Millstreet have resulted in businesses relocating elsewhere.
- Council needs to be more proactive in purchasing land to help small industries get off the ground (serviced industrial units)
- How will the employment targets detailed in the Outline Strategy document be achieved?
- Need to be aware of the fact that just because land is zoned for industrial use does not mean that it will come on stream for development.
- Retail development (e.g. Tesco and Dunnes Stores) is essential for the towns and need to be viewed more favourably by the council
- Incubator units (industrial) are required in the villages.

Traffic

- Charleville is currently a bottle-neck - need completion of M20.
- Parking is an issue in Charleville, especially to the west of the town and on Broad Street where there is a crèche, training centre and other facilities.
- Off street parking an issue in Kanturk.
- Kanturk needs better directional signage on main Cork-Killarney Road to achieve a higher profile for the town.
- Improvements are required to pedestrian facilities in Charleville and to the junctions on the Main Street.
- Status of N 72 an issue for the electoral area – key traffic corridor but was not gritted / slated during the bad weather.

Community Facilities

- Locally-based primary care centres are the way forward for health-care in the community with 3 teams based in Charleville, Newmarket & Kanturk.
- The Council needs to support the delivery of more community facilities in Charleville so the town isn't a dormitory settlement.
- Plan need to consider rural transports issues

Other Issues

- Charleville needs a town centre Hotel and Council should look at land in town for this use.
- Tourism infrastructure: There is a need to increase speed limits on regional roads to improve their status.
- Need to maintain quality of life in the villages - essential to maintaining population.
- Improve entrances to towns & villages.

