

# Cork City Development Plan 2022–2028

Chief Executive's Report  
on Pre-Draft Consultation

## Volume 1

Chief Executive's Key Strategic Issues  
& Recommendations



**Preparation of Cork City Development Plan 2022-2028**

**Chief Executive's Report on Pre-Draft Consultation Process**

**Volume 1**

**Chief Executive's Key Strategic Issues & Recommendations**

**Report to Council Under Section 11 (4)(b) Of the Planning and Development Act, 2000 (as amended)**

**October 2020**

**Volume 1 Chief Executive’s Key Strategic Issues & Recommendations**

*This Volume*

**Volume 2 Summary of submissions and Chief Executive’s Opinion & Recommendations**

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## EXECUTIVE SUMMARY

Cork City Council is in the process of preparing a new City Development Plan and has recently completed the first public consultation stage of the process. The new City Development Plan represents an important step in the strategic planning of the City against the backdrop of a new national and regional strategic planning context. The direction of the future development of the City is guided by the National Planning Framework, Regional Spatial and Economic Strategy, Cork Metropolitan Area Strategic Plan and the Cork Metropolitan Area Transport Strategy. These set clear objectives for the population of Cork City to grow by 50% to 335,000 by 2040. This ambition must be achieved in a sustainable way with the objective of improving quality of life for all residents of the City.

Following extensive consultation, which is detailed in this Chief Executive’s Report, it is recommended that the preparation of the Draft City Development Plan examines and is informed by the following overarching strategic principles:

<p><b>Strategic growth of a new City</b></p>	<p>Cork City will drive local and regional growth and will fulfil its potential as a modern European city with strong local, regional, national and international connectivity.</p>
<p><b>A compact city</b></p>	<p>Integrate land-use and transport planning to achieve a compact city with 50% of all new homes delivered within the existing built up footprint of the city, on regenerated brownfield, infill and greenfield sites, to achieve higher population densities aligned with strategic infrastructure delivery.</p>

<p><b>A city of neighbourhoods and communities</b></p>	<p>Develop a sustainable, liveable city of neighbourhoods and communities based on the 10-minute city concept, ensuring that placemaking is at the heart of all development. To enhance the characteristics of the city centre and its districts, the suburbs, urban towns and city hinterland. To ensure that the City develops sustainably and delivers for all its residents.</p>
<p><b>Sustainable mobility</b></p>	<p>Develop a transformed sustainable transport system with a significant shift toward walking, cycling and public transport, and where possible to enshrine this principle in all developments across the city.</p>
<p><b>Enhance our built and natural heritage</b></p>	<p>Protect, enhance, support and develop our built heritage and townscapes, and our natural heritage, biodiversity, parklands, rural areas and waterways. To expand our built heritage with new buildings, townscapes and public spaces, achieved through the highest standards of architecture and urban design.</p>
<p><b>A resilient city</b></p>	<p>Mainstream climate action and resilience throughout the new Development Plan so to address flood risk, reduce carbon emissions and transition to a low-carbon, climate resilient society, resilient to extreme weather events, pandemics and other potential shocks.</p>

<b>A healthy, inclusive and diverse city</b>	Build on Cork’s status as a Healthy City, offering a vibrant and interactive environment for all, and to ensure that permeates through the new City Development Plan. To promote healthy living and wellbeing.
<b>A connected city</b>	Cork to continue to be a highly connected city providing local, regional, national and international connectivity.
<b>A city of learning and culture</b>	To build on Cork City’s rich cultural heritage and to foster learning, culture, heritage and the arts throughout the City.

A resilient city means new ways of dealing with climate impacts, such as flooding and surface water drainage. It means supporting sustainable mobility measures to reduce greenhouse gas emissions. It means look at new ways of using our public spaces as adapt to living with extreme weather events, pandemics, or other environmental shocks.

A healthy city means wellbeing and a sense of place, and exploring new ways to move through our City, and making full use of our green spaces, waterways and sports facilities.

These are some of the ways in which Cork City may change and evolve over the next two decades. The next City Development Plan will establish a framework for many of these changes.

### What does this really mean for Cork City?

Recommended policies and issues for consideration in the Draft City Development Plan are set out in Section 3 of this report. But what does this really mean for Cork City to 2028, 2040 and beyond?

Compact growth means denser neighbourhoods through a mix of housing tenures and building height.

Sustainable mobility means more public transport, more walking and cycling, and more supporting infrastructure and services. It also means the introduction of transport corridors to accommodate new public transport routes and services. It means bring urban streets back to life, moving away from a car-dominated environment.

A 10-minute city could mean more mixed-use neighbourhoods, with community, social, health, cultural and employment uses provided along with housing.



A city of strong communities, with liveable neighbourhoods and an excellent quality of life



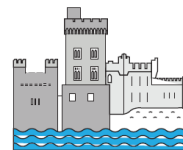
A resilient city that addresses challenges and risks posed by climate change and pandemics



A diverse city offering equality for all



A healthy city offering a vibrant and interactive environment for all



An architecturally rich and beautiful city by the River Lee



A highly connected city, providing local, regional, national and international connectivity



A city of learning, using knowledge as a key enabler for city growth



A city of culture and heritage, creatively embracing its past, present and ambitious for its future

## STRUCTURE OF REPORT

This report is structured in 2 Volumes. You are now reading Volume 1.

### Volume 1

#### Chief Executive's Key Strategic Issues & Recommendations

##### EXECUTIVE SUMMARY

##### STRUCTURE OF REPORT

###### PART 1 Introduction to Chief Executive's Report

- 1.1 Introduction
- 1.2 Purpose of this Report
- 1.3 Consultation Process
- 1.4 A New Strategic Planning Context
- 1.5 Legislative Context

###### PART 2 Drafting the Core Strategy

###### PART 3 Key Strategic Issues & Chief Executive's Recommendations for the Draft City Development Plan

This Part contains recommendations on the main policies and objectives which should be addressed in the new City Development Plan, grouped under headings. They are not intended to be exhaustive but give a good indication of the key broad policy areas which will be detailed and expanded upon in the Draft City Development Plan.

##### APPENDICES

- Appendix 1 Report on the results of the online survey
- Appendix 2 Acronyms

### Volume 2

#### Summary of submissions and Chief Executive's Opinion & Recommendations

**PART 1** A summary of submissions by the **Southern Regional Assembly** (this is a specific requirement of the legislation) and the **Office of the Planning Regulator**, and the Chief Executive's opinion and recommendations on the issues.

**PART 2** A summary of the **main issues raised in the submissions received** and the Chief Executive's opinions and recommendations on the issues. The issues raised are grouped under a number of headings that broadly align with the various Issues Paper chapters.

##### APPENDICES

- Appendix 1 List of Submissions received (numerical order)
- Appendix 2 List of Persons and Bodies consulted (alphabetical order)
- Appendix 3 Acronyms

## **Part 1**

### **Introduction to the Chief Executive's Report**

## 1.1 Introduction

Cork City Council is in the process of preparing a new City Development Plan. This process began with the publication of the **Cork City Development Plan 2022-2028 Stage 1: Pre-Plan consultation Issues Paper: Our City, Our Future** in June 2020 and a consultation process which ran until August.

The City Development Plan is the first City Development Plan to be prepared for the expanded Cork City<sup>1</sup>. For the first time, a single statutory development plan will encompass Cork City and all its suburbs – including Rochestown, Douglas, Grange / Frankfield, Togher and Banduff – the towns of Ballincollig, Blarney, Tower and Glanmire, and the immediate hinterland areas. The City Development Plan must deliver on the National ambitions and growth targets for Cork City, which will seek to accommodate an additional 125,000 people by 2040 – this means housing on average an additional 6,250 people and creating over 3,750 jobs per annum over the next 20 years. The new City Development Plan will represent an important step in the evolution of strategic planning in Cork City.

The Issues Paper provided the context of the new City Development Plan and explained how it fits into the national hierarchy of plans with the National Planning Framework (NPF), Regional Spatial and Economic Strategy (RSES) for the Southern Region and Cork Metropolitan Area Strategic Plan (MASP), which is included in the RSES. It referred to other key policy documents, such as the Cork Metropolitan Area Transport Strategy (CMATS) and the Cork City Climate Adaptation Plan 2019. It also

set out a series of key themes and questions that need to be considered in the preparation of the new City Development Plan.

There was a significant response to the **consultation process**, which is set out below. Cork City Council wish to sincerely thank all those who took the time and effort to participate in this process, whether by making a submission, completing the online survey or attending one of the online 'webinars', or coming to City Hall to meet one of the planners. Cork City Council would also like to acknowledge the efforts and thank the Public Participation Network, the Members of the Strategic and Economic Development Strategic Policy Committee of Cork City Council, and the Elected Members of Cork City Council, who supported the consultation process.

It is this type of engagement that will ensure that the development plan is informed by a wide range of views and opinions.

## 1.2 Purpose of this Chief Executive's Report

This report forms part of the statutory process to make a new City Development Plan. Its primary function is to list and summarise the main issues raised in the submissions received during the consultation process, and to provide recommendations on the policies to be included in the Draft City Development Plan. This report must follow a prescribed statutory framework, which is set out below under "1.5. Legislative Context" and is submitted for the Elected Members for their consideration.

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<sup>1</sup> On 31 May 2019 Cork City expanded to nearly five times its former size and the population of the city grew by 85,000 to 210,000: <https://www.corkcity.ie/en/council-services/public-info/boundary-extension/>



### 1.3 Consultation Process

The pre-plan consultation is a legal requirement as part of the City Development Plan process. The consultation process ran from **26<sup>th</sup> June until 21st August 2020**.

Three documents were published as part of the Issues Paper consultation:

1. The **Cork City Development Plan 2022-2028 Stage 1: Pre-Plan Consultation Issues Paper: Our City, Our Future** which is the main consultation document and contains all the relevant detail and information on the issues on which the public's views were sought.
2. The **Process Overview** document, a supporting document which is a guide to the Development Plan process and explains the different stages of the process and when people can get involved and make submissions to inform the Plan. This document will remain on the Council website throughout the 2-year plan process.
3. The **Socio-Economic Summary Profile**, a supporting document which provides key information presented in a series of maps and infographics on 34 high-level datasets illustrating various social and economic indicators for all parts of Cork City. This supporting document helps inform the Draft Development Plan.



Aside from the required statutory newspaper notice, the consultation was widely promoted via the City Council’s website, radio, newspapers and on social media platforms, under the “Our City, Our Future” banner. The **Covid-19** public health crisis and the related restrictions on public gatherings provided a significant and unprecedented challenge to the consultation process. Notwithstanding this challenge, the Council engaged with the public and other stakeholders in a number of ways.

There was a high level of engagement which is a tangible indication of the genuine interest that the residents of Cork have in the future of their city.

Cork City Council engaged with the public and other stakeholders in the following ways:

- (i) submissions received to the Issues Paper
- (ii) online Webinars
- (iii) an online survey
- (iv) one-to-one consultation meetings, and
- (v) a young persons’ photograph competition.

These are detailed in the following paragraphs.

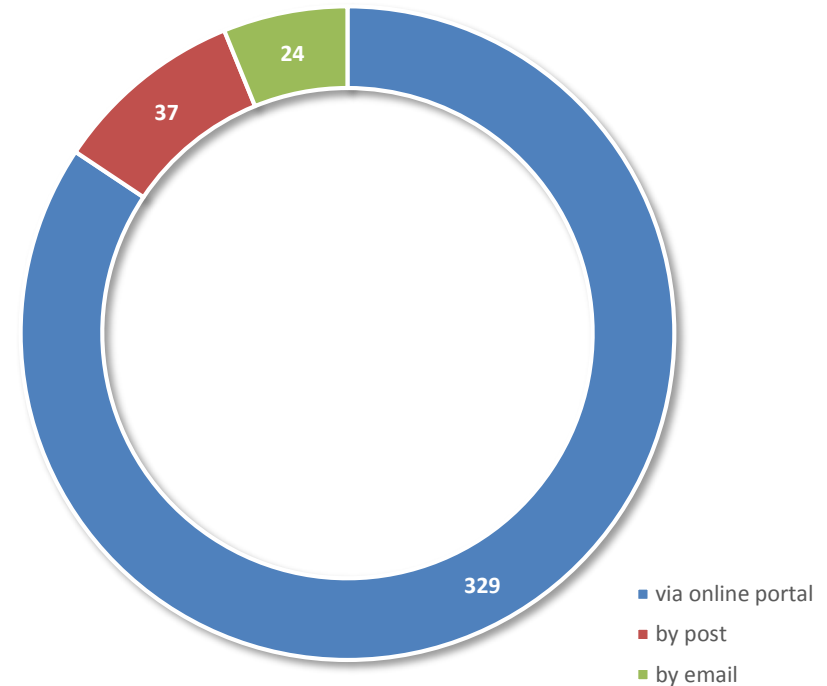
**(i) Submissions to the Issues Paper**

**390 submissions** to the Issue Paper were received. This compares with the 106 submissions received in response to the 2015-2021 City Development Plan Issues paper in 2013, an increase of **270%**.

Of the 390 submissions:

- 329 (84%) were online submissions submitted via the online consultation portal
- 37 (10%) were submitted by post
- 24 (6%) were submitted via email

How the submissions were received



A wide range of issues were raised in the submissions received. These are summarised, and addressed by the Chief Executive, and form the bulk of the content of this report. A list of all those who made a submission is included in Appendix 1 of **Volume 2** of this Chief Executive’s Report.



**Webinar 2: Our City Our Future: Addressing the Challenges**

Climate change presents many challenges and it is essential that these are clearly outlined and addressed in the new development plan and its implementation. This includes mitigating climate change risk and adapting the city so that it is more resilient to climate change and extreme weather events. Key challenges include flood risk and addressing the impacts of heat stress in the development of Cork City as a low carbon, resilient and living city.

The density of development is key to creating a compact and liveable city and creating successful neighbourhoods for residents and to attract new investment to Cork City. In comparing Cork to other cities, we need to be brave in putting a plan together that identifies the infrastructure necessary to realize the vision, implementing the plan, and funding the implementation. A key challenge for densifying Cork City is introducing new built form in the suburbs, whilst ensuring neighbourhoods have the appropriate assets to allow them to be successful.

Cork Metropolitan Area Transport Strategy (CMATS) 2040 provides a robust basis on which to develop Cork City over the next 20 years. The development of cycle infrastructure and the delivery of infrastructure to enable substantial improvements in public transport are essential.

**(iii) Online Survey**

An online survey was run for 4 weeks from 24<sup>th</sup> July to 21<sup>st</sup> August 2020, in order to find out what the people of Cork City would like to prioritise in developing a vision for the future. The survey took approximately 6-8 minutes to complete and **1,347 responses** were received. Of particular note is that over **90%** of the participants rated Cork a ‘good’ to ‘excellent’ place to live. A report on the results of the online survey is included as Appendix 1 of this Report.

**(iv) One-to-One Consultation Meetings / Public Meeting**

The City Council offered one-to-one consultation meetings with a planner to members of the public including community representative groups. **14 meetings** took place over two mornings on Wednesday 12<sup>th</sup> and Thursday 13<sup>th</sup> August 2020. To comply with the public health measures designed to reduce the spread of Covid-19 these meetings were held in the “meeting pods” in the foyer of the New Civic Offices in City Hall.

Many of the issues raised in the one-to-one meetings mirror those raised in the submissions received. Here are the main issues raised in the consultation meetings:

Design Review	<ul style="list-style-type: none"> <li>• Cork City Council should include an objective to develop a design review system for Cork City to ensure that development is of the highest quality.</li> </ul>
Transport and Mobility	<ul style="list-style-type: none"> <li>• Identifying and providing more cycling and walking routes, the Bus Rapid Transport routes and the Light Rail Transit route.</li> <li>• The expansion of bus stops in busy peripheral areas of the city.</li> <li>• The condition of cycle lanes and the need for cycle education programmes.</li> <li>• Location-specific issues about the need for traffic calming and footpaths.</li> <li>• The development of Cork’s pedestrian network needs a strategic plan and a clear implementation strategy with funding in place.</li> </ul>

Student Housing	<ul style="list-style-type: none"> <li>• Impacts on the local community.</li> <li>• The changing character of neighbourhoods.</li> <li>• The need for student housing to be identified as a different housing tenure.</li> </ul>
Traveller Housing	<ul style="list-style-type: none"> <li>• The development plan should include objectives to develop new Traveller accommodation and appropriate development management objectives should be provided to enable appropriate developments to be approved.</li> </ul>
City Expansion	<ul style="list-style-type: none"> <li>• The strategic expansion of cork city up to 2040.</li> <li>• Strategic areas of growth to accommodate future population.</li> </ul>
Lea to Sea Greenway	<ul style="list-style-type: none"> <li>• Potential along this route for a nodal point with amenities, local businesses and Park and Ride facilities that link to the route and its users, similar to the Waterford and Mayo Greenways.</li> </ul>
Green infrastructure	<ul style="list-style-type: none"> <li>• The development of major City parks in the city's hinterland are required to meet the needs of the city population and to provide invaluable amenities and meet current deficits.</li> </ul>
Temporary uses	<ul style="list-style-type: none"> <li>• Temporary uses should be encouraged in appropriate locations (e.g. City Centre, City Docks) and appropriate strategic objectives and development management objectives included in the development plan.</li> </ul>

**(v) Young Peoples' Photograph Competition**

A Young Peoples Photograph Competition ran in parallel to the Issues Paper public consultation from 26<sup>th</sup> June to 21<sup>st</sup> August 2020. There were accompanying social media promotions for the Cork City area for the competition via Facebook and Twitter and. **26 submissions** were received comprising a quality range of images of Cork City. An assessment will be made and prizegiving will be held in October 2020. The wining images will be celebrated via Cork City Council social media and used in the Draft City Development Plan in 2021.



### 1.4 A New Strategic Planning Context

While the legislative framework for this Chief Executive’s report is set out below, there is also a much changed national and regional strategic planning context since the last City Development Plan was prepared between 2013 and 2015. This is summarised briefly below, while it is set out in some detail in the Issues Paper. The image below demonstrates the National hierarchy of plans.

- **UN Sustainable Development Goals**

There are 17 Sustainable Development Goals (SDG) set by the UN General Assembly in 2015 as a blueprint to achieve better and more sustainable development for all. Development Plan policies and objectives can have a direct impact on achieving SDG. Key goals and objectives in the new Development Plan will be proofed against these SDG.



- **Project Ireland 2040**

This is the Government’s long-term overarching strategy to ‘make Ireland a better country for all of its people’. Published in February 2018, it comprises the National Development Plan 2018-2027 and the **National Planning Framework (NPF)**. The NPF is a high-level strategy to guide development and investment in Ireland up to 2040. It sets ambitious growth targets for Cork City, based on a vision of a regional strategy to provide a counterbalance to Dublin. The NPF sets out ten National Strategic Outcomes, illustrated below. These National Strategic Outcomes form the basis for the new City Development Plan.

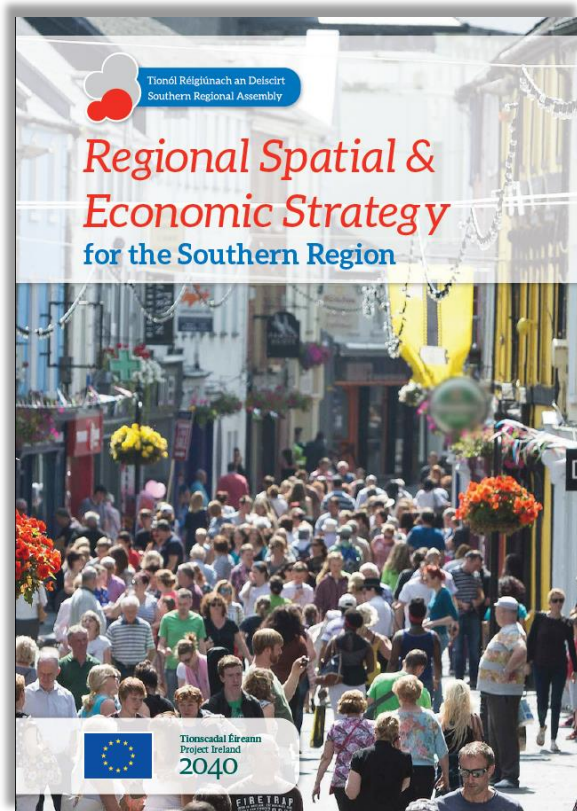


Source: Ireland 2040 National Planning Framework



- **Southern Regional Spatial and Economic Strategy (RSES)**

The RSES is a strategic regional development framework supporting Project Ireland 2040 and the NPF. It sets a settlement and economic hierarchy for the region and reinforces the National Strategic Outcomes of the NPF with *Regional Planning Objectives*. Section 27(1) of the Act requires that all development plans (or local area plans) are consistent with the regional spatial and economic strategy. The RSES includes the Cork Metropolitan Area Strategic Plan (MASP).



- **Cork Metropolitan Area Strategic Plan (MASP)**

The Cork MASP is included within the RSES, and it sets out policy objectives for the Cork Metropolitan Area. The MASP builds upon the ambitious growth targets for Cork set out in the NPF and seeks to strengthen the Cork Metropolitan area as an international location of scale, and a primary driver of economic and population growth in the region. The MASP envisages Cork City to grow from c 210,000 people in 2016 by 75,000 to a total of 289,000 people in Cork City by 2031, requiring a commensurate growth in employment of 65,000 extra jobs in the Cork Metropolitan Area. The MASP recognises that this level of growth will require significant investment in supporting infrastructure to deliver the houses, jobs and services.

- **Cork Metropolitan Area Transport Strategy CMATS**

CMATS was produced by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII) and Cork City Council and Cork County Council and represents a coordinated land-use and transport strategy for the Cork Metropolitan Area to cover the period up to 2040. It envisaged a €3.5 billion investment plan to improve mobility in the Cork Metropolitan Area with a significant investment in public transport, walking and cycling.

- **Office of the Planning Regulator (OPR)**

The OPR was established by Government in 2019. One of the key functions of the OPR is the assessment of all local authority forward planning, including development plans, and the OPR provides statutory observations during the drafting of development plans to ensure consistency with relevant regional or national policies.

## 1.5 Legislative Context

### Content of this Chief Executive's report

The **Issues Paper** and the accompanying **Process Overview** document describe the City Development Plan process. The legislative basis for this part of the process is set out under section 11 of the Planning and Development Act, 2000 as amended.

In accordance with section 11(4)(b), this Chief Executive's report is required to:

- (i) list the persons or bodies who made submissions or observations, as well as any persons or bodies consulted,
- (ii) summarise the issues raised in the submissions and during the consultations, where appropriate, **but shall not refer to a submission relating to a request or proposal for zoning of particular land for any purpose,**
- (iii) give the opinion of the Chief Executive to the issues raised, taking account of: —
  - the proper planning and sustainable development of the area,
  - the statutory obligations of any local authority in the area,
  - any relevant Government or Ministerial policies or objectives for the time being of the of the Government,
- (iv) state the Chief Executive's recommendations on the policies to be included in the draft development plan.

In accordance with section 11(4)(bc) this report is also required to summarise the issues raised and recommendations made by the **Southern Regional Assembly** and outline the recommendations of the Chief Executive in relation to the manner in which those issues and recommendations should be addressed in the draft development plan.

### Legislative Context for Drafting the Core Strategy

The Planning and Development (Amendment) Act 2010 introduced the requirement for a core strategy to be incorporated as part of all City and County Development Plans. The purpose of the core strategy is to set out a clear evidence-based approach to guide the future spatial development of the City during the plan period.

The focus of the core strategy is on residential development and in ensuring that there is an acceptable equilibrium between the supply of zoned, serviced land for the projected demand for new housing, over the lifetime of the Plan. Other important components of the core strategy include the location of employment and enterprise hubs, neighbourhood facilities and amenities, the natural, built and cultural structure of the city, biodiversity and environmental quality and the impacts of climate change.

Section 11(4)(d) of the Planning and Development Act, 2000 as amended provides that following the consideration of the Chief Executive's Report, the Elected Members may issue directions to the Chief Executive regarding the preparation of the Draft City Development Plan. The legislation provides that any such directions shall be strategic in nature, consistent with the draft core strategy, and shall take account of the statutory obligations of the local authority and any relevant policies or objectives for the time being of the Government, or of any Minister of the Government.

In accordance with these statutory requirements, further detail is provided in the next section of this report on the steps being taken in preparing a draft core strategy and the strategic planning issues it will address, in order to ensure that strategic directions issued by the Elected Members are consistent with these approaches.



### **The Next Step**

The Elected Members of Cork City Council have up to 10 weeks to consider the Chief Executive's report, following which the Members may issue directions to the Chief Executive regarding the preparation of the draft development plan. Any such directions shall be: —

- strategic in nature,
- consistent with the draft core strategy,
- shall take account of the statutory obligations of any local authority in the area, and
- shall take account of any relevant Government or Ministerial policies or objectives.

In accordance with section 11(4)(f), in issuing directions the Elected Members of Cork City Council shall be restricted to considering the proper planning and sustainable development of the area to which the development plan relates.

### **Future Steps in the Draft City Development Plan Process**

Following the giving of directions as set out above, the City Development Plan process includes a number of further steps:

- a 12-week period for the preparation of the Draft City Development Plan and its submission to Council
- an 8-week period for Council to consider the Draft City Development Plan
- at the end of the 8-week period, unless Council amend it by formal resolution, it becomes the formal Draft City Development Plan
- within 2 weeks it must be made available for public consultation for a period of 10 weeks, during which written submission or observations can be made on the Draft City Development Plan

This Report represents Stage 3 of the process, as illustrated in this diagram. It is envisaged that the process will conclude in mid-2022.

## Development Plan Stages



## **Part 2**

### **Drafting the Core Strategy**

## Drafting the Core Strategy

### 1. The Purpose of the Draft Core Strategy

The City Development Plan 2022 – 2028 must include a Core Strategy which sets how the Plan will address key issues relating to the future development of Cork City. These include housing, employment, transport and mobility, the environment and sustainable development and climate action. This section presents some of the key issues that the Core Strategy will address. As set out in the previous section, the members of Cork City Council must review this Chief Executive’s report and give direction of a strategic nature that is consistent with the Core Strategy. In accordance with this statutory requirement, this section provides more detail in relation to the steps being taken to prepare a Draft Core Strategy along with the strategic planning issues it will address.

### 2. Strategic Overview

The Core Strategy must be aligned with the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Southern Region, which includes the Cork Metropolitan Area Strategic Plan (MASP). These plans provide strategic objectives and population targets for Cork City and Cork Metropolitan Area for 2026, 2031 and 2040 respectively. In addition, the Cork Metropolitan Area Transport Strategy (CMATS) 2040, which was adopted by the National Transport Authority (NTA) in 2020, sets out a clear framework for the delivery of an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area.

### 3. Population Targets

The NPF projects that the population of Ireland will grow by 1 million people over the next 20 years. The NPF identifies Cork City as a national driver of population growth and economic activity over its lifetime, setting a population growth target of + 125,000 people between 2016 and 2040. This means that Cork City will need to plan to house on average an additional 6,250 people every year for the next 20 years, as presented below.

**Breakdown of Growth Targets for Cork City to 2040 <sup>2</sup>**

Population	2016 (Census)	2026 (Target)	2031 (Target)	2040 (Target)	2016-2040 (Target Increase)
Cork City	211,000	262,000	286,000	336,000	+125,000

Source: [www.southernassembly.ie](http://www.southernassembly.ie) NOTE: The figures in this table are rounded to the nearest 500 as set out in the Implementation Roadmap and the RSES

A key component of the City Development Plan Core Strategy will be an examination of the equilibrium between the capacity of existing zoned land for residential use and future land requirements. These elements will be informed by a Capacity Study and a Joint Housing Strategy which will inform the Chief Executive’s recommendation in relation to the quantum of land required to be zoned to accommodate residential (and mixed use) in the Draft Plan. Details of these, and other studies that will inform the Draft City Development Plan are outlined below.

<sup>2</sup> Figures derived from Census 2016, NPF 2040 and RSES for the Southern Region 2031

#### 4. Compact Development and a two-tier approach to land zoning

The NPF prioritises compact growth as a more sustainable model of development. This will require a clear focus on delivering brownfield / infill development within the existing built up areas of the City. The NPF sets a target that 50% of development should be on these brownfield or infill sites. In order to achieve this objective, the NPF introduces a new requirement for a two-tier approach to land zoning:

- **Tier 1** lands are serviced and, in general, part of or contiguous to the built-up footprint of an area.
- **Tier 2** lands are not currently sufficiently serviced to support new development but have potential to become fully serviced within the lifetime of the City Development Plan. Tier 2 lands may be positioned within the existing built-up footprint, or contiguous to existing developed lands or to Tier 1 zoned lands.

Cork City Council will conduct an infrastructural assessment of the required services to support new development on any Tier 2 lands. This will be aligned with the delivery program of infrastructural providers such as Irish Water and the NTA. These investment programmes must be achievable within the timeframe of the City Development Plan. Cork City Council may also commit to the delivery of the required infrastructure in its own infrastructural investment programme in order to support certain lands for zoning. Lands that cannot be serviced during the lifetime of the plan should not be zoned for development.

Infrastructural capacity of a site is therefore an important consideration, but the location of the site relative to transport, education, employment, community facilities and other amenity are equally critical factors. To achieve this, Cork City Council has undertaken an approach to active land management that integrates planning, engineering and environmental factors to development propositions.

#### 5. The Southern Regional Spatial and Economic Strategy (RSES)

The RSES is a 12-year strategic regional development framework to support the delivery of the NPF. In accordance with the objectives of the NPF, the RSES also sets out the Cork Metropolitan Area Strategic Plan (MASP). The Cork MASP is based on the principles of a Sustainable Place Framework, and includes the following key enablers which are key to the delivery of the Core Strategy for Cork City:

- Delivering ambitious large-scale, mixed-use regeneration projects in City Docks and Tivoli as integrated, sustainable developments including the provision of supporting infrastructure (rapid transit, transport infrastructure in particular Eastern Gateway Bridge and public realm) and relocation of 1 Seveso site from City Docks and 2 from Tivoli Docks.
- Enhance City and Metropolitan area public transport system, focusing on the east-west rapid transit corridor (Light Rail Transit) from Mahon, through the City Centre to Ballincollig, and a north-south corridor with a link to the Airport, supported by a strong core bus network serving the city and wider Metropolitan Area.
- Upgrading the Cork commuter rail service and providing additional stations in areas targeted for growth, such as Tivoli.
- Identifying infill and regeneration opportunities to intensify housing development in inner city and suburban areas, supported by strengthened public transport connectivity, public realm and urban amenity projects.
- Progressing the sustainable development of new areas for housing, especially those on public transport corridors such as urban expansion areas on the rail corridor.
- Enabling enhanced opportunities for existing communities as development and diversification occurs, particularly through employment, learning and education support.

- Development of a new science and innovation park to the west of the City, accessible by public transport.
- The continued expansion of and integration with the City's third level institutions, centres of research and innovation.

Key projects set out in the National Development Plan (NDP) 2018-2027 and supported in the RSES will also be key determinants in setting out the pattern of consolidation and strategic expansion within the city including:

### Key Projects for Cork City

- The Cork Lower Harbour Main Drainage Project
- New acute hospital for Cork and Cork University Hospital Phase 2
- Investment in Crawford Art Gallery, a significant national cultural asset;
- Advancement of developing Ballincollig Regional Park, Marina Park and Tramore Valley Park, regional scaled recreational assets;
- Supporting commercial investment in the city centre is promoting the city as a competitive location for international financial services;
- Growing Cork International Airport as a gateway for business and tourism through transatlantic flights routes, proximity to London and continental Europe.
- Progress in developing a 6,000 seat Cork Events Centre
- Progress the Cork Science and Innovation Park at Curraheen;
- Progress delivery of the M28 Cork to Ringaskiddy, which will facilitate relocation of port activities from the docklands, allowing regeneration
- Expansion of Tyndall National Institute
- The development of UCC's new Cork University Business School

## 6. Aligning Land Use and Transport Planning

The alignment of land use and transportation planning a critical priority to achieve compact growth, enhanced regional accessibility, sustainable transport, and transition to a low carbon and climate resilient society.

CMATS 2040 has been developed to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region. The overall strategy is based on the principle of Public Transport Orientated Development (PTOD), where a balanced mixed of land uses, consolidated and higher density development, create compact settlements of sufficient scale to reduce trip distances and to support the viability of high capacity public transport.



### Walking

Completion of the Cork Walking Strategy recommendations.

Align improvements to the walking network with the implementation of the BusConnects network.



### Cycling

Develop and complete the primary and inter-city cycle network, including the flagship 'Lee to Sea Greenway' from Ballincollig to Crosshaven

Align the cycling network with the implementation of the BusConnects network.



## BusConnects

Develop, design and implement the BusConnects network

Prioritise the following BusConnects corridors:

- East-West interim bus corridor following LRT;
- Douglas Road and South Douglas Road Corridor;
- N20 Mallow Road Corridor;
- Summerhill North / Ballyhooly Road Corridor;
- Hollyhill (Apple Campus) to City Centre;
- Dunkettle to City Centre



## LRT & Suburban Rail

Identify and protect an alignment for the LRT scheme along the East-West Corridor

Implement an interim high frequency bus service route and priority measures along the corridor

Provide through running suburban rail at Kent Station between East Cork and Mallow

Develop new stations at Tivoli, Blackpool / Kilbarry, Blarney / Stoneview and Dunkettle



## Road

Deliver the strategic roads infrastructure:

- Cork City Centre Movement Strategy (CCMS)
- Dunkettle Interchange Upgrade Works
- Appraisal and development of the Northern and Southern Distributor Roads;
- Appraisal of Northern Ring Road (NRR) as part of N/M20 Cork-Limerick Road.
- Road network to provide sustainable access to development lands.



## Parking

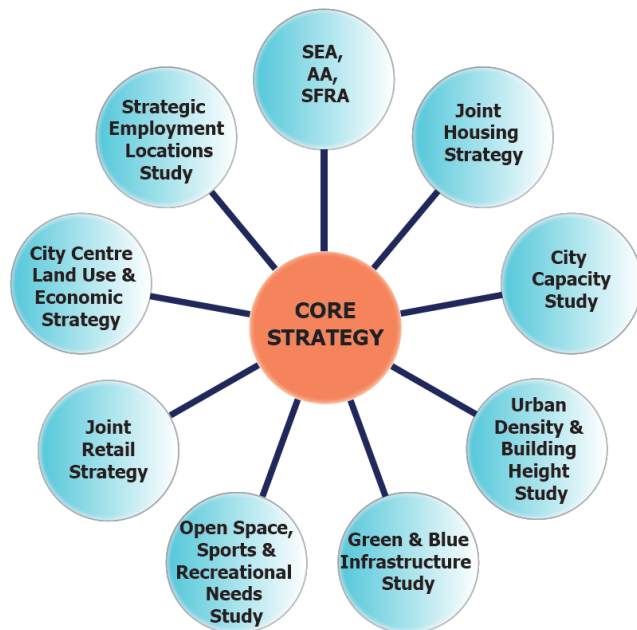
Design, plan and acquire land for all strategic Park and Rides and prioritise Park and Ride at Dunkettle and all BusConnects Park and Ride Facilities;

Develop mobility hubs in regeneration areas and implement parking zones in residential areas.

## 7. Drafting the Core Strategy

It is important that the policies and objectives set out in the Draft City Development Plan are evidenced-based, and where possible reflect good international practice. To achieve this Cork City Council is advancing a number of critical studies that will inform the Core Strategy, including:

1. Joint Housing Strategy
2. City Capacity Study
3. Urban Density and Building Height Study
4. Green and Blue Infrastructure Study
5. Open Space, Sports and Recreational Needs Study
6. Joint Retail Strategy
7. City Centre Land Use and Economic Strategy
8. Strategic Employment Locations Study
9. Environmental Assessments (SEA, AA, SFRA)



## 8. Key Strategic Issues

The following strategic issues are currently identified as being key to shaping land use planning in the city and the overall nature of the Core Strategy, during the plan making period:

1. **Consolidating and Regenerating the City Centre:** Consolidate and regenerate the City Centre, to underpin its role as the vibrant, living and working heart of the city, including a renewed focus on increasing residential and employment uses, along with a range of cultural, tourism and commercial uses at a suitable form and scale to reflect the city centres historic character.
2. **Delivering the Docklands:** The regeneration of the City Docks and Tivoli Docks as a high quality, mixed use sustainable waterfront areas with new urban quarters and transformational projects acting as catalyst for further investment and regeneration of the City. Policies and objectives that support their phased delivery will be prioritised and highlighted as key objectives. The regeneration of these areas as new high density sustainable urban quarters will be important in achieving a sustainable level of growth in the city, metropolitan area and wider region over the next 20 years.
3. **Intensifying the East-West Corridor:** Prioritising development along the identified high-capacity public transport corridors including: (i) the Ballincollig-City-Centre-Docklands-Mahon; (ii) in close proximity to BusConnects priority routes and stops (iii) in close proximity to primary and inter-city cycle network, including 'Lee to Sea Greenway'.
4. **Intensifying Locations along the Suburban Rail Line:** Planning and delivery of a higher intensity and mix of uses at locations easily accessible (by sustainable transport modes) to existing or planned stations along the suburban rail lines, such as Tivoli, Blackpool / Kilbarry and Blarney / Stoneview.



5. **Consolidating the City Suburbs:** Delivery of land use policies within identified neighbourhoods that support the provision and design of a mix of uses in underutilised locations, which prioritise walking and cycling and enable the efficient provision of public transport services and with layouts and densities that integrate and enhance with the overall character of these neighbourhoods:
- **The North West Suburbs:** Identifying key opportunities to delivery transport orientated development to maximise the significant public transport intervention in CMATS, including a new commuter railway station (Blackpool / Kilbarry) and high frequency bus routes. Progressing the North-West Quarter Regeneration plan for Knocknaheeny and Hollyhill and delivering a mixed tenure housing at Old Whitechurch Road. Focusing on repurposing underutilised sites within existing neighbourhoods, including Blackpool, Churchfield, Fairhill and Sundays Well.
  - **The North East Suburbs:** Planning and delivery of the Ballyvolane Urban Expansion Area (UEA) and Tivoli Docks as the main areas identified for future growth, through a mix of housing, employment and commercial uses and matched with the significant public transport improvements as part of CMATS. Focusing on repurposing underutilised sites within existing neighbourhoods, including Mayfield, Montenotte and the Glen.
  - **The South East Suburbs:** Consolidating and enhancing the mix of uses in Douglas to strengthen its role as the focal point for surrounding residential areas of Rochestown, Frankfield, Donnybrook and Grange. Building on the potential of Mahon as the largest neighbourhood in the area, with significant population, employment and economic activity to delivery transport orientated development. Focusing on opportunities to repurpose underutilised sites within existing neighbourhoods in the area, including Mount Oval / Garryduff, Blackrock and Donnybrook
- **The South West Suburbs:** Build on its strategic location and close proximity to a range of large employers (e.g. UCC, CIT / MTU and CUH) and local services by focusing on potential for future urban renewal, including the redevelopment of underutilised sites, to deliver transport orientated development to maximise the significant public transport intervention in CMATS. Focusing on opportunities to repurpose underutilised sites within existing neighbourhoods in the area, including Togher, Bishopstown, Wilton and Ballyphehane.
6. **Delivering Growth within Urban Towns:** Delivery of land use policies within the four urban towns of Ballincollig, Glanmire, Tower and Blarney based on proportionate growth levels and focus on the phased delivery of strategic sites which prioritise walking and cycling and enable the efficient provision of public transport services, deliver a mix of uses in underutilised locations and provide layouts and densities that integrate and enhance with the overall character of these towns who's nature, scale and characteristics of these towns differ greatly. Ensure the spatial growth strategy for these four towns preserve their identities as being distinct to the to the city and suburbs:
- **Ballincollig:** Plan for the major transport and connectivity improvements set out under CMATS, including the future Light Rail/High Frequency Bus corridor, connecting to Cork City Centre and onto Mahon, by identifying and phasing the delivery of strategic and underutilised sites which prioritise walking and cycling and enable the efficient provision of current and future public transport services. Progress the phased delivery of the Maglin Urban Expansion Area and identify opportunities to delivery transport orientated development and connections to the proposed Lee to Sea Greenway.

- **Blarney:** CMATS provides for a suite of public transport interventions for Blarney, including a new train station at Stoneview. The potential development on zoned lands to north of the town need to be examined in the context with the need to balance development with the tourism potential, the need for local services and wider sustainable transport targets for Cork. Opportunities to repurpose underutilised sites within the existing built up area that integrate and enhance with the overall character of the town will be identified.
  - **Glanmire:** Recognising the difficult topography and the location of low-lying agricultural lands to the southwest, focus growth on progressing the phased development of the Ballinglanna Urban Expansion Area, located to the south east of the town centre and on opportunities to repurpose underutilised sites within the existing built up area, which are not susceptible to flood risk.
  - **Tower:** Focus on consolidating the existing settlement, with the potential for additional development to be examined in the context of the topography of the area, the associated flood plain to the east and the need to balance development with local services and sustainable transport targets for the wider Cork area.
7. **Sustaining the City Hinterlands:** The potential for additional development in the City Hinterland needs to be examined in the context of the local and environmental characteristics of the area. There will be a requirement to balance any future development with the wider needs of Cork City to achieve compact growth and more sustainable transport patterns, while ensuring environmental preservation and the retention and enhancement of the urban and rural character of the wider city. Cork Airport will be supported in its role as an international gateway for the city, metropolitan area and region from a transport, connectivity and economic viewpoint.

## 9. Drafting the Core Strategy

The Core Strategy will be drafted as part of the preparation of the Draft City Development Plan. The Core Strategy will focus on the population targets set out in the NPF and expanded upon in the RSES and Cork MASP. It will identify Tier 1 and Tier 2 land-use zonings, will align land-use and transportation planning and will focus on the key strategic issues identified above.

The studies referenced above, in particular the Joint Housing Strategy with Cork County Council which includes and Housing Need and Demand Assessment (HNDA), City Capacity Study and Urban Density and Building Height Study, will provide essential evidence-based input into the preparation of the Core Strategy.

The Core Strategy will be a central component of the Draft City Development Plan and will form the basis for many of the Draft Plan's strategies, policies and development objectives. It will shape the structure of the City and inform the land-use strategy to be delivered in the Draft City Development Plan, helping to deliver more liveable city neighbourhoods.

**Part 3**

**Key Strategic Issues and Chief Executive’s Recommendations for the Draft City Development Plan**

## 1. Strategic Context

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>A number of submissions referred to the new strategic planning context for Cork City with reference to the NPF, RSES and MASP, and the requirement and importance of aligning the new City Development Plan with these strategies. Submissions referred to the overall vision and sustainable development of the City, and the context of the new City Development Plan period within the overall strategic vision of the NPF.</p>	<p>It is recommended that the Draft City Development Plan will include the preparation of a strategic vision for the City that aligns with the UN Sustainable Development Goals (SDGs), the National Strategic Outcomes of the NPF, and the Regional Strategic Outcomes (RSO’s) of the RSES, and the Cork MASP, and overarching goals for the City within which to develop a planning policy framework:</p> <ul style="list-style-type: none"> <li>• to deliver as a primary driver of economic and population growth in the region and the State,</li> <li>• to become a compact city of liveable neighbourhoods that delivers for its people,</li> <li>• to develop a transformed sustainable transport system with a significant shift toward alternative modes to the private car, and</li> <li>• to reduce carbon emissions and transition to a low-carbon society.</li> </ul>

## 2. Cork City in Profile

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Compact growth should not be delivered at all costs, growth needs to be balanced with green spaces, amenity, sport and recreation facilities and green and blue infrastructure. Submissions refer to the requirement for the balanced growth in the hinterland and urban towns.</p>	<p>It is recommended that the Draft City Development Plan includes development objectives to consider the following:</p> <ul style="list-style-type: none"> <li>• Where sustainable population growth should be accommodated, via an evidence-based Core Strategy informed by the City Capacity Study, Housing Strategy, population and housing data.</li> <li>• The role of the hinterland in increasing population growth in the City.</li> </ul>

### 3. Shaping the Structure of the City / Core Strategy

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Around one third of the submissions referred to this issue. The submissions refer the requirement and importance of the Draft City Development Plan to be consistent with the NPF and RSES.</p> <p>Submissions referred to the housing crisis and the need to provide additional houses. The form and location of development was a key strategic issue raised. The importance of compact, infrastructure-led growth was key message delivered through the submissions.</p> <p>Submissions referred to the need for an evidence-based approach to growth and land-use zoning. There was general support in the submissions to combat urban sprawl, while some submissions urged that compact growth should not be delivered at all costs, growth needs to be balanced with green spaces</p> <p>Submissions sought a focus of development in the city centre as well as the urban towns of Ballincollig, Blarney, Tower and Glanmire and the city suburbs, and balanced growth in the hinterland.</p>	<p>It is recommended that the Draft City Development Plan will:</p> <ul style="list-style-type: none"> <li>• Align with National Strategic Outcome requirements for compact growth, with 50% of all new homes delivered within the existing built up footprint of the city.</li> <li>• Support the regeneration of brownfield and infill sites to achieve higher density populations, aligned with strategic infrastructure delivery.</li> <li>• Include an evidence-based core strategy informed by key data including the City Capacity Study, Housing Strategy, population and housing targets.</li> <li>• Include a robust settlement strategy delivering on the strategic NPF, RSES and Cork MASP objectives.</li> </ul> <p>It is recommended that the Draft City Development Plan includes development objectives to:</p> <ul style="list-style-type: none"> <li>• Integrate planning policy and development objectives with the Council’s active land management processes to assist in core strategy implementation.</li> <li>• Support compact growth.</li> <li>• Support the compact growth of the urban towns of Ballincollig, Blarney, Glanmire and Tower, and key City neighbourhoods including the city centre and Docklands, and the wider city suburbs.</li> <li>• Mainstream the concept of placemaking, which relates to community identity and means creating high-quality places for people by providing high-quality public services, community and social infrastructure, sustainable and active travel facilities, green spaces, cultural amenities, measures to support healthy lifestyles and wellbeing, academic infrastructure and high-quality, innovative architectural and urban design.</li> </ul>

## 4. Delivering Homes and Successful Neighbourhoods

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Many issues referred to the need for additional and affordable housing, being delivered in tandem with transport, community and social infrastructure, including schools. Submissions referred to compact settlements and the need to carefully consider the need for higher densities and building heights.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an evidence-based Joint Housing Strategy with Cork County Council informed by a Housing Need and Demand Assessment, that will examine the issue of affordable housing.</li> <li>• Ensure that housing is provided in tandem with transport, community and social infrastructure.</li> <li>• Ensure that housing is provided at appropriate densities.</li> <li>• Ensure that housing is provided with a good mix of accommodation types and sizes to meet the needs of the future population.</li> <li>• Meet the housing needs of all members of society.</li> <li>• Encourage the development of sustainable residential neighbourhoods which provide high quality accommodation.</li> <li>• Maximise the use of existing local authority stock.</li> <li>• Support the voluntary housing sector including developing housing for people with specific housing needs.</li> <li>• Support the implementation of the Traveller Accommodation Programme.</li> <li>• Support existing schools and the provision of new schools, childcare facilities, healthcare facilities and community facilities.</li> <li>• Develop the 10-minute city concept to ensure a city of sustainable, liveable neighbourhoods and communities</li> <li>• Ensure that placemaking is at the heart of all development to enhance the characteristics of the city quarters and districts, city suburbs, urban towns and the city hinterland.</li> </ul>

## 5. Climate Change

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Many submissions referred to climate change and climate resilience, and the requirement to take action to address biodiversity, energy use, renewable energy, flood risk and flood mitigation. Submissions referred to climate action as theme permeating all issues to be addressed in the Draft City Development Plan, and particularly linked to land-use zoning, compact settlements, public transport, sustainable mobility and 10-minute city neighbourhoods, as these contribute to climate actions and the transition to a lower carbon society and economy.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an overarching aim to reduce carbon emissions and transition to a lower-carbon society, and to ensure that the future development of the City does not have an adverse impact on the environment.</li> <li>• Mainstream climate action as an overarching and cross-cutting theme throughout the Draft City Development Plan.</li> <li>• Support for the delivery of the Sustainable Energy and Climate Action Plan (SECAP), the Cork City Council Climate Change Adaptation Strategy 2019-2024 and initiatives of the Climate Action Regional Offices (CAROs).</li> <li>• Focus on integrated land-use and transport planning, linking compact growth with the provision of transport infrastructure and sustainable mobility.</li> <li>• Focus compact growth on infill and brownfield sites over unserviced lands and greenfield sites.</li> <li>• Require development proposals in the City to consider climate impact, mitigation and resilience at the earliest stages of design.</li> <li>• Support improved energy efficiency and conservation and renewable energy.</li> <li>• Achieve a resilient city: protect strategic infrastructure, being able to respond robustly to emergencies including extreme weather conditions and pandemics, and having an agile, innovative and broad-based economy.</li> </ul>

## 6. Creating a Liveable City

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Liveability means quality of life, wellbeing, and safe, healthy, inclusive neighbourhoods and places, for people of all ages and abilities. Submissions refer to the importance of diversity, inclusivity and community, as well as education, childcare, health and wellbeing. Places and services in the City should be accessible by all. Social and community infrastructure provision needs to match new housing development in place to support both existing and new residential development.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an overarching aim to promote Cork City as a socially inclusive, healthy, safe city, providing communities and neighbourhoods with facilities which adequately caters for their needs and are easily accessible to all.</li> <li>• Support the implementation of the wide range of different strategies currently being implemented in Cork City to guide and influence the future development of Cork City as a more liveable city, including the Cork City Local Economic and Community Plan.</li> <li>• Ensure that social inclusion objectives are fully integrated into the Draft CDP.</li> <li>• Ensure that Cork City is a family-friendly and child-friendly city.</li> <li>• Ensure that Cork City is an age-friendly city.</li> <li>• Support diversity and plan for the needs of all communities.</li> <li>• Ensure that adequate social and community infrastructure (including schools, childcare facilities, healthcare facilities, community facilities, etc) is provided in line with residential development.</li> <li>• Require development proposals to consider how places are designed to increase community engagement at the earliest stages of design.</li> <li>• Ensure Cork is a sustainable, healthy city in which to live and work.</li> </ul>



## 7. A Diverse and Resilient Economy

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Submissions refer to the need for economic growth, and the interconnection between economic, social and community resilience. Several submissions refer to the importance of the retail sector and the current challenges experienced in retailing, while other submissions refer to various economic sectors and the importance of development knowledge and skills.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Establish Cork City as the primary driver of economic growth of the region.</li> <li>• Establish a retail hierarchy with Cork City Centre at the top and develop robust retail development objectives to strengthen the retail sector across the city, taking into account the changing nature of retailing.</li> <li>• Identify locations for retail, manufacturing, enterprise and employment uses in areas throughout Cork City to support the concept of the 10-minute city.</li> <li>• Regenerate the City Centre and promote its role as the main employment location in the City.</li> <li>• Ensure the appropriate economic, enterprise and retail development of the urban towns, suburban district and neighbourhood centres, smaller settlements and City hinterland areas.</li> <li>• Support enterprise and employment throughout the City.</li> <li>• Support educational facilities.</li> <li>• Promote and support tourism, and to protect and develop strategic heritage and cultural assets.</li> <li>• Support the objectives of the national Smart Economy, Smart Cities and Green Economy Initiatives.</li> <li>• Support growth of academic institutions and to promote and foster links with business.</li> </ul>

## 8. A Connected City

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>A significant number of the submissions referred to this issue. The main issues relate to the requirement for better connectivity within the City; integrated land-use and transport planning; and more sustainable mobility patterns and infrastructure – more walking, cycling and public transport, and facilitating networks and infrastructure. There is a need to implement CMATS including the bus rapid transit (BRT) and light rail transit (LRT). Submissions referred to the creation of liveable, walkable streets, permeability of our neighbourhoods, and consideration of car parking provision. The protection of strategic road network assets was also raised as a key strategic priority for the future growth of the City.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Mainstream the principle of an integrated sustainable transport system with a significant shift toward public transport, walking and cycling, prioritising active and sustainable transport and reducing car dependency in the City.</li> <li>• Integrate land-use and transport planning, aligned with the delivery of infrastructure, to achieve higher-density, infrastructure-led development in strategic locations.</li> <li>• Support the delivery of CMATS and to work with all stakeholders including the NTA and TII to change how we move in and around Cork City into the future, including the identification and protection of key strategic transport routes and corridors.</li> <li>• Support the implementation of the Cork City Movement Strategy.</li> <li>• Work with all stakeholders including the NTA with the aim to develop bus rapid transit (BRT) and light rail transit (LRT) infrastructure.</li> <li>• Work with Iarnród Éireann to develop national and suburban rail infrastructure.</li> <li>• Work with stakeholders to seek to implement the principle of mobility as a service.</li> <li>• Include an overarching aim for Cork City to be a highly connected city providing local, regional, national and international connectivity.</li> <li>• Enhance public realm and develop active, walkable streets and permeable neighbourhoods and places to create an attractive, safe and accessible environment for all ages and abilities.</li> <li>• Require development proposals to consider sustainable mobility at the earliest stages of design, and to achieve permeability in all new developments.</li> <li>• Protect the capacity and secure the sustainable development of key strategic resources such as Cork International Airport and national and regional road networks.</li> <li>• Support Port of Cork’s strategic development plan and the port’s importance for Cork City and the region in terms of connectivity.</li> <li>• Consider the provision of car parking in new developments and explore alternatives such as mobility hubs in suitable locations.</li> </ul>

## 9. Built Heritage, Urban Design and Culture

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>The main issues raised include the protection of our built heritage, and the avoidance of the loss of buildings of historical or architectural significance as the City grows and develops. Submissions also refer to the importance of arts and culture in creating a vibrant, thriving city, and the need for spaces for artists.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Reinforce the unique character of the various towns, villages, suburbs neighbourhoods, districts and places that make up the fabric of the City.</li> <li>• Ensure that development enhances the unique and different character, heritage and cultural significance of towns and areas now located within the City, including Ballincollig, Blarney and Glanmire.</li> <li>• Review the Record of Protected Structures (RPS) having regard to the National Inventory of Architectural Heritage (NIAH).</li> <li>• Review the Architectural Conservation Areas (ACAs) in the context of Cork City’s unique heritage.</li> <li>• Protect and promote archaeological heritage.</li> <li>• Protect and enhance architectural heritage including Protected Structures and development in Architectural Conservation Areas (ACAs).</li> <li>• Mainstream the concept of placemaking to achieve quality places for people to live and work.</li> <li>• Ensure high-quality an innovative urban and architectural design to strengthen the City’s character and sense of place and to deliver a high-quality urban environment.</li> <li>• Consider the resilience of the City in how the City’s spaces ad places are designed, in the context of extreme weather events, pandemics, and other potential shocks.</li> <li>• Support arts and culture and encourage new and improved arts and culture facilities, and to ensure that arts and culture infrastructure are integrated into large-scale development on key sites.</li> </ul>

## 10. Green and Blue Infrastructure, Open Space, Sport and Recreation

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Submissions referred to the importance of green spaces, parks, trees, biodiversity, our natural areas, the River Lee and our other waterways, and greenways, as well the importance of a variety of sports and recreation and associated facilities.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Ensure the protection of designated protected natural areas, and to work with relevant stakeholders to consider future designations.</li> <li>• Protect and enhance our waterways and their corridors and to promote the integration of the City and the waterways through the development of the public realm, amenity spaces and use of waterways for sport and recreation. Prepare an appropriate broad-based river corridor strategy for the use, protection and enhancement of the river channels, in consultation with all the relevant stakeholders.</li> <li>• Celebrate the City’s maritime heritage and opportunities under the marine economy.</li> <li>• Support the Cork Harbour Planning Framework Initiative.</li> <li>• Protect and promote non-designated areas of biodiversity importance, and to create and maintain ecological linkages and wildlife corridors.</li> <li>• Support the sports and recreation facilities, institutes, clubs and amenities across the City.</li> <li>• Support the development of greenways.</li> <li>• Ensure that green and blue infrastructure, open space, sport and recreation and biodiversity are considered in all developments, commensurate to scale and context, at the earliest stages of design.</li> <li>• Support the implementation of the Heritage and Biodiversity Plan.</li> </ul>

## 11. Environmental Quality

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Many submissions addressed this theme, with common issues raised being biodiversity, Sustainable Urban Drainage Systems (SUDS) and nature-based solutions to drainage, groundwater and wastewater, and the management of waste. Flood risk and flood mitigation was also a common issue raised in submissions, with varying views expressed surrounding solutions for flooding in the City.</p>	<p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an overarching aim addressing sustainable land management and resource efficiency, and the sustainable use and development of water resources and infrastructure.</li> <li>• Implement the provisions of the waste management plan, to reduce waste and to reduce levels of waste going to landfill, to promote and increase rates of recycling.</li> <li>• Require development proposals to consider water quality and flood resilience and to include SUDS in the earliest stages of design.</li> <li>• Continue to work with the Office of Public Works (OPW) to implement flood relief works in the City.</li> <li>• Support the implementation of Irish Water (IW) Investment Plans and to ensure infrastructure-led growth by aligning the settlement strategy and core strategy with these Plans.</li> <li>• Support strategic wastewater treatment infrastructure investment.</li> <li>• Ensure compact growth that is matched by the provision of enabling water and wastewater infrastructure.</li> <li>• Protect and improve water quality, including surface water, groundwater, coastal and estuarine water resources and associated habitats and species including fisheries, in line with the Water Framework Directive and River Basin Management Plan.</li> <li>• Protect and improve air quality, through the increased use of green energy and sustainable mobility, and to support the implementation of the Air Quality Strategy for Cork City</li> </ul>

## 12. Environmental Assessments

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Several submissions raise issues for consideration for inclusion in the Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) processes that form part of the City Development Plan process.</p>	<p>The issues raised in the submissions will be considered and will inform the SEA, AA and SFRA processes.</p>

## 13. Specific Zoning Submissions

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Several submissions request or propose specific the zoning of particular land for particular purposes.</p>	<p>Submissions that relate to or propose specific land-use zonings of particular land cannot be considered at this stage of the City Development Plan process. These matters can be considered at the Draft City Development Plan stage and interested parties and stakeholders will have an opportunity to make submissions on land-use zoning in subsequent public consultation stages.</p>

## 14. City Centre

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Submissions refer to the character and vitality of the city centre and the need to ensure that the city centre retains its viability and attractiveness. City Centre permeability, connectivity, accessibility and the public realm including pedestrian and cycle infrastructure were key issues raised in submissions. The residential population of the City Centre should continue to grow and be supported in the Development Plan.</p>	<p>The City Centre is the key economic driver in the region. It accounts for 12% of Cork City’s population with a density of four times the city average.</p> <p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an overarching aim to support the role of the City Centre as the vibrant living, working and cultural heart of the City and a driver for economic and retail growth in the region.</li> <li>• Ensure that the City Centre will be at the top of the settlement and retail hierarchy.</li> <li>• Support the implementation of the various city centre strategies aimed at revitalising and improving the City Centre.</li> <li>• Consolidate and regenerate the City Centre and to address issues surrounding retail and residential vacancy and dereliction.</li> <li>• Ensure the continued growth of the residential population in the City Centre with increased densities while respecting the character of the existing built environment and built heritage.</li> <li>• Promote and support the development of the arts, culture and heritage experience of the City Centre.</li> <li>• Ensure the highest quality design in all development proposals, with development objectives reflecting a new approach to building heights and density, and the highest quality public realm.</li> <li>• Ensure a high-quality sustainable mobility system in the City Centre, and wider City area.</li> </ul>

## 15. Docklands

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Key issues relate to the importance of the delivery of the development of the Cork Docklands as a prime location for new mixed-use communities to the future success of Cork City, and to the essential requirement for enabling infrastructure to be delivered to stimulate and facilitate development. High-quality public transport is key to delivering employment and residential populations in the Docklands. Submissions refer to the suitability of the City Docklands as a location for tall buildings, and for high-quality architectural design, urban design and public realm.</p>	<p>Cork Docklands, comprising the City Docks and Tivoli Docks, comprise a nationally significant urban regeneration and development opportunity. The development of the Cork Docklands is critical to the future of Cork City and the realisation of the NPF.</p> <p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Seek the development of the City Docklands as an international exemplar of sustainable brownfield regeneration.</li> <li>• Include an overarching aim to ensure the regeneration and sustainable, infrastructure-led redevelopment of the City Docklands as a vibrant, high quality, mixed-use, sustainable waterfront urban quarter, in line with NPF, RSES and Cork MASP objectives.</li> <li>• Support the implementation of the various City Dockland strategies aimed at revitalising and improving the City Docklands.</li> <li>• Support the delivery of CMATS, in particular the proposed high-quality bus rapid transit (BRT) and light rail transit (LRT) in the Cork Docklands.</li> <li>• Ensure the highest quality building, landscape and public realm design in all development proposals in the City Docklands, informed by international best practice, to create a unique and exemplar docklands district; development objectives will reflect a new approach to building heights, density and the high quality public realm.</li> <li>• Ensure a high-quality sustainable mobility system in the City Docklands, and wider City area.</li> </ul>



## 16. City Hinterland

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Submissions sought the balanced growth of the city hinterland, with the need for sustainable rural housing and support for agriculture and other rural industries.</p>	<p>The City Hinterland is the largest area by land mass in Cork City but accounts for only 5% of the city’s overall population. It contains a mix of uses, including agricultural and industrial uses, and includes a number of smaller towns and villages. There may be pressure to develop land banks in the hinterland, however the ambitious growth targets for Cork City are predicated on the NPF National Strategic Outcome of compact growth, which requires specific objectives to achieve urban infill and brownfield development and support for remediation of brownfield sites.</p> <p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Address the role of the hinterland and its smaller towns and villages within the City, in the context of the longer-term objectives for the Cork Metropolitan Area, in terms of agricultural and other rural uses, rural housing, industrial parks, biodiversity, green and blue infrastructure and sustainable mobility.</li> <li>• Address how future provision of rural housing will be delivered in the context of National Planning Framework, Regional Spatial and Economic Strategy and Cork Metropolitan Area Strategic Plan objectives for Cork City.</li> <li>• Support the viability and distinctiveness of smaller towns and villages within the hinterland.</li> <li>• Support Cork Airport which will be reflected in development objectives for the area surrounding the airport.</li> </ul>

## 17. Urban Towns – Ballincollig, Blarney, Glanmire and Tower

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Submissions seek strong integrated strategies for these urban towns, respecting their different strengths, and the need for balanced growth, increased public transport, pedestrian links, local amenity, educational, sports, health, culture and recreation facilities.</p>	<p>The four urban towns in Cork City of Ballincollig, Blarney, Glanmire and Tower account for 16% of Cork City’s population, with Ballincollig accounting for over half of this. The nature, scale and characteristics of these towns differ greatly, which need to be reflected in the Draft CDP.</p> <p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an overarching aim to ensure the sustainable, balanced growth of the four urban towns which support the residential population by providing a range of residential, employment, health, social and community services, facilities and opportunities.</li> <li>• Include development strategies for key development areas in the urban towns, to achieve compact growth by focussing on increasing residential densities while respecting the scale and character of each area.</li> <li>• Ensure that development proposals enhance the unique and different characteristics, heritage and cultural significance of the urban towns, and protect, support and enhance key cultural and heritage strategic assets.</li> <li>• Support the sustainable mixed-use, retail and employment development of urban town centres and their neighbourhood centres, addressing vitality and vibrancy and the changing nature of retailing.</li> <li>• Enshrine placemaking in all developments in the urban towns, to create socially sustainable communities and environments.</li> </ul>

## 18. City Suburbs

Key Strategic Issues	Chief Executive’s Recommendations for the Draft City Development Plan
<p>Submissions sought the balanced growth of the city suburbs, the provision of services, facilities, housing and employment development in residential neighbourhoods and the need to develop brownfield sites. Improved connectivity within and between suburban areas and the City Centre is essential, as well as investment in public transport and active transport infrastructure. Strategic suburban areas where development should be focused in the next Development Plan period were identified.</p>	<p>The City Suburbs are a dense collection of over 30 identifiable neighbourhoods, collectively accounting for two-thirds of Cork City’s total population. Creating successful neighbourhoods is a key aim of the planning system.</p> <p>It is recommended that the Draft City Development Plan include development objectives to:</p> <ul style="list-style-type: none"> <li>• Include an overarching aim to ensure the sustainable, balanced growth of the city suburbs which support the residential population by providing a range of residential, employment, social and community services, facilities and opportunities.</li> <li>• Include development strategies for key suburban development areas, to achieve compact growth by focussing on increasing residential densities while respecting the scale and character of each area.</li> <li>• Support the sustainable mixed-use, retail and employment development of suburban district and neighbourhood centres, addressing vitality and vibrancy and the changing nature of retailing.</li> <li>• Support the sustainable development of the main civic, educational, healthcare and community institutions in the suburbs.</li> <li>• Enshrine placemaking in all developments in the city suburbs, to create socially sustainable communities and environments.</li> </ul>

# Appendices

**Appendix 1**  
**Report on the results of the Online Survey**

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## 1. INTRODUCTION

- 1.1. Cork City Council conducted a public survey as part of the first stage of the consultation process for the preparation of the City Development Plan 2022- 2028. The online survey was conducted over the period 24<sup>th</sup> July to 21<sup>st</sup> August 2020. The survey was conducted using Survey Monkey and was distributed online with the assistance of a broad range of stakeholders. Cork City Council would like to thank 1,347 people who took the time responded to the survey. The level of response to this survey, combined with the number of submissions to the Issues Paper, the attendance at the online webinars and the participation in the photograph competition for young people represents a high level of engagement in the first stage of consultation on the City Development Plan 2022 – 2028.

### QUESTIONS

- 1.2. The survey consisted of 8 questions on key issues relating to the future planning and development of Cork City and 2 questions relating to the profile of the respondents. Cork City Council does not hold any personal data that would identify specific respondents. All questions were answered anonymously, and the age profile was only used to identify any differences in priorities of different age cohorts on a range of issues relating to the city. The 8 questions relating to the future planning and development of the city were:
- i. What do you think of Cork as a place to live?
  - ii. What are the best things about Cork?
  - iii. What would your priorities be for investment to make Cork a better place?
  - iv. What are the best ways of ensuring that the city centre is successful in light of changing retail trends and lessons learned from the COVID 19 pandemic?
  - v. What are the most important issues facing Cork City's suburban areas, towns and villages?
  - vi. What should the priority be for investment to help people move around the city?
  - vii. Which are the most important environmental and climate change issues facing Cork City?
  - viii. Where would you prefer to live?

## Appendix 1 Report on the results of the Online Survey

1.3. This report presents the results of the survey categorise by the above questions.

### **RESPONSE RATE & BIAS**

1.4. Cork City Council would have preferred to undertake face-to-face interviews of a random sample of residents, however due to the COVID 19 pandemic, it was necessary to consider potential public health implications of such an approach, and therefore, it was decided to conduct online interviews. This causes potential biases as follows:

- i. The online survey does not ensure a random sample, and to that extent, the profile of respondents will not reflect the profile of residents of Cork City; and
- ii. The survey was only available to those with internet access.

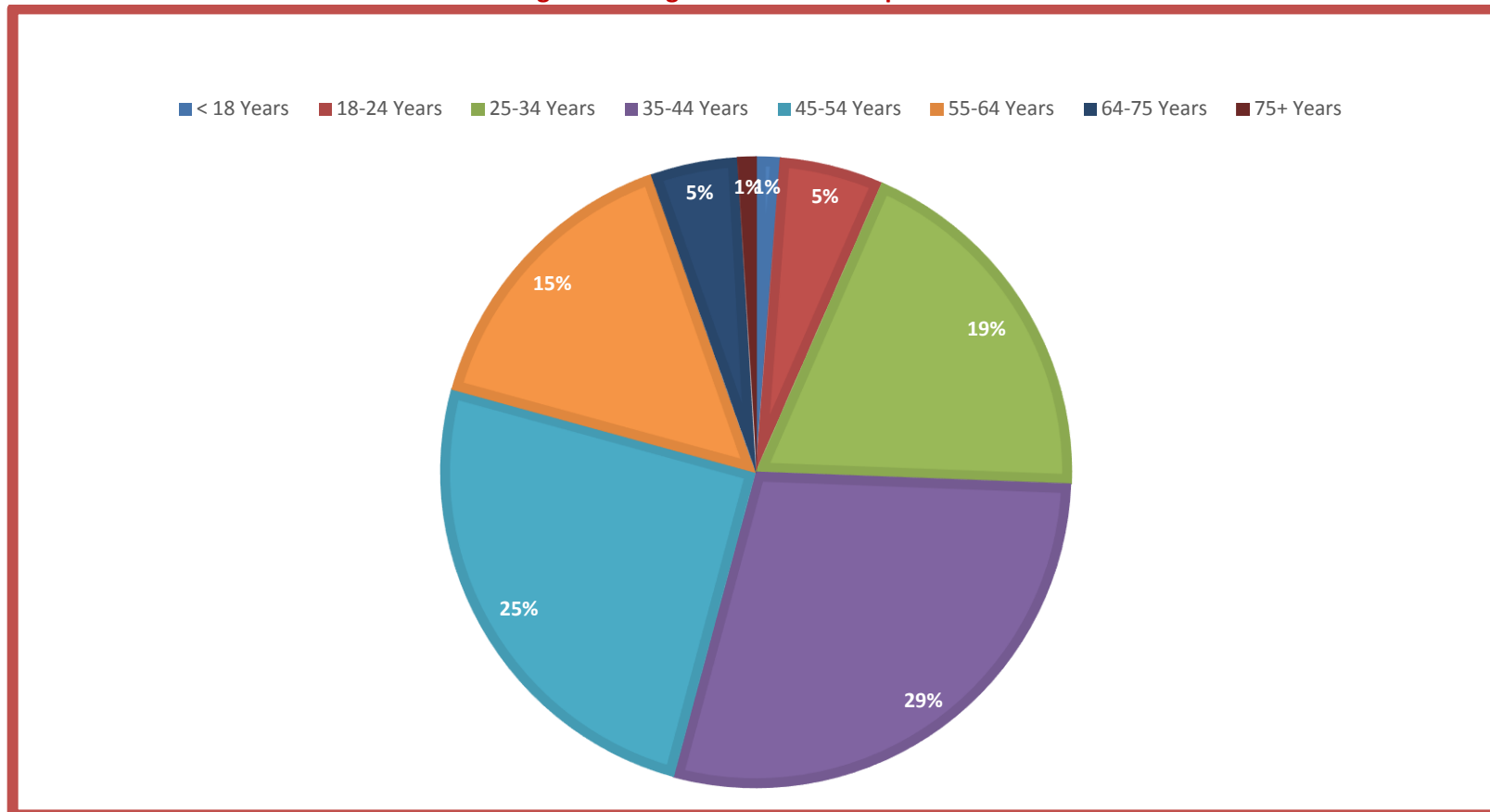
1.5. That stated, as outlined above a total of 1,347 people participated in the consultation process by way of taking time to respond to the survey and it is important to reflect the views of the respondents in while developing policies that will inform the future of the City.



**AGE PROFILE OF RESPONDENTS**

1.6. A key objective of Cork City Council is to understand the differing priorities of all ages. The breakdown of the age profile of respondents is illustrated in Figure 1.1. below. This highlights that the highest response rates were from people aged 35 – 44 years (28.6%) followed by 45-54 years (25.0%). Response rates of those under 18 years or 75+ years was low at 1.2% and 0.9% respectively. However, while not statistically valid, it was considered important to include the responses provided by the under 18 years and 75+ years categories, reflecting the importance of the views of all respondents.

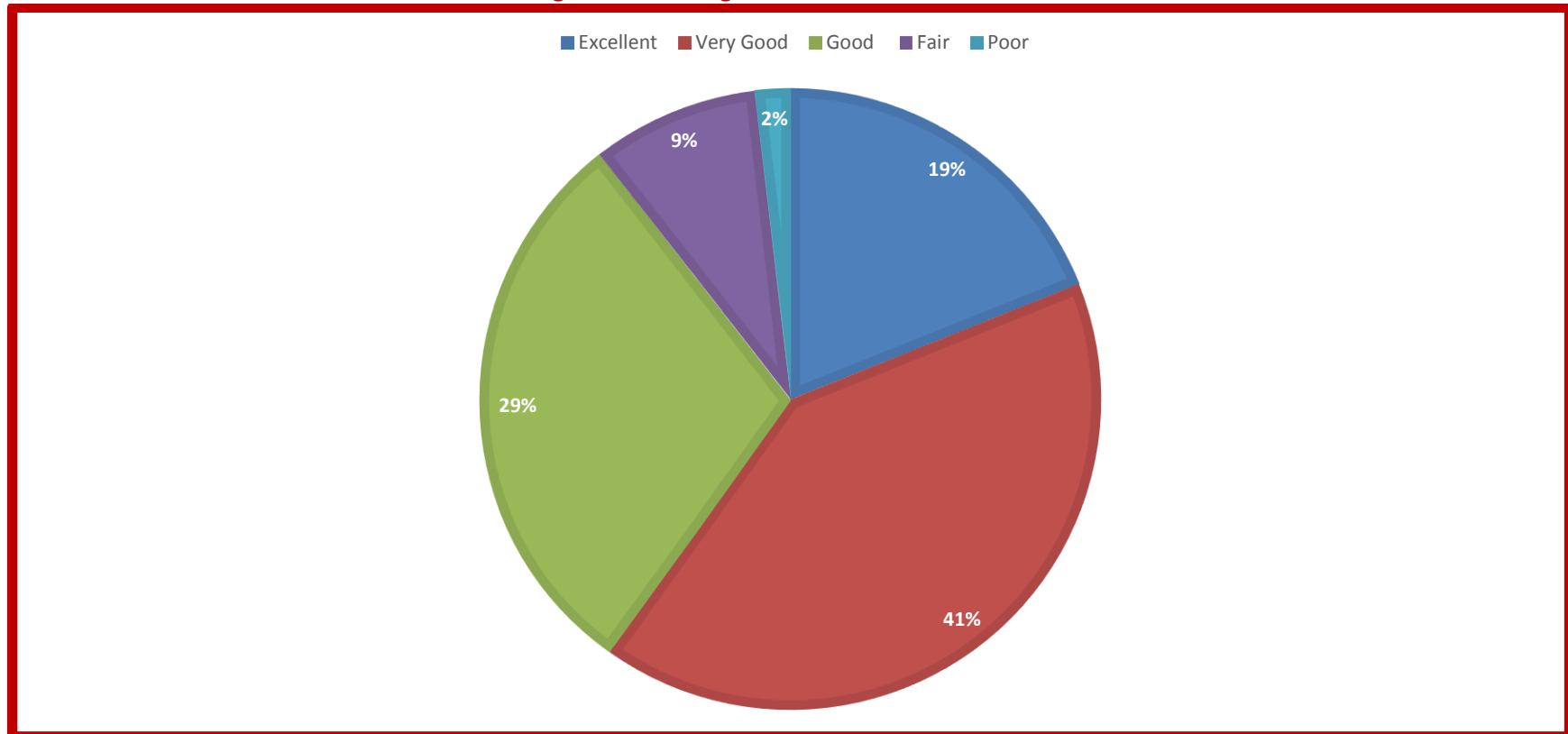
**Figure 1.1 - Age Profile of All Respondents**



## 2. CORK AS A PLACE TO LIVE

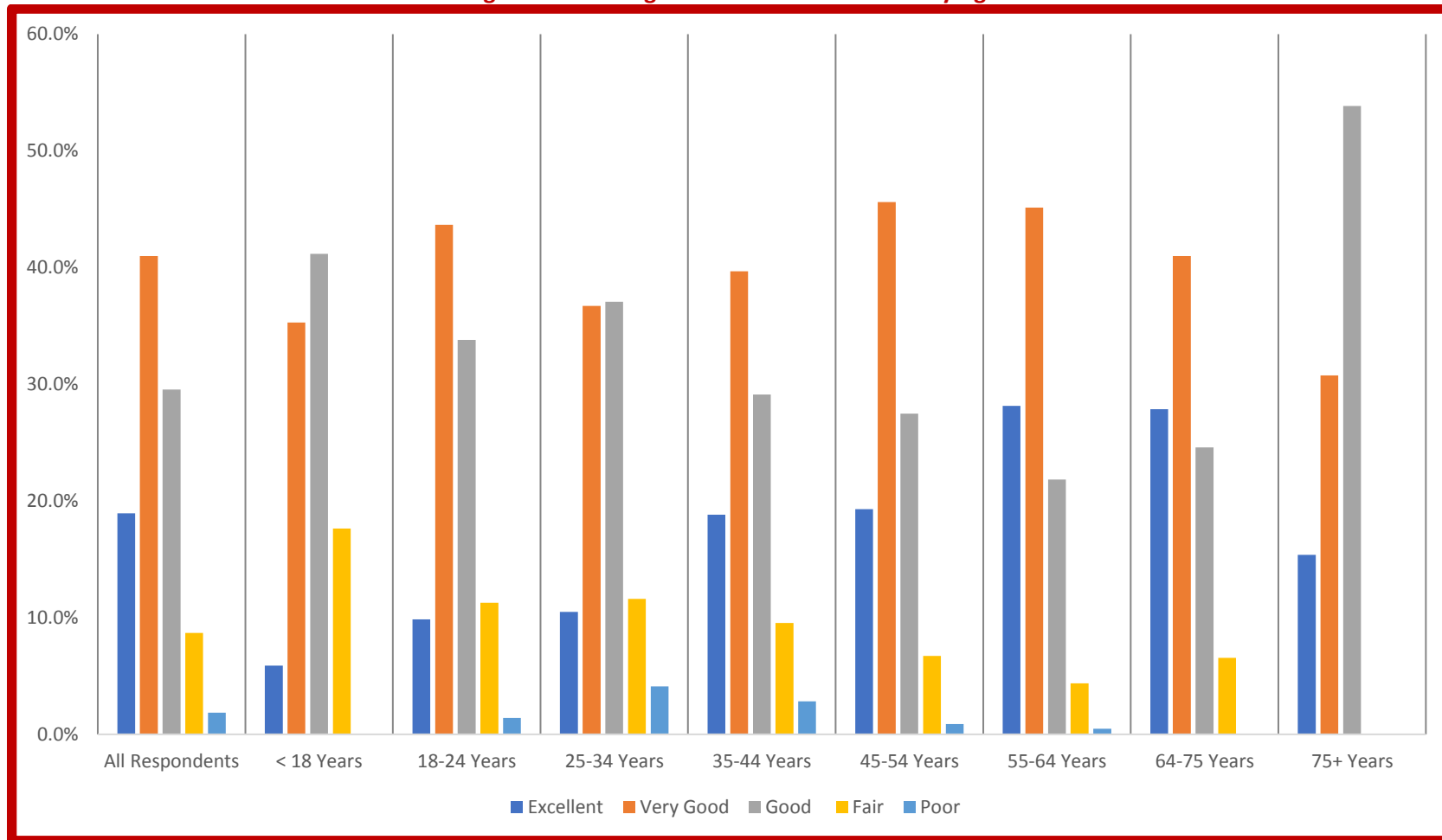
2.1. Respondents were asked what they thought of Cork as a place to live. As illustrated in figure 2.1. below, 89% of respondents considered Cork to be an excellent (19%), very good (41%) or good (29%) place to live. Just 11% of respondents considered Cork to be a fair (9%) or poor (2%) place to live.

**Figure 2.1 - Rating of Cork as a Place to Live**



2.2. Figure 2.2. illustrates the perceptions of different age categories of Cork as a place to live. This shows that older age cohorts, particularly those over 55 years, have a higher opinion of Cork as a place to live than younger people, though the difference is marginal. That stated, no respondents under 18 years or over 65 years considered Cork to be a poor place to live.

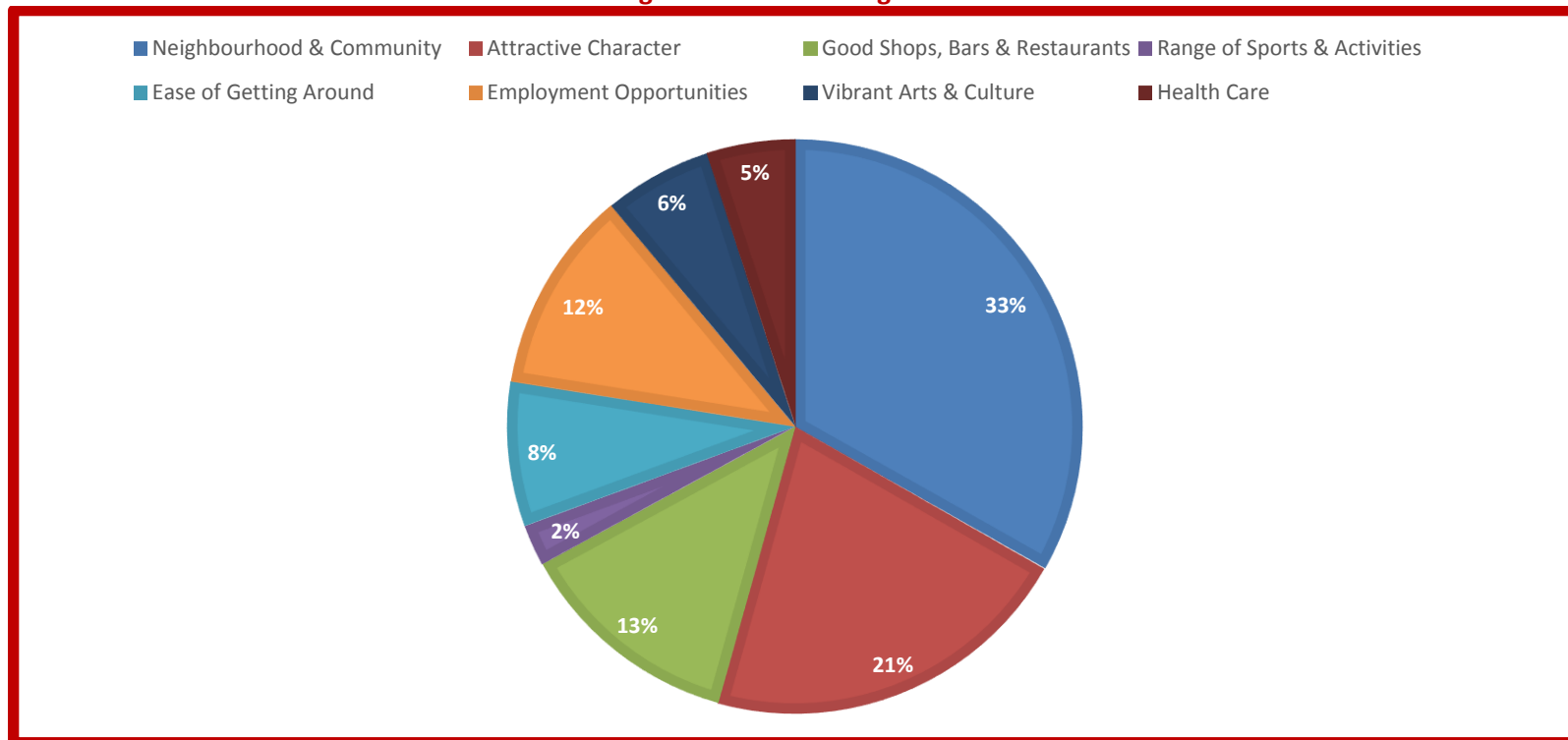
**Figure 2.2 - Rating of Cork as a Place to Live by Age**



### 3. BEST THINGS ABOUT CORK

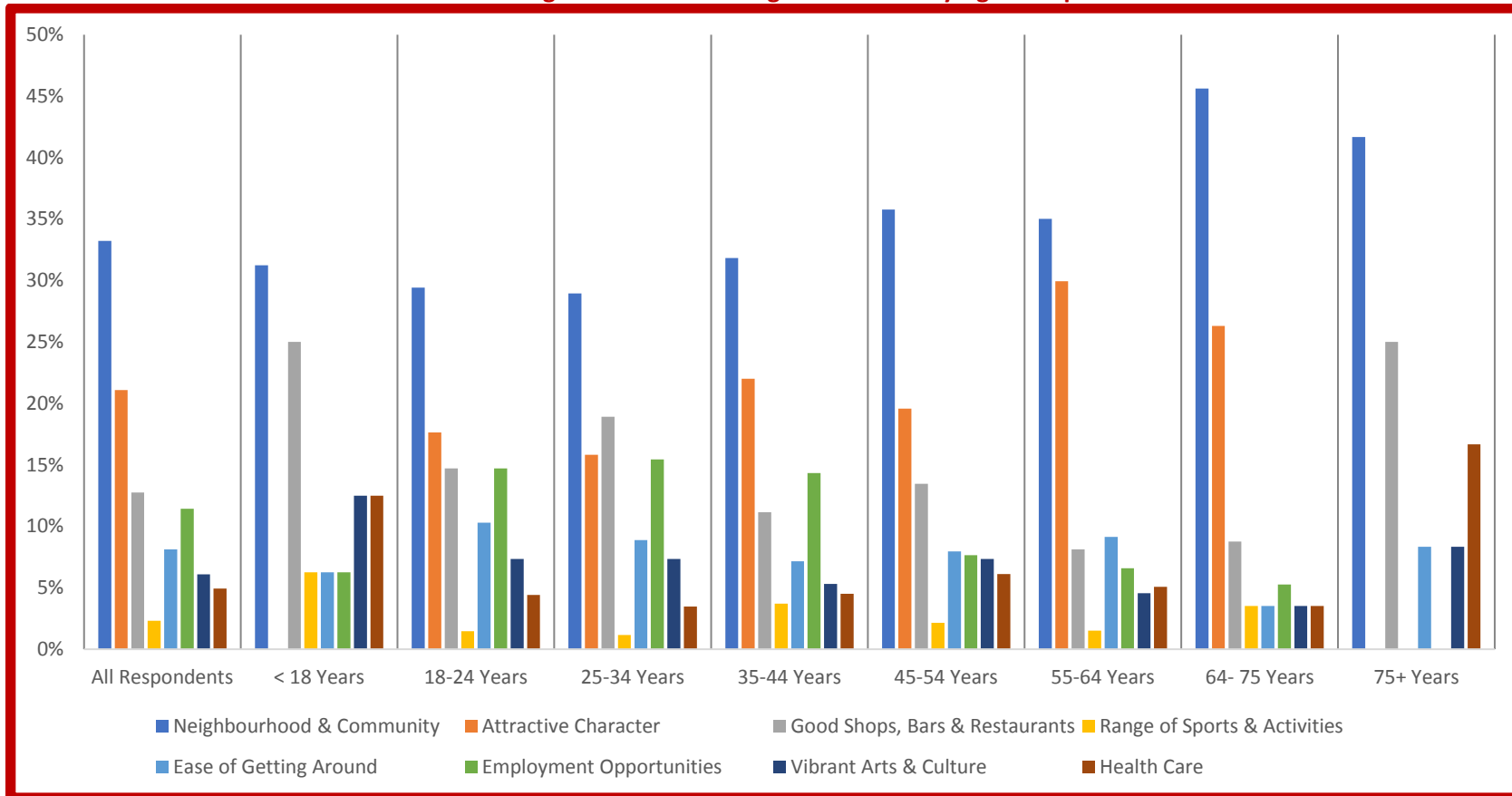
3.1. Respondents were asked to rank what they considered to be the best things about Cork. As illustrated in Figure 3.1. the largest proportion (33%) of respondents identified neighbourhoods and community as their preferred feature of Cork. This reflects the importance of placemaking and neighbourhoods. The second largest percentage (21%) indicated that they ranked attractive character and heritage of the city as the most important thing they liked about Cork, reiterating the importance of the distinctiveness of Cork City. The economic and commercial characteristics ranked next, with 13% of respondents giving priority to good shops, bars and restaurants while 12% pointed to employment opportunities. Ease of getting around (8%), vibrant arts and culture (6%), healthcare (5%) and range of sports and activities (2%) were the lowest priority of all respondents.

**Figure 3.1. - Best Things About Cork**



3.2. It is noteworthy that neighbourhood and sense of community is the aspect of Cork that they ranked the highest among all age groups. The attractive character and heritage of the city was the second most important for respondents aged 18 – 24 years and 35 – 74 age groups, with those under 18 years and over 75 years both prioritising good shops, bars and restaurants. Those aged 18 – 44 years placed a high importance on employment opportunities in Cork.

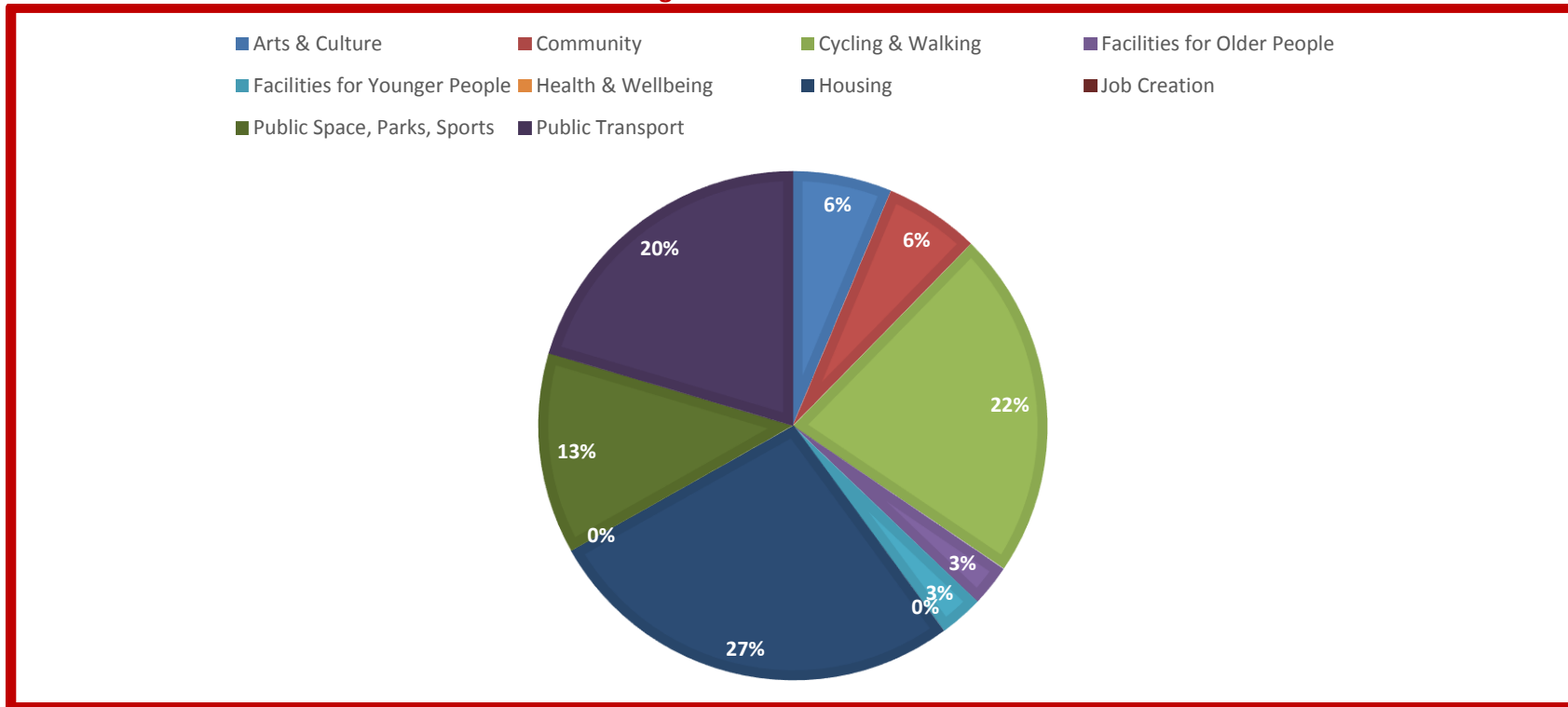
**Figure 3.2. – Best Things About Cork by Age Group**



#### 4. INVESTMENT PRIORITIES

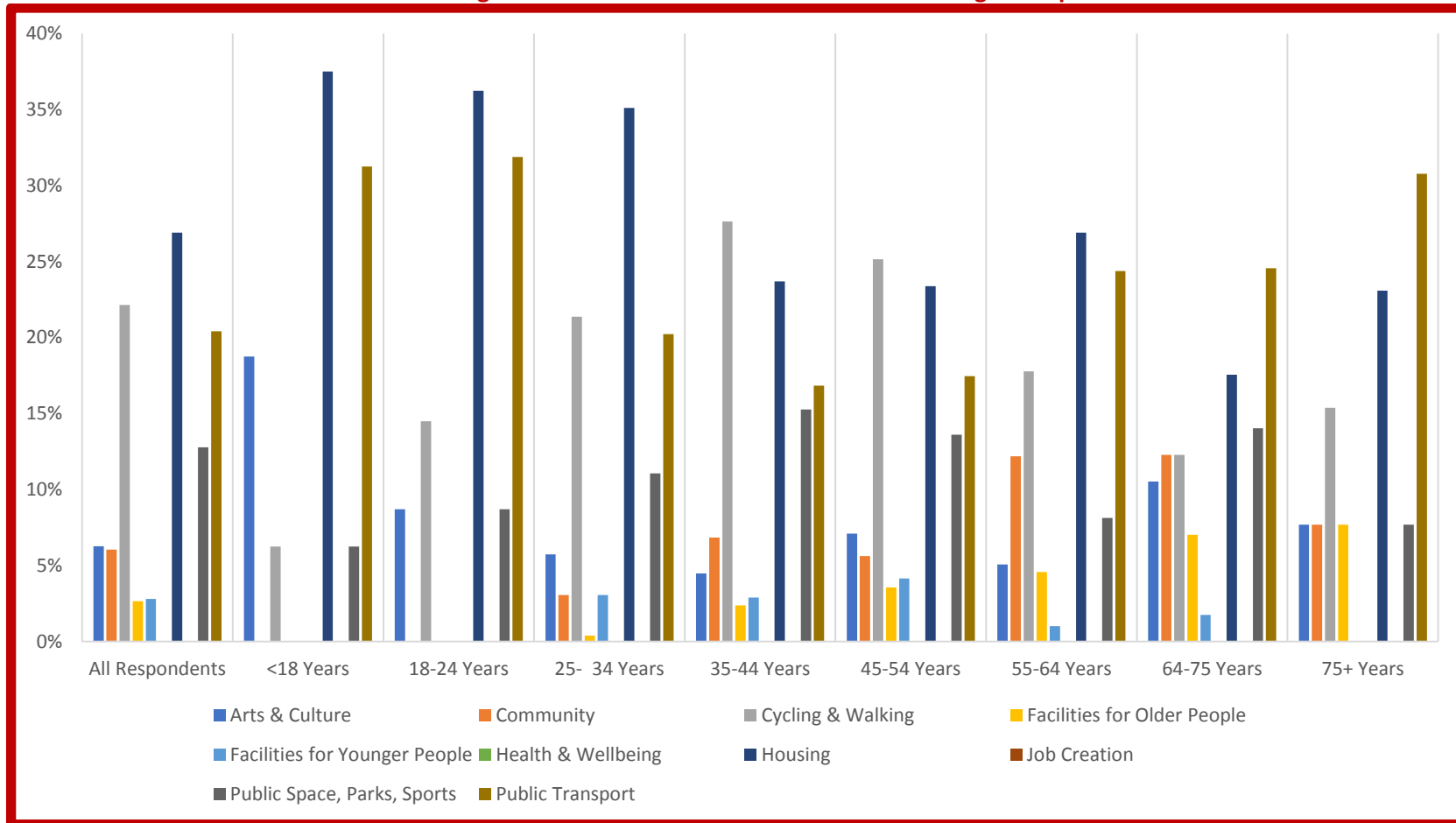
4.1. Respondents were asked what their priorities would be to make Cork a better place. As presented in Figure 4.1. below the largest proportion (27%) would invest in sustainable housing, which would be anticipated given the well documented challenges with regard to housing supply nationally. Sustainable transport was identified as a key area for investment, with 22% indicating that they would prioritise walking and cycling infrastructure, while 20% would prioritise public transport. These results illustrate a propensity of residents of Cork to change their mode of transport from car to walking, cycling and public transport. Issues relating to transport are explored in greater detail later in this report. are transport of which 20% would prioritise public transport and 22% would prioritise investment in cycling and walking infrastructure. It is noteworthy that neither health and wellbeing nor job creation were identified as first priorities for investment in Cork City, suggesting that respondents were satisfied with the quality of provision of both in Cork.

Figure 4.1. - Investment Priorities



4.2. As illustrated below, while housing is a key priority for all age groups, it is more so for those aged less than 18 years and those aged between 18 and 35 years. The younger age groups (from under 18 to 24 years) along with all respondents aged 55 and over, put a higher priority to public transport over walking and cycling. There is a higher emphasis on investment in community facilities among those aged between 55 and 75 years.

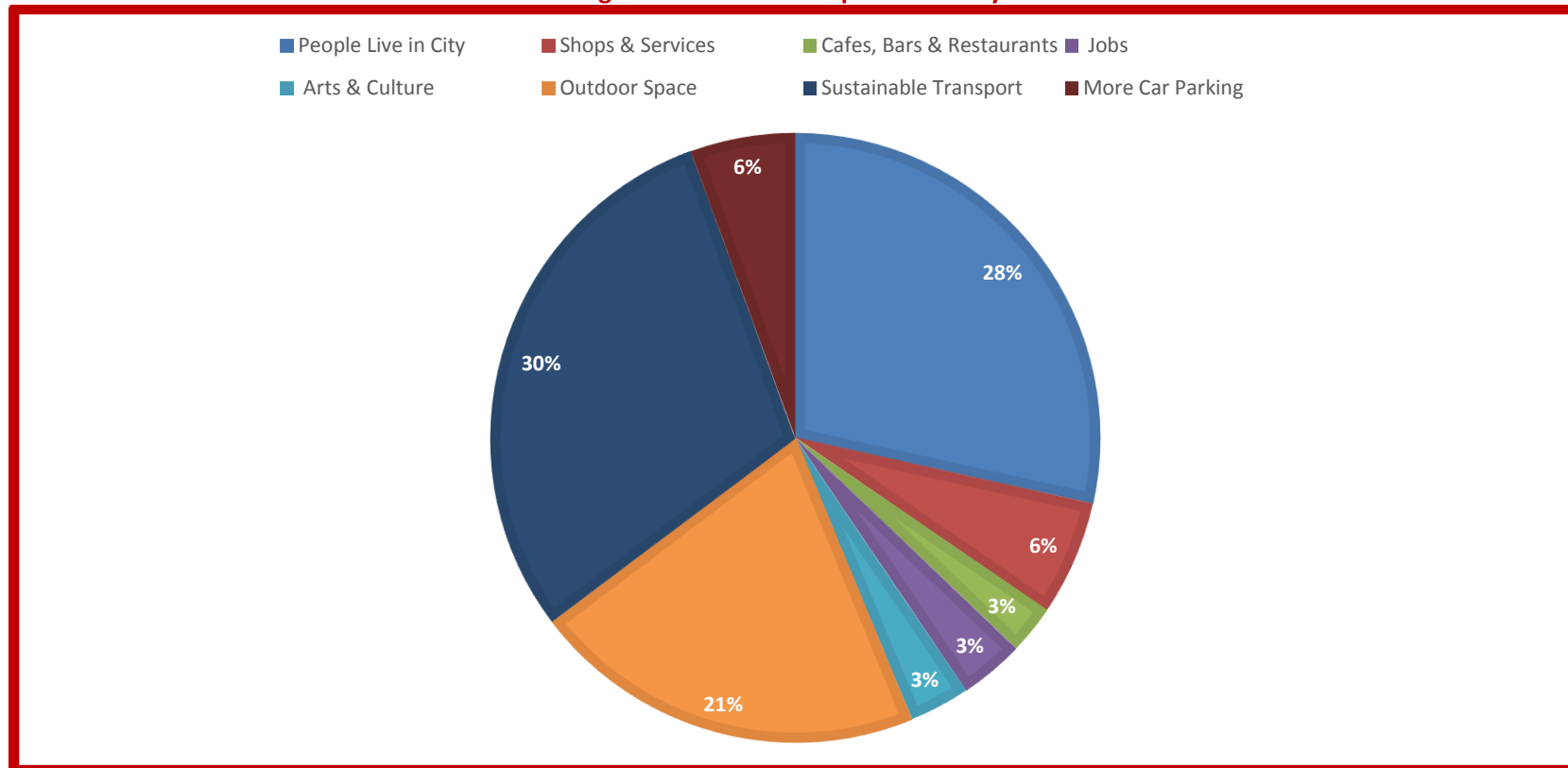
**Figure 4.2. - Investment Priorities for Different Age Groups**



## 5. SUCCESSFUL CITY CENTRE

5.1. Respondents were asked for their views on the best ways of ensuring that the city centre is successful in light of changing retail trends and lessons learned from the COVID 19 pandemic. As illustrated in Figure 5.1. the largest percentage of all respondents (30%) recommended more sustainable transport (walking, cycling and public transport). This was closely followed by a high percentage recommending that more people should be encouraged to live in the city (28%) and improved outdoor spaces (21%). 12% of respondents would seek to improve the experience of the city centre. This is made up of 6% recommending investment in shops and services; 3% improving arts and culture; and 3% recommending enhanced cafés, bars and restaurants (3%).

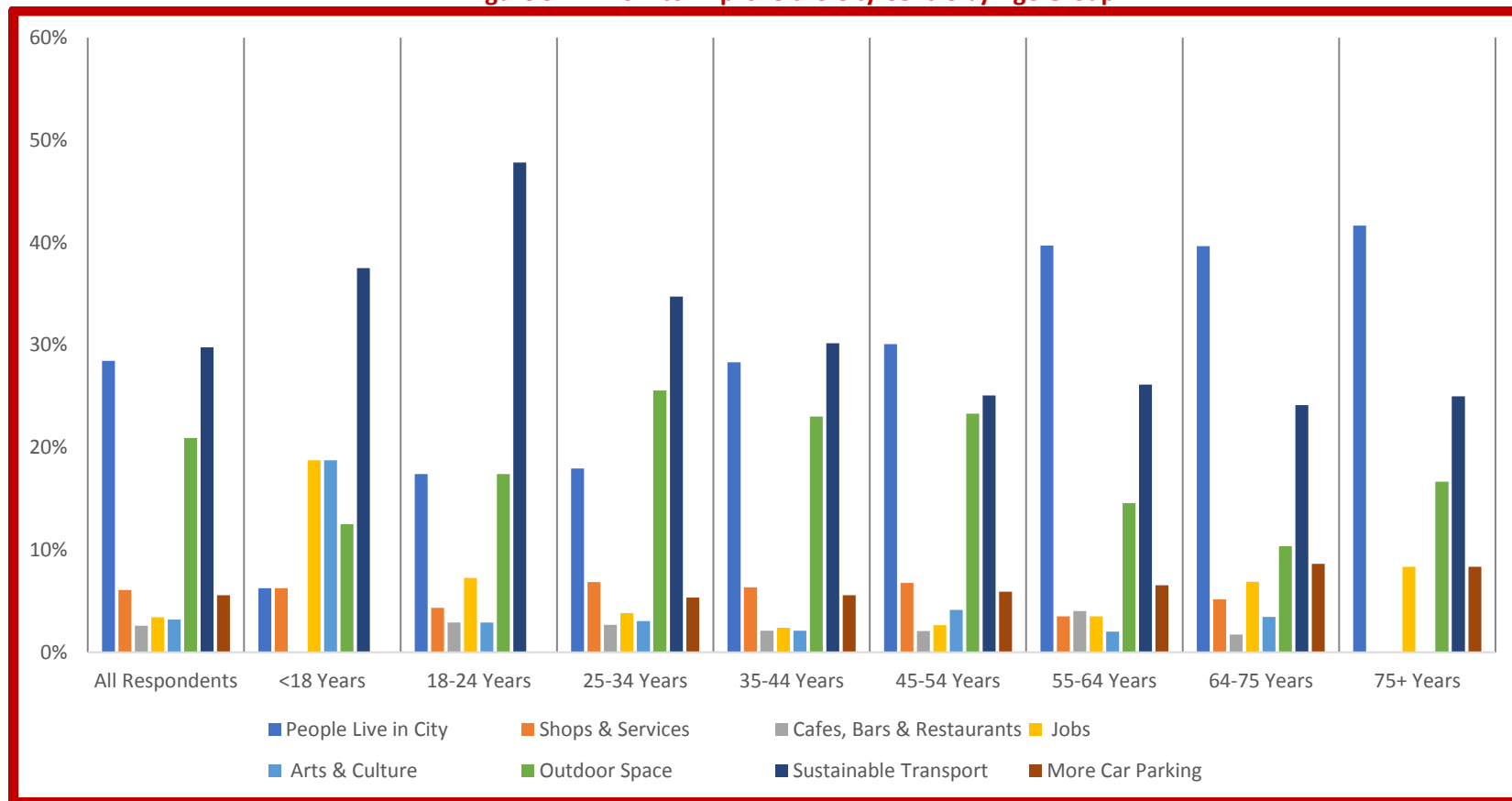
Figure 5.1. - How to Improve the City Centre





5.2. Different age groups prioritise different solutions to improve the vitality of Cork City Centre. Whilst the majority of all age groups from under 18 to 54 years recommend the prioritisation of more sustainable transport, the majority of all age groups over 45 years recommend that more people should live in the city. A significant proportion of all age groups, particularly those between 25 and 54 years recommend improved outdoor spaces.

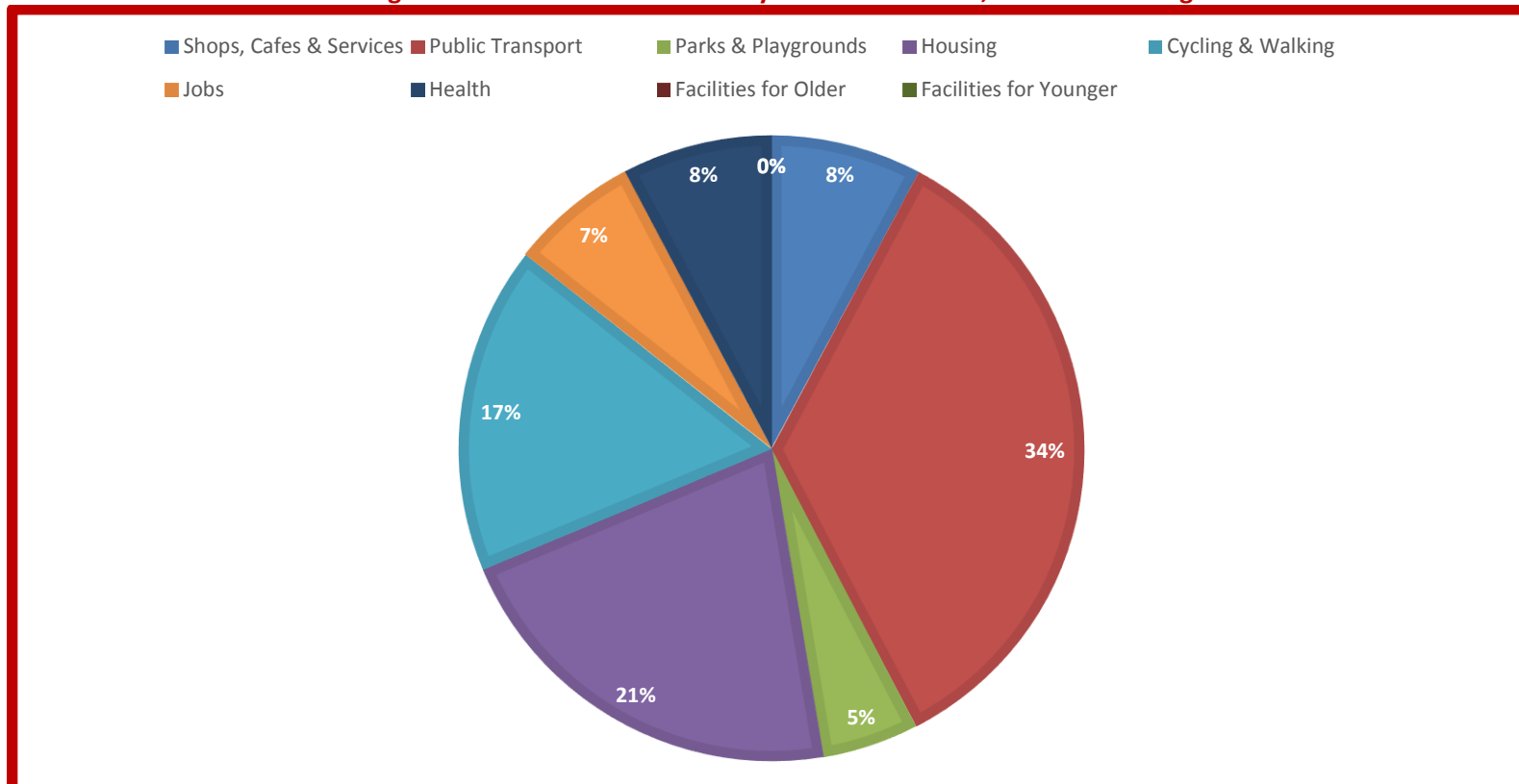
**Figure 5.2. - How to Improve the City Centre by Age Group**



## 6. IMPORTANT ISSUES FACING CORK CITY'S SUBURBAN AREAS, TOWNS & VILLAGES

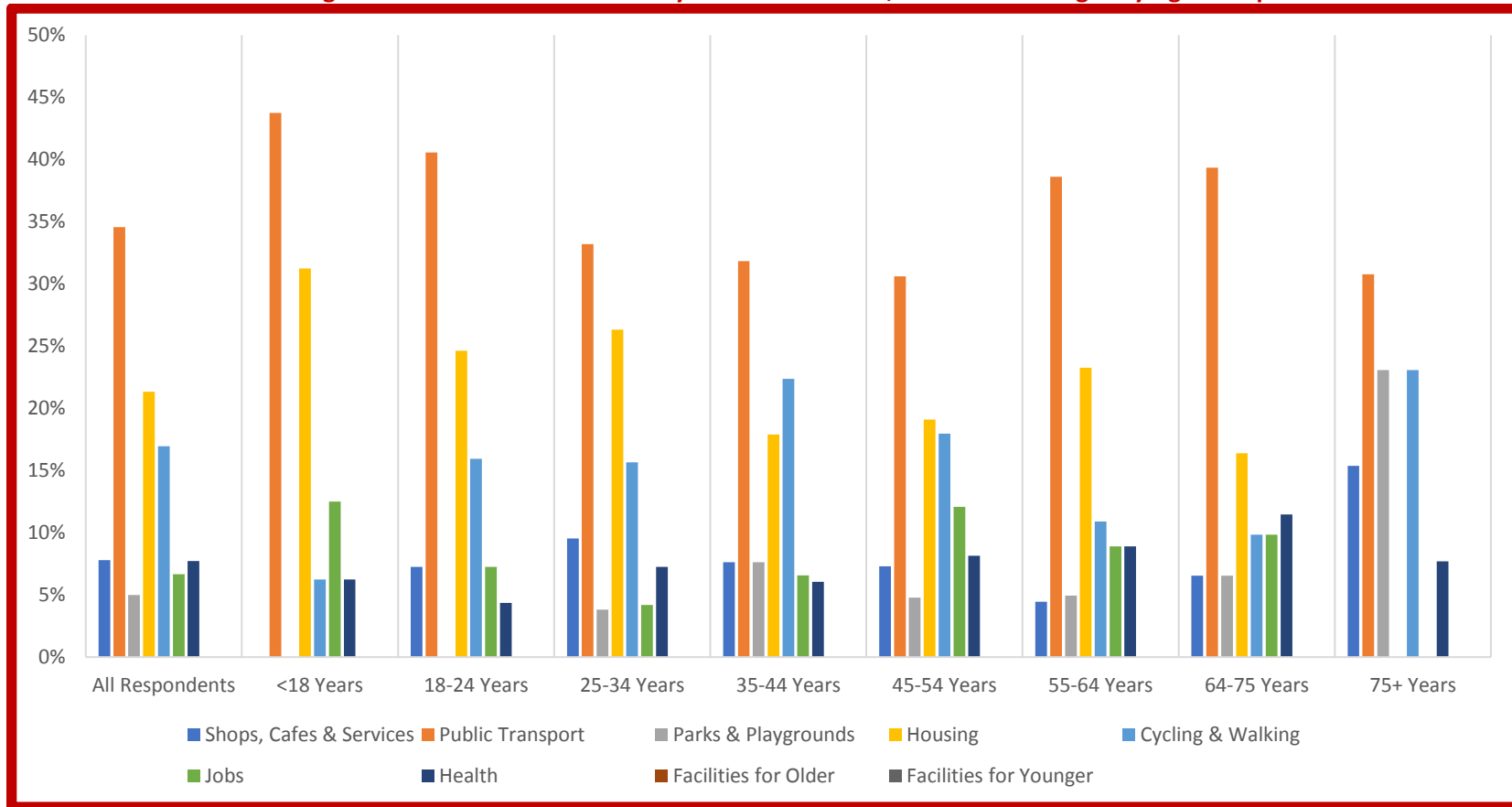
6.1. Respondents were asked to rank the most important issues facing Cork City's suburban areas, towns and villages. The key priority for the largest proportion (35%) of respondents was improved public transport, followed by the need for more housing (21%) and improved walking and cycling infrastructure (17%). It is noteworthy that neither facilities for older people nor facilities for younger people were prioritised by all respondents, which may either reflect a general level of satisfaction with these services, or the fact that many of the other priorities listed would serve all age groups.

**Figure 6.1. - Priorities for Cork City's Suburban Areas, Towns and Villages**



6.2. As presented in Figure 6.2, public transport to suburban areas, towns and villages of Cork City is a key priority for all age groups. With the exception of those aged over 75 years, all other age groups consider housing is the second most important priority for the city’s suburban areas, towns and villages. Cycling and walking is the next most important issue for all age groups, except for those under 18 years who prioritise the need for jobs in suburban areas over cycling and walking.

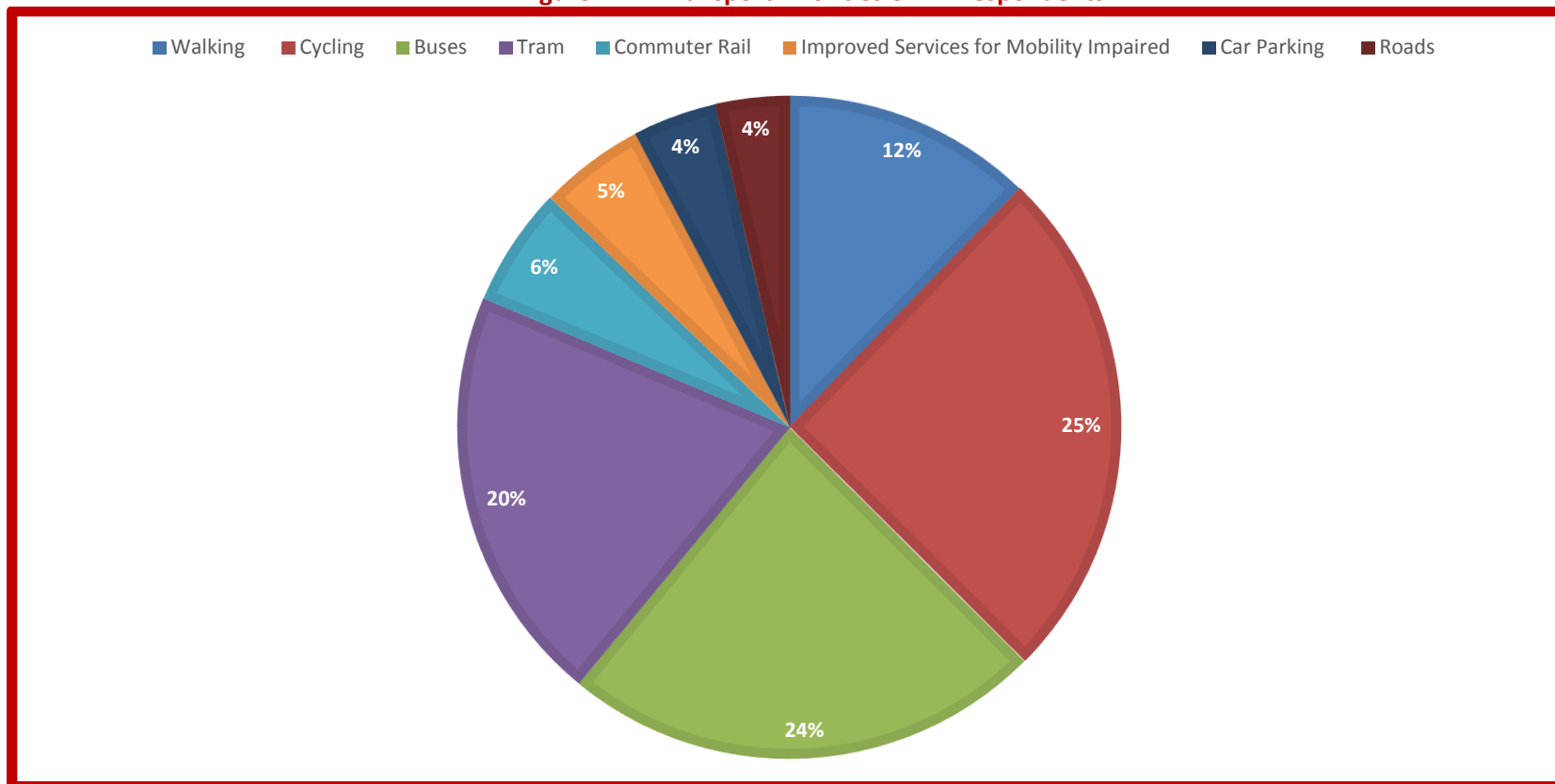
**Figure 6.2. - Priorities for Cork City’s Suburban Areas, Towns and Villages by Age Group**



## 7. TRANSPORT

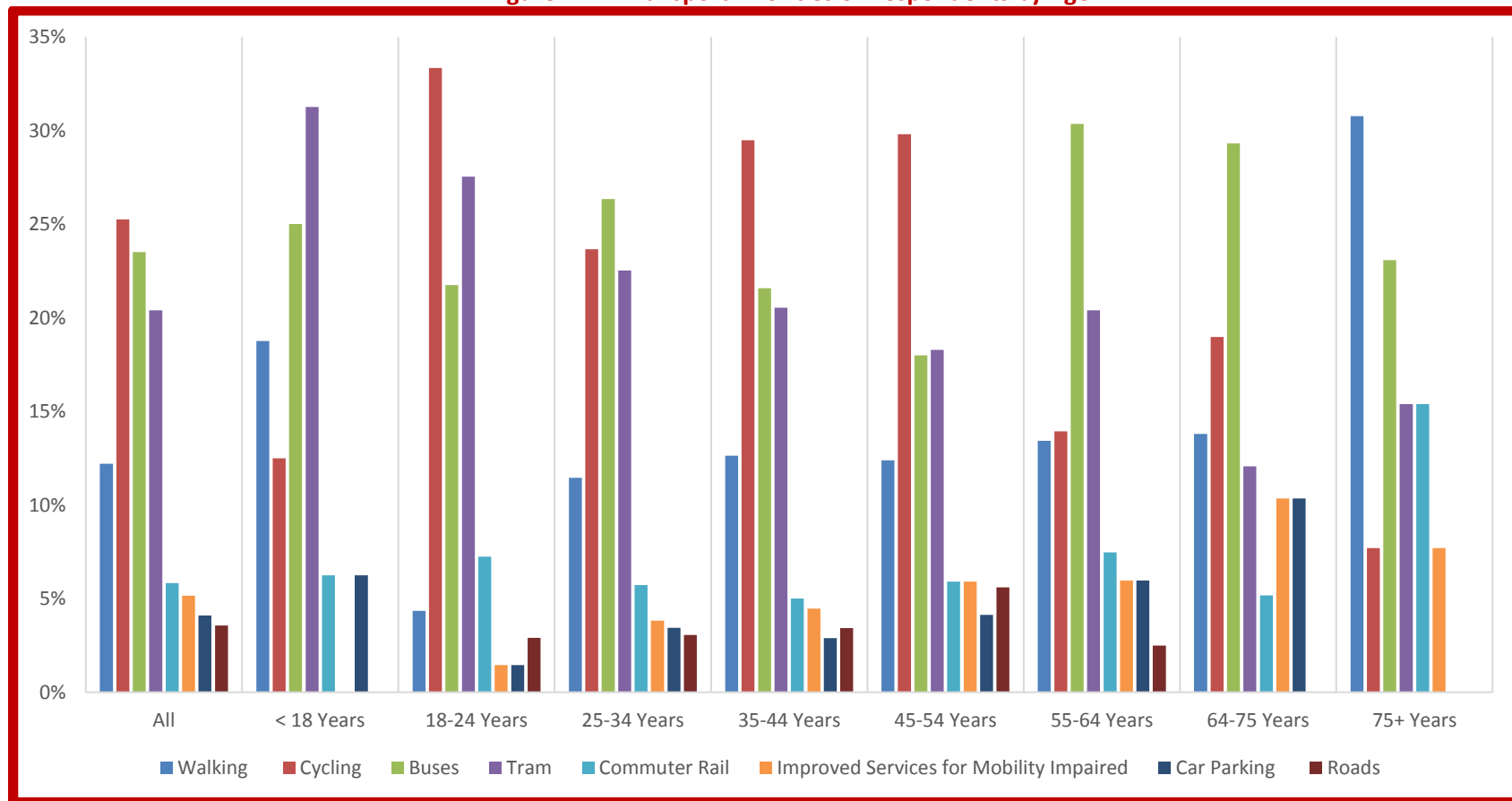
7.1. Respondents were asked what they considered their priority for investment to help people move around the city. Half (50%) of all respondents indicated that they would prioritise public transport including bus (24%), tram (20%) and commuter rail (6%). A further 37% would prioritise green transport, which is made up of cycling (25%) and walking (12%). A small percentage would prioritise car-based transport either road development (4%) or more car parking (4%). 5% indicated that they would support improved services for those with mobility impairments. This varies significantly from the current transport modes in Cork City and illustrates the propensity of Cork residents to move to more sustainable transport.

**Figure 7.1. - Transport Priorities of All Respondents**



7.2. Public transport, including buses trams and commuter rail, is a priority for all age groups. That said, a sizeable proportion of the respondents of all age groups expressed a specific preference for cycling, and this mode is a priority for respondents aged between 18 – 24 years and 45 – 54 years, an exceptional result considering that cycling currently represents 1% of the modal share in Cork Metropolitan Area. That said, those under 18 years expressed a preference for walking over cycling. There is low response among respondents for initiatives that would improve car-based transport, either more car parking or more road infrastructure.

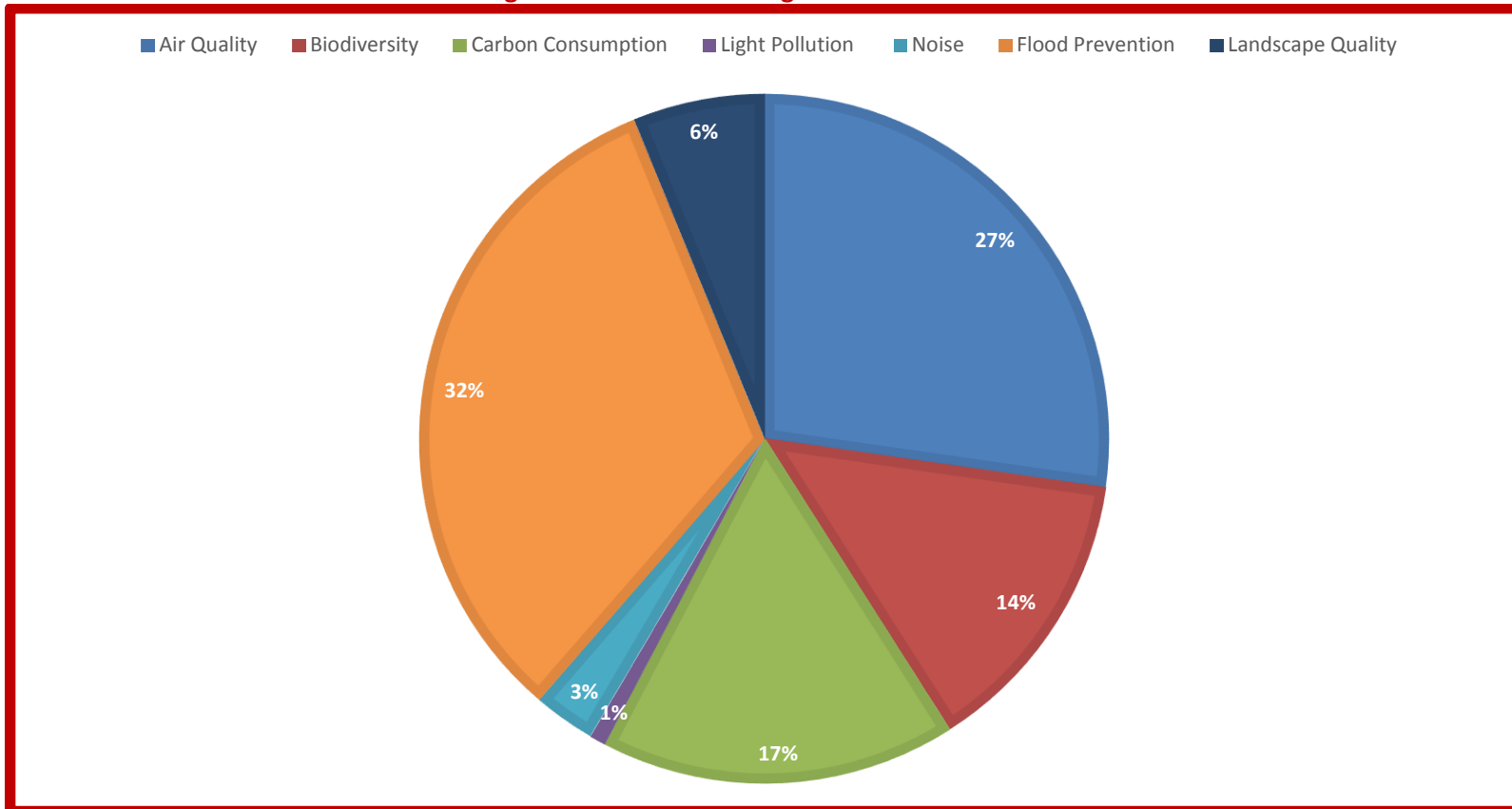
**Figure 7.2. - Transport Priorities of Respondents by Age**



## 8. ENVIRONMENT & CLIMATE CHANGE

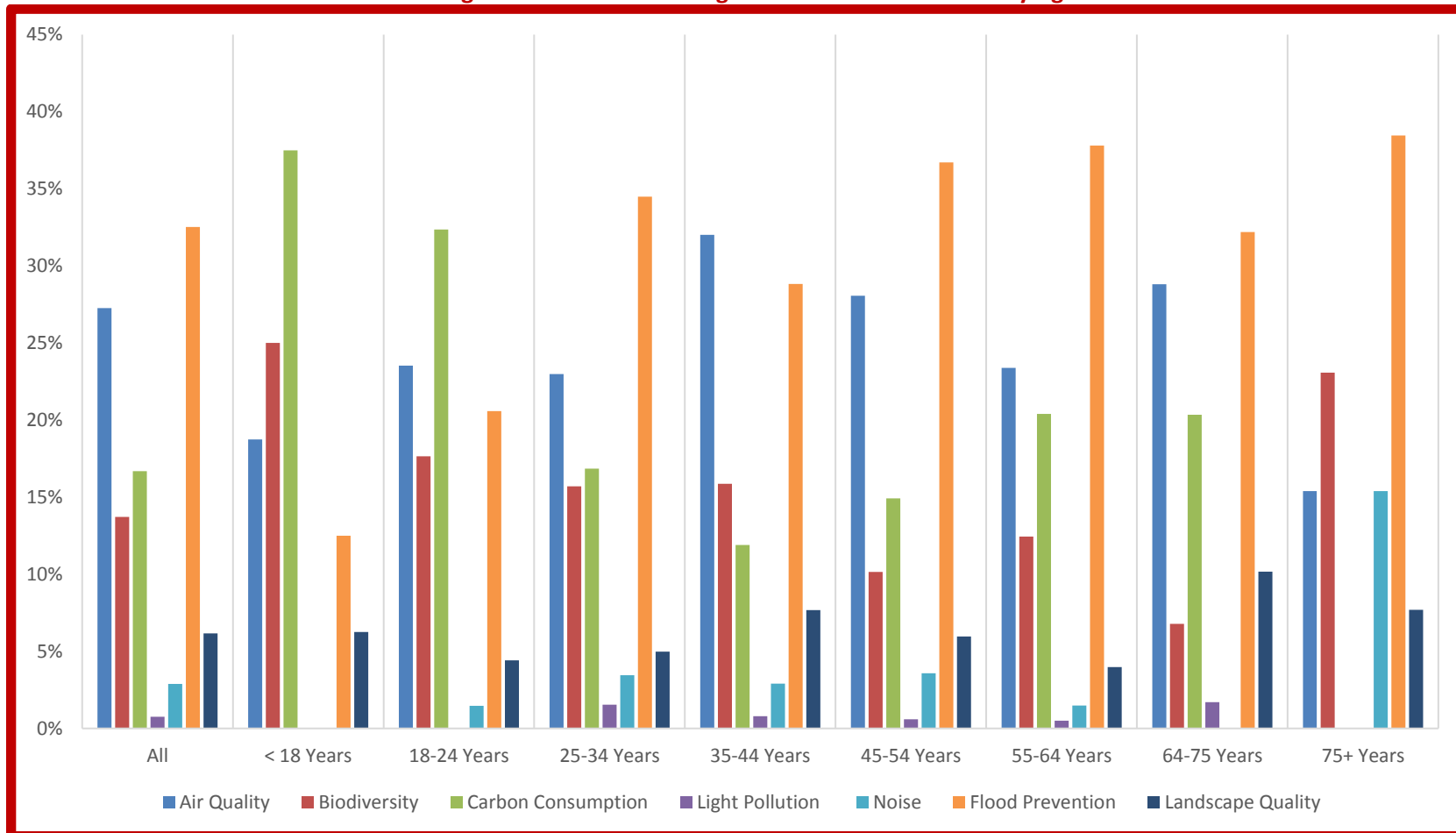
8.1. When asked, the highest percentage (33%) of respondents indicated that flood prevention was the most important climate change and environmental issue facing Cork City. At the time of the survey there were two recent flooding alerts in the administrative area of Cork City Council. The second most important issue cited by all respondents was air quality at 27%. Carbon consumption and biodiversity were the next most important issues representing 17% and 14% of respondents respectively. There was a relatively low priority given to noise and light pollution (3% and 1% respectively).

Figure 8.1. - Climate Change & Environmental Issues



8.2. When looking at the priorities of different age groups, carbon consumption was the most important issue for age groups under 24 years. This echoes the well documented concerns of younger generations of the need for mitigation actions to address of climate change, whilst the older age groups that responded are more concerned with health impacts such as air quality, or climate change adaptation such as flood protection.

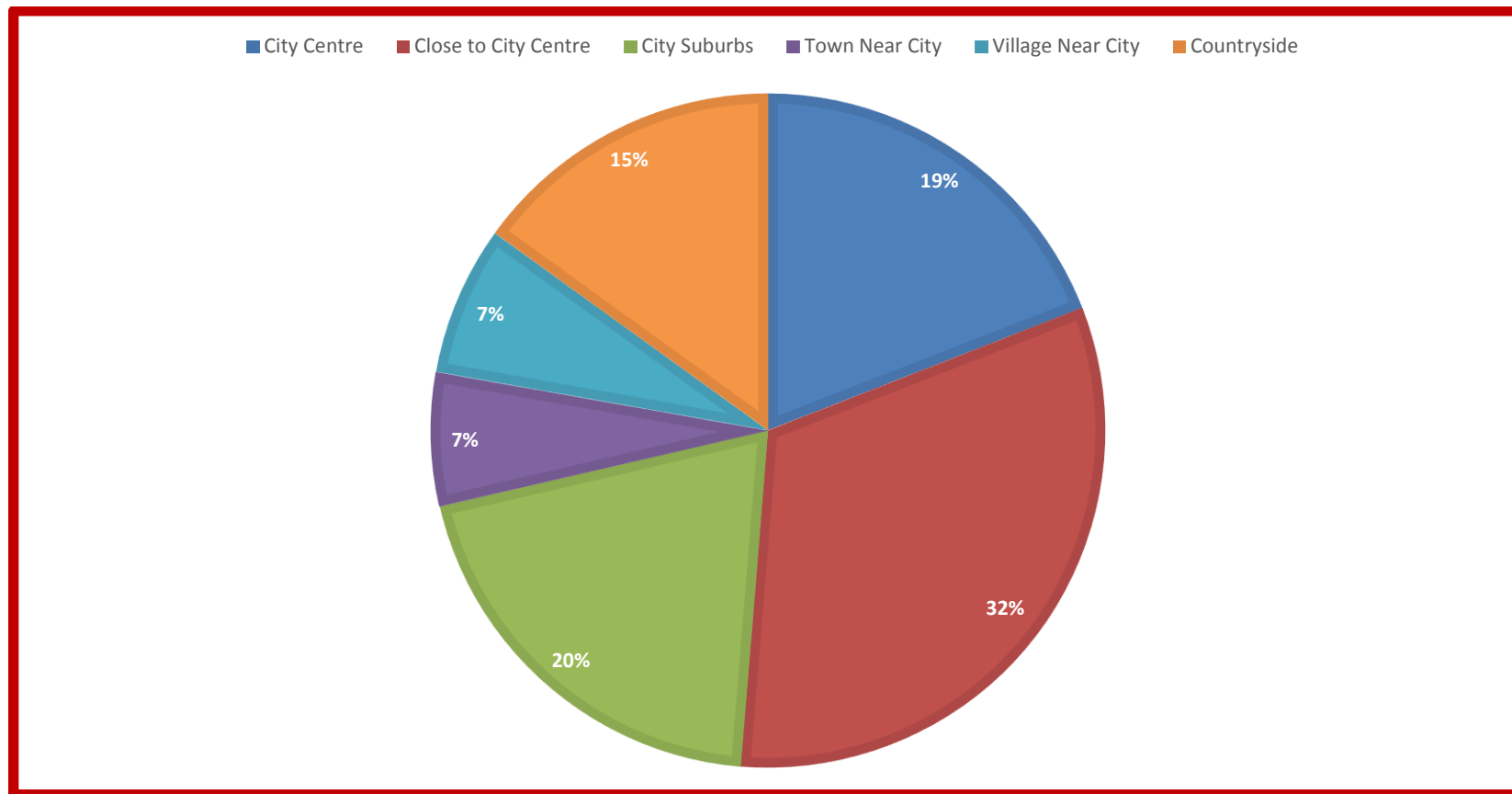
**Figure 8.2. - Climate Change & Environmental Issues by Age**



## 9. LIVING PREFERENCES

9.1. Respondents were asked where they would prefer to live. Just over half (51%) indicated that they would prefer to live either in the city centre (19%), or in neighbourhoods close to the city centre (32%), while 20% indicated that they would like to live in the suburbs. 14% of respondents indicated that they would like to either live in a town or village near the city, whilst 15% expressed a preference for living in the country. These results represent a clear preference for living in or near the city, or towns and villages within the vicinity of Cork City.

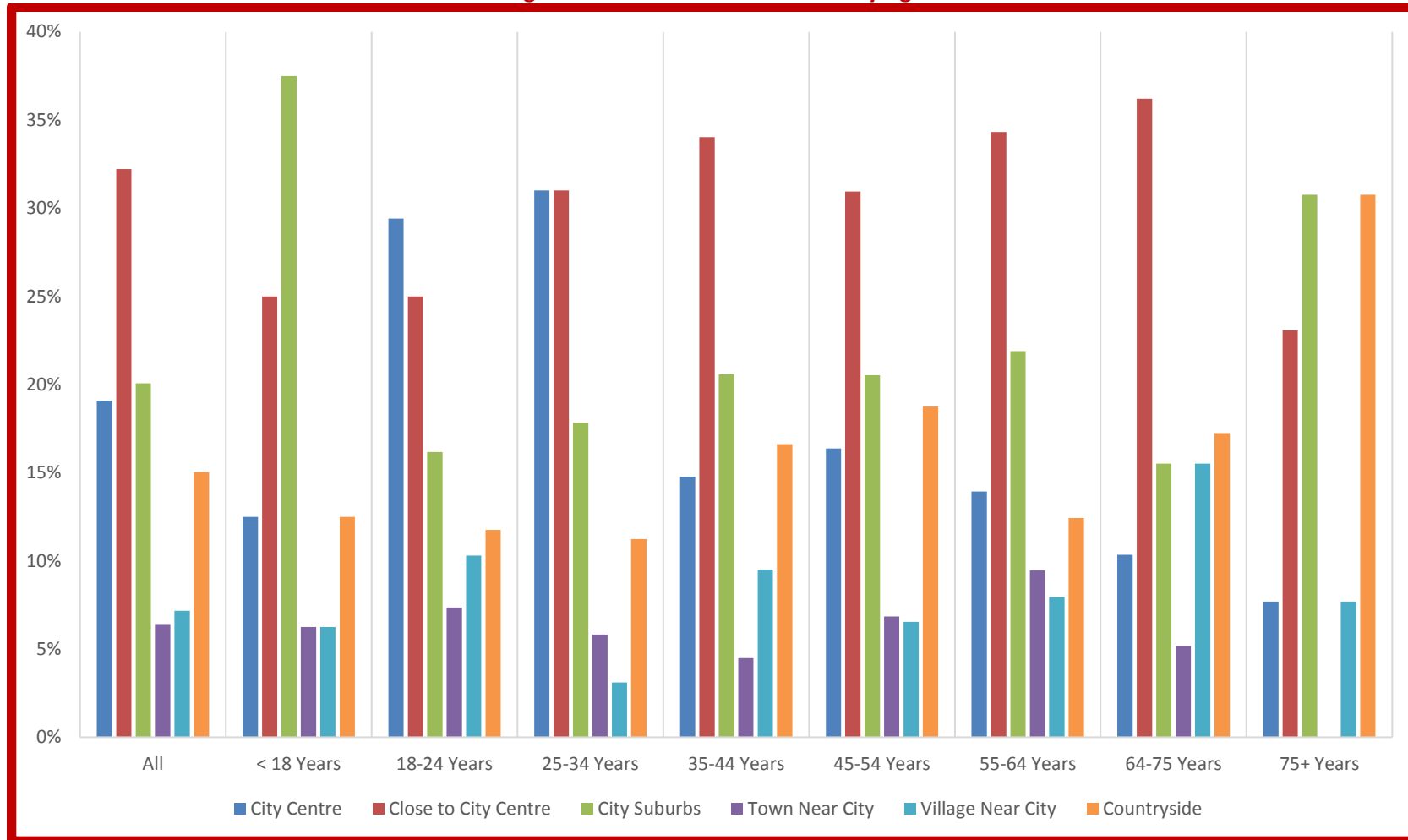
**Figure 9.1. – Where People Would Like to Live**





9.2. There is a clear preference for all ages to live in the city centre or close to the city centre. This is most pronounced in the 25 – 31 years age category, whilst those under 18 and over 75 expressed a preference for suburban living.

**Figure 9.2. - Location Preferences by Age**



## **Appendix 2**

### **Acronyms**

## Appendix 2 Acronyms

Acronyms	
AA	Appropriate Assessment
ABTA	Area Based Transport Assessment
ACA	Architectural Conservation Area
BRT	Bus Rapid Transit
CARO	Climate Action Regional Office
CCAP	Climate Change Action Plan
CCC	Cork City Council
CCNP	Cork Cycle Network Plan
(Draft) CDP	(Draft) City Development Plan
CIT (see also MTU)	Cork Institute of Technology
CMATS	Cork Metropolitan Area Transport Study
DHLGH	Department of Housing, Local Government and Heritage
DLUTS	Douglas Land Use and Transport Study
DMURS	Design Manual for Urban Roads and Streets
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
EU	European Union
EV	Electric Vehicle
GBI	Green and Blue Infrastructure
HNDA	Housing Need and Demand Assessment
HSE	Health Service Executive

## Appendix 2 Acronyms

Acronyms	
LAP	Local Area Plan
LCDC	Local Community Development Committees
LECP	Local Economic and Community Plan
LEO	Local Enterprise Office
MASP	Cork Metropolitan Area Strategic Plan
MTU (see also CIT)	Munster Technological University
NDP	National Development Plan
NHA	Natural Heritage Area
NPF	National Planning Framework
NPO(s)	National Planning Objective(s)
NSO	National Strategic Outcome
NTA	National Transport Authority
OPR	Office of the Planning Regulator
OPW	Office of Public Works
PDA	Planning and Development Act, 2000 (as amended)
PPN	Public Participation Network
RMP	Record of Monuments and Places
RPO(s)	Regional Policy Objective(s)
RSES	Regional Spatial and Economic Strategy
RSO	Regional Strategic Outcome
RPS	Record of Protected Structures

## Appendix 2 Acronyms

Acronyms	
SAC	Special Area of Conservation
SDG	United Nations Sustainable Development Goals
SEA	Strategic Environmental Assessment
SECAP	Sustainable Energy and Climate Action Plan
SFRA	Strategic Flood Risk Assessment
SHD	Strategic Housing Development
SLR	Strategic Land Reserve
SME	Small and Medium sized Enterprises
SPA	Special Protection Area
SPC	Strategic Policy Committee
SPPR	Specific Planning Policy Requirement
SRA	Southern Regional Assembly
SUDS	Sustainable Urban Drainage Solutions
TII	Transport Infrastructure Ireland
UCC	University College Cork
UEA	Urban Expansion Area
UN	United Nations
UNESCO	UN Educational, Scientific and Cultural Organization
URDF	Urban Regeneration and Development Fund

[www.corkcitydevelopmentplan.ie](http://www.corkcitydevelopmentplan.ie)



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