



Comhairle Contae an Chabháin
Cavan County Council

CHIEF EXECUTIVE'S REPORT ON MATERIAL AMENDMENTS TO THE DRAFT CAVAN COUNTY DEVELOPMENT PLAN INCORPORATING A LOCAL AREA PLAN FOR CAVAN TOWN 2022-2028

27th April 2022



1. Introduction

1.1 Purpose and Contents of the Chief Executive's Report

The purpose of the Chief Executive's Report is to report on the outcome of the consultation process on the Proposed Material Amendments to the Draft Cavan County Development Plan incorporating a Local Area Plan for Cavan Town, 2022-2028, set out the Chief Executive's response to the issues raised in the submissions, and to make recommendations on the proposed amendments, as appropriate. The report forms part of the statutory procedure for the preparation of a new Development Plan. Pursuant to Section 12 (6) of the Planning and Development Act 2000 (as amended), notice of the Proposed Material Amendments to the Draft Cavan County Development Plan incorporating a Local Area Plan for Cavan Town, 2022 – 2028 was given on Monday 7th March 2022. Submissions or observations with regard to the Proposed Material Amendments together with associated Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Determinations and Reports only, were invited for a period of 4 weeks from 7th March to 4th April 2022 inclusive.

Pursuant to Section 12(8)(b) of the Planning and Development Act 2000 (as amended), this Chief Executive's Report provides details of submissions and observations received in relation to the proposed Material Amendments as follows:

- Lists the persons or bodies who made submissions or observations during the prescribed public consultation period;
- Provides a summary of the recommendations, submissions and observations made by the Office of the Planning Regulator;
- Summarises the submissions or observations made by any other persons during the prescribed public consultation period;
- Gives the response of the Chief Executive to the issues raised, taking account of:
 - o Directions of the members of the authority under Section 11(4) of the Planning and Development Act 2000, as amended.
 - o The proper planning and sustainable development of the area;
 - o The statutory obligations of the Local Authority;
 - o Any relevant policies or objectives of the Government or of any Minister of the Government.

This Chief Executive's Report on submissions or observations received in relation to the proposed Material Amendments to the Draft Cavan County Development Plan incorporating a Local Area Plan for Cavan Town, 2022-2028 is hereby submitted to the members of the Planning Authority for consideration.

1.2 Proposed Material Amendments Consultation Process

Consultation on the Proposed Material Amendments to the Draft Cavan County Development Plan incorporating a Local Area Plan for Cavan Town 2022- 2028 together with associated Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Determinations and Reports was carried out for a period of 4 weeks from the 7th March to the 4th April 2022 inclusive. In total, 215 no. material amendments were put on public display.

The key elements of the consultation programme are set out below:

- Notice of the Proposed Material Amendments to the Draft Cavan County Development Plan incorporating a Local Area Plan for Cavan Town, 2022-2028 was published in the Anglo Celt dated the 3rd March 2022. The notice included information on how to make a submission on the Proposed Material Amendments and associated Environmental Reports and Determinations together with information on their display.
- Notice of the Proposed Material Amendments together with information on public consultation was issued to the prescribed bodies.
- The Draft Material Amendments and associated Environmental Reports and Determinations were put on public display in Cavan County Council Planning Office, Municipal Districts Offices and at local libraries.
- The Cavan County Council website included details of the consultation on the Proposed Material Amendments including information on how to make a submission by post, email or hand delivery.
- Notice of the Proposed Material Amendments public display were issued via Cavan County Council's social media platforms – Facebook and Twitter.

1.3 Submissions Received

A total of 16 no. submissions were received during the timeframe for the Proposed Material Amendments consultation period. A list of all the persons/bodies that made submissions or observations during the prescribed consultation period is provided (Appendix 1). The extent and detail of the submissions and observations received highlights the significant level of public interest in the plan making process. Cavan County Council wishes to express its appreciation to those who made submissions/observations.

Under the Planning and Development Act 2000, (as amended), the final (third) phase of public consultation is solely limited to the Proposed Material Amendments to the Draft Plan. A number of

submissions welcomed the material amendments made to the Draft Plan but did not relate to any specific Material Amendment number or offered no comment. A number of submissions (or elements thereof) were received in relation to issues which do not relate to any proposed material amendment. Accordingly having regard to Section 12(8) Chief Executive’s Report on Material Amendments to the Draft County Development Plan incorporating a Local Area Plan for Cavan Town, 2022-2028 of the Planning and Development Act 2000 (as amended), these submissions (or elements thereof) cannot be considered at this stage in the plan making process as indicated throughout this report.

1.4 Recommended Modifications to Proposed Material Amendments

Proposed Material Amendments to the Draft Plan, as originally displayed in March/April 2022, were identified with the use of red print for its additional text; while deletions to text were shown with a strikethrough. In terms of modifications to Proposed Material Amendments, as recommended under this report, any modifications in the form of additional text to the proposed Material Amendments is shown in green text; while the omission of any text from a proposed Material Amendments is shown in green text with strikethrough.

- Existing draft development plan text is in black
- Amendments advertised as Material Amendments text is **in red**
- Modifications to material amendments text is **in green**
- Deleted text of Material Amendments is **green with a strikethrough**

In summary, this report recommends that the Development Plan be made with the amendments and changes/modifications recommended in this report. It is also recommended the remaining Proposed Material Amendments be made as displayed unless otherwise provided for in this report in accordance with the Planning & Development Act 2000, as amended.

1.5 Procedure following consideration of the Chief Executive’s Report

In accordance with Section 12(9) of the Planning & Development Act 2000 (as amended), the members of the Planning Authority are required to consider the material amendments to the Draft Plan and the Chief Executive’s Report within six weeks of receiving the report.

In accordance with section 12(10) of the Planning and Development Acts 2000 as amended, the Members, having considered the Chief Executive’s Report, shall, by resolution, make the plan with or

without the proposed amendments, except where a decision is made to accept the amendment subject to any modifications of a minor nature.

A further modification to a Material Amendment

- a. May be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European Site,
- b. Shall not be made where it relates to:
 - an increase in the area of land zoned for any purpose;
 - an addition to or deletion from the Record of Protected Structures.

In accordance with Section 12 (11) of the Planning & Development Act 2000 (as amended), in making the development plan, the members are restricted to considering the proper planning and sustainable development of the area to which the development plan relates, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or any Minister of the Government.

Following adoption of the development plan, the Planning Authority is required to notify the Office of the Planning Regulator (OPR) in relation to the Material Alterations to the draft Plan. When an adopted plan does not comply with the recommendations of the Office of the Planning Regulator, or otherwise the plan is adopted in such a manner that is inconsistent with the recommendations of the Office, the Chief Executive must inform the OPR within 5 working days of the adoption of the plan and state the reasons for the decision of the planning authority.

The Cavan County Development Plan incorporating a Local Area Plan for Cavan Town 2022-2028 will have effect 6 weeks from the day that it is made.

1.6 Report Structure

The report which follows sets out the issues raised therein, the Chief Executive Response to same, and subsequent Chief Executive Recommendation as follows:

Section Two provides a summary of the recommendations and observations made by the Office of the Planning Regulator together with the Chief Executive's response and recommendations in response to same.

Section Three provides a summary of the recommendations and observations made by the Northern and Western Regional Assembly together with the Chief Executive's response and recommendations in response to same.

Section Four provides a summary of the General Submissions including the recommendations and observations made by Prescribed Bodies and the General Public together with the Chief Executive's response and recommendations in response to same.

Appendix 1 of the document includes a table outlining the submission number and name of all persons and bodies that made submissions and observations on the Material Amendments within the prescribed period.

Section 2 – Submission from the Office of the Planning Regulator

Submission No. S3.15

Submitted by:	Office of the Planning Regulator (OPR)
Material Alteration that the submission relates to:	16, 18, 19, 24, 25, 41, 48, 67, 83, 138, 139, 147, 154, 160, 161, 168, 170, 183, 184, 185, 197, 201, 203, 205, 206, 212...

Summary of Submission

Recommendations issued by the OPR relate to clear breaches of the relevant legislative provisions and the planning authority is required to implement or address recommendations by the OPR in order to ensure consistency with relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan on issues that are required to ensure alignment with policy and legislative provisions.

The submission is based on the following themes and has observations and/or Recommendations based on same

- Core Strategy and Settlement Strategy
- Residential Zoning Amendments
- Economic Development and Employment
- Development Management and Masterplans
- Rural Housing and Regeneration
- Sustainable Transport and Accessibility
- Climate Action and Renewable Energy

Core Strategy and Settlement Strategy

The OPR generally supports the approach and distribution of the county's future housing growth. It has sought by way of observation that an additional column is included in the Core Strategy Table, as a minor amendment to show any surplus or deficit of zoned residential land for each settlement consistent with Section 1.3.3. of the Draft Development Plan Guidelines

The OPR also seeks in **Observation No. 1**, the inclusion by way of footnote as a minor amendment which clarifies that the estimated housing yield from the settlement consolidation sites and to also include as clarification that the estimated yield for the settlement consolidation sites only relates to the lands zoned Proposed Residential and not lands as Existing Residential.

Chief Executive Response

As a mechanism to show further clarity and consistency with the Draft Development Plan Guidelines, it is considered appropriate to include two minor amendments in relation to the Core Strategy Table:

- (1) For clarification and information purposes insert an additional column in the Core Strategy Table to indicate the surplus or deficit of zoned residential land for each settlement. This provides in hectares the surplus or deficit of all residential zoned lands in the following towns; Cavan, Virginia, Ballyjamesduff, Bailieborough, Kingscourt, Cootehill, Belturbet, Mullagh and Ballyconnell. This is calculated using the information already provided in the Core Strategy Table (the figure in column Town Core, Mixed Use, etc is subtracted from the figure in the Housing Supply Target Column to indicate the number of housing units required in each settlement. When converted to hectares this will convey when compared to the amount of zoned Proposed Residential Land and zoned Low Density Residential land, the surplus/deficit of zoned residential land for each settlement).
- (2) Include a footnote to convey the estimated yield for settlement consolidation sites which relate to Proposed Residential zoned lands.

Chief Executive's Recommendation

Recommendation No. 1

Update Core Strategy Table to include:

- (1) Insert an additional column in the Core Strategy Table (Core Strategy Table as per Material Amendments to Draft Plan) to indicate the surplus or deficit of zoned residential land for each settlement.
- (2) Include a footnote to convey the estimated yield for settlement consolidation sites which relate to Proposed Residential zoned lands.

Core Strategy Footnote on Consolidation Sites:

Town	Consolidation Sites in Hectares	Yield from Consolidation Sites (zoned as Proposed Residential)	Town	Consolidation Sites in Hectares	Yield from Consolidation Sites (zoned as Proposed Residential)
Cavan Town	13.07	261	Belturbet	1.04	15
Virginia	3.11	56	Ballyjamesduff	5.01	80
Mullagh	2.75	39	Ballyconnell	4.57	64
Kingscourt	3.01	48	Bailieborough	3.91	63
Cootehill	3.58	57			

Note: Figures in the above Table relate to the Core Strategy Table as advertised as per Material Amendments.

Material Amendment No. 154 -text in Strategic Residential Reserve

In relation to Material Amendment No. 154, the OPR have sought as per **Observation No. 2**, that the text *‘Only single residential development that would not compromise the development of the remainder of the lands will be considered’* is amended as a minor amendment.

Chief Executive Response

The overall objective of the Residential Strategic Reserve land use zoning is to *“Provide for and protect the future housing requirements of the town”*. It is considered appropriate to delete the proposed amendment text of *‘Only single residential development that would not compromise the development of the remainder of the lands will be considered’* to protect the long-term objective of the land and in the interest of proper planning and sustainable development.

Recommendation No. 2

Amend Section 14.8, Subsection 14.8.2 and 14.8.3 Strategic Residential Reserve, Vision and Permitted in Principle, page 604.

14.8.2 Vision:

Residential development of any type will not be permitted on these lands during the lifetime of the Plan.

~~Only single residential development that would not compromise the development of the remainder of the lands will be considered.~~

Consideration will be given to alternative uses on these lands only in exceptional circumstances i.e. where it has been demonstrated that the alternative use better facilitates sustainable development and would not prejudice the principle use of these lands for urban residential expansion in the future.

14.8.3 Permitted in Principle:

Allotments

Open Space/Park

Park and Ride

Institution/Retirement Home

Sports Facility

Telecommunications

Tourism-Recreational

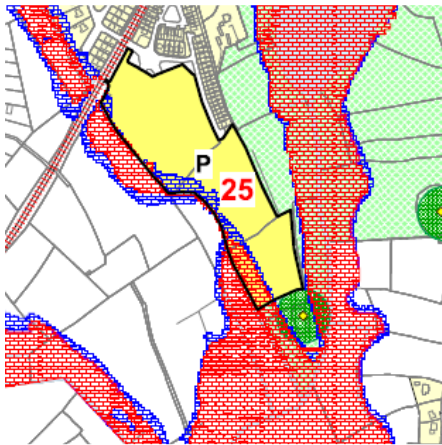
Complex

Residential Zoning Amendments

The OPR have identified a number of instances where the proposed Material Amendments are not consistent with compact growth. It is sought in **Recommendation No. 1** that the following sites are omitted or amended.

Cavan Town

1. Lands Marked P on Material Amendment Cavan Town Landuse Map



This 7ha Proposed Residential site is c. 2 km from the edge of town centre and remote from services and would result in leapfrogging to the edge of the settlement. Part of the land is located in flood zones A and/or B. This Material Amendment is not justified and is contrary to compact and sequential growth and inconsistent with NPO57 and The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) and Section 4.19 of the Development Plans, Guidelines for Planning Authorities (2007).

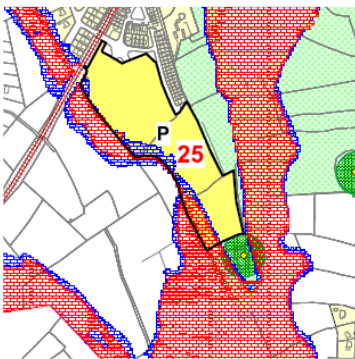
Chief Executive Response

The concerns of the OPR are noted with regard to the zoning of this site as Proposed Residential. It is a core principle of the Draft Plan to locate residential zoned lands within Cavan Town which is consistent with sequential development patterns, town centre first principles, proximity to services and facilities which thus reduces carbon emissions. Due cognisance should be directed to the unique topography in the towns and villages of County Cavan, their difficult levels and ground conditions and the overall impact that this results in, regarding the developability of such lands. The Chief Executive considers that north-western portion (c. 3.14ha) of the lands marked P on Map 3 below is appropriate for residential development, taking into account the attributes of the site including its topography, planning history for residential use and access to the town core. The site facilitates sustainable transport links including walking and cycling routes to the town centre and the local link bus services the area.

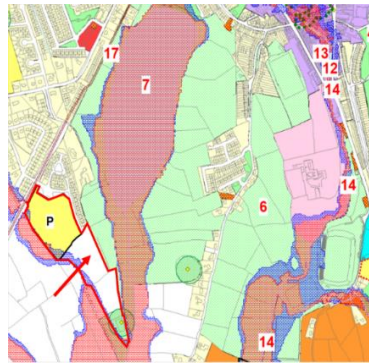
Recommendation No. 3

- (a) The Plan be made with an amendment to Material Amendment No. 168 (Map 1 below)
- (b) Amend the development plan boundary of the Cavan Town Land Use Zoning Map to unzone and omit lands outlined in Red with arrow on Map 2 below and retain lands zoned as Proposed Residential and marked P with arrow on Map 3 below.
- (c) Remove underlying landuse of proposed residential on lands in Flood Zone A and Flood Zone B and omit as shown on Map 3.
- (d) Delete Map based Specific Objective No. 25 (Map 2 below)
- (e) Amend Core Strategy Table 11 of the draft Plan to reflect updated allocation of Proposed Residential lands.

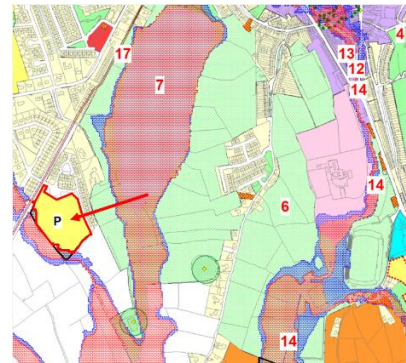
Map 1



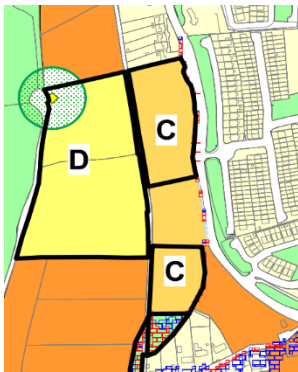
Map 2



Map 3



2. Lands Marked C on Material Amendment Cavan Town Landuse Map.



The OPR submission relates to the northern portion of lands marked 'C' on map. This northernmost zoning of Proposed Low Density Residential should be omitted so that it can be considered for higher density in light of the established estate housing to the east and the proposed rezoning to the west of the site and marked D on the map. The OPR has sought that the lands in question revert back to Residential Strategic Reserve as per the draft Development Plan.

Chief Executive Response

The comments of the OPR are noted. It is a core principle of the Draft Plan to locate residential zoned lands within Cavan Town, which is consistent with sequential development patterns, town centre first principles, proximity to services and facilities which thus reduces carbon emissions.

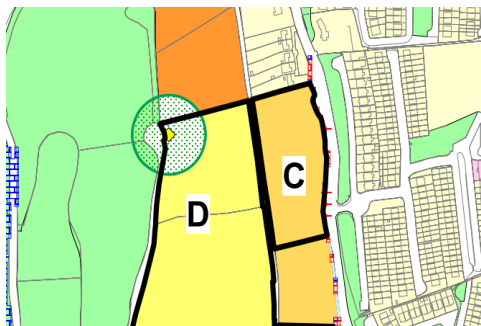
It is essential in the omission of these lands in the development plan period to consider access to the lands marked D and zoned as Proposed Residential, located west of the site. It is considered appropriate to insert a new Map Based Specific Objective to permit access to lands marked D.

Chief Executive's Recommendation

Recommendation No. 4

- (a) The Plan be made with an amendment to Material Amendment No. 161.
- (b) Rezone Lands as marked C on Map 1 from Proposed Low Density Residential to Strategic Residential Reserve (as per Draft Plan) and indicated on Map 2.
- (c) Insert a new Map Based Specific Objective on the lands marked C on Map 1 and zoned as Residential Strategic Reserve on Map 2 to state – 'Facilitate the appropriate access to proposed residential lands to the west of the site that does not compromise the future potential on the subject lands'.
- (d) Amend Core Strategy Table 11 of the draft Plan to reflect updated allocation of Low Density Residential lands.

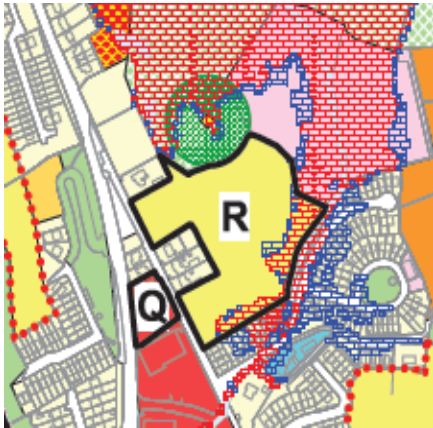
Map 1



Map 2



3. Lands marked R on the Material Amendments Cavan Town Landuse Map.



The principle of the rezoning of the lands R on Map (left) is generally acceptable in respect of compact growth and sequential development. It is noted that part of the lands are affected by flood risk. Therefore, it is considered that a minor modification is required to Material Amendment 170 to remove the section of the lands to the east of the site affected by flood risk.

Chief Executive Response

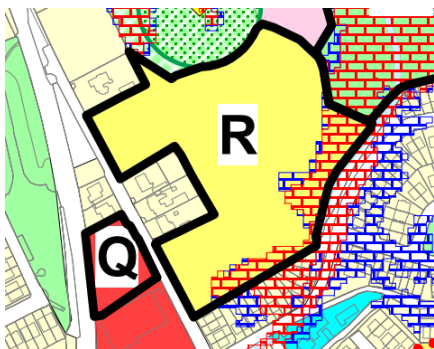
It is considered appropriate to insert a new Map Based Specific Objective stating the following on lands Marked R – *‘With respect to lands within Flood Zones A and B (with underlying zoning as Proposed Residential), permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone, (please refer to the accompanying Strategic Flood Risk Assessment and Plan Section 13.7)’*.

Chief Executive’s Recommendation

Recommendation No. 5

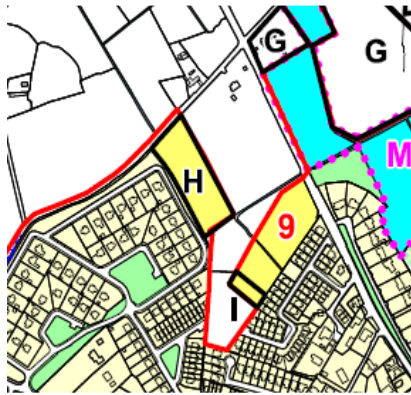
- (a) The Plan be made with an amendment to Material Amendment No. 170 (Map 1 below)
- (b) Insert a new Map Based Specific Objective stating the following on lands Marked R on Map 1 below– *‘With respect to lands within Flood Zones A and B (with underlying zoning as Proposed Residential), permissible Uses shall be constrained to those water compatible and less vulnerable uses as relevant to the particular Flood Zone, (please refer to the accompanying Strategic Flood Risk Assessment and Plan Section 13.7)’*.

Map 1



Virginia

4. Lands marked H on the Material Amendments Virginia Landuse Map



These lands are located at the northwest edge of the town approximately 1.5km from the edge of town centre. The draft plan zones a number of other sites for proposed residential that are sequentially closer to the town centre. The OPR considers that the development of this land would not contribute to compact growth and sequential development and the zoning is not required to meet the housing allocation for the town over the plan period. The rezoning is not justified, is contrary to compact and sequential growth and would result in residential development leapfrogging to the edge of the settlement. The OPR have sought in **Recommendation No. 2** that these lands are omitted.

Chief Executive Response

The comments of the OPR are noted. It is a core principle of the Draft Plan to locate residential zoned lands within settlements which is consistent with sequential development patterns, town centre first principles, proximity to services and facilities which thus reduces carbon emissions.

Chief Executive's Recommendation

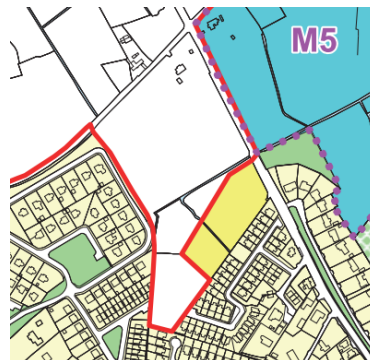
Recommendation No. 6

- The Plan be made without Material Amendment No. 185 (Map 1 below)
- Amend the development plan boundary of the Virginia Land Use Zoning Map to unzone and omit lands marked H (on Map 1) outlined in proposed amendment No. 185 (Proposed Residential) and remove from development boundary as indicated on Map 2 below.
- Amend Core Strategy Table 11 of the draft Plan to reflect updated allocation of Proposed Residential lands.

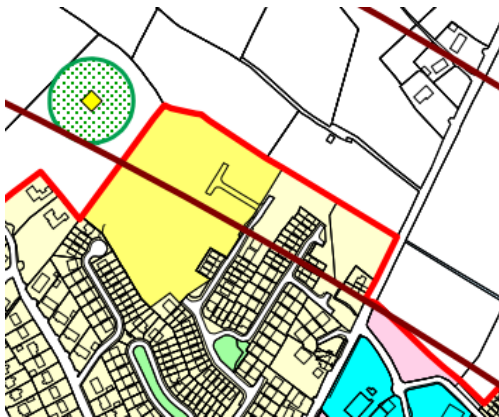
Map 1



Map 2



5. Lands zoned Proposed Residential within the Virginia Bypass Preferred Route Corridor.



Material Amendment 183 has omitted most of the zoned land within the preferred route corridor of the proposed Virginia Bypass, however, some lands zoned Proposed Residential, as per Map (right) remain. The OPR considers it appropriate to review this having regard to the protection of alignments for future national roads projects. The OPR have sought the removal of lands zoned Residential in **Recommendation No. 2** within the Emerging Preferred Option Bypass Corridor.

Chief Executive Response

The concerns raised from the OPR in relation to the retention of the Proposed Residential zoning within the Emerging Preferred Option Bypass Corridor are noted. The protection of alignments for future national road projects has been considered in the retention of these lands. As part of the Planning and Design of the Scheme a Constraints Study was carried out which identified the Proposed Residential zoning constraint from the Cavan County Development Plan 2014 -2020 (Virginia Map), the existing houses and the recorded monument (Ref: CV039-074 – circled in green). As part of the Option Selection Process for the Scheme an Emerging Preferred Corridor was developed which is typically 300m wide. This indicates the corridor within which a scheme could be developed. Any potential alignment within the 300m corridor will not encroach on the proposed residential zoning.

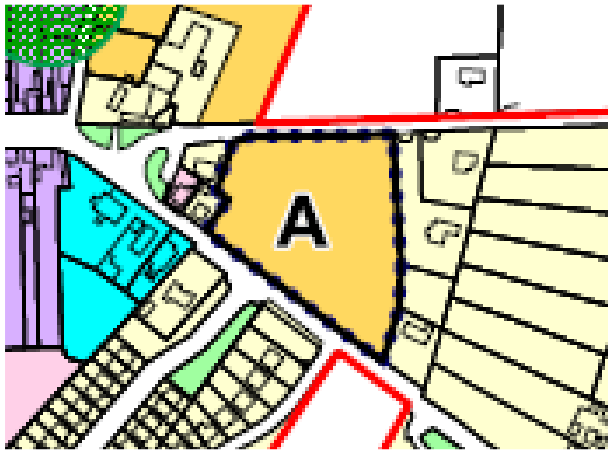
Lands to the southeast and adjoining this site are zoned as Existing Residential. Lands adjoining the site and located northwest of the site has a protected ringfort CV-01892. The lands zoned as Proposed Residential are located within the confines of an overall housing development, that is partially constructed and occupied. Ground works including pipework and base layers of roads has been constructed within the area zoned as Proposed Residential. It is considered that the existing landuse with the protected Ringfort and the number of existing dwellings within the Existing Residential zoning will eliminate the site in question from being suitable for the proposed bypass line. The zoning for Proposed Residential has kept in line with the extent of the Existing Residential zoning. Having regard to the infrastructure on the site, the close proximity of the site to the town centre and the existing adjoining residential properties on the lands to the south east of this site, it is considered that the retention of the Proposed Residential zoning is appropriate in this case.

Chief Executive's Recommendation

No change recommended.

Mullagh

Lands marked A in Material Amendments Mullagh Landuse Map



This amendment proposes to rezone the lands marked 'A' Proposed Residential to Proposed Low Density Residential. The lands are in close proximity to the town core where residential densities are expected to be higher. This amendment is not consistent with the compact urban form and is not justified. The OPR have sought in **Recommendation No. 3** that the lands marked A are zoned as Proposed Residential as per the draft Plan.

Chief Executive Response

The comments of the OPR and the attributes of the site are noted. The Draft Plan advocates that higher densities provide for more compact and sustainable growth, which cannot only be provided for in most of the towns and village cores but also infill and brownfield sites with the lands provided further from the town capable of achieving slightly lower densities. The Draft Plan also encourages and facilitates the provision of an appropriate mix of housing types and densities in our Towns and Villages. Mechanisms to help realise this are the Services Sites programme and the Low Density Residential Zoning. The vision of Low Density Residential zoning is to “*Ensure the provision of high quality low density residential environments with good layout and design*”.

The purpose of affording this zoning of Proposed Low Density Residential in a settlement is to ensure the sustainable growth of the area with a desirable mix of house type and size. It is also used as an alternative for rural one off dwellings to provide self build plots, in an urban setting, close to town core amenities and facilities. It is appropriate that this mechanism is used to facilitate this type of development in Mullagh. It is noted that lands adjoining the subject site have catered for higher density residential development. It is the opinion of the Chief Executive that the proposed zoning of Low Density Residential Development is appropriate. The zoning designation permits in the region of 8 units per hectare as a minimum.

Chief Executive's Recommendation

No change recommended.

Lands marked C and D on the Material Amendments Mullagh Landuse Map



Lands Marked ‘C’ and ‘D’ propose to zone lands for low density residential development. The lands lie outside the town boundary and the material amendments would mitigate against the compact growth and sequential development of the town and exacerbate ribbon development at the edge of the settlement. The proposed amendments are inconsistent with NPO 3 and the sequential approach to development. The OPR have sought in **Recommendation No. 3** that the lands marked C and D are unzoned and removed from the Mullagh development boundary.

Chief Executive Response

The Draft Plan also encourages and facilitates the provision of an appropriate mix of housing types and densities in our Towns and Villages. Mechanisms to help realise this are the Services Sites programme and the Low Density Residential Zoning. The vision of Low Density Residential zoning is to “*Ensure the provision of high quality low density residential environments with good layout and design*”.

The purpose of affording this zoning of Proposed Low Density Residential in a settlement is to ensure the sustainable growth of the area with a desirable mix of house type and size. It is also used as an alternative for rural one off dwellings to provide self build plots, in an urban setting, close to town core amenities and facilities. It is appropriate that this mechanism is used to facilitate this type of development in Mullagh. It is noted that lands adjoining the subject site have catered for higher density residential development. It is the opinion of the Chief Executive that the proposed zoning of Low Density Residential Development is appropriate on land marked as D. The zoning designation permits in the region of 8 units per hectare.

With regard to Plot C, the comments of the OPR are noted and it is considered appropriate to unzone and omit the subject lands from the Mullagh development boundary.

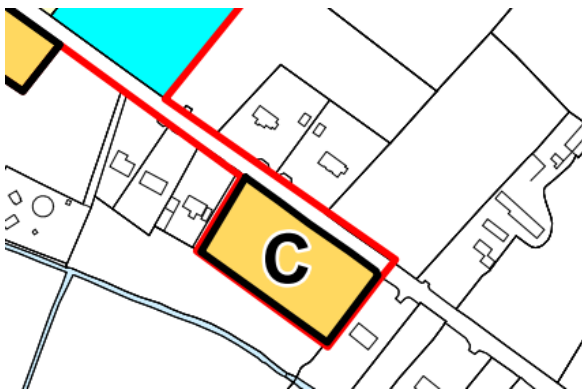
Chief Executive’s Recommendation

No Change Recommended with regard to lands marked as ‘D’.

Recommendation No. 7

- (a) The Plan be made without Material Amendment No. 205 (Map 1 below)
- (b) Amend the development plan boundary of the Mullagh Land Use Zoning Map to unzone and omit lands marked C as outlined in proposed amendment no.205 (Proposed Low Density Residential Development) as indicated in Map 2 below
- (c) Amend Core Strategy Table 11 of the draft Plan to reflect updated allocation of Low Density Residential lands.

Map 1

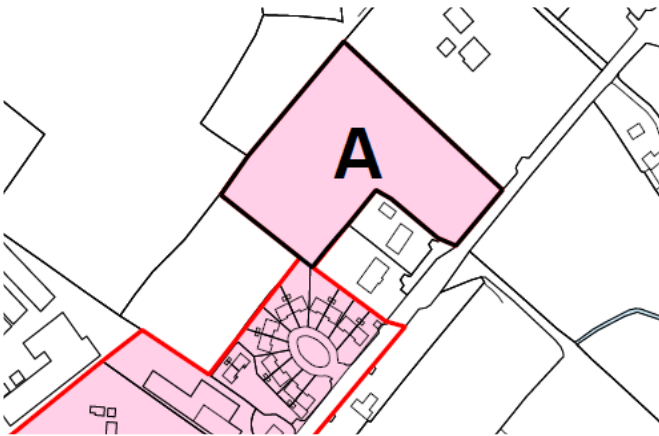


Map 2



Kilnaleck

Lands marked A in the Material Amendments Kilnaleck Landuse Map



Material Amendment 212 to include lands marked 'A' on the map and zoned as Whitelands should be omitted as it would not contribute to compact growth and sequential development and would result in 'leapfrogging' of development beyond the development boundary. The OPR have sought in **Recommendation No. 4** that the lands marked A are unzoned and removed from the Kilnaleck development boundary as per the draft Plan.

Chief Executive Response

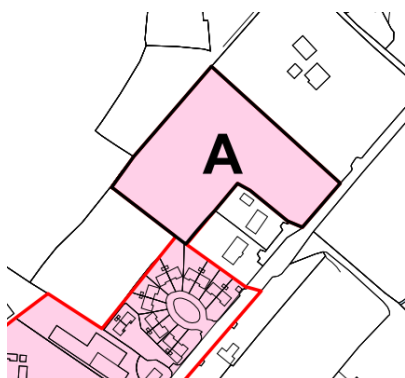
The comments of the OPR are noted. It is a core principle of the Draft Plan to locate residential zoned lands within settlements which is consistent with sequential development patterns, town centre first principles, proximity to services and facilities which thus reduces carbon emissions. This zoning is considered contrary to such a principle.

Chief Executive's Recommendation

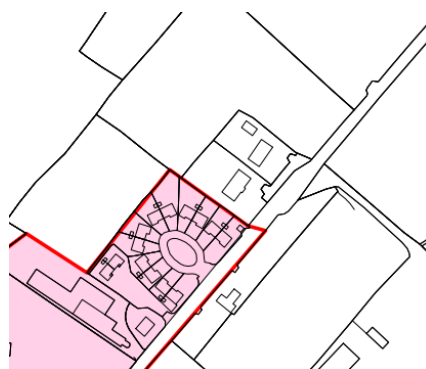
Recommendation No. 8

- (a) The Plan be made without Material Amendment No. 212 (Map 1 below)
- (b) Amend the development plan boundary of the Kilnaleck Land Use Zoning Map to unzone and omit lands outlined in proposed amendment no.212 (Whitelands) as indicated in Map 2 below

Map 1

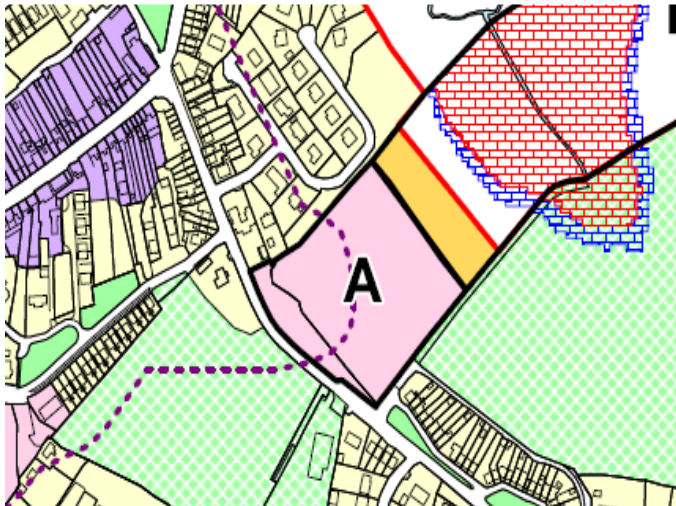


Map 2



Belturbet

Lands marked A in the Material Amendments Belturbet Landuse Map



This Material Amendment proposes to rezone land in Belturbet from Proposed Residential to Public and Community. The lands are adjoining the GAA grounds and a golf course. The OPR deem the rezoning acceptable in principle, however it is unclear how the lands zoned as Proposed Low Density Residential will be accessed. The OPR have sought in **Observation No. 3** that clarity in relation to access is outlined.

Chief Executive Response

An amendment to the lands marked A on Belturbet Material Amendment Map changed the lands from Proposed Residential to Public and Community. It is also noted that a flooding overlay amended the lands to the rear of same removing these lands from the development boundary. This has resulted in Proposed Low Density Residential being located to the rear of Public and Community. It is acknowledged that access may be an issue to the low density residential zoning. To ensure that the entire site is considered which could result in an appropriate mixed development of both zonings with a shared access a new Map Based Specific Objective should be included facilitating access to the rear of the lands.

Chief Executive's Recommendation

Recommendation No. 9

- (a) Insert a new Map Based Specific Objective on lands Marked A above stating the following
“Facilitate the appropriate access to low density residential lands to the rear of the site”

Economic Development and Employment

Corlurgan Business Park - The OPR has accepted the rationale for rezoning part of the lands to reflect the established use and the proposal for extension of the zoning remains a concern.

Ballyjamesduff Road -The OPR accept the rationale for the retention of the lands zoned as General Enterprise and Employment on the Ballyjamesduff Road as the lands are self-contained.

R-212 Ballyhaise Road, Cavan Town- the OPR accepts that the lands have been identified as serviced in the settlement capacity audit and have been subject of a past planning application to support industrial development.

Bailieborough-the OPR notes the settlement capacity audit, and that majority of the zoned General Enterprise and Employment lands are reasonably proximate to the town core except for the lands to the southeast which have an established industrial use.

Chief Executive Response

Corlurgan Business Park

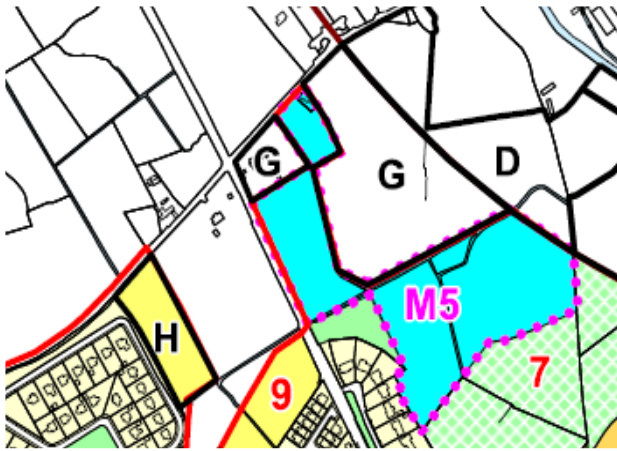
The comments of the OPR are noted and do not give rise for further recommendations. Corlurgan Business Park offers a small-scale unit development on the outskirts of Cavan Town with access off a local road L-2516. Existing uses are considered appropriate and are not deemed suitable for town centre locations. The Material Amendments sought in Proposed Amendments Numbers 175 and No. 20 to include the existing Corlurgan Business Park within the development envelope and zone as General Enterprise and Employment. It also sought the inclusion of a new Map Based Specific Objective Development Objective Number 23 “Development at this location shall require connection to public services”

These Material Amendments acknowledged the existing landuse and ensure any extension of this landuse would require connection to the public services. Retail policies within the draft plan and in Section 28 Planning guidelines ensures appropriate extension of this landuse and that such extensions will be accessed via the existing entrance.

Chief Executive’s Recommendation

No change recommended

Lands Marked G in Draft Development Plan and included in Masterplan 5 Virginia



The OPR notes the amendment to remove lands marked 'G' on map. This results in loss of 4ha which may compromise the development of adjacent lands within the Masterplan Area 5 that do not have the benefit of direct road access. The removal of this zoning would prejudice the preparation of a comprehensive master plan for the remaining M5 lands. The OPR in **Recommendation No. 5** requires the Planning Authority to make the development plan without Amendment No. 184.

Chief Executive Response

There is an identified need for additional enterprise and economic lands in Virginia. The National Planning Framework and the Regional Spatial and Economic Strategy (RSES) highlight the opportunity to further enhance the economic performance of Virginia, by capitalising on its strategic location and the associated national and international connectivity that this provides. The draft Plan contains development objectives to promote the sustainable economic development of Virginia through the promotion of identified economic growth areas, which provide economic opportunities locally and reduce the volume of commuting. It is a core aim of the draft plan to make provision for sustainable live-work patterns to strengthen and improve local employment, services and sustainable transport options to enable towns to become more self-sufficient during this plan period. The economic aims for Virginia are outlined in the draft Development Plan as to:

1. Attract large scale operators
2. Reduce the loss of economic activity and businesses to other locations
3. Reduce the level of commuting
4. Retain employment in Virginia
5. Create sustainable and attractive family and work-life balance for the residents of Virginia and its environs.

The M5 lands are considered important to achieve this economic development in Virginia.

The economic approach undertaken in the draft Plan for Virginia includes the identification of appropriate employment lands in Virginia. The draft Plan identifies 3 areas of land suitable for both local indigenous and strategic economic opportunities in Virginia- namely M4, M5 and M6.

- M4- Lands east of Virginia (Mullagh Road) with the potential to support and enhance the existing business community in the area and create a more defined economic hub in the town.
- M5 – Lands located in the northern fringes of Virginia adjoining the N3 would serve to improve the economic activity of the town with its proximity to the town centre. Such lands support accessibility to services and infrastructure.
- M6- A strategic employment site in accordance with the NPF and the RSES which note that there are opportunities to further enhance the economic performance of Virginia by capitalising on its strategic location and the associated national and international connectivity that this provides. The lands in question are considered appropriate for large scale employment generating uses of a strategic importance with a notable land requirement. RSES recognises the existing ‘food cluster of AW Ennis and Glanbia’ and its potential. These lands will help to achieve growth at this area.

It is considered that the lands zoned as M5 in the draft Development Plan are fundamental to the economic vision of Virginia as outlined above. The mechanism for the delivery of lands at M5 is clearly set out in the Draft Development Plan with the requirements of the Masterplan stipulated within.

The Virginia Emerging Preferred By-Pass Corridor has been selected since publication of the draft Development Plan. It is the aim of the draft plan to recognise the importance of the role of national road infrastructure and to protect same. It is considered appropriate to remove employment generating lands within the by-pass corridor. Therefore, General Enterprise and Employment lands at M4 have been greatly reduced in size. This reduction in the overall quantity of zoned Enterprise and Employment lands in Virginia reinforces the need to protect remaining lands proposed to be zoned General Enterprise and Employment, such as M5.

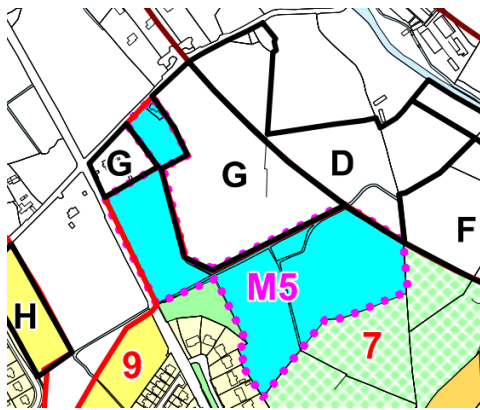
M5 in its entirety is considered appropriate to facilitate sustainable economic development at this location, considering the attributes and scale of the site. Removing the portion of the M5 lands would have a negative impact on the delivery of the remaining lands zoned for General Enterprise and Employment at this location, contrary to the proper planning and sustainable development of Virginia.

It is considered appropriate to reinstate the zoning of these lands to General Enterprise and Employment, as provided for in the Draft Plan.

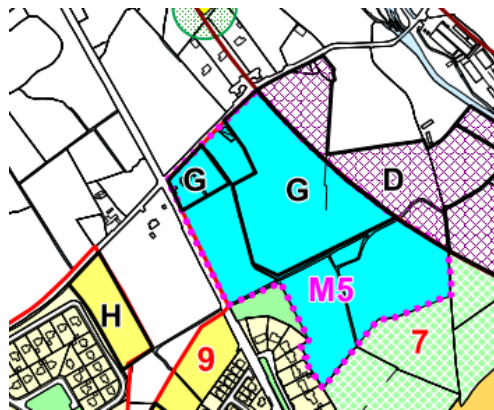
Recommendation No. 10

- (a) The Plan be made without Material Amendment No. 184 (Map 1 below)
- (b) Include lands marked "G" as indicated on Map 1 in Virginia Land Use map within M5 as General Enterprise and Employment as shown on Map 2.

Map 1



Map 2



Lands at Burrencarragh Virginia /Masterplan 6

The OPR recognises that the site may have merit for development for a specific use that is unsuitable in or adjoining a built-up area such as Virginia. The General Enterprise and Employment zone permits a wide range of lands uses, some of which would be unsuitable at a location such as this. The OPR has as per **Recommendation No. 6** in relation to the lands in Burrencarragh sought the Planning Authority to clarify and include the following

- i. The type of use envisaged which would by its nature be unsuitable in or adjoining a built-up areas such as Virginia
- ii. A more explicit statement regarding the need to adhere to State planning policy on national roads in particular sections 2.6 and 2.9 of the guidelines
- iii. Commitment to implement any recommendations from the future Virginia Local Transport Plan regarding the potential development of the site.

Chief Executive Response

The Emerging Preferred Option Corridor for the N3 Virginia bypass includes a link through the Cavan County Council owned lands at Burrencarragh. This link will connect the existing N3 to the proposed bypass and will cater for traffic from the South side of Virginia Town, Mullagh Rd area and the many local business in this area including Virginia Transport, Glanbia, Fleetwood paints, AW Ennis, in addition to other SMEs in the area. It also approximately halfway between Virginia town and where the Bypass ties in at Derver Roundabout.

The Burrencarragh link road is proposed as part of the N3 Virginia Bypass scheme to remove significant HGV traffic and enable a HGV / axle ban from Virginia town centre, enabling the development of the town centre. The removal of strategic traffic from Virginia Town will enable improvement of the public realm and align with the objectives of the Town First Policy.

It is not proposed to include a junction as part of the N3 Virginia Bypass scheme to facilitate access to the zoned lands.

The link road will be designed to TII standards and the cross section of the link road is likely to be a Type 1 or Type 2 single carriageway road with Active Travel Facilities along its length. The cross section will be confirmed as the scheme progresses through the planning and design process.

As stated in the draft Development Plan the lands at Burrencarragh Virginia are identified as a strategic employment site and are considered to be a suitable site in accordance with the NPF and the RSES, where there are opportunities to further enhance the economic performance of Virginia by capitalising

on its strategic location and the associated national and international connectivity that this provides. The lands in question are considered appropriate for large scale employment generating uses of a strategic importance with a notable land requirement. RSES recognises the existing “Food Cluster of AW Ennis and Glanbia” and its potential. These lands will help achieve growth at this area. The development of this site will promote sustainable economic development in Virginia through the promotion of identified economic growth areas which provide employment opportunities and reduce the volume of long-distance commuting.

The intended use of the site shall be strategic in nature and unsuitable in or adjoining the built-up area of Virginia. The Planning Authority is satisfied that the site can comply with Sections 2.6 and 2.9 of the Spatial Planning and National Road Guidelines for Planning Authorities (2012).

The site is considered to be suitable under exceptional circumstance for specific strategic employment purposes. The area has been identified in the RSES as an important agri-food cluster in County Cavan. Virginia has also been identified in the RSES as performing important sub-regional functions for employment, housing and services. It is identified in the RSES as a main economic driver for the wider highly populated catchments, where commuting out of the county is an issue that needs to be addressed by providing employment and support services. The town is strongly positioned to attract businesses, that need access to the Belfast/Dublin corridor, available talent, quality of life and housing.

The site in question is considered to fulfil the criteria as being of Regional Strategic Importance where a less restrictive approach may be adopted to national roads. The intended use by its nature are most appropriately located outside urban areas, and where it can be displayed that the lands in question have specific characteristics that make them particularly suitable for the developments proposed.

The site in question is zoned General Enterprise and Employment which does not permit large retail centres. The precise nature of the proposed development is unknown at present; however, it is considered appropriate in light of the Emerging Preferred Option Bypass Corridor, which includes a link road from the corridor to the existing N3 at Glanbia, to coordinate this project with the intended zoning of General Enterprise and Employment. It is noted that the portion ‘D’ on Material Amendments Map for Virginia, that had General Enterprise and Employment land use on the main Bypass corridor has been proposed for removal by Material Amendment. The zoning on the link road corridor has remained. This ensures that safety, capacity and the efficient operation of the national road will not be compromised.

In terms of compliance with Section 2.9 of the Spatial Planning and National Road Guidelines for Planning Authorities (2012), it is considered that the zoning of this land does not compromise route selection. The lands within the main corridor have been removed and the link road between the bypass and the existing N3 at Glanbia is considered to be an appropriate site for such land use and thus meets

the criteria. In relation to border public interest concerning the achievement of value for money for the taxpayer, it should be noted the lands in question are in the ownership of Cavan County Council.

Active Travel facilities, including shared footpaths and cycle tracks, will be incorporated along the entire length of the N3 Virginia Bypass scheme and these facilities will provide connectivity to Virginia Town as well as the settlements of Maghera and Lisgrea and Whitegate.

The proposed scheme will support the 10 minute town concept, where the Active Travel facilities incorporated into the scheme will permit the community of Virginia and its hinterland to access education, work, facilities and services which will be within a 10 minute walk or cycle.

The Active Travel links proposed as part of the N3 Virginia bypass scheme include:

- At the R178 Bailieborough Road crossing of the bypass, the proposed active travel facilities for the scheme will link with the R178 and provide a direct link to existing urban footway near the Virginia Fire Station.
- Active Travel facilities are proposed along the proposed Ballyjamesduff Link Road, between the proposed bypass and the R194 Ballyjamesduff Road. It is also proposed to extend the Active Travel facilities from the proposed link road junction with the R194, for approximately 600m along the R194, and directly link to existing urban footway at Dunancory river bridge.
- As part of the scheme, further assessment will be undertaken to investigate the potential for connectivity to existing walking routes along the existing N3 (between Murmod Cross and Virginia Urban area).
- At the R194 Mullagh Road the proposed scheme Active Travel facilities will link onto the Mullagh Road crossing and provide a direct link to existing urban footway along the R194 at Ballaghanea. To the north side of the proposed bypass, the footway will extend along the Mullagh Road to the proposed junction to Lislea Bog, thereby providing direct connectivity to the local walking route into Lislea Bog.
- Active Travel facilities are proposed along Burrencarragh Link Road up to the junction with the N3, close to Glanbia.
- At Maghera, it is proposed to link the proposed N3 Active Travel facilities with the existing footway opposite Carriagabruise School.
- The scheme will also provide connectivity with the majority of road crossings along the route.

To provide further clarity regarding the use and access to the lands M6, it is considered appropriate to insert additional text to Section 2.3.11.6 Masterplan 6 Lands at Burrencarragh.

Recommendation No. 11

Insert additional text in Material Amendment No 25, Section 2.311.6, Masterplan 6, Lands at Burrencarragh, page 116

2.3.11.6 Masterplan 6 Lands at Burrencarragh

Prepare a Masterplan for the strategic employment site at Burrencarragh which is considered to be a potentially suitable site for development of an economic hub, in accordance with the NPF and the RSES. These set out that there are opportunities to further enhance the economic performance of Virginia by capitalising on its strategic location and the associated national and international connectivity that this provides. RSES recognises the existing “Food Cluster of AW Ennis and Glanbia” and its potential. These lands will help achieve growth at this area. **The lands in question are considered appropriate for large scale employment generating uses with a notable land requirement and with an enterprise or employment use of regional strategic importance. The intended use must be able to display how it is of a Regional Strategic Importance and as such, not all uses permitted in principle, in Section 14.15 of the Plan, may be deemed appropriate or acceptable to the Planning Authority. Therefore, in this regard, the intended use by their nature is most appropriately located outside urban areas and have specific characteristics that make it particularly suitable for the site. The development of this site shall avail of Active Travel measures for Virginia. The Masterplan shall take cognisance of all recommendations arising from the future Virginia Local Transport Plan and shall be fully integrated as part of the development of the site/Masterplan.**

The aim of this site is to promote and facilitate the sustainable growth of Virginia as a hub for the east of the County, in terms of economic and services. The development of this site will promote sustainable economic development in Virginia through the promotion of identified economic growth areas which provide employment opportunities locally and reduce the volume of long-distance commuting.

These lands are identified to attract large scale occupiers and employers that is more dependent on larger volumes of commercial vehicle movements that would otherwise be less appropriate operating from lands immediately abutting/closer to Virginia Town centre. Having regard to the location of this site, small scale or one-off developments will not be permitted. It is recognised that a significant road improvement will be required to create a viable and sustainable access to these lands. Any development of the land shall be done in consultation with the IDA, Enterprise Ireland and Transport Infrastructure Ireland. It is noted that the emerging preferred route for the Bypass of Virginia has included a link road through these lands. Development of the Masterplan shall adhere to Section 2.6 of the Spatial Planning

and National Roads, Guidelines for Planning Authorities, 2012. A Masterplan will be required which shall address the following issues.

- Access and traffic.
- The requirement for Appropriate Assessment.
- Assessment of environmental impacts.
- Linkages to Virginia Town.
- Feasibility of proposed use.
- Study of cumulative benefits for the county.
- Impacts on Virginia Town
- Details of how the Masterplan will address Sustainable Design Principles

In addition, proposals for the site, for which a Masterplan shall be prepared, shall be subject to the Environmental policies and objectives of this Plan, in relation to plans, projects or developments which are likely to have a significant impact on the environment.

Cootehill

Lands marked E on the Material Amendments Cootehill Landuse Map



Having regard to the major serviced landbank of industrial land in Cootehill, this land located to the rear of existing low density ribbon development at the edge of town would extend the boundary, may impact on adjoining residential amenities and is not justified given its location and the extent of lands already zoned for General Enterprise and Employment in Cootehill. The planning authority is required in **Recommendation No 7** from the OPR to make the

plan without the Material Amendment 197 as it is considered not justified and would be contrary to the compact growth and sequential development of the town and the provision of a sustainable settlement and transport strategy.

Chief Executive Response

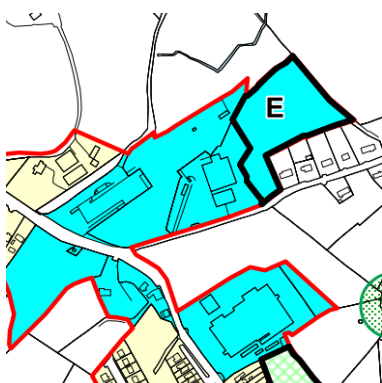
The comments of the OPR are noted and it is considered acceptable to make the plan without Amendment No. 197.

Chief Executive's Recommendation

Recommendation No. 12

- (a) The Plan be made without Material Amendment No. 197 (Map 1 below)
- (b) Amend the development plan boundary of the Cootehill Land Use Zoning Map to unzone and omit lands outlined in proposed amendment no.197 (General Enterprise and Employment) as indicated in Map 2 below.

Map 1



Map 2



Rural Tourism

Observation No. 4 of the OPR submission relates to Rural Tourism and in particular to TV 02 and TV 04 (see box below)

These development objectives are not subject to Material Amendments, however the OPR has sought by way of minor amendment and in an observation to the Planning Authority that TV 02 is clarified by way of a minor amendment that in TV02 development in rural areas will only be acceptable in rural areas outside towns and villages, if it is location specific or resource based.

The OPR have sought by way of minor modification to TV 04 that visitor infrastructure will be facilitated when linked to natural and heritage environments if it is location specific or resource based.

TV 02	Facilitate the development of high-quality tourist accommodation such as hotels, hostels, B&B's / guesthouses, camping and glamping at suitable locations, in both urban and rural settings throughout the county, subject to ensuring a high standard of design, layout, landscape and environmental protection and the provision of adequate infrastructure.
TV 04	Facilitate the development of visitor infrastructure linked to natural and heritage environments, while ensuring that it does not detract from the status, quality and value of these environments.

Chief Executive's Response and Recommendation

The contents of this submission were not the subject of a proposed Material Alteration and as a result cannot be considered further at this stage.

Development Management and Masterplans

Apartments

The Office appreciates the concerns of members regarding inappropriate development in small towns and villages. However, the blanket nature of this provision is not considered justified and may very well prevent development that might make a positive contribution to the regeneration of these settlements. The OPR have suggested in **Observation No. 5** rewording to state that there is a presumption against inappropriate new apartment type accommodation in small towns and villages of the County.

Chief Executive Response

The comments of the OPR are noted and it is considered acceptable to reword the text as recommended.

Chief Executive's Recommendation

Recommendation No. 13

Reference is made to Material Amendment No. 147 below.

Amend Section 13.4.14 Apartments, page 567 to delete text as shown in green strikethrough and insert new text as shown in green.

13.4.14 Apartments

The provision of apartment schemes shall be generally encouraged in appropriate locations, at a suitable scale and extent. Primarily this will be town centre locations and proximate to public transport and in the appropriate settlements. ~~There is a presumption against new apartments type accommodation in small towns and villages of the County.~~ There is a presumption against inappropriate new apartment type accommodation in small towns and villages of the County. Where apartment type developments are being considered in small towns and villages of the County they should be of appropriate scale to attract long term sustainable communities and should have adequate provision for family living. Apartments shall meet standards in terms of living unit size, private and public open space and parking. There is a strong preference for units that are provided for assisted living with own front door entry.

Apartment type accommodation in small towns and villages of the county shall comprise of over the shop type, conversion of existing housing stock type proposals or small scale sensitive backland type only. This offers these centres, where the needs arise, to provide for this type of accommodation whilst also providing a suitable use for the reuse of existing and vacant buildings in the small town and village core. Apartment accommodation in small towns and villages shall be of an appropriate scale and extent and in suitable locations only. The extent of development on the site along with the type, scale and density of developments in the vicinity of the site will be a key consideration.

Density

Proposed Amendment No. 12 relates to Densities. The OPR have sought that a minor modification is made to Section 2.15 to clarify that density ranges in the density table are targets and are not to be read as maxima.

Chief Executive Response

The comments of the OPR are noted and it is considered appropriate to amend Density Table to clarify that density ranges are not to be read as maxima.

Chief Executive's Recommendation

Recommendation No. 14

Reference is made to Material Amendment No. 12.

Amend Table in Section 13.4.1, page 558 to clarify that density ranges as included in the Density Table are targets and not to be read as maxima as below.

	Density in town/Village Core *	Density in Brownfield and Infill Sites *	Density in Proposed Residential *	Density in Proposed Low Density Residential *
Cavan Town	30-35	22-30	18-22	8-10
Virginia	25-30	20-25	16-20	8-10
Self Sustaining Towns	25-30	18-25	14-18	8-10
Medium Towns	20-25	16-20	12-16	8-10
Small Towns	17-20	14-17	10-14	8-10
Villages Category 1 and 2	8-12	8-12	8-12	8-10

*Density ranges are targets and should not be read as maxima.

Masterplans

The OPR have requested in **Observation No. 6** that the Planning Authority makes minor modifications to the text in Section 2.2.12, 2.3.11, 2.3.11.6, 2.7.11 and Section 2.10.11 to clarify that the policies and direction contained in completed Masterplans will be incorporated into the development plan by way of variation. This ensures that the policies and direction contained in completed masterplans have statutory weight to inform decisions on future planning applications.

Chief Executive Response

The mechanism of using the Variation process to give completed masterplans a statutory weight is noted in the OPR submission. The Chief Executive also considers this approach in some instances as best practise. It is deemed appropriate to consider the requirement for a Variation of the development plan, prior to commencement of any Masterplan process having regard to the complexity, role and function of an individual Masterplan in question.

Chief Executive's Recommendation

No change recommended.

Rural Housing and Regeneration

Having regard to Sustainable Rural Housing Guidelines (2005), national and regional policies NPO 19 and the NWRA Regional Spatial and Economic Strategy 2020, the planning authority is required in **Recommendation No. 8** to delete the words ‘link or’ from Material Amendment 139 and 141.

Material Amendment 139

Proposed Amendment No. 139		
Section	Heading	Page No.
12.13.2	Rural Housing	535

Amend text in Section 12.13.2, Rural Housing

Rural generated housing

The Planning Authority considers that the following broad categories constitute a rural generated housing need.

- A. Persons who are an intrinsic part of the rural community who have strong social or economic ~~links~~ **link or need to live in** the area and who are an intrinsic part of the rural community,
- ~~• Building their first home~~
 - **That the dwelling is their first home in the locality.**
 - Returning emigrants who lived for substantial parts of their lives in rural areas, then moved abroad and who now wish to return to reside near other family members, to work locally, to care for elderly family members, or to retire
 - Persons currently residing in the local rural area and who can demonstrate a **social or economic** requirement for a permanent residence there.
 - Persons who need to reside near elderly parents so as to provide security, support and care, or elderly people who need to reside near immediate family.

Chief Executive Response

This is considered appropriate to amend Section 12.13.2 Rural Housing as requested by the OPR.

Recommendation No. 15

Reference is made to Material Amendment No. 139.

Amend text in Section 12.13.2, Rural Housing, page 535 to delete green strikethrough text as shown below.

Rural generated housing

The Planning Authority considers that the following broad categories constitute a rural generated housing need.

- B. Persons who are an intrinsic part of the rural community who have strong social or economic ~~link~~ ~~or~~ need to live in the area and who are an intrinsic part of the rural community,
- That the dwelling is their first home in the locality.
 - Returning emigrants who lived for substantial parts of their lives in rural areas, then moved abroad and who now wish to return to reside near other family members, to work locally, to care for elderly family members, or to retire
 - Persons currently residing in the local rural area and who can demonstrate a social or economic requirement for a permanent residence there.
 - Persons who need to reside near elderly parents so as to provide security, support and care, or elderly people who need to reside near immediate family.

Material Amendment 141

Proposed Amendment No. 141		
Section	Heading	Page No.
12.13.2.1	Rural Area Types	537

Amend Areas Under Strong Urban Influence Development Objective SUI 02

SUI 02 Accommodate rural generated, housing need from individuals for permanent residential development in strong urban influence who have strong social or economic links **or need** to the area **to locate in the area** and who are an intrinsic part of the rural community, subject to good planning practice, in matters of location, siting, design and the protection of environmentally sensitive areas and areas of high landscape value, environmental carrying capacity and landscape protection consideration.

Chief Executive Response

It is considered appropriate to amend Section 12.13.2.1 as requested by the OPR.

Chief Executive's Recommendation

Recommendation No. 16

Reference is made to Material Amendment No. 141.

Amend Section 12.13.2.1 Rural Area Types, Areas Under Strong Urban Influence Development Objective SUI 02, page 537 to delete green strikethrough text as shown below.

SUI 02 Accommodate rural generated, housing need from individuals for permanent residential development in strong urban influence who have strong social or economic ~~links or~~ need to locate in the area and who are an intrinsic part of the rural community, subject to good planning practice, in matters of location, siting, design and the protection of environmentally sensitive areas and areas of high landscape value, environmental carrying capacity and landscape protection consideration.

Rural Housing

The OPR have sought in **Observation No. 7** that the Planning Authority include in Material Amendment 138 a minor modification to state that the planning authority will review its rural housing policies and typologies in the plan pending updated section 28 guidelines for rural housing.

Proposed Amendment No. 138		
Section	Heading	Page No.
12.13	Rural Housing	533

It is a goal of this plan to respect the long tradition of people living in rural areas in County Cavan and promote sustainable rural settlements as a key component in achieving strong and vibrant rural communities.

The Plan aims to;

- Sustain and renew established rural communities in the small towns and villages and wider countryside areas.
- Strengthen the established structure of villages and smaller settlements in rural areas to support local economies and to accommodate additional population in a way that supports the viability of local infrastructure and services.
- Ensure that key assets in rural areas such as water quality and the natural and cultural heritage are protected to support quality of life and economic viability.
- **Avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses to national roads for single houses, to which speed limits greater than 60kmph apply.**

It is necessary to carefully manage rural housing development. The provision of more sustainable housing options for rural communities will be facilitated by the plan through building up the capacity of our rural villages and Community Nodes to accommodate future housing needs of rural dwellers.

Chief Executive Opinion

It is considered appropriate to amend Section 12.13 Rural Housing as requested by the OPR.

Recommendation No. 17

Reference is made to Material Amendment No. 138

Amend Section 12.13, Rural Housing, page 533, to insert the following text as shown in green below.

It is a goal of this plan to respect the long tradition of people living in rural areas in County Cavan and promote sustainable rural settlements as a key component in achieving strong and vibrant rural communities.

The Plan aims to;

- Sustain and renew established rural communities in the small towns and villages and wider countryside areas.
- Strengthen the established structure of villages and smaller settlements in rural areas to support local economies and to accommodate additional population in a way that supports the viability of local infrastructure and services.
- Ensure that key assets in rural areas such as water quality and the natural and cultural heritage are protected to support quality of life and economic viability.
- Avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses to national roads for single houses, to which speed limits greater than 60kmph apply.
- **Review the Rural Housing Policy and Typologies pending updated Section 28 Guidelines for Rural Housing.**

Sustainable Transport and Accessibility

The OPR have sought in **Observation No. 8** that greater consistency between Material Amendments 16 and 18 which outlines the commitment to prepare a Local Transport Plan for Cavan Town.

Proposed Amendment No. 16		
Section	Heading	Page No.
2.2.4.2	Regional Spatial and Economic Strategy	77

Amend the following Cavan Town Development Objectives

CNR 02 Support the implementation of the Cavan Town Transportation Plan 2007 and **commence the preparation within one year of the adoption** ~~prepare a local transport plan over the lifetime~~ of the Local Area Plan as a revision to the 2007 Transport Plan.

Chief Executive Response

It is considered appropriate to amend CNR 02 as requested.

Chief Executive's Recommendation

Recommendation No. 18

Reference is made to Material Amendment No. 16

Amend CNR 02 in Section 2.2.4.2 Regional Spatial and Economic Strategy, page 77, to insert new text as shown in green.

Amend the following Cavan Town Development Objectives

CNR 02 Support the implementation of the Cavan Town Transportation Plan 2007 and commence the preparation within one year of the adoption of the Local Area Plan, **of a new Local Transport Plan as a revision to the 2007 Transport Plan.**

Climate Action and Renewable Energy

The Chief Executives Report has provided evidence in relation to the Country's current and potential (permitted development) contribution, it does not provide any future commitment consistent with national target for up to 80% RES-E in the Climate Action Plan 2021. Given the urgency and importance of the need to address climate action, the OPR would reiterate the requirement of the planning authority in respect of SPPR (Specific Planning Policy Requirement) under section 21(1c) and 12 (18) of the Act.

Chief Executive Response and Recommendation

The comments of the OPR are noted, no recommendation arise from same.

Section 3 – Submission from the Northern and Regional Assembly

Submission No. S3.16

Submitted by:	Northern and Regional Assembly (NWRA)
Material Alteration that the submission relates to:	7, 11, 12, 15, 16, 18, 19, 23, 24, 25, 29, 32, 33, 36, 40, 44, 49, 51, 55, 56, 57, 58, 61, 64, 67, 68, 69, 70, 71, 74, 75, 76, 80, 81, 83, 85, 86 91, 92, 93, 94, 95, 96, 99, 106, 107, 108, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 130, 146, 182, 216, 217

Summary of Submission

The NWRA note the advertised Material Amendments and focus their submission on issues that have regional significance in terms of consistency with the Regional Spatial and Economic Strategy (RSES). The first section of this submission comments on the initial Recommendations and Observations made by the NWRA and provides an update on the outcome of same by Cavan County Council in their Material Amendments.

The submission then comments on certain selected Material Amendments to the Draft County Development Plan including the Core Strategy and Settlement Strategy, Housing and Sustainable Communities, Economic Development, Environment, National Heritage and Development Management.

Recommendations made by NWRA in initial submission on the Draft Plan

	Topic	Material Amendment	NWRA comment
1.	Serviced sites – NWRA sought clear direction on methodology of identification and supply of such sites.	MA 49 and MA 51	This is consistent with the RSES
2.	Alignment of the terminology that describes Virginia as a ‘Place of Regional Significance’	MA 7	Recommend that this terminology is utilised in the Settlement Hierarchy.
3.	Include in the draft plan a specific timeline for the preparation of a Local Transport Plan for Cavan Town.	MA18 and MA16	This is consistent with the RSES

4.	That Section 7.10.4 of the plan is reviewed to reflect RPO on Biomass	MA91	This is consistent with the RSES
5.	That a Landscape Character Assessment for the County is carried out and incorporated in Chapter 10 of the Plan. The recommendation sought a clear timeframe for same.	MA130 and MA83	The commitment to undertake the LCA is consistent with the Regional Policy Objectives

Observations made by NWRA

	Topic	Material Amendment	NWRA comment
1.	Burden of text in the plan	N/A	No reduction in text of plan
2.	That the Cavan Town LAP sets out clear justification for the zoning of Enterprise and Employment lands in east of Cavan Town adjacent to N-3 and south of Cavan town adjacent to N-55.	N/A	No justification is included
3.	That the Cavan Town LAP sets out greater clarity in terms of sequencing of Residential Growth and how the 30% brownfield/compact growth ambitions are to be realised.	MA15, MA11 and MA12	These MA's are consistent with the RSES. The NWRA suggest that CCC maintains a record on Residential Completions within its Settlement Hierarchy as this is a key statistical component to enable the LA to chart the progress in respect of achieving compact growth across its main towns.
4.	The plan should clarify in respect of Virginia how it is proposed to address the need identified in the RSES to provide employment opportunities and support services to those residents that commute out of the county and for the quantum of population growth envisaged.	MA99	MA 99 is welcome and consistent with the RSES.
5.	Provide greater justification for the density advocated in Objective RD 01 (Chapter 2)	MA12	This generally accords with the Regional Policy Objectives and follows the model of Compact Growth.
6.	Justification and clarification for the quantum of lands proposed to be zoned as 'Residential Strategic Reserve'.	MA12	This aligns with the ambition and vision of the RSES.

7.	Clarification sought on the methodology and timeframes for the Masterplans to be carried out in key towns. Masterplans should not be the responsibility of developers/applicants	MA24, MA19	Provisions of MA24 and MA19 are welcome and Policy VMP01 should be amended to be consistent with the text in respect of timelines for completion of the Masterplans – i.e. prior to lodgement as part of any planning application.
8.	Include N-3 Bypass route options for Virginia	MA 182	This MA is welcomed
9.	Plan would benefit from inclusion of timelines for Masterplans for enterprise and employment lands	MA 19 and MA 24	Policy VMP01 should be amended to be consistent with the text in respect of timelines for completion of the Masterplans – i.e. prior to lodgement as part of any planning application.
10	STC09 should be reviewed to clarify that CCC will take the lead in projects	MA 49	This provision is consistent with RSES and is supported
11.	That consideration should be given to inclusion of decarbonisation zone as an objective of the plan with details	MA61	This inclusion is consistent with the RSES
12.	Consider inclusion of clear commitments and deliverables in the provision of Remote Working Spaces across Cavan	MA 33 and MA 44	There is no overall analysis on need where potential further projects would be of benefit, however MAs 33 and 44 are welcome.
13.	Consider commitment to the preparation of Local Transport Plans for Cootehill, Kingscourt, Virginia and Bailieborough.	MA's -16, 18, 23, 29, 32, 36, 40	Wording used to 'commence the preparation' is unusual instead of 'prepare'. The proposals to prepare LTPs is welcomed and consistent with the RSES, however NWRA recommends wording that confirms commitment to preparations.
14.	Policy LUR 04 is reviewed so that CCC liaise with NTA in the preparation of Local Transport Plans	MA67	Consistent with the submission of the NWRA
15.	That Chapter 7 is reconfigured to clearly divorce Transport related Infrastructure from other Infrastructure like Electricity, wind etc	N/A	No comment

16.	Consider modifications to Chapter 7.3.2 to include a clear project table for Greenways	MA71	This MA is consistent with the RSES and is supported
17.	Reference to the North South interconnector in Section 7.9.1 should be amended	MA80	This MA is consistent with the RSES
18.	Include a map showing Rights of Way	MA 94-96	This is welcome and consistent with the RSES
19.	Section 9 on Tourism would benefit from including Failite Irelands themed propositions.	Mas111-122	Failte Irelands policy framework are more effectively reflected and these MA's are consistent with the RSES
20.	That the chapter relating to Tourism sets out a clear Hierarchy of Tourism service towns and a tiered stratum of Visitor Attractions	MA 120	This is consistent with the RSES.

Core Strategy and Settlement Strategy

Cavan Town

The increase over the lifetime of the plan the population of Cavan Town by 1,760 persons is considered to be broadly in line with the framework of the Regional Strategy for Urban Growth.

Virginia

It is the Assembly's view that the population growth rate for Virginia is overly ambitious and may not be realistic or achievable unless there is an increase in the WWTP.

Housing and Sustainable Communities

The additions set out in MA55-58 and MA 216-217 are consistent with the objectives of the RSES.

Economic Development

MA 64 proposes to insert a new Objective to support the development of 'Smart Places' and promote Cavan as part of a 'Smart Region'. This is consistent with the RSES.

Transport and Infrastructure

A variety of Material Amendments have been proposed in this Chapter that are consistent with the RSES including MA68, MA69, MA70, MA74-76, MA81, MA85-86, MA 92-93.

Environment

MA 106-108 that support green infrastructure, river walkways and access to town centres, flood risk management are consistent with RSES.

National Heritage

MA 123-126 which propose the introduction of heritage objectives to work with stakeholders on sites of ecological importance and recognise the role of appropriate Assessment in the planning process are consistent with the RSES.

Development Management

MA 146 proposes the commencement of a Building Heights Study in Cavan Town which is reflective of similar studies required in the RSES for regional growth centres.

The NWRA has concluded its submission with a list of recommendations-namely:

1. MA7 – The terminology to describe Virginia as a ‘Place of Strategic Potential’ should be incorporated into the Settlement Hierarchy terminology to give it full effect.
2. MA-16- the wording of CNR 02 needs to be amended to reflect the intention to prepare a LTP.
3. MA 15- an undertaking should be given to recording Residential Completions within its settlement hierarchy as a key statistical component of achieving compact growth across the main towns.
4. MA24 and MA 19 – Policy VMP01 should be amended to be consistent with the text in respect of timelines for completion of Masterplans.
5. MA’s 16, 18, 23, 29, 32, 36 and 40 - the wording should be amended to confirm the commitment to prepare the Local Transport Plans and that it shall be done within the timeframes specified in each MA.
6. MA 25 - allocation of lands for employment uses and support services is to be welcomed as it seeks to address the significant issue identified in the RSES.
7. MA 11- population growth rate of 32% for Virginia is not likely to be realistic or achievable and should be set below that of Cavan Town. The WWTP has capacity issues and it is important that it can cater for employment and support services.

Chief Executive’s Response

Item 1

It is considered appropriate in the interest of clarity and consistency to refer to Virginia as a “Self Sustaining Growth Town” (Place of Strategic Potential) and incorporate this terminology throughout the Settlement Hierarchy and elsewhere as appropriate in the written statement.

Chief Executive’s Recommendation

Recommendation No. 19

Amend the following sections to refer to Virginia as a “Place of Strategic Potential”:

Amend Section 2.8.1 Cavan Settlement Hierarchy, Table 5: Cavan Settlement Hierarchy, page 44

Category	Description	Settlement	Population (2016)
Key Town	County Town with large economically active services that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers	Cavan Town	10,914
Self-Sustaining Growth Town *	A sub-county town that has significant employment and service functions relative to its regional and local catchment has good regional transport links and has the capacity for continued commensurate growth to become more self-sustaining. It supports the regional driver role of Cavan, and acts as an important local driver providing a range of functions for its resident population and its surrounding catchment including housing, employment, services, retail and leisure opportunities. The town should grow at a sustainable level appropriate to its position in the settlement hierarchy	Virginia	2648

*** Place of Strategic Potential**

Amend Section 2.9.1 Population Scenarios at Settlement Level, Table 8 NPF Scenario, page 48

Hierarchy	Settlement	Census (2016)	2022	2028	Share of County Growth % (2022-2028)
Key Town	Cavan Town	10,914	11,794	12,674	18.6%
Self-Sustaining Growth Town *	Virginia	2648	3,079	3,510	9.1%

*** Place of Strategic Potential**

Amend Section Title 2.10.0 Self-Sustaining Growth Town – Virginia, page 50

2.10.2 Self-Sustaining Growth Town – Virginia (Place of Strategic Potential)

Amend Section 2.1 Settlement Hierarchy Overview, page 69

Table 2.1 Settlement Hierarchy

Category	Description	Towns
Key Town	County Town with large economically active services that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers	Cavan Town
Self-Sustaining Growth Town *	A sub-county town that has significant employment and service functions relative to its regional and local catchment has good regional transport links and has the capacity for continued commensurate growth to become more self-sustaining. It supports the regional driver role of Cavan, and acts as an important local driver providing a range of functions for its resident population and its surrounding catchment including housing, employment, services, retail and leisure opportunities. The town should grow at a sustainable level appropriate to its position in the settlement hierarchy.	Virginia

*** Place of Strategic Potential**

Amend Section 2.3 Self-Sustaining Growth Town, page 100

2.3 Self-Sustaining Growth Town (Place of Strategic Potential)

Item No. 2

Chief Executive Response

It is considered appropriate to amend the wording of Objective CNR 02 as previously outlined in response to this issue raised by the OPR.

Chief Executive's Recommendation

See recommendation No. 18

Item No. 3

Chief Executive Response

The Authority have outlined in the Chief Executives report on the draft plan the commitment to continue maintaining records on compact and town centre growth. The Assembly have sought records to be undertaken on residential completions. This information relies on Completion Certs being submitted to the local authority. The authority will undertake to track all commencements of residential developments in the county across the main towns.

Chief Executive's Recommendation

No further amendments.

Item No. 4

Chief Executive Response

The NWRA have sought that the timescale in the following VMP 01 development objective is amendment to be consistent with the text in respect of the timelines for completion of Masterplans.

VMP 01 Require, with respect to areas which have been identified as Masterplans, the preparation of a Masterplan. Masterplans shall be lodged with a planning application, prior to development applications being considered on the subject site.

Whilst VMP 01 states that the Masterplan shall be lodged with the planning application, it is considered appropriate to clarify that it shall be completed and lodged as part of any planning application on the site.

Chief Executive's Recommendation

Recommendation No. 20

Amend 2.3.11 Masterplans Development Objective VMP 02, page 114 to insert new text in green and delete text as per draft plan in green with a strikethrough.

Development Objective

It is a development objective of Cavan County Council to

VMP 01 Require, with respect to areas which have been identified as Masterplans, the preparation of a Masterplan. Masterplans shall be completed and agreed with the Planning Authority and lodged with-a as part of the planning application for the site. ~~prior to development applications being considered on the subject site.~~

Item No.5

Chief Executive Response

The draft development plan has clearly committed to the preparation and completion of Local Transport Plans for the main towns in the County. The Assembly's concerns in relation to use of the word 'commence' in the development objectives is noted. However it is considered appropriate in the commitment of timescales to give manageable and realistic timeframes. The use of the word 'commence' in relation to the preparation of the local transport plans within the timeframes given in the Material Amendments is considered appropriate.

Chief Executive's Recommendation

No change recommended.

Item No. 6

Chief Executive Response

The Chief Executive concurs with the Regional Assembly's submission regarding the importance of providing lands for employment uses and support services through the County, as a means to address the fundamental issue of commuting out the town and also as a mechanism to aid the development of sustainable communities. There is an identified need for additional enterprise and economic lands

throughout the County. The draft Plan contains development objectives to promote the sustainable economic development of County Cavan through the promotion of identified economic growth areas, which provide economic opportunities locally and reduce the volume of commuting. It is a core aim of the draft plan to make provision for sustainable live-work patterns to strengthen and improve local employment, services and sustainable transport options to enable towns to become more self-sufficient during this plan period.

Chief Executive's Recommendation

No change recommended.

Item No. 7

Chief Executive Response

The sustainable growth and development of Virginia is a core principal of the development plan. The quantity of land zoned for residential development is underpinned by the Core Strategy and accompanying Housing Strategy. The Core Strategy and Housing Strategy are evidence based, using robust and verified methodologies, that define the housing and population requirements for the Plan period, whilst maintaining consistency with National and Regional Policy. Based on these housing and population requirements, the Plan provides an evidence-based rationale for the extent of lands zoned for residential purposes. It is considered that there is sufficient lands zoned in this settlement, to cater for the population and housing provision during this Plan period. Furthermore, the amount and location of zoned lands required was also guided by the NPF and RSES requirements to promote consolidation of existing settlements and more compact forms of growth. As such, it is a core principle and objective of the Draft Plan, in line with national and regional policy, to facilitate infill and brownfield development within the existing built footprint of urban settlements. Therefore, it is considered appropriate to reduce the amount of proposed residential zoned lands.

The chief executive too recognises the importance of upgrading of the capacity of the WWTP in Virginia and concurs with the Assembly that current and future capacity must cater for new employment and support services in addition to residential development.

Chief Executive's Recommendation

See Recommendation No. 6

Section 4 – General Submissions

Submission No. S3.1

Submitted by:	TII -Transport Infrastructure Ireland
Material Alteration that the submission relates to:	6,23, 24,25, 62, 75, 85, 89, 160, 183

Summary of Submission

TII welcomes the proposed Material Alterations arising from consideration of the Authority’s initial submission on the draft Plan.

Material Amendment 6 and 23

TII refers to Material Amendment Numbers 6 and 23 which commits to the preparation of a Local Transport Plan for Cavan Town and Virginia.

Material Amendment 24

TII are seeking that proposed Masterplans are adopted as Variations to the Development Plan upon their completion.

Material Amendment 25

TII recommends a review of the proposed zoning strategy for Virginia in particular with regard to Masterplan 6 at Burrencarragh to ensure that the zoning does not conflict with or compromise the delivery of the N3 Bypass. TII considers that the inclusion of these lands is in conflict with Government Policy and at variance with the provisions of Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012) and premature pending the delivery of the N3 Virginia Bypass Scheme.

Material Amendment 62

TII have suggested wording for consideration of appropriate cross referencing which should be included in the plan to assist in safeguarding the safety and operation of national roads in order to provide clarity to relevant development proposals.

Material Amendment 75

TII request an alteration to this material amendment to include reference to a TII document.

Material Amendment 85

TII welcomes consultation with them with regard to the undertaking of a new Renewable Energy Strategy.

Material Amendment 89

TII indicate that it is not only solar energy developments that have the potential to impact the strategic road network and TII seeks an objective in renewable energy section that safeguards the national road network.

Material Amendment 160

In relation to the new lands zoned for Enterprise and Employment in Cavan Town (Lands on Cootehill Road). TII considers when considering the inclusion of these lands in the development plan, access proposals are reviewed and addressed to ensure plan led and co-ordinated development in accordance with the provisions of official policy. The submission states that as currently presented, it is also unclear how access to the zoned Enterprise and Employment lands adjoining Corlurgan Business Park are proposed to be facilitated in a manner consistent with the provisions of Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012).

Material Amendment 183

TII welcomes MA 183 which removes a number of zoning objectives within the N3 Virginia Bypass Scheme. It is noted however that residential lands remain within the scheme area and TII recommends review of these lands also.

Chief Executive’s Response

Material Amendment No. 62.

It is considered that Development Objectives NR 01 and NR 08 are sufficient to protect national roads from inappropriate development and ensure compliance with Section 28 Ministerial guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012). These objectives ensure that consideration is given to this Guidance document in the assessment of all applications including renewable energy developments and rural enterprises.

Material Amendment No. 75.

No issue arises in relation to the request for inclusion of the reference to TII Publications DN-GEO-03084 to NR 07.

Material Amendment No. 160.

Concerns in relation to additional lands zoned for Enterprise and Employment in Cavan town and marked B on the Material Amendment Cavan Town Map are noted. It is considered that there is sufficient road frontage outside the national road to enable development of these lands. It is also noted that the subject lands are located inside the bypass line.

Material Amendment No. 24.

The mechanism of using the Variation process to give completed masterplans a statutory weight is noted in the OPR submission. The Chief Executive also considers this approach in some instances as best practise. It is deemed appropriate to consider the requirement for a Variation of the development plan, prior to commencement of any Masterplan process having regard to the complexity, role and function of an individual Masterplan in question.

Corlurgan Business Park and Local Transport Plans - Material Amendment No.'s 6 and 23.

The Planning Authority would welcome consultation with TII in relation to the preparation of a Local Transport Plan for Cavan Town and Virginia.

Corlurgan Business Park offers a small-scale unit development on the outskirts of Cavan Town with access off a local road L-2516. Existing uses are considered appropriate and are not deemed suitable for town centre locations.

The Material Amendments acknowledged the existing landuse and sought to ensure any extension of these services would require connection to the public services. Retail policies within the draft plan and in Section 28 Planning guidelines ensures appropriate extension of this landuse and that such extensions will be accessed via the existing entrance.

Burrencarragh - Material Amendment No. 25

The Emerging Preferred Option Corridor for the N3 Virginia bypass includes a link through the Cavan County Council owned lands at Burrencarragh. This link will connect the existing N3 to the proposed bypass and will cater for traffic from the South side of Virginia Town, Mullagh Rd area and the many local business in this area including Virginia Transport, Glanbia, Fleetwood paints, AW Ennis and the many other SMEs in the area. It also approximately halfway between Virginia town and where the Bypass ties in at Derver Roundabout.

The Burrencarragh link road is proposed as part of the N3 Virginia Bypass scheme to remove significant HGV traffic and enable a HGV / axle ban from Virginia town centre, enabling the development of the town centre. The removal of strategic traffic from Virginia Town will enable improvement of the public realm and align with the objectives of the Town First Policy.

It is not proposed to include a junction as part of the N3 Virginia Bypass scheme to facilitate access to the zoned lands.

The link road will be designed to TII standards and the cross section of the link road is likely to be a Type 1 or Type 2 single carriageway road with Active Travel Facilities along its length. The cross section will be confirmed as the scheme progresses through the planning and design process.

As stated in the draft Development Plan the lands at Burrencarragh Virginia are identified as a strategic employment site and are considered to be a suitable site in accordance with the NPF and the RSES, where there are opportunities to further enhance the economic performance of Virginia by capitalising on its strategic location and the associated national and international connectivity that this provides. The lands in question are considered appropriate for large scale employment generating uses of a strategic importance with a notable land requirement. RSES recognises the existing “Food Cluster of AW Ennis and Glanbia” and its potential. These lands will help achieve growth at this area. The development of this site will promote sustainable economic development in Virginia through the promotion of identified economic growth areas which provide employment opportunities and reduce the volume of long-distance commuting.

The intended use of the site shall be strategic in nature and unsuitable in or adjoining the built-up area of Virginia. The Planning Authority is satisfied that the site can comply with Sections 2.6 and 2.9 of the Spatial Planning and National Road Guidelines for Planning Authorities (2012).

The site is considered to be suitable under exceptional circumstance for specific strategic employment purposes. The area has been identified in the RSES as an important agri-food cluster in County Cavan. Virginia has also been identified in the RSES as performing important sub-regional functions for employment, housing and services. It is identified in the RSES as a main economic driver for the wider highly populated catchments, where commuting out of the county is an issue that needs to be addressed by providing employment and support services. The town is strongly positioned to attract businesses, that need access to the Belfast/Dublin corridor, available talent, quality of life and housing.

The site in question is considered to fulfil the criteria as being of Regional Strategic Importance where a less restrictive approach may be adopted to national roads. The intended use by its nature are most appropriately located outside urban areas, and where it can be displayed that the lands in question have specific characteristics that make them particularly suitable for the developments proposed.

The site in question is zoned General Enterprise and Employment which does not permit large retail centres. The precise nature of the proposed development is unknown at present; however, it is considered appropriate in light of the Emerging Preferred Option Bypass Corridor, which includes a link road from the corridor to the existing N3 at Glanbia, to coordinate this project with the intended zoning of General Enterprise and Employment. It is noted that the portion ‘D’ on Material Amendments

Map for Virginia, that had General Enterprise and Employment land use on the main Bypass corridor has been proposed for removal by Material Amendment. The zoning on the link road corridor has remained. This ensures that safety, capacity and the efficient operation of the national road will not be compromised.

In terms of compliance with Section 2.9 of the Spatial Planning and National Road Guidelines for Planning Authorities (2012), it is considered that the zoning of this land does not compromise route selection. The lands within the main corridor have been removed and the link road between the bypass and the existing N3 at Glanbia is considered to be an appropriate site for such land use and thus meets the criteria. In relation to border public interest concerning the achievement of value for money for the taxpayer, it should be noted the lands in question are in the ownership of Cavan County Council.

Active Travel facilities, including shared footpaths and cycle tracks, will be incorporated along the entire length of the N3 Virginia Bypass scheme and these facilities will provide connectivity to Virginia Town as well as the settlements of Maghera and Lisgrea and near to Whitegate.

The proposed scheme will support the 10 minute town concept, where the Active Travel facilities incorporated into the scheme will permit the community of Virginia and its hinterland to access education, work, facilities and services which will be within a 10 minute walk or cycle.

The Active Travel links proposed as part of the N3 Virginia bypass scheme include:

- At the R178 Bailieborough Road crossing of the bypass, the proposed active travel facilities for the scheme will link with the R178 and provide a direct link to existing urban footway near the Virginia Fire Station.
- Active Travel facilities are proposed along the proposed Ballyjamesduff Link Road, between the proposed bypass and the R194 Ballyjamesduff Road. It is also proposed to extend the Active Travel facilities from the proposed link road junction with the R194, for approximately 600m along the R194, and directly link to existing urban footway at Dunancory river bridge.
- As part of the scheme, further assessment will be undertaken to investigate the potential for connectivity to existing walking routes along the existing N3 (between Murmod Cross and Virginia Urban area).
- At the R194 Mullagh Road the proposed scheme Active Travel facilities will link onto the Mullagh Road crossing and provide a direct link to existing urban footway along the R194 at Ballaghanea. To the north side of the proposed bypass, the footway will extend along the Mullagh Road to the proposed junction to Lislea Bog, thereby providing direct connectivity to the local walking route into Lislea Bog.

- Active Travel facilities are proposed along Burrencarragh Link Road up to the junction with the N3, close to Glanbia.
- At Maghera, it is proposed to link the proposed N3 Active Travel facilities with the existing footway opposite Carriagabruise School.
- The scheme will also provide connectivity with the majority of road crossings along the route.

To provide further clarity regarding the use and access to the lands M6, it is considered appropriate to insert additional text to Section 2.3.11.6 Masterplan 6 Lands at Burrencarragh.

Material Amendment No. 183 -Virginia Emerging Bypass Corridor

The concerns raised from the TII in relation to the retention of the Proposed Residential zoning within the Emerging Preferred Option Bypass Corridor is noted. The protection of alignments for future national road projects has been considered in the retention of these lands. As part of the Planning and Design of the Scheme a Constraints Study was carried out which identified the Proposed Residential zoning constraint from the Cavan County Development plan 2014 -2020 (Virginia Map), the existing houses and the recorded monument (Ref: CV039-074 – circled in green). As part of the Option Selection Process for the Scheme an Emerging Preferred Corridor was developed which is typically 300m wide. This indicates the corridor within which a scheme could be developed. Any potential alignment within the 300m corridor will not encroach on the proposed residential zoning circled in blue.

Lands to the southeast and adjoining this site are zoned as Existing Residential. Lands adjoining the site and located northwest of the site has a protected ringfort CV-01892. The lands zoned as proposed Residential are located within the confines of an overall housing development, that is partially constructed and occupied. Ground works including pipework and base layers of roads has been constructed within the area zoned as Proposed Residential. It is considered that the existing landuse with the protected Ringfort and the number of existing dwellings within the Existing Residential zoning will eliminate the site in question from being suitable for the proposed bypass line. The zoning for Proposed Residential has kept in line with the extent of the Existing Residential zoning. Having regard to the infrastructure on the site, the close proximity of the site to the town centre and the existing adjoining residential properties on the lands to the south east of this site, it is considered that the retention of the Proposed Residential zoning is appropriate in this case.

Recommendation No. 21

Reference is made to Material Amendment No. 75

Amend Section 7.4.2, National Roads Development Objectives, Development Objective NR 07 to insert the following green text

NR 07 On urban streets and roads within the 50/60 kmph zone implement the recommendations of the Design Manual for Urban Roads and Streets (DMURS 2019). Within Transition zones on National Roads developments shall conform to **TII Publications DN-GEO-03084** 'The Treatment of Transition Zones to Towns and Villages on National Roads.

See Recommendation No. 11

Submission No. S3.2

Submitted by:	Joe McGovern
Material Alteration that the submission relates to:	N/A

Summary of Submission

This submission relates to a portion of land in Ballyconnell which is outside of the development boundary and unzoned. The submission requests that the lands in question be zoned as “Existing Residential”.

Chief Executive’s Response and Recommendation

The subject lands were not the subject of a proposed Material Alteration and as a result cannot be considered further at this stage.

Submission No. S3.3

Submitted by:	OPW - Office of Public Works
Material Alteration that the submission relates to:	2,3, 5, 108, 153, 155, 179, 188, 200, 202, 207, 210 and 211.

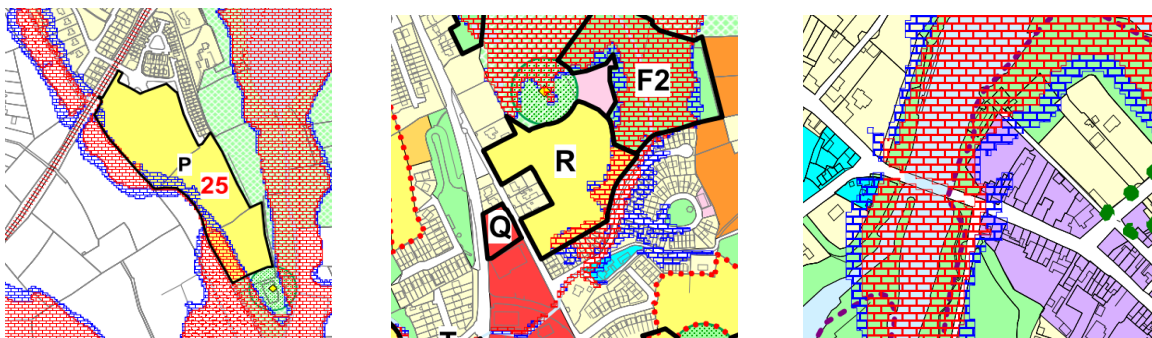
Summary of Submission

The OPW welcomes the following Material Amendments 2,3, 5, 153, 155, 179, 188, 200, 202, 207, 210 and 211.

The OPW (National Indicative Fluvial Maps (NIFM) has been used as dataset in producing the flood risk mapping, however it is not included as a source of information nor has a description of the dataset been provided.

The OPW commentary on the draft plan suggested CCC should consider adding an objective to restricting less vulnerable developments located in Flood Zone B due to climate change.

Amendments have been included that propose lands use zones of which are classified as highly vulnerable in Flood Zones A and B. These have been submitted as proposed residential lands in Swellan Lower, Cavan Town, Creighton, Cavan Town and as Town Core in Belturbet as per Maps below.



No additional future scenario mapping has been provided at Material Alternation stage.

No guidance has been submitted on the likely applicability of different SUDS techniques at key development sites or identification where integrated and area-based provision of SUDS and green infrastructure are appropriate.

The OPW welcomes Amendment No 108 and consider that the text might be clarified to ensure that zoning or development proposals support and do not impede or prevent the progression of schemes.

Chief Executive's Response

The OPW response to Material Amendments is positive in terms of many Material Amendments. A number of minor amendments to the Material Amendments has been suggested in the submission and no issues arise in relation to same. Three sites have been identified in Cavan Town and Belturbet which had a landuse zone that is vulnerable in terms of Flood Zones A and B. Two of these sites have already been considered in submission from the OPR- see Recommendations Numbers 3 and 5. It is considered appropriate to remove the underlying town core zoning from a portion of Flood Zone A and B in Belturbet and change to Amenity and Open Space.

Future scenario mapping will be incorporated as part of the finalised SFRA- Strategic Flood Risk Assessment.

Having regard to the comments from the OPW it is also considered appropriate to expand on the text on SUDS in the SFRA and also to reference the SFRA in the Development Plan Development Objectives.

It is considered appropriate to amend FRM 15, which was subject to Material Amendment No 25 to include additional wording.

Chief Executive's Recommendation

Refer to **Recommendation No. 3**

Refer to **Recommendation No. 5**

Recommendation No. 22

Reference is made to the Strategic Flood Risk Assessment.

- Include National Indicative Fluvial Maps (NIFM) as a source in the Strategic Flood Risk Assessment and to provide a description of it including recognising its limitations.
- Insert in the final SFRA Report, a finer granularity for the Justification Tests on Table 5 of the SFRA report, including identifying relevant lands and the five points under Criterion no. 2.
- Include Future Scenario Mapping for the 1% AEP in the final set of maps
- Overlay final land use zoning with the Future Scenario Mapping

Recommendation No. 23

Reference to made to Strategic Flood Risk Assessment.

Insert new text as outlined in green to the Section ‘*Sustainable Urban Drainage Systems*’ in the Strategic Flood Risk Assessment:

Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy

It is likely that some or all of the following SuDS techniques will be applicable to key development sites within the County, including to manage surface water run-off:

- Rainwater harvesting
- Green roofs
- Infiltration systems
- Proprietary treatment systems
- Filter strips
- Filter drains
- Swales
- Bioretention systems
- Trees
- Pervious pavements
- Attenuation storage tanks
- Detention basins
- Ponds and wetlands

The Plan provides for high-level, strategic land use zoning objectives at potential future development sites within settlements through the County. Each zoning objective allows for a range of possible uses and as the Plan allows for a range of scales, heights, densities configurations/layouts and designs. Further to these zoned sites, key development has the potential to occur anywhere else within the County under the Plan. The application of different SuDS techniques will be dependent on a combination of the site’s characteristics and the development (when known) being considered.

Some sites in County Cavan, such as those for which guidance is provided for below, will pose particular challenges for SuDS. The best practice manuals cited at the end of this sub-section should be considered in determining solutions at these and other development sites.

At sites with high groundwater levels:

- Infiltration techniques may be particularly challenging and shallow infiltration basins or permeable pavements, may be most appropriate.
- Storage and conveyance systems need to be kept above maximum groundwater levels and membranes of appropriate robustness should be used to line any tanks
- Locating storage tanks or lined sub-base systems below the maximum likely groundwater level can cause result in flotation and structural risks

In sites that are steeply sloping, the following:

- Effective utilisation of SuDS storage capacity should be considered, which can benefit from aligning with contours of roads and other structures, where these sites are terraced. Terraced car-parking areas can allow for storage of water through pervious pavements. Basins on terraces can provide open space. The runoff catchment on these sites can also be divided into smaller sub catchments.
- Velocities in swales and basins due to the steep slope can be managed by using check dams in swales or in storage layers, such as below permeable pavements. The possibility of infiltrating water resurfacing downslope or to increase pressure on downslope structures, such as walls, causing them to fail.

As provided for by Foul Drainage and Wastewater Development Objective FDW 06, the Plan requires new developments to “Incorporate the requirement for Sustainable Urban Drainage Systems where appropriate in local authority projects and private development sites”. Further requirements and guidance on the applicability of different Sustainable Drainage Systems (SuDS) techniques for managing surface water run-off, including at key development sites, is included in the Plan across various other provisions¹.

SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity.

¹ Including “RPO 3.10 Ensure flood risk management informs development by avoiding inappropriate development in areas at risk of flooding and integrate sustainable water management solutions (such as SuDS, non-porous surfacing and green roofs) to create safe places. Development plans should assess flood risk by implementing the recommendations of the Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014).”, “FDW 05 Ensure new developments provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems where appropriate in new development and the public realm”, “FDW 06 Incorporate the requirement for Sustainable Urban Drainage Systems where appropriate in local authority projects and private development sites”, “CP12 Encourage the use of materials and engineering solutions that optimise natural surface water drainage as part of Sustainable Urban Drainage Systems (SuDS) associated with large scale car parks”, “RIC 19 Seek to implement the principals of the ‘Green Street’ concept for all future, urban regeneration of streets, prioritising the integration of Sustainable Drainage Systems (SuDS)”, “RIC 21 Require the incorporation of Sustainable Drainage Schemes (SuDS) for all future developments with an identified need.”, “CCSB 03 Require that all new development proposals seek to deliver low energy buildings and the highest energy efficiency BER ratings including:... SuDS measures are required to form part of the design of all developments” and “EEBR 01 That applications for new developments for industrial, warehousing, business parks and enterprise hubs requires the following -.... Proposals shall incorporate Sustainable Urban Drainage Systems (SuDS) and other measures that address adaption to climate change including rainwater harvesting, the creation of integrated wetlands, the construction of green/living roofs whereby opportunities for existing solar energy and wind energy are taken.”

The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways. SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. The integration of nature based solutions, such as amenity areas, ecological corridors and attenuation ponds, into public and private development initiatives, is applicable within the provisions of the Plan and should be encouraged.

In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Urban developments, both within developments and within the public realm, should seek to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flood risk. Development proposals should be accompanied by a comprehensive SuDS assessment that addresses run-off rate, run-off quality and its impact on the existing habitat and water quality.

For larger sites (i.e. multiple dwellings or commercial units) master planning should ensure that existing flow routes are maintained, through the use of green infrastructure. In addition, where multiple individual proposals are being made SUDS should be integrated where appropriate and relevant.

All proposed development, should consider the impact of surface water flood risks on drainage design e.g. in the form of a section within the flood risk assessment (for sites in Flood Zone A or B) or part of a surface water management plan.

Areas vulnerable to ponding are indicated on the OPW's PFRA Pluvial mapping. Particular attention should be given to development in low-lying areas which may act as natural ponds for collection of run-off. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment. Where possible, and particularly in areas of new development, floor levels should be at an appropriate height above adjacent roads and hard standing areas to reduce the consequences of any localised flooding. Where this is not possible, an alternative design appropriate to the location may be prepared.

Further to the above, proposals for development should consider [the Construction Industry Research and Information Association \(CIRIA\) SuDS Manual 2015 and any future update of this guidance](#) and

the Greater Dublin Strategic Drainage Study documents in designing SUDS solutions, including the New Development Policy, the Final Strategy Report, the Code of Practice and “Irish SuDS: guidance on applying the GSDSDS surface water drainage criteria”.

Recommendation No. 24

Amend Section 7.6, Car Parking Development Objective 12, page 404 to include green text as shown below

CP12 Encourage the use of materials and engineering solutions that optimise natural surface water drainage as part of Sustainable Urban Drainage Systems (SuDS) (refer to Strategic Flood Risk Assessment) associated with large scale car parks.

Recommendation No. 25

Amend Section 7.14 Roads and Infrastructure Climate Context Development Objective 19 and 21, page 425 to include green text as shown below

RIC 19 Seek to implement the principals of the ‘Green Street’ concept for all future, urban regeneration of streets, prioritising the integration of Sustainable Drainage Systems (SuDS) (refer to Strategic Flood Risk Assessment).

RIC 21 Require the incorporation of Sustainable Drainage Schemes (SuDS) (refer to Strategic Flood Risk Assessment) for all future developments with an identified need.

Recommendation No. 26

Reference to made to Material Amendment No. 108.

Amend Flood Risk Development Objective, FRM 15, Section 8.6.3 integration of other provisions to flood risk management into the Plan, page 444 to include new text as shown in green below.

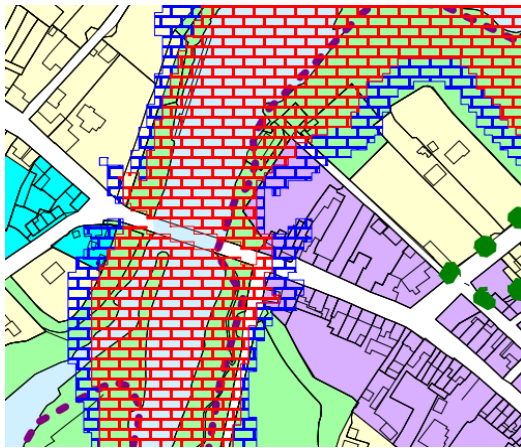
FRM 15 Co-operate with the Office of Public Works (OPW) in the delivery of Flood Relief Schemes. The Council will seek to ensure that zoning and development proposals support and do not impede or prevent the progression of schemes. The Council will

also seek to ensure that existing and future key flood risk infrastructure will be protected from interference or removal.

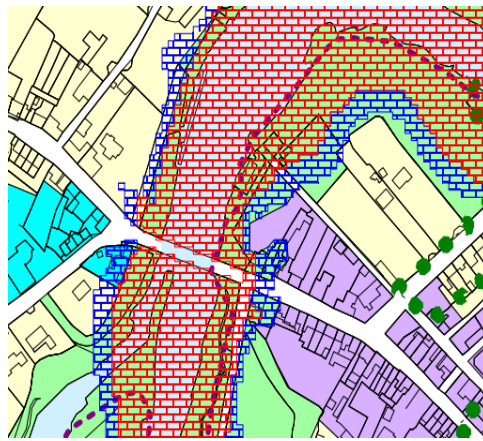
Recommendation No. 27

- (a) The Plan be made with an amendment to Material Amendment No. 202 (Map 1 below)
- (b) Amend the underlying land use zoning of lands as indicated within Flood Zone A and B from Town Core to Amenity and Open Space (Map 2 below)

Map 1



Map 2



Submission No. S3.4

Submitted by:	Darren Duffy on behalf of Local Residents
Material Alteration that the submission relates to:	Proposed Amendment No.197

Summary of Submission

This submission outlines the objection of 15 local residents to Proposed Amendment No.197 which recommends to extend the zoning of General Enterprise and Employment on the subject lands as marked “E” on the Cootehill Material Amendments Map. The submission contains 12 bullet points detailing reasons for this objection including:

- Negative impact on residential amenity of adjoining residents
- Proper planning and protecting the residential amenity of the area
- Increase in traffic levels resulting in traffic hazards
- Environmental and health concerns
- Negative visual impact on the landscape and the public entrance to Bellamont Forest
- Loss of biodiversity / proximity of proposed national heritage area.
- Depreciation of adjoining residential dwellings
- Sufficient lands zoned for employment uses in the town
- Sequential zoning of land

Chief Executive’s Response

The contents of this submission are noted and accepted. The Planning Authority considers it appropriate as per Recommendation No. 13 to unzone and exclude the lands subject to material amendment no. 197 from the Cootehill development plan boundary. The Office of the Planning Regulator consider the zoning of the subject lands as General Enterprise and Employment contrary to the compact growth and sequential development of Cootehill and the provision of a sustainable settlement and transport strategy.

Chief Executive’s Recommendation

See Recommendation No. 12 above.

Submission No. S3.5

Submitted by:	Dept. of Transport
Material Alteration that the submission relates to:	N/A

Summary of Submission

This submission gives an overview of the Departments new soon to be published national sustainable mobility policy. The submission notes that many of the key policy objectives relating to sustainable mobility in Chapter 7 of the draft written statement align with the key areas being considered in the development of the new sustainable mobility policy. It is further noted that Section 7.2.4 and 7.2.5 of the draft written statement refers to the current sectoral policy documents – *Smarter Travel, A Sustainable Transport Future 2009-2020* and the *National Cycle Policy Framework*. The submission notes that the new policy document will build upon and replace these policy documents and advocates that the Council may wish to change the wording of the draft written statement to reflect same.

Chief Executive's Response and Recommendation

This request is not the subject of a proposed Material Alteration and as a result cannot be considered further at this stage.

Submission No. S3.6

Submitted by:	National Transport Authority (NTA)
Material Alteration that the submission relates to:	6, 10, 12, 16, 65, 66, 68, 71, 77 and 78.

Summary of Submission

In summary the NTA welcomes the following Material Amendments;

- No. 12 which relates to densities and associated inclusion of higher densities in town and village cores
- No 16, 6, 10 which outlines the commitment to the preparation of a local transport plan for Cavan Town. It is noted that reference to the updating of the 2007 Transport Plan is not necessary.
- No. 66 which refers to the Local Link Rural Transport Programme
- No 68 which is a new development objective for fully permeable walking and cycling
- No. 71 relating to a new section on active travel
- No. 78 which conveys car parking standards set as maximum
- No. 65 which supports integrated and accessible transport
- No. 77 which states that Mobility Management Plans are required for proposed, existing and established trip intensive developments.

The submission seeks inclusion of mode share targets for individual settlements as part of the Local Transport Plans.

Chief Executive's Response

In relation to reference to the 2007 Local Transport Plan for Cavan Town, this reference ensures that a Transport Plan is in place until such times as the new plan is prepared and adopted.

It is anticipated that Mode Share targets will be included as part of the Local Transport Plans.

Chief Executive's Recommendation

See Recommendation No. 18 above.

Submission No. S3.7

Submitted by:	Dublin Airport Authority (DAA)
Material Alteration that the submission relates to:	N/A

Summary of Submission

DAA have no comment to make in respect of the Material Alterations to the Draft Cavan County Development Plan 2022-2028, other than to recommend consultation with the IAA (Irish Aviation Authority) and the IAA-ANSP Irish Aviation Authority- Air Navigation Services Provider).

Chief Executive's Response and Recommendation

The comments of the submission are noted. No amendments arise from this submission.

Submission No. S3.8

Submitted by:	Geological Survey Ireland (GSI)
Material Alteration that the submission relates to:	46, 127, 123 and 135

Summary of Submission

GSI would like to acknowledge their original submission and have the following comments with regard to the following Material Amendments

- Proposed Amendment 127; welcome this amendment
- Proposed Amendment 123; amend this submission so the GSI are referred to as Geological Survey Ireland and not Geological Survey of Ireland
- Proposed Amendment 46; welcome this amendment
- Proposed Amendment 135; welcome this amendment

Chief Executive's Response

This submission welcomes the amendments made in relation to the draft Development Plan. It has sought the removal of the word 'of' in Section 10.5, Amendment No. 123. This is small omission of the word 'of' which can be amended before finalisation of the document.

Chief Executive's Recommendation

Amend the final Development Plan to correct a typographical error and remove the word "of" in Section 10.5.

Submission No. S3.9

Submitted by:	Electricity Supply Board (ESB)
Material Alteration that the submission relates to:	79, 80, 81, 83, 85, 87, 92

Summary of Submission

This submission outlines the commitments Ireland has made to the legally binding target of net-zero greenhouse gas emissions no later than 2050 and a reduction of 51% by 2030. In relation to the Material Amendments, ESB has the following comments on the following amendments:

Amendment No 80 and 81 – ESB welcome the inclusion of the additional text under Section 7.9 Electricity and the new objective GE09.

Amendment No.’s 83 and 85 – ESB welcomes the changes introduced by way of amendment of EDO -05 (and CC24) and to the text in Section 7.10 in relation to the preparation of a Renewable Energy Strategy.

Amendment No. 87 – ESB supports proposed amendment No 87 in that it is considered that emerging renewable energy storage technologies such as battery storage and other sources of renewable energy technology are viable means of providing energy security.

Amendment No. 92 – this amendment highlighted that hydrogen energy is becoming a major part of the clean energy mix in Europe and will be key to decarbonisation of our economy.

Amendment No. 79- opportunity exists to ensure availability of EV parking spaces. The submission suggests the following;

- Residential multi-unit development both new and buildings undergoing major renovations – a minimum of 1 EV charge point per 5 car parking spaces
- New dwellings with curtilage car parking – installation of appropriate infrastructure to enable installation of recharging point for EVs
- Non-residential developments with car park of more than 10 car parking spaces – 1 recharging point and a minimum of 1 space per 5 car parking spaces
- Developments with publicly accessible spaces (supermarket, car park, cinema etc)- 1 recharging point and a minimum of 1 space per 5 car parking spaces

Chief Executive's Response

The contents of this submission are noted and welcomed. ESB have welcomed a number of Material Amendments noted above regarding electricity supply and storage. ESB have sought more specific measures to be inserted in the Car Parking Standards regarding the supply and delivery of EV Charging Spaces. EV Charging car parking standards have not been subject to a Material Alteration. The draft plan is noted in this regard and reference is made to Section 7.12.3 and the following Development Objectives in the draft plan – EV 01- EV 05, CP 08-CP 10 and RIC 01 which are considered adequate to address the issue raised.

The development plan has outlined in Section 7.3.7 Electric Vehicles, that the Council will continue to support and facilitate the development of infrastructure to increase the usage of Electric Vehicles.

The development objectives noted above in the draft plan facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments. The draft plan also support the prioritisation of parking for Electric Vehicles in town centre locations. All applications for car parking under development objective CP08 shall be accompanied with EV Charging Points and in CP09 shall include the provision of necessary wiring and ducting for EV Charging points on at least 10% of total space numbers.

Chief Executive's Recommendation

No change recommended.

Submission No. S3.10

Submitted by:	Dept. of Education
Material Alteration that the submission relates to:	11, 59, 60

Summary of Submission

The submission notes that the Department was re-named to the Department of Education (previously Department of Education and Skills) and should be referred to as same.

The submission acknowledges the Material Alterations documents and notes the proposed amendments within, specifically amendments relating to population figures as outlined in the Core Strategy Table 11. It is further noted that the proposed changes do not alter projected school place requirements. The Department re-confirms the projected school requirements previously outlined (submission of 6th August 2021).

The submission also notes and acknowledges the proposed amended text to Childcare and Educational Development Objective, CE 10 and Childcare and Educational Development Objective, CE 11.

The Department thanks Cavan County Council for ongoing assistance in relation to school planning matters and looks forward to continuing to work together.

Chief Executive's Response

The contents and comments made in this submission are noted. It is considered appropriate to update the written statement with minor amendments to refer to the Department of Education and not the Department of Education and Skills. This is small omission of the word 'and Skills' which can be amended before finalisation of the document.

Chief Executive's Recommendation

Update the written statement of the final Draft Plan with reference to the Department of Education and not the Department of Education and Skills as appropriate.

Submission No. S3.11

Submitted by:	Department of Housing, Local Government and Heritage
Material Alteration that the submission relates to:	N/A

Summary of Submission

The Department of Housing, Local Government and Heritage in their submission draw attention to the archaeological heritage implications that may arise with respect to this re-zoning. The submission seeks that any re-zoning of land has regard to the protection of the archaeological heritage of the County. It also seeks that proposed developments due to their location, size or nature that may have implications for the archaeological heritage should be subject to archaeological assessments.

Chief Executive's Response

The contents of this submission are noted and welcomed. The submission notes the intention in the Material Amendments to re-zone areas and seeks to advise in relation to the archaeological impacts of same.

The re-zoning of lands in the towns and villages of the County as advertised in the Material Amendment is noted, however reference is made to Section 11.8 of the draft Plan which deals with Archaeological Heritage. This section of the Plan also notes the source of information at www.archaeology.ie and the importance of archaeology in the County. It is considered that the development objectives AH1-AH14 are sufficient to protect the archaeological heritage of the County. Section 13.3.3 of the draft Development Plan also includes the requirement for archaeological assessments for proposed developments in certain circumstance.

In addition, the development objectives in the draft plan contain measures for the protection of the archaeological heritage of the county. In this regard, reference is made to the following towns and development objectives- Cavan Town (CTH 14), Virginia (VH 06), Ballyjamesduff (BJDH 06), Bailieborough (BH 13), Cootehill (CH 15), Kingscourt (KH 13), Ballyconnell (BHD 13), Belturbet (BTH 08 and BTH 13) and Mullagh (MH 08). Reference is also made to development objective STH 11 and VDO 27 which both ensure that archaeological assessments are carried out as required in both the small towns and villages of the county.

While the re-zoning in the Material Amendments are noted, there is no loss of protection to the archaeological heritage of the county and as such no further minor amendments to the draft development plan are considered necessary.

Chief Executive's Recommendation

No change recommended.

Submission No. S3.12

Submitted by:	Meath County Council
Material Alteration that the submission relates to:	23, 32, 40, 130 and 131

Summary of Submission

Meath County Council welcomes the publication of the Material Alterations and an opportunity to engage with the process. The submission welcomes the proposed amendments 130 and 131 which states that Cavan County Council will prepare a Landscape Character Assessment within 6 months of the adoption of the plan. Meath County Council requests that the Landscape Character Assessment adopted in the Meath CDP 2021-2027 is considered in the preparation of the Cavan Landscape Character Assessment.

In relation to proposed amendments 23, 32 and 40, which commit to the preparation of Local Transport Plans for Kingscourt, Virginia and Bailieborough, Meath County Council welcomes same and looks forward to engaging with Cavan County Council into the preparation of these plans.

Chief Executive's Response

This submission highlights the commitment of Cavan County Council in the draft plan to the preparation of a Landscape Character Assessment and seeks that cognisance of Meath's adopted Landscape Character Assessment is taken in the preparation of same. All adopted Landscape Character Assessments of adjoining counties will be considered in the preparation of the Landscape Character Assessment for Cavan.

Cavan County Council are committed to engaging with relevant adjoining county councils and prescribed bodies in the preparation of transport plans.

Chief Executive's Recommendation

No change recommended.

Submission No. S3.13

Submitted by:	Irish Water
Material Alteration that the submission relates to:	25, 37, 41, 49, 63, 71, 85, 93, 101, 118 and 142

Summary of Submission

Irish Water have provided a table outlining an overview of Irish Waters ability to cater for the 2022-2028 population allocations in the settlements of the Core Strategy Table. Irish Water requests engagement during the preparation of Masterplans in the development plan. Irish Water have the following comments on the following Material Amendments

Material Amendment 25- (Masterplan at Burrencarragh)- IW notes the lands are not serviced by public water or wastewater networks

Material Amendment 37, 49, 41 – (Cootehill Industrial lands and serviced sites in towns and villages)

IW seeks engagement with Cavan County Council to determine the exact requirements in relation to network and treatment capacity for these projects and programmes.

Material Amendment 63 -Economic Development Chapter 6, Water and Wastewater Services

IW suggest an amendment to this MA to add the following text-

‘Ongoing projects being progressed as part of Irish water’s 2020-2024 Capital Investment Plan include upgrades at the following Wastewater Treatment Plants (WWTPs) Virginia, Bailieborough, Cootehill, Kingscourt, Ballyjamesduff, Bailieborough, Mullagh and Ballyconnell.’

Material Amendment 71- Active Travel

IW seeks engagement with themselves in relation to planned road and public realm projects.

Material Amendment 85-93 -Renewable Energy

Renewable energy developments should have due regard and not adversely impact on existing or planned water sources or IW infrastructure.

Material Amendment 101- Foul drainage and Wastewater Development Objective FDW19

IW welcomes the inclusion of FDW 19 which aims to mitigate potential operational impact of the development sensitive receptors.

Material Amendment 118 – Shannon Pot Discovery Centre

Developments in non-serviced lands shall have regard for and not adversely impact on drinking water supplies.

Material Amendment 142- Access and Sightlines for Rural Applications

There are a number of water and wastewater projects planned in the county over the coming years that may require the creation of additional access points or the generation of increased traffic from existing accesses to national roads to which speed limits of greater than 60kmh apply. These projects are necessary to meet strategic growth and environmental objectives in local, regional and national planning policy. Provision should be made for these projects in the County Development Plan as per Section 2.6 Exceptional Circumstances of the Spatial Planning and National Roads Guidelines.

The submission has made site specific comments in relation to material amendments to zonings in Cavan Town, Virginia, Ballyjamesduff, Kingscourt, Cootehill, Mullagh, Ballyconnell, Killeshandra, Kilnaleck, Swanlinbar and Dowra.

Chief Executive's Response

Irish Water have responded in detail to the proposed Material Amendments displayed as part of the Development Plan. Reference is made to and it is noted that the lands in Burrencarragh, Virginia are not serviced. This has been detailed in the Chief Executives Report on the draft Plan.

Reference is made to the funding received under Rural Regeneration Development Fund for Cootehill Industrial Estate Road and the requirements in relation to network and treatment capacity for the project.

Serviced sites reference in Material Amendment No 49 is applicable to towns and villages that have public water and sewerage. No towns or villages have been identified in the Draft Plan or in the Material Amendments and prior to commencement of any scheme, Cavan County Council can liaise with Irish Water.

No issue arises in relation to additional text to Material Amendment 63 to include details of ongoing projects in the County.

No issue arises in relation to liaising with Irish Water for planned roads and public realm projects. Assessments of developments requiring planning permission shall be carried out in accordance with guidelines and the development plan policy and objectives.

The renewed assessment of additional lands zoned under the Material Amendments and Irish Water works required to be carried out in order to facilitate connection to services is welcome.

Recommendation No. 28

Amend Section 6.14.1 Water and Wastewater Services, page 359 and insert additional text to Material Amendment No 63 as shown in green below.

6.14.1 Water and Wastewater Services

The assurance of high-quality water availability and appropriate capacity wastewater treatment is also a critical element to the future economic development of the county. Notable improvements as of 2017 to the water and wastewater infrastructure have been undertaken in recent years including Cavan Sewerage Scheme, Cavan Regional Water Supply Scheme Water Treatment Plant Upgrade, Bailieborough Water Mains Rehabilitation, Ballyconnell Water Mains Rehabilitation, Kingscourt Water Treatment Plant upgrade, Countywide rehabilitation of elements of the water and wastewater infrastructure, upgrades to the disinfection process at all water treatment facilities. However, other essential infrastructure and supply works remain outstanding. Ongoing projects being progressed as part of Irish water's 2020-2024 Capital Investment Plan include upgrades at the following Wastewater Treatment Plants (WWTPs) Virginia, Bailieborough, Cootehill, Kingscourt, Ballyjamesduff, Bailieborough, Mullagh and Ballyconnell.

Submission No. S3.14

Submitted by:	Bernie Sheridan
Material Alteration that the submission relates to:	N/A

Summary of Submission

This submission queries the public consultation in relation to the plan and the public awareness of the preparation of the plan. It seeks that Cavan County Council are sure that they have not excluded anyone who needs to or wants to observe this document. This submission has sought an extension to the deadline for submissions.

Chief Executive's Response and Recommendation

The contents of this submission were not the subject of a proposed Material Alteration and as a result cannot be considered further at this stage.

Appendix 1 – List of Submissions

Submission No	Name
S3.1	TII
S3.2	Joe Mc Govern
S3.3	OPW
S3.4	Darren Duffy on behalf of Local Residents
S3.5	Department of Transport
S3.6	National Transport Authority (NTA)
S3.7	Dublin Airport Authority (DAA)
S3.8	Geological Survey Ireland – Department of Environment, Climate and Communications
S3.9	ESB
S3.10	Department of Education
S3.11	Department of Housing, Local Government and Heritage
S3.12	Meath County Council
S3.13	Irish Water
S3.14	Bernie Sheridan
S3.15	Office of the Planning Regulator (OPR)
S3.16	Northern and Western Regional Assembly