

Proposed Material Alterations to 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)

February 2023



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

Background

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.

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 proposed Variation was placed on public display for a period of 4 weeks from 28th October 2022 to 25th November 2022.

During the public consultation period the proposed Variation, including a planning report and Screening reports and Determinations for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), were made available for inspection by the public and submissions were invited.

A total of 43 submissions were received during the consultation period. All submissions were read, analysed and summarised in the Chief Executive's Report. A list of all the persons/bodies that made a submission within the public consultation period was provided in the Chief Executive's Report, together with its associated unique reference number.

The Chief Executive's Report on the submissions received was furnished to the Elected Members on December 22nd 2022. Consideration of the Variation and the Report was undertaken at the February 2023 Council Meeting and a resolution was made to make the Variation with Material Alterations as per Section 13(6) of the Planning and Development Act (as amended).

Purpose of this Document and Next Steps

The purpose of this document is to set out the Proposed Material Alterations to the Variation No. 1 of the City Development Plan 2022-2028 and associated Environmental Screening Reports and Determinations (SEA and AA), including details on how to make a submission on the revised changes.

Following a 4-week consultation period from Thursday February 16th 2023 to Thursday March 16th 2023 on the Proposed Material Alterations to Variation No. 1 and associated Environmental Screening Reports and Determinations, the Chief Executive will prepare a further report on submissions received.

Having considered the Chief Executive's Report on the Submissions received on the Proposed Material Alterations, the Elected Members may make the Proposed Variation with or without the Proposed Material Alterations.

Nature of the Proposed Material Alteration and Next Steps

A series of inter-related Material Alterations and consequential text and mapping changes were agreed by Members at the February 13th Council Meeting and these are considered to constitute Material Alterations to Variation No. 1 of the City Development Plan 2022-2028. The details are set out below:

1. (a) Move all urban towns (including Blarney, Tower, Glanmire and Ballincollig (excluding Ballincollig Town Centre– see also following bullet), lands between Ballincollig and the western Cork City suburbs, and the Cork Airport area from Zone 4 to Zone 3.

(b) Move the most public-transport accessible suburban areas (including Blackpool, Wilton, Ballincollig Town Centre and Douglas) from Zone 3 to Zone 2.

(c) Make associated modifications to the proposed “City Car Parking Zones” table and map reflecting the above. Revised Map attached as Appendix 1.

2. Amend Table 11.13 as follows:

The following maximum car parking standards are affected:

- Universities, colleges of further education
- Community and recreational buildings
- Commercial leisure (amusement centres, play centres, etc)
- Café, restaurants and takeaways,
- Public houses (including hotel bars)
- Retail (including retail office and retail services)
- Retail warehouse
- Hospitals (in patient facilities, nursing homes)
- Industry, and
- Offices, enterprise and employment

*** note: The table as presented below is as proposed in Proposed Variation No 1 with the modifications recommended in this Chief Executive’s Report indicated ~~thus~~ and thus.**

Table 11.13: Maximum Car Parking Standards				
Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing/ committed public transport).	City Suburbs	Urban Towns, Hinterland Villages and Hinterland
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated.				
RESIDENTIAL DEVELOPMENT				
Residential (1-2 Bed)	0.5	1	1.25	1.25
Residential (3-3+ bed Unit)	1.0	2.0	2.25	2.25
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Elderly Person Dwellings/ Warden	0.25	0.5	0.5	0.5

Table 11.13: Maximum Car Parking Standards

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing/ committed public transport).	City Suburbs	Urban Towns, Hinterland Villages and Hinterland
Supervised Group Housing Schemes/ Sheltered Housing				
Residential Institutional	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 10 Bed Spaces	n/a
EDUCATION				
Universities Colleges of Further Education	1 per Classroom and 1 per 30 students	1 per Classroom and 1 per 20 students	1 per Classroom + 1 per 5 10 students	1 per Classroom + 1 per 5 students
Schools	1 per 5 classrooms	1 per 2 classrooms	1 per classroom	1 per classroom
Creches	1 per 6 children	1 per 6 children	1 per 6 children	1 per 6 children
COMMUNITY				
Places of Worship	25 Seats	15 Seats	10 Seats	10 Seats
Community and Recreational Buildings	250	150	50 75	50
LEISURE: Pubs, Restaurants, Hotels and Conferencing				
Commercial Leisure (Amusement Centres, Play Centres etc)	200	150	50 75	50
Conference Centres: Public Areas	100	75	20 50	20
Hotels and Guest Houses (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
Café, Restaurants and Takeaways	150nsm	100nsm	20 50 nsm	20nsm

Table 11.13: Maximum Car Parking Standards

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing/ committed public transport).	City Suburbs	Urban Towns, Hinterland Villages and Hinterland
Public Houses (including hotel bars)	300nsm	100nsm	25 50 nsm	25nsm
Theatres, Cinemas and Auditoriums	25 Seats	15 Seats	10 Seats	10 Seats
Other Cultural, Recreation and Leisure Uses	Dependent upon nature and location of use.			
RETAIL				
Convenience Retail	100	50	20	20
Retail (including Retail Office and Retail Services)	275	100	20 50	20
Retail Warehouse	200	100	30 50	30
Showrooms	200	150	50	50
HEALTH				
Hospitals (In patient facilities, Nursing Homes)	1 per 2 Patient beds	1 per 2 Patient beds	1 per 1 patient bed 1 per 2 patient beds	1 per patient bed
Hospitals (Outpatients)	100	80	40	40
Medical Clinics Primary Healthcare Centres	1 per Consulting Room	1 per Consulting Room	1 per Consulting Room	1 per Consulting Room
EMPLOYMENT: Including Offices, Industry Light and General				
Industry	200	140	80 100	50
Offices, Enterprise and Employment	200	150 100	50 75-50	50
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Warehouse	450	300	200	200

2. Include additional text in the Proposed Variation and associated text alterations:

*** note:**

- Text represented thus or ~~thus~~ is as per adopted Cork City Development Plan 2022-2028
- Text **represented thus** is from the (original) Proposed Variation No 1
- Text ~~represented thus~~ reflects text from the (original) Proposed Variation No 1 proposed to be omitted as recommended in this Chief Executive’s Report
- Text **represented thus** reflects proposed new text recommended in this Chief Executive’s Report

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~~ **one year following the adoption of Variation No 1, and then 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. **See [new text following paragraph 11.238] for further details.**

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, committed and indicated or proposed Light Rail Corridor, Core Bus Network). It includes areas within 500m of Blackpool/ Kilbarry Station.

	<p>Most City Suburbs, including Ballincollig, Ballyphehane, Ballyvolane, Bishopstown, Blackrock, Blackpool, Douglas Mahon, Mayfield, Sundays Well, Togher</p> <p>City Suburbs which have good public transport frequencies including Wilton, Mahon, Douglas, Blackpool and Ballincollig Town Centre.</p>
Zone 3	<p>Blarney, Glanmire, Rochestown, Tower</p> <p>Urban Towns of Ballincollig (excluding the Town Centre), Blarney, Glanmire, Tower, 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. Cork Airport and surrounding areas.</p>
Zone 4	<p>Urban Towns of Ballincollig, Blarney, Glanmire, Tower, City Hinterland, Kerry Pike, Killeens, Upper Glanmire.</p>

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). This also includes City Suburbs which have good public transport frequencies including Wilton, Mahon (including the District Centre, Jacobs Island and nearby employment lands), Douglas, Blackpool and Ballincollig Town Centre.**

Zone 3

11.237

Parking Zone 3 covers the ~~Urban Towns of Blarney, Tower and Glanmire and the Outer Suburb of Rochestown~~ **the Urban Towns of Ballincollig (excluding the Town Centre), Blarney, Glanmire, Tower, Cork Airport and surrounding areas, 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 **one year following the adoption of Variation No 1, and then** 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. **The application of maximum car parking standards will remain the standard going into the future. However, to determine the most appropriate level of parking provision within the maximum standards specified, an accessibility rating for different locations in Cork City will be developed in consultation with the National Transport Authority. This accessibility rating will be based on established good practice. The approach will ensure the growing transport needs of the city are serviced by sustainable and active travel modes where such infrastructure is delivered as prescribed in CMATS. This alternative approach to the provision of parking in Cork City will assist delivery on the targets set out in the Climate Action Plan 2021.**

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~~ **require** 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 **assessments, including** 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 **assessments including** 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.~~

Environmental Screening Reports and Determinations

A separate Strategic Environmental Screening assessment and Appropriate Assessment Screening has been undertaken in parallel with the recommended Material Alterations process and is subject to public consultation.

A Strategic Environmental Assessment Determination and Screening for Appropriate Assessment Determination also accompany this Material Alteration to Variation No. 1.

How to Make a submission

Copies of the proposed material alterations to the Variation together with Strategic Environmental Assessment (SEA) Screening Report and Appropriate Assessment (AA) Screening Report may be inspected from Thursday 16th February 2023 to Thursday 16th March 2023 inclusive at the following locations:

- www.corkcitydevelopmentplan.ie
- Online at: <http://consult.corkcity.ie>
- The Planning Counter, Cork City Council, City Hall, Anglesea Street, Cork from 10 a.m. to 4 p.m. Monday - Friday.
- All City libraries.

Making a Submission

- Cork City Council hereby invites any interested parties, including the public, children, or groups or associations representing the interests of children and other interested parties to make a submission or observation on Proposed Variation No. 1 of the City Development Plan 2022-2028 by 5pm on 16th March 2023 inclusive, via the following mediums:
- Online at: <http://consult.corkcity.ie>
- In writing to:
Variation Submissions,
Planning Policy Section,
Cork City Council, Anglesea Street, City Hall, Cork
- By email: Citydevplan@corkcity.ie

In respect to making a submission, please note the following:

- Submissions/ observations should include your name and address and where relevant, details of any organisation, community group or company etc. which you represent.
- Children or groups or associations representing the interests of children, are particularly encouraged to make submissions or observations.
- Please note that observations or submissions will be made public on the Council's website (<http://consult.corkcity.ie/>) and will also form part of the statutory Chief Executive's Report, which may be published on the Council's website. The details including the names of those making a submission may be shared with relevant Council and Government Departments or their agents involved in the process.
- Please make your submission by one medium only. i.e. hard copy, e-mail or website.
- Written submissions or observations made to the Planning Authority within the period stated will be taken into account when preparing the Chief Executives Report. As stated above, submissions will only be accepted during the period 9am, Wednesday 16th February to 5pm Thursday 16th March 2023. Late submissions will not be accepted.
- Please note that in accordance with Section 12 of the Planning and Development Act 2000 (as amended) all valid submissions received by the Council shall be published on the Cork City Council website within 10 working days of its receipt by the Council and can be viewed at <http://consult.corkcity.ie>. You should ensure that no vexatious, libellous, or confidential information, including confidential information relating to a third party (in respect of which the third party has not, expressly, or impliedly in the circumstances, consented to its disclosure) is included in your submission or part thereof that does not comply with this requirement. Please be advised that the submission will be published in full to include any name, address, etc. required.

City Council is subject to the requirements of the Freedom of Information Act, 2014, the Data Protection Act, 2018 and to the General Data Protection Regulations (GDPR).

Cork City Council's GDPR policy and Privacy Policy is available on our website at <https://www.corkcity.ie/en/council-services/public-info/gdpr/> or hardcopy from our offices at City Hall, Anglesea Street, Cork.

In order to assist us in complying with Data Protection and GDPR, if making a submission by post, on the online Portal or by email, please include your name and contact details (and where relevant, details of any organisation, community group or company etc., which you represent), on a separate sheet to the content of your submission/ observation.

Appendix 1: Updated Car Parking Zones

