

Proposed Amendment to the  
**Special Local Area Plan for Cork Airport**  
**Public Consultation Draft**

June 2010

NOTE:

This document should be read in conjunction with the Special Local Area Plan for Cork Airport (Public Consultation Draft – February 2010)

**Document Verification**

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<b>Job Title</b>						
<b>Cork Airport Special Local Area Plan</b>						
<b>Document Title:</b>						
Proposed Amendment to the Special Local Area Plan for Cork Airport Public Consultation Draft June 2010						
<b>Revision</b>	<b>Date</b>	<b>Filename:</b>				
1.0	04.06.10	Airport SLAP Amendment to Draft 14 <sup>th</sup> June 2010				
		<b>Description:</b>				
		Document prepared for public consultation setting out the full text of the proposed changes to the Draft Plan.				
			<b>Prepared by</b>	<b>Drawn by</b>	<b>Checked by</b>	<b>Approved by</b>
Rev 1.0		<i>Name</i>	EW	n/a	AH	AH

## **Proposed Amendment to the Special Local Area Plan for Cork Airport – Public Consultation Draft**

This document sets out the proposed material changes to the Public Consultation Draft of the Special Local Area Plan for Cork Airport. These changes have come about following consideration of the submissions and observations received from members of the public and statutory bodies, as a result of matters arising in the Strategic Environmental Assessment (SEA) and Habitat Directive Assessment (HDA) processes and following the deliberations of the Council at the Development Committee Meeting of the 18<sup>th</sup> May, Electoral Area Committee Meeting of the 20<sup>th</sup> May and the Council Meeting of 24<sup>th</sup> May 2010 in relation to the Draft Plan.

The preparation of this proposed amendment document is an important part of the process that the Council has followed in order to meet the requirements for the preparation of a new local area plan as set out in section 20 of the Planning and Development Acts. In making the plan, the Council must confine itself to considering the issues of proper planning and sustainable development.

The amendment is now offered for public inspection and during the period from 14<sup>th</sup> June to 12<sup>th</sup> July inclusive, submissions and observations concerning the amendment may be made in writing to the County Council for consideration, so that they can be taken into account by the Council in its final decision on the plan. It is important to note that submissions and observations made on foot of this amendment should be concerned with the changes included in the amendment only.

In addition to the material changes detailed in this document, a number of non material changes relating to the procedural and factual content (including further information concerning the environmental effects of the plan) and consequential changes occurring as a result of the material changes will be included in the plan before it is finalised. This document should be read in conjunction with the public consultation draft of the plan as published in February 2010.

Submissions or observations on the proposed amendment should be made in writing to:

The Senior Planner  
Cork County Council  
Planning Policy Unit  
Floor 13  
County Hall  
Cork

The closing date for receipt of submissions is 4.00pm on the 12<sup>th</sup> July 2010.

This document can be viewed on-line at [www.corkcoco.ie](http://www.corkcoco.ie) or can be obtained from the Planning Policy Unit, Floor 13, County Hall.

Email submissions can be made to [airportissues@corkcoco.ie](mailto:airportissues@corkcoco.ie) and the title of emails should include the name and address of the person making the submission. There are limitations on the overall size of individual emails including attachments that can be accepted by email (approx 6mb) and in the event that the email including an attachment exceeds this limit then it will be the responsibility of the submitter to make alternative arrangements for submitting a hard copy before the closing date. Those intending to submit by email are recommended

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Draft Special Local Area Plan for Cork Airport

to do so well in advance of the closing date and to confirm safe receipt by telephoning the Planning Policy Unit on 021-4285900.

Please note that all formal submissions, including email submissions, must be accompanied by the name and full postal address of the sender.

**LIST OF PROPOSED CHANGES:**

No.	Proposed Change	Page
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CASLAP 02.01	Additional wording to specific objective DRU 2-1.	5
CASLAP 02.02	Inclusion of text and new specific objective in relation to the need for a waste management plan.	6
	<b>SECTION 3: FUTURE AIRPORT NEEDS &amp; STRATEGIC PLANNING ISSUES</b>	
CASLAP 03.01	Amendment of existing wording and inclusion of additional wording to specific objective FAN 3-1.	8
CASLAP 03.02	Inclusion of text and new specific objective in relation to the need for air quality monitoring.	9
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	<b>SECTION 4: TRANSPORTATION</b>	
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CASLAP 05.01	Additional wording to specific objective X-04.	17
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CASLAP 05.03	Inclusion of a new specific objective on the need for a sustainable approach in the design of new buildings.	19
CASLAP 05.04	New text regarding the future role of lands in the south east quadrant or other areas within the surrounding hinterland of the airport.	20

## AMENDMENTS TO SECTION 2: EXISTING SITUATION

**PROPOSED CHANGE NO. CASLAP 02.01**

**ADDITIONAL WORDING TO SPECIFIC OBJECTIVE DRU 2-1.**

**PROPOSED CHANGE**

It is proposed to include the following wording (in bold) to specific objective DRU 2-1;

“It is an objective that all new development within the Special Local Area Plan boundary incorporate Sustainable Urban Drainage Systems (SUDs) and is consistent with a comprehensive Surface Water Management Plan for the site, that is subject to approval by the County Council.

The Surface Water Management Plan shall:

- a) **Include proposals for the protection of both surface and groundwater through the development and implementation of a water quality management plan for all the Airport lands;**
- b) incorporate appropriate on-site attenuation measures;
- c) include proposals to intercept and collect, for separate treatment and disposal, run-off contaminated with de-icing chemicals, aviation fuels and other contaminants;
- d) make provision for a surface water quality monitoring system and on-going monitoring of attenuation areas and storm water retention facilities;
- e) identify measures to prevent spillage or leakage from fuel storage and re-fuelling areas;
- f) incorporate a pollution contingency plan;
- g) consider the impacts on groundwater, **and in particular on existing well water supplies; and**
- h) consider potential flooding impacts.”**

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

SEA*	HDA**	200	207	208	210	212	213
214	218	219	226	227	228	229	234
235	236						

**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

\* Strategic Environmental Assessment Environmental Report

\*\* Habitats Directive Assessment Screening Report

**PROPOSED CHANGE NO. CASLAP 02.02**

**INCLUSION OF TEXT AND NEW SPECIFIC OBJECTIVE IN RELATION TO THE NEED FOR A WASTE MANAGEMENT PLAN**

**PROPOSED CHANGE**

It is proposed to make a modification to include text and a new specific objective, as follows;

“Waste Management

The increase in passenger numbers forecast will require an appropriate response to effectively minimise and manage waste generated on site.

DRU 2-2 – It is an objective of this Plan to require the submission of a Waste Management Plan for the Airport as part of any application for terminal expansion, that promotes recycling and includes measures for the minimisation of waste.”

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

226							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**



**AMENDMENTS TO SECTION 3:  
FUTURE AIRPORT NEEDS &  
STRATEGIC PLANNING ISSUES**

**PROPOSED CHANGE NO. CASLAP 03.01**

**AMENDMENT OF EXISTING WORDING AND INCLUSION OF ADDITIONAL WORDING TO SPECIFIC OBJECTIVE FAN 3-1.**

**PROPOSED CHANGE**

It is proposed to make a modification to the text of specific objective FAN 3-1 by deleting the reference to annually and replacing it with quarterly and including additional text (in bold) as follows:

“It is an objective of this Plan to require the carrying out of **quarterly** aircraft and airport operations noise monitoring in relation to recognised noise criteria, **precise details of which shall be agreed with the Council’s Environment Section. The results of this monitoring shall be submitted to the Council’s Environment Section annually.**”

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

200	206	207	210	212	213	214	215
218	219	226	227	228	229	234	235
236							

**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

## PROPOSED CHANGE NO. CASLAP 03.02

### INCLUSION OF TEXT AND NEW SPECIFIC OBJECTIVE IN RELATION TO THE NEED FOR AIR QUALITY MONITORING

#### PROPOSED CHANGE

It is proposed to include text and a new specific objective as follows;

“Air Quality

Air quality is generally good in County Cork as it is located in an area with a relatively mild climate and has an almost continuous movement of clean air. In order to protect human health, vegetation and ecosystems, EU Directives set down air quality standards in Ireland and the other Member States for a wide variety of pollutants. The principles to this European approach are set out under the Air Quality Framework Directive 1996 as transposed into Irish law under the Environmental Protection Agency Act 1992 (Ambient Air Quality Assessment and Management) Regulations 1999 (SI No. 33 of 1999). Four related Directives lay down limits or thresholds for specific pollutants. The first two of these directives cover sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead; and carbon monoxide and benzene.

Air quality monitoring and assessments are undertaken at two locations within the administrative area of Cork County Council: Glashaboy and Cork Harbour. Recent air quality monitoring reports published by the EPA indicate that the air quality is good in these two locations.

The air quality aspect of the airside operations at Cork Airport have previously been assessed through a combination of a review of measured data and modelling of the dispersion of aircraft emissions. An air quality survey commissioned by Cork Airport in 2006 determined that concentrations of common pollutants in the vicinity of the airport were within air quality standards. The conclusion from the latest environmental assessment carried out at Cork Airport is that the air quality at residential locations in the vicinity of the airport is comfortably within current air quality standards and that future intensification of operations is unlikely to have a significant impact. The most likely scenario for the evolution of future air quality is that the effect of the increased aircraft movements will be offset by reductions in jet engine pollutant emissions. This would mean that air quality will remain essentially unchanged in the locality.

Growth in passenger numbers will similarly give rise to increased motor vehicle emissions but the plan sets out a strategy to achieve significantly increased use of public transport and other sustainable modes and this will help off set any rise in motor vehicle emissions. In addition, better passenger facilities at Cork airport will reduce any tendency towards increased passenger transport (either surface or air) to Dublin or Shannon Airports.

While air quality is not an issue at present, given the significant levels of growth forecast for the Airport, and the lack of on-going monitoring data, it is considered appropriate that an air quality monitoring programme be established.

DRU 2-3

It is an objective of this plan to require the carrying out of quarterly monitoring of air quality and air borne emissions, against criteria to be agreed with the Council’s Environment Section. The results of this monitoring shall be submitted to the Council’s Environment Section annually.”

#### ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED

SEA	HDA	203	207	208	210	212	213
214	215	218	219	226	228	229	230
231	233	234	235				

**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

**PROPOSED CHANGE NO. CASLAP 03.03**

**ADDITIONAL WORDING TO SPECIFIC OBJECTIVE FAN 3-5.**

**PROPOSED CHANGE**

It is proposed to make a modification (in bold) to the text of specific objective FAN 3-5 as follows;

“It is an objective of this Plan to safeguard the lands necessary to provide ***in a sustainable manner*** for an extension to the northern.....”.

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

SEA							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

## **AMENDMENTS TO SECTION 4: TRANSPORTATION**

**PROPOSED CHANGE NO. CASLAP 04.01**

**ADDITIONAL WORDING TO SPECIFIC OBJECTIVE TRA 4-1.**

**PROPOSED CHANGE**

It is proposed to make a modification to the text of specific objective TRA 4-1 to include additional text as follows:

*“...All of the above should be carried out in a sustainable manner having regard to biodiversity and the environmental quality of the concerned areas.”*

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

SEA							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

**PROPOSED CHANGE NO. CASLAP 04.02**

**ADDITIONAL WORDING TO SPECIFIC OBJECTIVE TRA 4-5.**

**PROPOSED CHANGE**

It is proposed to make a modification to the text of specific objective TRA 4-5 to include additional text as follows:

*“Possible environmental impacts should be considered when identifying potential alternative routes during the route selection process”.*

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

SEA							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

**PROPOSED CHANGE NO. CASLAP 04.03**

**AMENDMENT TO THE WORDING OF SPECIFIC OBJECTIVE TRA 4-6.**

**PROPOSED CHANGE**

It is proposed to modify the text of specific objective TRA 4-6 by including additional text (in bold) as follows:

“It is an objective of this Plan to require the submission of a Mobility Management Plan for **all of the plan area of** Cork Airport as part of any application for terminal expansion...”.

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

205							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**



**PROPOSED CHANGE NO. CASLAP 04.04**

**ADDITIONAL WORDING TO SPECIFIC OBJECTIVE TRA 4-7.**

**PROPOSED CHANGE**

It is proposed to make a modification to the text of specific objective TRA 4-7 by including additional wording (in bold) as follows:

“It is an objective of this Plan to secure the upgrading of the N27 to multi-lane carriageway in a northbound direction so as to provide two traffic lanes and a bus lane, ***in a sustainable manner.***”

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

SEA							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

## **AMENDMENTS TO SECTION 5: LANDUSE PROPOSALS & IMPLEMENTATION**

**PROPOSED CHANGE NO. CASLAP 05.01**

**ADDITIONAL WORDING TO SPECIFIC OBJECTIVE X-04.**

**PROPOSED CHANGE**

It is proposed to make a modification to the text of specific objective X-04 by including additional text (in bold) as follows:

“Lands not required for core airport operations. Appropriate **and sustainable** uses shall be determined in the Carrigaline Electoral Area Local Area Plan.”

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

SEA							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

**PROPOSED CHANGE NO. CASLAP 05.02**

**CHANGE TO 'KEY INFRASTRUCTURE WORKS' TABLE.**

**PROPOSED CHANGE**

It is proposed to amend the Key Infrastructure Works table so as to identify the NRA as a source of funding for works proposed for the national road network.

<b>Cork Airport Special Local Area Plan:</b>		
<b>Key Infrastructure Works</b>		
<b>Project</b>	<b>Comment</b>	<b>Contribution Fund</b>
.....	.....	.....
Local network upgrades	1. Geometric improvements to the Airport Roundabout on the N27. 2. Provision of a left turn slip lane from the Airport to the N27 Northbound. 3. Rationalisation of junctions on the N27 between the Kinsale Road Interchange and the Airport entrance. 4. Pedestrian, cyclist and mobility impaired improvements.	Developer/ General Fund <b>NRA</b>
Upgrade N27 to Multi-Lane Carriageway	Upgrade the entire length of the N27 carriageway from the Airport Roundabout to the Kinsale Road Interchange (South Link N25) to two traffic lanes plus a bus lane in a northbound direction.	General Fund/ Special or Supplementary Contribution <b>NRA</b>

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

205							
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

**PROPOSED CHANGE NO. CASLAP 05.03**

**INCLUSION OF A NEW SPECIFIC OBJECTIVE ON THE NEED FOR A SUSTAINABLE APPROACH IN THE DESIGN OF NEW BUILDINGS.**

**PROPOSED CHANGE**

It is proposed to include a new specific objective as follows:

“DES 5-2

It is an objective of this Plan that within the area designated for future airport development, any new buildings shall be designed so as to promote the design principles of sustainability including energy efficiency, passive solar design measures, water conservation, use of renewable energy and reduced lighting demand.”

**ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

230	233						
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**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**

## **PROPOSED CHANGE NO. CASLAP 05.04**

### **NEW TEXT REGARDING THE FUTURE ROLE OF LANDS IN THE SOUTH EAST QUADRANT OR OTHER AREAS WITHIN THE SURROUNDING HINTERLAND OF THE AIRPORT**

#### **PROPOSED CHANGE**

It is proposed to delete the following paragraph 5.2.3:

~~5.2.3.~~

~~In the South East quadrant, an area of land has been identified that is unlikely to be required for airport operations or aviation uses. The purpose of this Special Local Area Plan is to protect the lands necessary to ensure the continued growth of the airport. The consideration of the future role of other lands not required for airport related development, either within or outside the defined boundary of the airport, is a matter of the review of the Carrigaline Electoral Area Local Area Plan which formally commences in January 2010.~~

And replace with the following paragraph:

5.2.3.

**In the South East quadrant, an area of land has been identified that is unlikely to be required for airport operations or aviation uses. The purpose of this Special Local Area Plan is to protect the lands necessary to ensure the continued growth of the airport. The consideration of the future role of lands in the South East quadrant, lands the subject of submissions to this draft Special Local Area Plan, or other areas within the surrounding hinterland of the airport, with potential for airport ancillary or related uses, is a matter for the review of the Carrigaline Electoral Area Local Area Plan.**

#### **ORIGIN OF THE CHANGE/ RELEVANT SUBMISSIONS RECEIVED**

Change introduced at the instigation of the Carrigaline Electoral Area Committee (20/05/2010).

**NOTE: THIS CHANGE REFERS TO THE TEXT OF THE PLAN ONLY.**