

Adopted 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)

8th May 2023

Variation No. 1 for adoption

At an Ordinary Meeting of Monday 8th May 2023, the Elected Members of Cork City Council voted to make Variation No. 1 of the Cork City Development Plan 2022-2028, under Section 13 of the Planning and Development Act 2000 (as amended).

Each stage of the Variation process has been subject to environmental screening.

A final SEA Determination and final AA Determination have concluded that the Variation to be adopted will not give rise to any environmental effects or impacts on designed European Sites (alone or in combination).

The final content to Variation No. 1 involves changes as set out below:

- Revisions to Table 4.6 (Parking Zones);
- Revised maximum car parking standards for certain land uses in Table 11.13;
- Consequential text changes in **Chapter 4: Transport and Mobility** and **Chapter 11: Placemaking and Managing Development**, which forms part of Volume 1: Written Statement;
- Include additional text after paragraph 11.238 in relation to the development of a City-wide accessibility rating tool (in consultation with the NTA);
- Include an updated map to reflect the revised 4 Parking Zones in Volume 2, Mapped Objectives.

*** 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 dated 22nd December 2022.
- Text **represented thus** reflects proposed new text recommended in Chief Executive's Report on Material Alterations to Variation No. 1 dated 16th April 2023.

1. Update Table 11.13

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 Supervised Group Housing Schemes/ Sheltered Housing	0.25	0.5	0.5	0.5
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

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
Café, Restaurants and Takeaways	150nsm	100nsm	20 50 nsm	20nsm
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 as follows:

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 in consultation with the National Transport Authority**. 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	<p>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.</p> <p>(existing, committed and indicated or proposed Light Rail Corridor, Core Bus Network). It includes areas within 500m of Blackpool/ Kilbarry Station.</p> <p>Most City Suburbs, including Ballincollig, Ballypheane, 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 Ballypheane, 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.

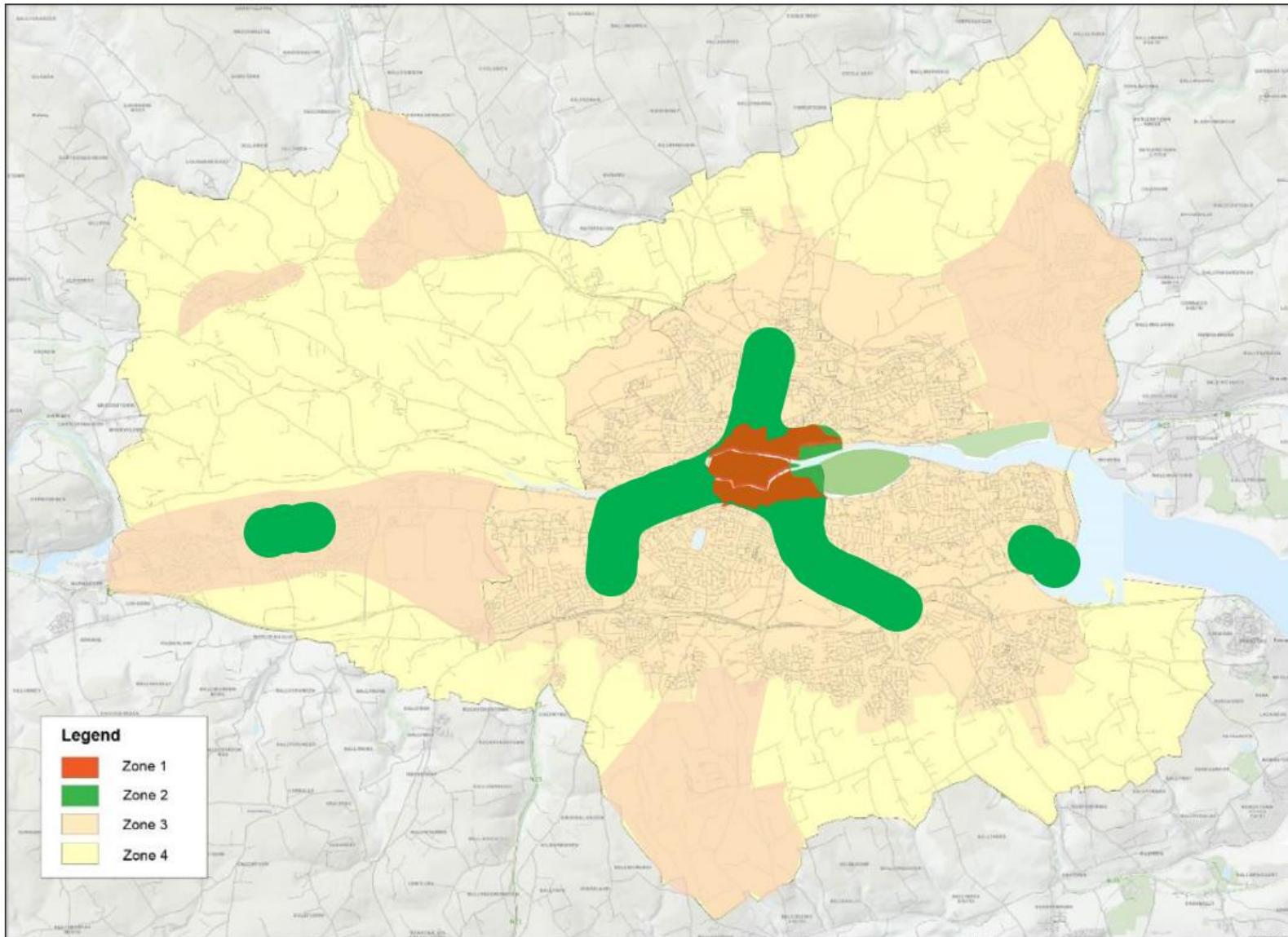
Include additional text after 11.238

~~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.~~

Volume 2 (Mapped Objectives) Chapter E: Car Parking Zones





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