



RSES Material Amendment Submissions
Southern Regional Assembly
Assembly House,
O'Connell Street
Waterford
X91 F8PC

Date: 11th October 2019

Ref No: 2.2.23.004

Dear Sir/Madam,

Re: Notice of Public Consultation on the Proposed Material Amendments for the Draft Regional Spatial and Economic Strategy for the Southern Region.

I write in response to and thank you for your letter dated 11th September 2019. Cork Airport, part of the daa plc group, welcomes the opportunity to comment on proposed material amendments to the Draft Regional Spatial and Economic Strategy for the Southern Region ('SRSES') and would like to make the following comments on the matter.

It is noted that the proposed amendments acknowledge and capture recommendations made by Cork Airport earlier in the consultation process. It is further noted that proposed changes to policy and text strengthen support for the development of the airport and its economic role across the region. Cork Airport therefore welcomes these changes and have no further comment to make.

Should you have any questions or queries, please do not hesitate to get in touch.

Yours faithfully,

Niall McCarthy

Niall McCarthy
Managing Director, Cork Airport

SUMMARY OF KEY PROPOSED MATERIAL AMENDMENTS

Material Amendment 35:

Re: Proposed deletion of RPO 66: Overseas Market Entry

Reasons: This is outside the remit of the RSES

Comments: Cork Airport, find this acceptable and have no further comment to make

Material Amendment 58:

Re: Proposed new insertion of RPO I: Low Carbon International Connectivity

“In pursuit of the NPF National Strategic Outcome of High-Quality International Connectivity, the RSES supports actions to transition the movement of freight, ports and airports to a low carbon future.”

Reasons: to strengthen commitment to low carbon future for the airport and port sectors

Comments: Cork Airport, finds this acceptable and have no further comment to make

Material Amendment 64:

Re: Proposed wording change to RPO 144: Airport Strategy for the Southern Region

“To support the development of an Airport Strategy for the Southern Region to be prepared by the relevant stakeholders through consultation with the Department of Transport, Tourism and Sports, Location Authorities, TII, NTA and other relevant stakeholders in the Southern Region. The implementation mechanisms and monitoring structure to be established following the adoption of the RSES will identify the scope and role of the Airport Strategy for the Southern Region and the timescale for its preparation.”

Reason: To strengthen support for the development of an airport strategy for the Southern Region

Comments: Cork Airport, find this acceptable and wish to express support for strengthening this policy

Material Amendment 65:

Re: Proposed wording change including new text to RPO 145: High Quality International Connectivity – Airports

“b. Continued support for improved international connectivity through the role of our region’s airport assets, support for the sustainable development of infrastructures and the safeguarding of safety zones.”

“d. Support strategic route development for airport outside of Dublin (such as Public Service Obligations) and support extension of Regional Airport Programme.”

“e. Seek Strengthened sustainable multi-modal transport access to airports”

Reason: To strengthen support for the economic role of our region’s airport assets

Comments: Cork Airport, find this acceptable and wish to express support for strengthening this policy

Material Amendment 73:

Re: Proposed wording change including new text to RPO 158: “Investment in Strategic Inter Regional Multi-Modal Connectivity Between Metropolitan Areas and Within Economic Corridors”

“a. Achieve and maintain the sustainable development of infrastructure that strengthens the quality of inter-regional connectivity between the metropolitan areas of Cork, Limerick-Shannon and Waterford to each other and to other regions on the Atlantic Economic Corridor, extended Dublin-Belfast Eastern Corridor and to ports and airports, subject to the required appraisal, planning and environmental assessment processes.”

Reason: To strengthen support for inter-regional multi modal connectivity between metropolitan areas and economic corridors.

Comments: Cork Airport, find this acceptable and wish to express support for strengthening this policy

Material Amendment 74:

Re: Proposed amendments to RPO 159 National Roads Projects and RPO 160 Investment in National, Regional and Local Roads

Reason: To strengthen RPOs for sustainable mobility and lower carbon transportation.

Comments: Cork Airport, find this acceptable and has no further comment to make

Material Amendment 114:

Re: Proposed amendment to Cork MASP Policy Objective 14: Cork Airport

“b: Development Plans should incorporate policies to control inappropriate development which could adversely impact the potential for growth in either airport infrastructure or expansion of routes to international destinations. Safeguard the operation of Cork Airport by way of landuse planning under the relevant County Development Plan and Local Area Plans. Airport Safeguarding priorities required include:

(i) Airport Noise Zones (Inner and Outer Zones).

Spatial planning policies in the vicinity of the airport shall recognise and reflect the noise zones associated with Cork Airport. In particular within the Inner Airport Noise Zone provision of new residential and/or other noise sensitive development shall be actively resisted. Within the Outer Noise Zone provision of new residential and/or other noise sensitive development shall be strictly controlled such that future airport expansion on a 24/7 basis is anticipated and planned.

(ii) Airport Public Safety Zones

In assessing applications for development falling within Public Safety Zones, regard shall be had to the recommendations of the ERM Report “Public Safety Zones, 2005” (or any update thereof) commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for the development falling within Airport Public Safety Zones.

(iii) General Airport Safeguarding

In assessing applications for development within the vicinity of Cork Airport, regard will be had to the precautionary principle concerning potential risk to aircraft safety. This includes avoidance of any bird attracting feature or use; unacceptable glint and glare impact towards key airport infrastructure; or intrusion into/infringing of airspace which might create an obstacle of danger to aircraft in flight.

Reason: To strengthen support for the role and operation of the airport including requirement for safetyzones.

Comments: Cork Airport, wishes to express support for the amendments set out above