

## **Proposed Variation No. 1**

### **Revised Parking Standards on a City-wide Basis, including consequential text changes and map.**

Variations undertaken using powers provided in Section 13 of the *Planning and Development Act 2000 (as amended)*

**October 2022**



**Planning Policy Section  
Strategic and Economic Development Directorate**

**Proposed Variation No. 1** to the Cork City Development Plan 2022-2028: To incorporate revised maximum car parking standards on a City-wide basis and include consequential text amendments within **Chapters 4 Transport and Mobility** and **Chapter 11: Placemaking and Managing Development**, which forms part of Volume 1: Written Statement. Car Parking Standards in Zones 1 and 2 will revert to the 2015 City Development Plan format. Zone 3 generally standardises the approach between Zone 3 of the 2015 City Plan and from Appendix D, Table 1a from the 2014 County Development Plan as they relate to the Northern and Southern Environs. Zone 4 now largely reflects the “Rest of County Standard” from the Appendix D, Table 1a of the 2014 County Development Plan for the Urban Towns, Hinterland Villages and City Hinterland.

### **Reason for Proposed Variation**

Cork City Council proposes to make a variation to the Cork City Development Plan 2022 - 2028 under Section 13 of the Planning and Development Act, 2000 (as amended). The purpose of the proposed variation is to incorporate revised maximum parking standards which reflect the current level of public transport provision across the City.

The rationale is to update **Table 11.13 Maximum Car Parking Standards** as ongoing CMATS interventions, including improvements to the bus network and frequency and enhanced active travel measures are implemented. The committed timeframe for review of the car parking standards will firstly form part of the 2-year City Development Plan Review, and on annual basis thereafter. Consequential text changes will be incorporated into Chapter 4, paragraph 4.103, 4.105 and Table 4.6 (Parking Zones) and Chapter 11, paragraphs 11.235 - 11.238 and new text after paragraph 11.238 to reflect this. The revised 4 Car Parking Zones will be illustrated in an accompanying map in Volume 2 (Mapped Objectives).

New text will also be introduced in Chapter 11: Placemaking and Managing Development to allow for a reduction in the maximum threshold where the local context and/or precedent for a reduction/ car free approach can be delivered satisfactorily without undue impacts on the receiving environment. This approach is to allow flexibility and encourage a positive modal shift to sustainable travel where it can be demonstrated via a traffic and transport impact assessment that impacts on the receiving environment can be ameliorated.

The proposed Variation will provide revised maximum car parking standards in lieu of Table 11.13 and will update the Car Parking Zone classification as defined in Table 4.6 and Table 11.13 of the current Plan. The new table will amalgamate the Car Parking Zones contained in Table 16.8 of the Cork City Development Plan 2015 in Zones 1 and 2. Zone 3 standardises the approach between Zone 3 of the 2015 City Plan and from Appendix D, Table 1a from the 2014 County Development Plan as they relate to the Northern and Southern Environs. Zone 4 now largely reflects the “Rest of County Standard” from Appendix D, Table 1a of the 2014 County Development Plan for the Urban Towns, Hinterland Villages and City Hinterland. The standards continue to have a tiered approach to car parking based on public transport accessibility.

Separate car parking standards for Docklands and Tivoli remain unchanged as per Chapter 11 Placemaking and Managing Development, paragraph 11.239 of the adopted Plan.

A small number of anomalies exist where a comparable standard is not available in either Plan e.g. no references to categories assigned to elderly person housing, residential institutional and hospital out-patients in the County Plan. Similarly, student accommodation is not supported in Zone 4 under the City Development Plan 2022 land-use policy. These issues are addressed on a case by case basis. Some simplification of the County standards is applied in a limited number of categories.

The 2022 Cork County Development Plan largely carries forward the car parking standards from the 2014 County Plan save for its approach to residential development. The 2022 County Plan now applies a maximum rather than minimum approach to car parking for residential land use. Provision has been made for visitor car parking in Zone 4. The preparation of this Variation has considered the recently adopted standards in the 2022 Cork County Development Plan and generally ensures either a consistent or tiered approach to car parking between Zone 4 of the City and the remaining County Metropolitan area.

### **Alignment with Higher Level Plans and SPPRs**

The proposed Variation continues to support a car parking supply and management framework which supports compact and higher density growth, integrated public transport network and enhanced active travel infrastructure across the Metropolitan area as envisaged under the National Planning Framework and Regional Spatial and Economic Plan. These measures are also part of wider Objectives to deliver climate action and mitigation objectives at local level.

The proposed Variation will not conflict with any SPPRs.

### ***Local Context***

Car parking supply and management is a key issue, both from the point of view of the continuing health of the city's economy, and its influence on the choices made amongst modes of transport. Cork City Council is committed to encouraging alternatives to the private car and a shift towards increased use of sustainable transport.

The implementation of CMATS 2040 is intended to incrementally deliver the specified transport infrastructure interventions and public transport services over time and to align with the continued growth of the City and wider Metropolitan Area. This includes the delivery of the new €600 million bus network (as envisaged by Bus Connects) and the delivery of a hierarchy of cycling routes including greenways.

As part of BusConnects, the NTA are also advancing work on the Sustainable Transport Corridors which will improve travel times on the bus network and improve connections for pedestrians and cyclists. Other parts of the BusConnects programme, like simpler fares, will be delivered with the new bus network. These improvements and others to the public transport network will help support Cork's future as a dynamic, competitive, and connected European city.

The Light Rail Transit (LRT) will be preceded by an interim bus service in the short-term (up to 2026). The planning and design of the LRT route is envisaged to take place in the short-medium term (up to 2031) with delivery expected up to 2040 (See delivery timeframe table below).

Cork City Council has been guided by the provisions of and the anticipated roll out of CMATS in determining Parking standards for the City and the Urban Towns as set out in Table 11.13 in the recently adopted Cork City Development Plan 2022-2028. However, a demand management approach is now being pursued in the short-term to reflect the level of current provision and programme of works envisaged under Bus Connects Corks and longer-term plans to deliver an LRT service. Standards will be reviewed further as part of the 2 -year Development Plan Review and on an annual basis thereafter to ensure a fair and coordinated approach is secured to align car parking management with the ongoing roll out of public transport and active travel modes across the City.

Having regard to current and anticipated level of public transport intervention in the Development Plan horizon up to 2028, it is proposed to continue the parking demand management approach set out in the 2015 City Plan and 2014 County Development Plan until such time as advancement is made on the short-term committed transport interventions.

The 4 Parking Zones contained in the recently adopted Plan will be expanded and reclassified, reflecting the approach taken in previous Plans and is linked to the current and anticipated accessibility to public transport during the Plan period.

### **Proposed Variation**

The proposed variation will consist of an update to **Table 11.13 Maximum Car Parking Standards** as set out in Volume One, Chapter 11 of the City Development Plan 2022-2028. The revised maximum car parking standards reflect that previously adopted in the Cork City Development Plan 2015-2021 and the Cork County Development Plan 2014.

The maximum car parking standards are structured under four revised parking zones in order to allow the standards themselves to be updated, according to future accessibility to public transport.

**Consequential text changes** are also proposed which will include updated text and a revised Parking Zone table in Chapter 4, updated text relating to Parking Zones 2, 3, 4 and 5 in Chapter 11 and new text after paragraph 11.238 as set out below. An accompanying map will be included in Volume 2, Mapped Objectives.

### **Environmental Assessments**

A separate Strategic Environmental Screening assessment and Appropriate Assessment Screening has been undertaken in parallel. A Strategic Environmental Assessment Determination and Screening for Appropriate Assessment Determination accompany this Variation.

### **Conclusion**

In conclusion, it is considered that the proposed variation would facilitate a continued **Maximum** approach to parking across the City. The revised standards will provide a consistent approach to standards as prescribed in earlier 2015 City Plan and 2014 County Plan (for the boundary extension area) and also largely aligns with standards for the remaining County Metropolitan Area, as defined in the 2022 Cork County Development Plan.

The proposed Variation is consistent with higher level National and Regional Plans and SPPRs, as prescribed by the Act and wider policy objectives of the Cork City Development Plan 2022-2028.

The revised standards represent a practical response to the gap in public transport provision on the ground, when compared to the CMATS 2040 strategy.

## Proposed Variation

The proposed variation involves material amendments that affects **Chapter 4: Transport and Mobility** and **Chapter 11: Placemaking and Managing Development**, which forms part of Volume 1: Written Statement.

- Update to paragraph 4.103
- Update to paragraph 4.105
- Revisions to Table 4.6 (Parking Zones).
- Update text relating to Parking Zones 2, 3 and 4 in paragraphs 11.235 -11.238.
- Include additional text after paragraph 11.238 relating to a committed 2-year review process and annually review thereafter. Additional text is also included allowing for a reduction in the maximum threshold in certain locations and subject to specific criteria where it can be demonstrated the car parking standards will not result in adverse impacts on the receiving environment.
- Delete existing Table 11.13 and replace with updated Table 11.13: Maximum Car Parking Standards
- Include a map to reflect the 4 Parking Zones in Volume 2, Mapped Objectives.

The amendments are set out below:

### Chapter 4: Transport and Mobility - proposed amendments

#### 4.103: Parking Management

The Plan includes comprehensive car parking standards which are set in Chapter 11 Placemaking and Managing Development. Four parking zones have been established for the City with the aim of ensuring adequate residential parking/ car storage and control of destination car parking (non-residential uses), whilst also allowing greater flexibility in car parking standards on sites well served by public transport. The four zones are detailed in Table 4.6 and are illustrated in Volume 2, Mapped Objectives.

#### 4.105: Parking Management

These standards will be reviewed periodically as the as part of the 2-year Development Plan Progress Report and annually thereafter. Further updates will be informed as ongoing measures and interventions prescribed in CMATS come on stream.

Table 4.6: Parking Zones – update as follows:

Car Parking Zones	Primary Areas
Zone 1	Cork City Centre and Inner City
Zone 2	Areas accessible to mass transit alongside public transportation corridors in the form of Suburban Rail, Light Rail Transit (LRT) or BusConnects Cork and encompasses most of the city suburbs, This zone includes areas within 500m of Blackpool/ Kilbarry Station and may be expanded in the future to reflect improved access to mass transit across the City.

	(existing, <b>committed and indicated</b> or <del>proposed</del> Light Rail Corridor, Core Bus Network). It includes areas within 500m of Blackpool/ Kilbarry Station. <del>Most City Suburbs, including Ballincollig, Ballyphehane, Ballyvolane, Bishopstown, Blackrock, Blackpool, Douglas Mahon, Mayfield, Sundays Well, Togher</del>
Zone 3	<del>Blarney, Glanmire, Rochestown, Tower</del> <b>City Suburbs including Ballyphehane, Ballyvolane, Bishopstown, Blackpool, Blackrock, Cork Science and Innovation Park, Curraheen, Douglas (incorporating Rochestown, Frankfield and Grange), Dublin Hill, Kilbarry, Knocknaheeny and Holyhill, Lota, Mahon, Mayfield, Sundays Well, Togher (incorporating Lehanaghmore and Doughcloyne), Wilton.</b>
Zone 4	<b>Urban Towns of Ballincollig, Blarney, Glanmire, Tower, City Hinterland, Kerry Pike, Killeens, Upper Glanmire.</b>

## Chapter 11: Placemaking and Managing Development - proposed amendments

Update text relating to Car Parking Zones as follows:

### Zone 1

#### 11.235

Parking Zone 1 generally comprises Cork City Centre and the Inner City, **including South Parish, Shandon, Wellington Road and St. Lukes**. This zone is currently accessible by public transport and is a walkable environment. It is policy to constrain parking within the City Centre below the maximum level of provision indicated in the table in order to reinforce pedestrian priority in the area and to promote a material shift to non-car transportation. Provision of additional commuter parking within this area will not generally be permitted. In exceptional cases a small amount of parking may be allowed on site (subject to mobility management plans and workplace travel plans) as an incentive to promote the renewal/ redevelopment of large strategic sites. This will only be feasible where the location and configuration of sites is such to allow parking without causing undue local congestion or negative impact on pedestrian movements.

### Zone 2

#### 11.236

Parking Zone 2 reflects areas that are or will be accessible to mass transit **alongside public transportation corridors** ~~in the form of Suburban Rail, Light Rail Transit (LRT) or BusConnects Cork and encompasses most of the city suburbs~~, **This zone includes areas within 500m of Blackpool/ Kilbarry Station and may be expanded in the future to reflect improved access to mass transit across the City. The City Docks / Tivoli Docks have their own maximum car parking standards (see Chapter 10).**

### Zone 3

#### 11.237

Parking Zone 3 covers the ~~Urban Towns of Blarney, Tower and Glanmire and the Outer Suburb of Rochestown~~ **City Suburbs including including Ballyphehane, Ballyvolane, Bishopstown, Blackpool, Blackrock, Cork Science and Innovation Park, Curraheen, Douglas (incorporating Rochestown, Frankfield and Grange), Dublin Hill, Kilbarry, Knocknaheeny and**

Holyhill, Lota, Mahon, Mayfield, Sundays Well, Togher (incorporating Lehanaghmore and Doughcloyne), Wilton. Bus Connects Cork is proposed to serve these areas of Cork City. It is envisaged that parking standards serving this zone will be reduced to reflect the level of public transport services over time. ~~These areas have been identified for public transport improvements, the interventions currently being considered are not at a scale envisaged to allow for a more substantial reduction.~~

## **Zone 4**

### **11.238**

Parking Zone 4 covers the **Urban Towns of Ballincollig, Blarney, Glanmire, Tower, City Hinterland** and the **Hinterland Villages of Kerry Pike, Killeens and Upper Glanmire.**

#### **Include additional text after 11.238**

These standards will be reviewed as part of the 2-year Development Plan Progress Report and annually thereafter. Revisions will be informed by ongoing measures and interventions prescribed in CMATS as they come on stream.

In locations where there is existing and/ or planned high frequency public transport accessibility (as per CMATS and Bus Connects Cork) and where the receiving road/ street network currently experiences congestion, Cork City Council will support a reduction in parking provision below the maximum standards as presented in Table 11.13. Applicants will be required to justify the level of parking through the preparation of a robust traffic and transport impact assessment/ statement accounting for the receiving environment (including its local character), proposed transport infrastructure, the extent of parking in the general vicinity (including precedents for the application for reduced parking standards) and the potential impact on the local street/ road network. The preparation of the traffic and transportation impact assessment/ statement will need to include the necessary surveys and transport modelling along with other additional Development Management requirements as set out in Chapter 11 Placemaking and Managing Development.

Cork City Council advocates a coordinated approach to car parking standards across the Cork Metropolitan Area in order to prevent competition between centres in Metropolitan Cork based on parking availability and charges.

Cork City Council is committed to the ongoing monitoring of the application of car parking standards across the City. Further updates to the maximum car parking standards will be informed by an evidence base of modelling and ongoing CMATS interventions, as well as relevant best practice. Cork City Council will work in partnership with the National Transport Authority in the ongoing assessment and future revisions to the car parking management framework over the lifetime of the Plan.

## Delete Table 11.13 Maximum Car Parking Standards

Table 11.13: Maximum Car Parking Standards.

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
<b>Residential</b>				
Residential (1-2 Bedroom)	0.5	1.0	2	Case-by-Case
Residential (3-3+ Bedroom)	1.0	2.0	2 + 0.25 Spaces for Visitor Parking	2 plus 0.25 Spaces for Visitor Parking
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Elderly Person Dwellings	0.25	0.5	0.5	1.0
Warden Supervised Group Housing Schemes				
Sheltered Housing				
Residential Institution	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	1 per 10 Bed Spaces
Student Housing	None	1 per 20 Bed Spaces	1 per 30 Bed Spaces	Case-by-Case

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Dallinacollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
<b>Education</b>				
Universities Colleges of Further Education	1-Per Classroom	1-Per-Classroom and 1-Per-20 Students	1-Per-10 Students	1-Per-Classroom and 1-Per-5 Students
Schools	1-Per-5 Classrooms	1 Per-2-Classrooms	1-Per-2-Classrooms	1-Per-Classroom
Crèches	1-Per-6 Students	1-Per-6 Students	1-Per-6 Students	1-Per-Classroom
<b>Community</b>				
Places of Worship	25-Seats	15-Seats	10-Seats	10-Seats
Community & Recreational Buildings	250	150	75	50
<b>Leisure: Pubs, Restaurants, Hotels and Conferencing</b>				
Commercial Leisure: (Amusements Centres, Play Centres, etc.)	1-Per-300	150	100	50
Conference Centres: Public Areas	100	75	50	20
Hotel & Guest Houses (Excl. Public Areas)	2 Rooms	2 Rooms	1-Per-Room	1-Per-Room
Restaurants / Takeaways Café Bars, Public Houses (Incl. Hotel Bars >100-sqm) No Parking for Smaller than 100-sqm	300	100	1-Per-30-sqm	1-Per-20-sqm
Theatres, Cinemas and Auditoriums	25-Seats	15-Seats	10-Seats	10-Seats
Other Cultural, Recreational & Leisure Uses	Dependent upon nature and location of use.			

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
<b>Retail</b>				
Convenience Retail	100	50	30	20
Retail (Including Retail Office & Retail Services)	275	100	50	20
Retail Warehouse	200	100	75	30 (Net Sq. m.)
Showrooms	200	150	100	50
<b>Health</b>				
Hospitals (In-Patient Facilities; Nursing Homes)	1 Per 10 Patient Beds	1 Per 5 Patient Beds	1 Per 1 Patient Bed	1 Per 1 Patient Bed
Hospitals (Outpatient)	100 sqm	80 sqm	60 sqm	Case by Case
Medical Clinics Primary Health Care Centres	1 Per Consulting Room	1 Per Consulting Room	1 Per Consulting Room	Case by Case
<b>Employment: Including Offices, Industry Light and General</b>				
Industry (Light and General)	200	140	100	80
Offices Enterprise & Employment	200	150	100	50
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Warehouse	450	300	200	200

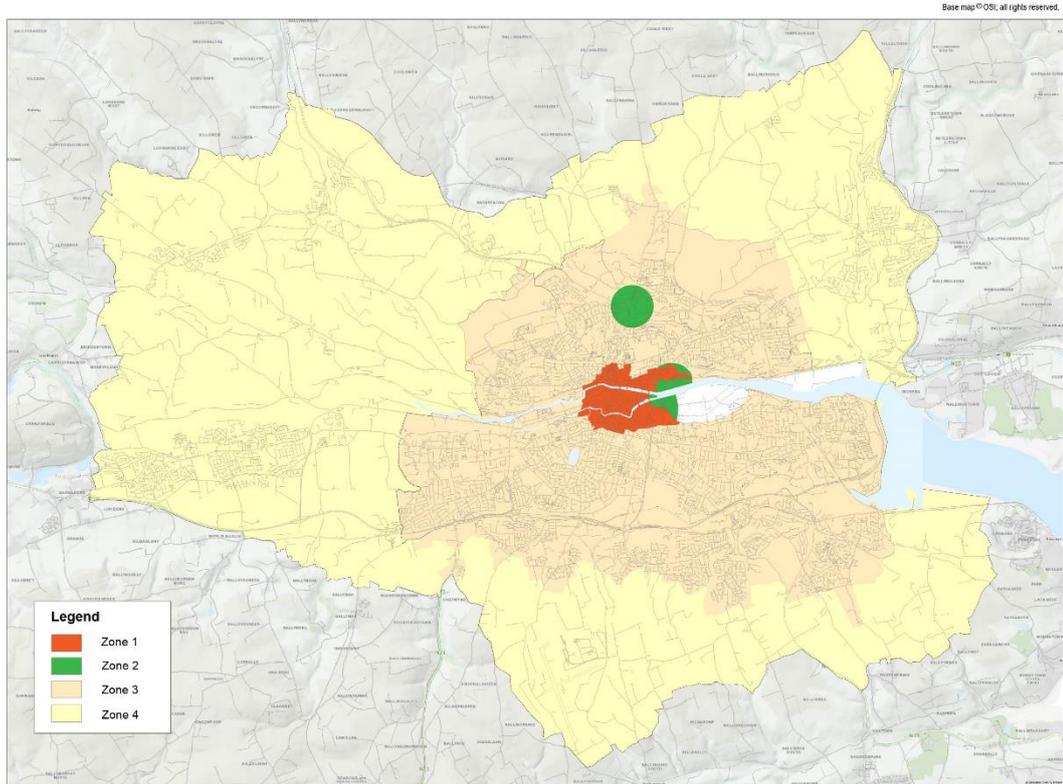
**Update Table 11.13 Maximum Car Parking Standards**

<b>Table 11.13: Maximum Car Parking Standards</b>				
<b>Land Use Category</b>	<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>	<b>Zone 4</b>
	City Centre & Inner City	Accessible to mass transit (existing/committed public transport).	City Suburbs	Urban Towns, Hinterland Villages and Hinterland
<b>Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated.</b>				
<b>RESIDENTIAL DEVELOPMENT</b>				
<b>Residential (1-2 Bed)</b>	0.5	1	1.25	1.25
<b>Residential (3-3+ bed Unit)</b>	1.0	2.0	2.25	2.25
<b>Docklands</b>	These areas have different car parking standards. Please refer to Chapter 10.			
<b>Tivoli</b>				
<b>Elderly Person Dwellings/ Warden Supervised Group Housing Schemes/ Sheltered Housing</b>	0.25	0.5	0.5	0.5
<b>Residential Institutional</b>	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	1 per 10 Bed Spaces
<b>Student Housing</b>	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	n/a
<b>EDUCATION</b>				
<b>Universities Colleges of Further Education</b>	1 per Classroom and 1 per 30 students	1 per Classroom and 1 per 20 students	1 per Classroom + 1 per 5 students	1 per Classroom + 1 per 5 students
<b>Schools</b>	1 per 5 classrooms	1 per 2 classrooms	1 per classroom	1 per classroom
<b>Creches</b>	1 per 6 children	1 per 6 children	1 per 6 children	1 per 6 children
<b>COMMUNITY</b>				
<b>Places of Worship</b>	25 Seats	15 Seats	10 Seats	10 Seats
<b>Community and Recreational Buildings</b>	250	150	50	50
<b>LEISURE: Pubs, Restaurants, Hotels and Conferencing</b>				
<b>Commercial Leisure (Amusement)</b>	200	150	50	50

<b>Table 11.13: Maximum Car Parking Standards</b>				
<b>Land Use Category</b>	<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>	<b>Zone 4</b>
	City Centre & Inner City	Accessible to mass transit (existing/ committed public transport).	City Suburbs	Urban Towns, Hinterland Villages and Hinterland
Centres, Play Centres etc)				
<b>Conference Centres: Public Areas</b>	100	75	20	20
<b>Hotels and Guest Houses</b> (excluding public areas)	1 per 2 Rooms	1 per 2 Rooms	1 per Room	1 per Room + 1 space per staff on duty + public space as per bars and restaurants as set out in this table
<b>Café, Restaurants and Takeaways</b>	150nsm	100nsm	20nsm	20nsm
<b>Public Houses (including hotel bars)</b>	300nsm	100nsm	25nsm	25nsm
<b>Theatres, Cinemas and Auditoriums</b>	25 Seats	15 Seats	10 Seats	10 Seats
<b>Other Cultural, Recreation and Leisure Uses</b>	Dependent upon nature and location of use.			
<b>RETAIL</b>				
<b>Convenience Retail</b>	100	50	20	20
<b>Retail (including Retail Office and Retail Services)</b>	275	100	20	20
<b>Retail Warehouse</b>	200	100	30	30
<b>Showrooms</b>	200	150	50	50
<b>HEALTH</b>				
<b>Hospitals (In patient facilities, Nursing Homes)</b>	1 per 2 Patient beds	1 per 2 Patient beds	1 per 1 patient bed	1 per patient bed
<b>Hospitals (Outpatients)</b>	100	80	40	40

<b>Table 11.13: Maximum Car Parking Standards</b>				
<b>Land Use Category</b>	<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>	<b>Zone 4</b>
	City Centre & Inner City	Accessible to mass transit (existing/committed public transport).	City Suburbs	Urban Towns, Hinterland Villages and Hinterland
<b>Medical Clinics Primary Healthcare Centres</b>	1 per Consulting Room	1 per Consulting Room	1 per Consulting Room	1 per Consulting Room
<b>EMPLOYMENT: Including Offices, Industry Light and General</b>				
<b>Industry</b>	200	140	80	50
<b>Offices, Enterprise and Employment</b>	200	150	50	50
<b>Docklands</b>	These areas have different car parking standards. Please refer to Chapter 10.			
<b>Tivoli</b>				
<b>Warehouse</b>	450	300	200	200

**Include a map to reflect the 4 Parking Zones in Volume 2, Mapped Objectives.**



# Appendices: Evolution of City-wide Parking Standards

## APPENDIX A: Cork City Development Plan 2022-2028

### Car Parking Zones

#### Zone 1

##### 11.233

Parking Zone 1 generally comprises Cork City Centre and the inner city. This zone is currently accessible by public transport and is a walkable environment. It is policy to constrain parking within the City Centre below the maximum level of provision indicated in the table in order to reinforce pedestrian priority in the area and to promote a material shift to non-car transportation. Provision of additional commuter parking within this area will not generally be permitted. In exceptional cases a small amount of parking may be allowed on site (subject to mobility management plans and workplace travel plans) as an incentive to promote the renewal / redevelopment of large strategic sites. This will only be feasible where the location and configuration of sites is such as to allow parking without causing undue local congestion or negative impact on pedestrian movements.

#### Zone 2

##### 11.234

Parking Zone 2 reflects areas that are or will be accessible to mass transit on the form of Light Rail Transit or BusConnects and encompasses most the city suburbs.

#### Zone 3

##### 11.235

Parking Zone 3 covers the Urban Towns of Blarney, Tower and Glanmire and the outer suburb of Rochestown. Although these areas have been identified for public transport improvements, the interventions currently being considered are not at a scale envisaged to allow for a more substantial reduction.

#### Zone 4

##### 11.236

Parking Zone 4 covers the City Hinterland and the Hinterland Villages of Kerry Pike, Killeens and Upper Glanmire.

### City Docklands and Tivoli

##### 11.237

Separate standards are prescribed for the Docklands and Tivoli and are set out in Chapter 10 Key Growth Areas and Neighbourhood Development Areas.

### Maximum Standards

##### 11.238

Maximum parking requirements for all zones as set out in this plan will be reviewed periodically in tandem with the implementation of the measures and interventions identified in Cork Metropolitan Area Transport Study (CMATS).



**Table 11.13: Maximum Car Parking Standards.**

<b>Land Use Category</b>	<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>	<b>Zone 4</b>
	<b>City Centre &amp; Inner City</b>	<b>Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)</b>	<b>Blarney, Glanmire, Tower, Rochestown</b>	<b>Hinterland and Hinterland Villages.</b>
<b>Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated</b>				
<b>Residential</b>				
<b>Residential (1-2 Bedroom)</b>	0.5	1.0	2	Case by Case
<b>Residential (3 - 3+ Bedroom)</b>	1.0	2.0	2 + 0.25 Spaces for Visitor Parking	2 plus 0.25 Spaces for Visitor Parking
<b>Docklands</b>	These areas have different car parking standards. Please refer to Chapter 10.			
<b>Tivoli</b>				
<b>Elderly Person Dwellings</b>	0.25	0.5	0.5	1.0
<b>Warden Supervised Group Housing Schemes</b>				
<b>Sheltered Housing</b>				
<b>Residential Institution</b>	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	1 per 10 Bed Spaces
<b>Student Housing</b>	None	1 per 20 Bed Spaces	1 per 30 Bed Spaces	Case by Case

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
<b>Education</b>				
Universities Colleges of Further Education	1 Per Classroom	1 Per Classroom and 1 Per 20 Students	1 Per 10 Students	1 Per Classroom and 1 Per 5 Students
Schools	1 Per 5 Classrooms	1 Per 2 Classrooms	1 Per 2 Classrooms	1 Per Classroom
Crèches	1 Per 6 Students	1 Per 6 Students	1 Per 6 Students	1 Per Classroom
<b>Community</b>				
Places of Worship	25 Seats	15 Seats	10 Seats	10 Seats
Community & Recreational Buildings	250	150	75	50
<b>Leisure: Pubs, Restaurants, Hotels and Conferencing</b>				
Commercial Leisure: (Amusments Centres, Play Centres, etc.)	1 Per 300	150	100	50
Conference Centres: Public Areas	100	75	50	20
Hotel & Guest Houses (Excl. Public Areas)	2 Rooms	2 Rooms	1 Per Room	1 Per Room
Restaurants / Takeaways Café Bars, Public Houses (Incl. Hotel Bars >100 sqm) No Parking for Smaller than 100 sqm	300	100	1 Per 30 sqm	1 Per 20 sqm
Theatres, Cinemas and Auditoriums	25 Seats	15 Seats	10 Seats	10 Seats
Other Cultural, Recreational & Leisure Uses	Dependent upon nature and location of use.			

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Ballincollig, City Suburbs and areas accessible to mass transit (existing or proposed LRT, Core Bus Network)	Blarney, Glanmire, Tower, Rochestown	Hinterland and Hinterland Villages.
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
<b>Retail</b>				
Convenience Retail	100	50	30	20
Retail (Including Retail Office & Retail Services)	275	100	50	20
Retail Warehouse	200	100	75	30 (Net Sq. m.)
Showrooms	200	150	100	50
<b>Health</b>				
Hospitals (In-Patient Facilities, Nursing Homes)	1 Per 10 Patient Beds	1 Per 5 Patient Beds	1 Per 1 Patient Bed	1 Per 1 Patient Bed
Hospitals (Outpatient)	100 sqm	80 sqm	60 sqm	Case by Case
Medical Clinics Primary Health Care Centres	1 Per Consulting Room	1 Per Consulting Room	1 Per Consulting Room	Case by Case
<b>Employment: Including Offices, Industry Light and General</b>				
Industry (Light and General)	200	140	100	80
Offices Enterprise & Employment	200	150	100	50
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Warehouse	450	300	200	200

# APPENDIX B: Cork City Development Plan 2015

Volume One: Written Statement

## Part G: Car & Cycle Parking Requirements for Development Management

16.107 The Cork City Council area is divided into three zones for the purposes of car parking control (Figure 16.1 below and Map 12 in Volume 2), based on each areas accessibility to mass transit, cycling and walking. Residential car parking standards for both residential and non residential developments are set out in Table 16.8. These standards are maximums in order to constrain car trip generation and promote patronage of "green" modes of transport.

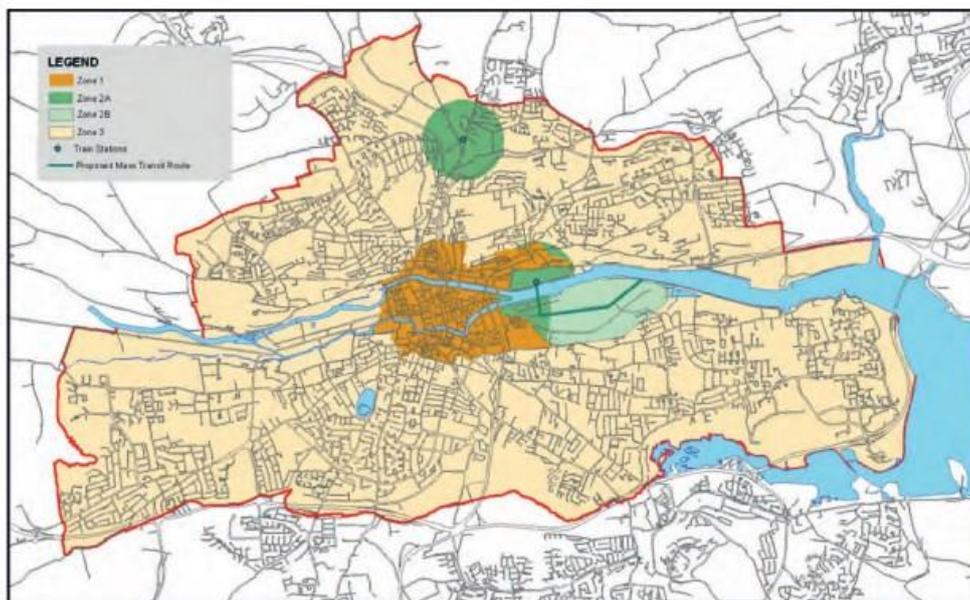


Figure 16.1 Car Parking Zones

### Zone 1

16.108 Parking Zone 1 is generally inner Cork City, which includes the City Centre. Zone 1 is currently accessible by public transport and is a walkable environment. It is policy to constrain parking within the City Centre below the maximum level of provision indicated in the table in order to reinforce the pedestrian priority area and to cause a material shift to non-car transportation. Provision of additional commuter parking within this area will not generally be permitted. In exceptional cases a small amount of parking may be allowed on site (subject to mobility management plans) as an incentive to promote renewal/redevelopment of large strategic sites. This will only be feasible where the location and configuration of sites is such as to allow parking without causing undue local congestion or negative impact on pedestrian movements.

### Zone 2

16.109 Parking Zone 2 occurs alongside public transportation corridors and within "Local Centres". Zone 2 is divided into two sub-sections. Fewer car parking spaces are required in Zone 2a, in areas with a mass transit system at Kent Station and Blackpool Station, where the station is committed by means of an appropriate statutory consent. Zone 2a currently comprises lands within 500 metres of Blackpool Station and Kent Railway Station (outside Zone 1). This includes the North Docks and areas at the edge of the City Centre within the South Docks.

16.110 Zone 2b includes those areas where a mass transit system is stated as an objective in the Development Plan but not yet committed. This standard applies to the South Docks (where a mass transit route is indicated in the local area plan). Developers wishing to provide car parking in addition to this standard (up to Zone 3 Standards) within the South Docks on a temporary basis (until mass transit is provided) can make temporary provision on the basis that:

- The excess parking spaces will be capable of conversion to another use in the future; or
- The excess parking spaces will provide for additional future floorspace on adjacent development sites.

The excess parking spaces could be provided on a temporary basis in two possible ways:

- Surface car parking; or
- Basement level car parking capable of conversion to another use.

These options are described fully in the South Docks Local Area Plan 2008.

16.111 The Zone 2B car parking requirements also apply to Local Centres, which are intended to primarily serve a local catchment within walking distance.

### Zone 3

16.112 The remainder of the city falls under Parking Zone 3.

Table 16.8 Car Parking Standards

Land use category	1	2		3
	City Centre	Accessible to mass transit (existing / committed and indicated)		Rest of Cork City
		A	B	
		Within 500m of Blackpool Station and Kent Station*	South Docks (outside zone 2A)**	
<b>RESIDENTIAL DEVELOPMENT</b>				
RESIDENTIAL (1-2 Bedroom)	0.5	1		1 plus 0.25 spaces for visitor parking
RESIDENTIAL (3 - 3+ Bed Unit)	1.0	2.0		2.0 plus 0.25 spaces for visitor parking
ELDERLY PERSON DWELLINGS / WARDEN SUPERVISED GROUP HOUSING SCHEMES / SHELTERED HOUSING	0.25	0.5		0.5
RESIDENTIAL INSTITUTION	None	1 per 20 bed spaces		1 per 10 bedspaces
STUDENT HOUSING	None	1 per 20 bed spaces		1 per 10 bedspaces
<b>OTHER DEVELOPMENT</b>				
CAFES, RESTAURANS, and TAKE-AWAYS	150nsm	100nsm	50nsm	20nsm
COMMUNITY and RECREATIONAL BUILDINGS	250	150	75	50
CRECHES	1 per 6 students	1 per 6 students	1 per 6 students	1 per 6 students
CONVENIENCE RETAIL	100	50	30	20

Table 16.8 Car Parking Standards

Land use category	1	2		3
	City Centre	Accessible to mass transit (existing / committed and indicated)		Rest of Cork City
		A	B	
		Within 500m of Blackpool Station and Kent Station*	South Docks (outside zone 2A)**	
<b>OTHER DEVELOPMENT</b>				
COLLEGES OF FURTHER EDUCATION / UNIVERSITIES	1 per classroom and 1 per 30 students	1 per classroom and 1 per 20 students	1 per classroom and 1 per 10 students	1 per classroom and 1 per 5 students
COMMERCIAL LEISURE: (AMUSEMENT CENTRES, PLAY CENTRES, ETC.)	200	150	100	50
CONFERENCE CENTRES: PUBLIC AREAS	100	75	50	20
HOTELS and GUEST HOUSES (excl public areas)	2 Rooms	2 Room	1 Room	1 Room
HOSPITALS (IN-PATIENT FACILITIES)/ NURSING HOMES	1 PER 2 PATIENT BEDS	1 PER 2 PATIENT BEDS	1 PER 1 PATIENT BEDS	1 PER 1 PATIENT BEDS
HOSPITALS	100	80	60	40
INDUSTRY (LIGHT AND GENERAL)	200	140	100	80
MEDICAL CLINICS and GROUP MEDICAL PRACTICES	1 per consulting room	1 per consulting room	1 per consulting room	1 per consulting room
OFFICES / ENTERPRISE and EMPLOYMENT	200	150	100	50
PLACES OF WORSHIP	25 Seats	15 Seats	10 Seats	10 Seats
PUBLIC HOUSES (INCL HOTEL BARS)	300nsm	100nsm	25nsm	10nsm
RETAIL (including retail office and retail services)	275	100	50	20
RETAIL WAREHOUSE	200	100	75	30 (net sq. m.)
SCHOOLS	5 Classrooms	2 Classrooms	2 Classrooms	Classroom
SHOWROOMS	200	150	100	50
THEATRES, CINEMAS and AUDITORIUMS	25 Seats	15 Seats	10 Seats	10 Seats
WAREHOUSE	450	300	200	200
OTHER CULTURAL / RECREATIONAL and LEISURE USES	DEPENDENT UPON NATURE AND LOCATION OF USE			

A maximum of 1 space is required for each unit of gross floor area (sq.m.) indicated (unless otherwise stated).

\* Zone 2A within the South Docks is spatially equal to Parking Zone 1 in the SDLAP \*\* paragraph 16.107

# APPENDIX C: Cork County Development Plan 2014



## Appendix D

### Parking and Cycling Standards

Table 1a Car Parking Requirements for New Development (Maximum per sq.m)		
Development Type	Cork City North & South Environs	Rest of Cork County
<b>Offices</b>	1 space per 25 sqm + 10% of staff parking for visitors	1 space per 17 sqm + 10% of staff parking for visitors
<b>Retail (including retail services)</b>	1 space per 20 sqm + 1 Lorry space per 750 sqm	1 space per 20 sqm + 1 Lorry space per 750 sqm
<b>Convenience retail</b>	1 space per 20 sqm	1 space per 20 sqm
<b>Retail Warehouse</b>	1 space per 30 sqm	1 space per 25 sqm
<b>Showrooms</b>	1 space per 50 sqm	1 space per 50 sqm
<b>Industry (light and general)</b>	1 space per 80 sqm	1 space per 50 sqm
<b>Warehouse</b>	1 space per 200 sqm	1 space per 100 sqm
<b>Hotels &amp; guesthouses (excl public areas)</b>	1 Room + 1 space per 3 staff on duty + public space such as bars and restaurants as per the standards set out in this table	1 Room + 1 space per 3 staff on duty + public space such as bars and restaurants as per the standards set out in this table
<b>Public houses (incl hotel bars)</b>	1 space per 10 (net sq m)	1 space per 8 (net sq m)
<b>Restaurant, cafes &amp; take-aways</b>	1 space per 20 (net sq m)	1 space per 5 (net sq m)
<b>Clinics &amp; group medical practices (public health clinics)</b>	2 per consulting room + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff	3 per consulting room + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff
<b>Nursing homes</b>	0.5 per 1 patient bed + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff	1 per 1 patient bed + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff
<b>Hospitals</b>	1.5 space per 1 patient bed + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff	1.5 spaces per 1 patient bed + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff
<b>Churches, theatres, cinemas &amp; auditoriums</b>	1 space per 10 seats	1 space per 4 seats
<b>Cultural, community &amp; recreational buildings</b>	1 space per 50 sqm	1 space per 25 sqm
<b>Crèches</b>	1 space per 3 staff + 1 space per 10 children	1 space per 3 staff + 1 space per 10 children

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Table 1a Car Parking Requirements for New Development (Maximum per sq.m)		
Development Type	Cork City North & South Environs	Rest of Cork County
<b>Schools</b>	1 space per teaching staff + 1 space per 2 ancillary staff + additional 50% of staff provision for visitors at primary level and additional 30% at second level	1 space per teaching staff + 1 space per 2 ancillary staff + additional 50% of staff provision for visitors at primary level and additional 30% at second level
<b>Colleges of further education / universities</b>	1 per classroom + 1 per 5 students	1 per classroom + 1 per 5 students
<b>Commercial leisure: (amusement centres, play centres, etc.)</b>	1 space per 50 sqm	1 space per 50 sqm
<b>Conference centres: public areas</b>	1 space per 20 sqm	1 space per 7sqm
<b>Other cultural / recreational &amp; leisure uses</b>	Dependent upon nature and location of use	
<b>Residential (All areas)</b>		
<b>Dwelling House</b>	2 spaces per dwelling	
<b>Apartments</b>	1.25 spaces per apartment	

#### Notes

- In the case of any development type not specified above, the planning authority will determine the parking requirement having regard to the traffic and movement generation associated with the development and the other objectives of this plan.
- The parking requirement for residential development is a minimum standard and can be exceeded at the discretion of the developer, based on house type, design and layout of the estate.
- For all other development types, in the Cork City North & South Environs, parking requirements will not be exceeded. In other areas these requirements will not be exceeded by more than 10% except where the planning authority are satisfied that the requirement to provide additional parking is essential to avoid unacceptable local traffic conditions.
- A reduction in the car parking requirement may be acceptable where the planning authority are satisfied that good public transport links are already available and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.
- These requirements do not apply to development located in Town Centres as identified in Local Area Plans where the development involves the re-use/refurbishment of an existing occupied or vacant building, any change of use or where small scale infill developments (including residential) are proposed. (See Chapter 10 Transport and Mobility Paragraph 10.4.15).
- 5% of car parking spaces provided should be set aside for disabled car parking in non residential developments. Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking the Planning Authority may require a higher proportion of parking for this purpose. Disabled car parking spaces should be provided as close as reasonably possible to building entrance points and allocated and suitably sign posted for convenient access.
- 10% of car parking spaces provided should be set aside for parent and child car parking in non residential developments. Parent and child parking spaces should be provided as close as reasonably possible to building entrance points and should be allocated and suitably sign posted for convenient access.
- Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.
- Non residential developments will provide facilities for battery powered vehicles to be recharged at a rate of 10% of the total car parking spaces (metered-fast charging 220-240V, 32A three phase). All other parking spaces including residential should be constructed to be capable of accommodating future charging points as required (coded/metered slow charging 220-240V, 13A single phase).

## APPENDIX D: Cork County Development Plan 2022

### 12.24 PARKING STANDARDS

Table 12.6: Car Parking Requirements for New Developments (Maximum per sq. m.)	
Development Type	Parking Provision Requirement
Offices	1 space per 17 sqm + 10% of staff parking for visitors
Retail (including retail services)	1 space per 20 sqm + 1 Lorry space per 750 sqm
Convenience retail	1 space per 20 sqm
Retail Warehouse	1 space per 25 sqm
Showrooms	1 space per 50 sqm
Industry (light and general)	1 space per 50 sqm
Warehouse	1 space per 100 sqm
Hotels & guesthouses (excl public areas)	1 Room + 1 space per 3 staff on duty + public space such as bars and restaurants as per the standards set out in this table
Public houses (incl hotel bars)	1 space per 8 (net sq m)
Restaurant, cafes & take-aways	1 space per 5 (net sq m)
Clinics & group medical practices (public health clinics)	3 per consulting room + 1 space per doctor/ Consultant + 1 space per 3 nursing and ancillary staff
Nursing homes	1 per 1 patient bed + 1 space per doctor/ Consultant + 1 space per 3 nursing and ancillary staff
Hospitals	1.5 spaces per 1 patient bed + 1 space per doctor/ Consultant + 1 space per 3 nursing and ancillary staff
Churches, theaters cinemas & auditoriums	1 space per 4 seats
Cultural, community & recreational buildings	1 space per 25 sqm
Crèches	1 space per 3 staff + 1 space per 10 children
Schools	1 space per teaching staff + 1 space per 2 ancillary staff + additional 50% of staff provision for visitors at primary level and additional 30% at second level
Colleges of further education / universities	1 per classroom + 1 per 5 students
Commercial leisure: (amusement centres, play centres, etc.)	1 space per 50 sqm
Conference centres: public areas	1 space per 7sqm

**Table 12.6: Car Parking Requirements for New Developments  
(Maximum per sq. m.)**

Development Type	Parking Provision Requirement
Other cultural / recreational & leisure uses	Dependent on nature and location of use.
Residential: Dwelling houses Residential: Apartments	2 spaces per dwelling unit 1.25 spaces per apartment unit.
<ol style="list-style-type: none"> <li>In the case of any development type not specified above, the planning authority will determine the parking requirement having regard to the traffic and movement generation associated with the development and the other objectives of this plan.</li> <li>A reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development.</li> <li>These requirements do not apply to development located in Town Centres as identified in this plan where the development involves the re-use/refurbishment of an existing occupied or vacant building, any change of use or where small scale infill developments (including residential) are proposed.</li> <li>5% of car parking spaces provided should be set aside for disabled car parking in non residential developments. Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking the Planning Authority may require a higher proportion of parking for this purpose. Disabled car parking spaces should be provided as close as reasonably possible to building entrance points and allocated and suitably sign posted for convenient access.</li> <li>10% of car parking spaces provided should be set aside for parent and child car parking in non residential developments. Parent and child parking spaces should be provided as close as reasonably possible to building entrance points and should be allocated and suitably sign posted for convenient access.</li> <li>Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.</li> <li>Non residential developments with more than 10 parking spaces, or applications for substantial renovation of a building with more than 10 associated parking spaces, will provide at least one electric vehicle recharge point. Should National Policy require a greater provision of charge points this greater provision will apply. See also TM 12-12 EV Charging.</li> <li>All other parking spaces, including in residential developments, should be constructed to be capable of accommodating future charging points as required.</li> </ol>	

- 12.12.14 Larger format town centre developments such as medium/large scale convenience retail developments or office developments will still be required to provide on-site parking up to a maximum standard and to pay a monetary contribution where this cannot be provided as part of the development.
- 12.12.15 See Section 12.24 at the end of this chapter for all Parking Standards.

**County Development Plan Objective  
TM 12-9: Parking**

Secure the appropriate delivery of car parking and bicycle spaces and facilities in line with the Standards set out in Section 12.24 of this document:

- a) All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.
- b) All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.
- c) Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).
- d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.
- e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.
- f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met:
  - Respects the character of the streetscape/landscape;
  - Will not adversely affect visual amenity, and
  - Makes provision for security, and the direct and safe access and movement of pedestrians and cyclists within the site.
- g) Car parking provision is to comply with Sustainable Urban Drainage practices and other climate change adaptation and mitigation measures are to be considered, including considering the potential for landscaping to provide shade, shelter and enhancement of biodiversity.
- h) Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use;
- i) The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.

## Car Parking

- 12.12.7 The Council's car parking policy seeks to ensure adequate and appropriate provision of car parking in town centres and in relation to almost all forms of new development. It also seeks to balance car parking provision so that it aligns with and supports compact growth and sustainable transport.
- 12.12.8 As transport policy reduces the use of the private car and achieves modal shift to sustainable transport forms, car parking requirements will reduce accordingly. Greater sustainable mode share and a more compact growth form will be substantially less dependent on road capacity and car parking requirements, with less land being required for the latter thereby reducing costs for developers who choose to locate in an area well served by sustainable transport modes. Car parking provision must be carefully managed so as not to allow an overprovision of parking which could undermine measures to achieve modal shift. Reduced availability of car parking forms part of a range of tools to promote modal shift. Where a Local Transport Plan exists, it may determine the appropriate level of car parking provision.
- 12.12.9 Retail, employment, and other trip intensive developments should be located in areas well supported by public transport. Guidelines on Sustainable Residential Development in Urban Areas require that maximum parking standards should be applied along public transport corridors to reflect proximity to public transport facilities. It also outlines, for certain development, that standards of off-street car parking might be relaxed to encourage the occupation of dwellings by households owning fewer cars. These guidelines and the accompanying Urban Design Guide also highlight key design considerations. In addition car parking provision should, to the extent practicable, incorporate sustainable urban drainage systems in line with best practice.
- 12.12.10 Car parking standards need to be set at realistic levels, while having regard to proximity to public transport, in order to avoid parked vehicles causing obstruction. The 2014 County Development Plan set out maximum car parking standards (in terms of quantum of parking spaces) for different categories of development (excluding residential) and this plan continues to set maximum car parking standards as per Table 12.6, and in addition it applies maximum standards to residential areas in Metropolitan Cork, in town centres and in areas within walking distance of a high quality public transport service. The parking standards also include dimensions of parking bays.
- 12.12.11 Normally, developers will be expected to provide on-site car parking in line with this plan's standard. In some limited circumstances a higher or lesser standard may be appropriate and the details of this are set out in Section 12.24. In certain locations which benefit from a high frequency public transport offering (such as Little Island and Carrigtwohill), the Council may apply car parking caps to new developments where appropriate.
- 12.12.12 For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired.
- 12.12.13 Given the requirement to deliver 30% of all new urban development on infill/brownfield sites within the built footprint of existing settlements, and in order to encourage and incentivise those wishing to invest in and develop town/village centre locations, the County Council will not normally seek the provision of on-site parking or a monetary contribution in lieu of car parking where the development involves the re-use/refurbishment of an existing occupied or vacant building, any change of use, or where small scale infill developments (including residential) are proposed within the town centre or village centre. The Council will monitor town centre parking provision to ensure that on-street parking does not negatively impact the placemaking and sustainable mobility aims of this County Development Plan. If deficiencies in specific areas arise the Council will seek to address them through the development management process and by the provision of adequate off-street public parking.



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