

131

Owen Shinkwin

From: Owen Shinkwin
Sent: 09 June 2014 12:16
To: 'Tara Spain'
Subject: RE: cork city plan

Tara,

Yes, that would be fine.
Are you over here to meet Mick, on Wednesday?

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 09 June 2014 09:20
To: Owen Shinkwin
Subject: cork city plan

Owen
I will be sending this out on Thursday.
Maybe we can discuss on Wednesday when I'm over in the NTA.
Regards
Tara

Tara Spain
Senior Policy Advisor (Planning)
National Roads Authority
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Direct Dial 0035316658849

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Owen Shinkwin

From: Erin O'Brien <erin_obrien@corkcity.ie>
Sent: 26 August 2013 15:40
To: Owen Shinkwin
Cc: Ann Bogan
Subject: RE: Cork City Development Plan

Owen—

I'm the planner on Ann's team working on compiling the Transport Chapter for the Development Plan. I've read the NTA submission and personally couldn't agree more with the assessment and recommendations put forward. (Spatial analysis of densification and the integration and landuse and transport was the key focus in one of my previous jobs [in Austin, Texas], so it's something I'm rather passionate about.) I feel the biggest challenge we face is that many of the things that need to happen within the City bounds will depend upon the approach that the County Council takes with their plan. But focusing on the things that the City Council can control, I'd specifically like to have a further discussion about--and simply hear your more detailed views on--

1) **"Strategic public transport corridors" as they relate to landuse.** As set out in the NTA submission:

- **A stronger emphasis on sequential expansion, focused on the most central Council area, Docklands, existing district centres and those locations along transport corridors;**
- **A clear link between development density and public transport provision transition to higher development densities within each centre and along development transport corridors in order to effect a reduction in trip lengths and to demand basis for higher frequency public transport services over time;**

For me this would include where we're going with/ approach to BRT and a clear understanding of the strategy for improvements to Bus Eireann as well. Some of the key corridors that would ideally be best suited for intensification are primarily single-family housing with limited potential for redevelopment.

2) **Smarter Travel 45 % target**

Looking at where we are now, this is clearly a long-term proposition. If we were trying to break this down a bit, what's a realistic aim for the next six years? Where are we most likely to see the gains/ what should be given the most focus, etc.? I'm asking not necessarily to include such specifics in the Plan, but just a discussion of where we are now vs. where we want to be to start working toward it in a realistic fashion.

I hope that's not too vague and gives you some idea of the issues I have in mind.

Kind regards

Erin
 Erin O'Brien
 Executive Planner
 Cork City Council

Tel: 021 492 4313

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 22 August 2013 15:22
To: Ann Bogan
Cc: Erin O'Brien
Subject: RE: Cork City Development Plan

Ann,

That would be fine.

I think it's the Freight meeting in Custom House in the morning, so we could just go directly to City Hall after that. It might also be useful to have had the discussion in advance of the Parking meeting at 2pm.

If you could provide me with a list of issues for discussion in advance, I can do some preparation in advance, if necessary.

Regards,

Owen

From: Ann Bogan [mailto:ann_bogan@corkcity.ie]
Sent: 22 August 2013 14:58
To: Owen Shinkwin
Cc: Erin O'Brien
Subject: Cork City Development Plan

Owen,

Would it be possible for myself and my colleague Erin O'Brien to meet with you next Tuesday after the parking meeting (say 12.00 noon) to discuss some Cork City Development Plan issues as a follow up to the NTA submission?

Regards,

Ann Bogan
Senior Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate,
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Owen Shinkwin

From: Owen Shinkwin
Sent: 21 January 2014 12:02
To: Michael MacAree
Subject: FW: Mahon Jacobs Island
Attachments: mahon amendments.pdf; mahon variation.pdf

Mick,

I'm dealing with both of these, over the next few days, deadline is Friday.
 I'll discuss tomorrow, if that suits.

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 21 January 2014 10:34
To: Hugh Creegan
Subject: Mahon Jacobs Island

Hugh

Good Morning

There is a significant issue arising in Cork City. The members have endorsed a variation/amendment to add 15,000sqm of office space to Jacobs Island South of the Mahon Interchange as well as bumping up the retail quota.

I have been working with Owen Shinkwin on the issues but I would highlight that it is a very unsustainable approach both to transport and land use planning in the City and could undermine any benefits both Authorities are undertaking in Cork.

Although the responses attached are very long, the key issues are as follows:

- Access to the Jacobs Island area is highly reliant on the Mahon Junction and N40.
- There is limited availability of public transport to the subject site to offset the significant reliance on private car borne trips which will be generated.
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;
- The proposed land uses are dependent upon a car borne catchment utilising the N40.
- There is already a significant supply of land with an employment zoning objective within Mahon capable of accommodating employment in excess of the employment targets for Mahon to 2031.
- A quantum scale of retail / commercial development has been previously assessed and refused by Bord Pleanála (PI 28.232675).
- Outstanding permission exists for commercial development including 1200sqm of retail space (PL28.232275) (please note not just convenience).
- There is also provision within a 5 minute drive time from existing established stores which unlike the proposal at Jacobs Island do not draw traffic through the N40 or Mahon Junction. There are more suitable sites for such retail development already within the proposed plan area (Avenue De Rennes).
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

Finally, the City Council are also proposing a transport model to manage development quota. Although we have considerable reservation about the current modelling this provides an opportunity to "get it right". It is therefore important that a formal agreement needs to be reached between relevant transport authorities on the assumptions which form the basis, testing and management for the proposed development management model as early as possible prior to the lodgement of any planning application to avoid any future conflicts and facilitate better management.

I would be grateful for your support on the above issues which I have also raised with the DOE.

Regards

Tara

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Owen Shinkwin

From: Owen Shinkwin
Sent: 30 August 2013 18:39
To: [REDACTED]
Subject: FW: Mahon LAP

From: David Clements
Sent: 26 August 2013 15:53
To: Owen Shinkwin
Subject: Mahon LAP

Owen,

Some points on the Draft Mahon LAP as discussed:

- Overall I think we should be supportive of the general thrust of the LAP, particularly in relation to issues like retail development, transport and parking / mobility management
- The logic behind their statement on page 26 – paragraph 5 starting “best practice suggests...” is a bit odd. It’s saying that employment development should be accompanied by residential development in order to keep a particular ratio constant. We struggled with them on this point in the past and I think the statement should come out unless it is tied directly back to a core objective which aims to do this.
- I wouldn’t overplay or emphasise the role of land use policy in section 3.4.3 p. 37 in such a suburban context. It may certainly affect those living in new developments but the majority of trips into the future will be existing trips and to get a mode shift sufficient to meet, e.g. smarter travel targets, in a place like Mahon, either as an origin or destination will be very difficult.
- As mentioned above, we should explicitly state our support for the introduction of demand management measures and an area-wide Mobility Management plan. Objective T02 should mention “Workplace Travel Plans – A Guide for Implementers” as well.
- P. 39 Figure 3.5 and preceding paragraph – I’m not 100% sure what is meant by “pedestrian box” and why these particular locations have been identified and others not?
- Section 4 Sub-Area Strategies. It’s important that any local objectives identified are consistent with the emerging NTA / CCC strategic networks and a policy should state this. Although the projects are listed in a later section, I still think the principle should be stated from the outset.
- We would support much of what they say in the sub-area sections in relation to permeability and connectivity.
- P.84 need to clarify the 1st Car Parking Measure under Movement and Access – I know what they mean, I think, but there’s a mistake there
- P.84 – reference NTA Guidance on Mobility Management in the first bullet point under this topic.
- Section 5 – Table 5.3a has listed every project and an estimated cost. Perhaps we should consult with ROC or more likely Hugh, on whether we think they should remove the costs as it may be unwise to publish these at this point.

David

David Clements
 Land Use & Transport Planner
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Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 26 November 2013 10:38
To: Owen Shinkwin
Subject: Jacob's Island

Hi Owen

Council went with the new employment uses on Jacob's Island. The formal notification will probably be 16 December. We look forward to receiving your submission on the Proposed Amendments very much indeed.

Your submission to the draft plan has proved very helpful on Jacob's Island. Thanks. It was a very effective lobbying campaign, though.

Hope you are well.

Jeremy

Jeremy Ward

Senior Executive Planner

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Cork City Council
Comhairle Cathrach Chorcaí

Owen Shinkwin

From: David Clements
Sent: 06 March 2014 11:17
To: Michael MacAree; Owen Shinkwin
Subject: Mahon Data
Attachments: Numbers Travelling to Mahon.jpg

Categories: Red Category

Also see the attached maps

Mode Split to Mahon ED as a Destination

POW_ED	Name	Bus	Car	Car Pass.	Car Total	Cycle	Lorry	Mcycle	Train
17043	Mahon	9%	76%	6%	82%	2%	1%	1%	0%





Sector Distribution of Work Trips:

Name	D_Ballincollig	D_Cork City Centre	D_Douglas	D_Glanmire L- Island	D_M
Ballincollig	4371	1547	364	417	
Cork City Centre	597	1552	153	167	
Douglas	1675	2458	1564	736	
Glanmire Little Island	704	1035	267	1520	
Mahon	763	1360	443	357	
North East	779	1511	211	569	
North West	815	1507	190	372	
Togher Airport	2013	1601	649	479	
TOTAL DESTINATION	11717	12571	3841	4617	

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Owen Shinkwin

From: Owen Shinkwin
Sent: 09 January 2014 11:55
To: 'Tara Spain'
Subject: Mahon Draft LAP - NTA submission

Tara,

As discussed, the following points were made in the NTA's submission on the Mahon Draft LAP, dated 16th September 2013.

Regards,

Owen Shinkwin

Údarás Náisiúnta Iompair

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Overall View of the Draft LAP

The Authority supports the overall thrust of the Draft LAP and its objective of seeking to accommodate substantial further population and employment growth within the boundaries of the City, on the basis of the following:

- The consolidation of development to address existing disconnected development patterns;
- Measures to reduce the severance effect associated with disconnected development and to improve local connectivity between residential, employment and local services through the development of walking and cycling networks and improved accessibility to public transport services;
- Improved public transport service levels into the LAP area and more extensive bus network coverage within the LAP area; and
- The targeted use of transport demand management measures to reduce the car mode share from its current high levels in the area incorporating site-specific and area-based mobility management, parking management, delivery of attractive and effective public transport, and the application of appropriately restrictive car parking standards.

In regards to the proposed hierarchy of retail centres, the Authority would also support the LAP's proposal to limit further retail floorspace growth at the existing District Centre (Mahon Point), whilst at the same time, seeking to achieve a more consolidated urban form, improved public realm and better local accessibility within this area on the basis of a broader mix of land uses, including residential and non-retail commercial. The Authority also supports the development and/or consolidation of a number of neighbourhood centres, which would improve accessibility to a broader range of services at a more localised level.

Whilst supportive of the above objectives, there are a number of issues on which greater clarity is required at this stage:

Residential and Employment Development

On examination of the tables in Sections 3 and 5 of the Draft LAP (Tables 3.2, 3.3., 5.1, 5.2 and the 'Tranches / Phasing Objectives' presented on p.93), various figures for Tranches 1a, 1b and 2, have been presented in relation to employment floorspace, employment totals, population totals and timeframes. Some of the totals appear to be inconsistent and there is reference to different baselines. These tables would benefit from some clarification, particularly in relation to the absence of sub-tranches 1a and 1b from section 3 and the use of the CASP 2006 baseline in section 3 only.

Clarity between the various tables in the plan would also be welcome in relation to the exact area to which each figure applies – whether Mahon constitutes the plan area or the 3 EDs should be clarified and be consistent for all figures expressed in the plan.

High Quality Bus Routes

The development of a high quality east-west bus corridor serving Mahon and through the plan area is supported by the Authority. The precise alignment of this route is not yet known and will be subject to further assessment in the future. For this reason, the routings and infrastructure proposals shown in Figure 3.7 and listed in Table 3.7 are potentially premature pending the completion of the joint Cork City Council / NTA network study. The Authority recommends that Objective T04 Public Transport is amended to reflect this and to include a commitment to improve permeability by walking and cycling to bus stops along an emerging preferred route, and that the title of Table 3.7 is amended to "Potential Public transport measures".

The Location & Phasing of Development and BRT

It is recommended that an objective which states that the phasing, density and location of development is clearly linked to the provision of public transport, is included in the plan. This relates to public transport route alignments, stop nodes and service levels which will emerge from the abovementioned network study, and proximity to/centrality within the district centre. Given the overriding importance attributed to BRT and high quality public transport services, the concentration and density of development within its local walking catchment will have an important bearing on the ability to deliver the public transport service levels envisaged.

The Population to Employment Ratio Rationale

Reference is made in the Draft LAP to "best practice" suggesting that "as a guideline, the number of jobs/residents should not exceed 0.5:1 within any suburban centre planning area", the implication being that "new employment development should be accompanied by new residential development of an appropriate quantity to ensure that the uses remain broadly in balance and if they aren't then they are supported by appropriate transport measures". It would be beneficial if the rationale behind this was further clarified. While there may be examples of a 0.5:1 ratio applying elsewhere, it is unclear whether this constitutes "best practice". It implies that the job/labour force ratio would be 1:1 which might not normally be achievable or appropriate in a suburban location at the edge of a city.

It is noted, however, that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use option and how this is arrived over time, taking the City Centre, other development areas and the necessary distribution and scale of development required to deliver BRT, into consideration.

Transport Demand Management Measures

The National Road Network

Demand management of the strategic road network, in this case the N40, is a critically important area of transport demand management which is likely to have a major bearing on both the feasibility of providing for a substantial increase in public transport services and the relative attractiveness of the Mahon area as a location for further commercial development, as compared to more central locations within the City. Whilst these are matters which go beyond the scope of any one local area plan and will need to be dealt with at a more strategic level, the impact of development-generated traffic at the Mahon Interchange will nonetheless need to be managed so as to minimise its impact on non-local, strategic traffic and to encourage the use of public transport and other non-car modes of transport.

For this reason, any N40 junction-specific traffic management measures proposed in the LAP would in themselves, represent an overly limited approach to managing the impact of development-generated traffic from the Mahon LAP area on the N40, and is likely to be limited in its impact. A corridor-based approach to the management of traffic using the N40 and other national roads within the Metropolitan Area would more likely deliver on the progressive shift from car to non-car modes in the Mahon area, which underpins the scale and density of development proposed and would likely contribute to greater development consolidation over time within areas that are most serviceable by public transport.

Parking

In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre.

Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

As things stand, the least restrictive Zone 3 parking standards apply across the entire LAP area and there is currently no basis or criteria specified in the City Development Plan for how anything other than the maximum stated value could be applied. It is understood that the City and County Councils are currently seeking to develop a single set of maximum standards across the Metropolitan Area and a common approach to their application.

As such, the Authority recommends that the plan incorporates an objective which states that parking provision in Mahon will comply with standards and policies which emerge from the work being undertaken jointly by the two local authorities as part of the ongoing implementation of CASP.

Travel Planning / Mobility Management

The Authority welcomes the references to mobility management in the plan. It is recommended, however, that a stronger commitment is given to the implementation of an area-wide travel plan for Mahon by way of a clear objective replacing T02 which states that such a plan will be implemented in the lifetime of the LAP. This is of particular importance when viewed in the context of travel demand to and from Mahon that will not be served by the development of a high-quality east-west public transport corridor. i.e. local trips and orbital trips. The Authority would welcome the opportunity to work with the City Council on this matter and would welcome any forthcoming engagement in this regard.

Impact of Transport Demand Management on Non-Local Trip Patterns

One of the overriding influences of the impact of substantial further development in the Mahon LAP area on the strategic road network, the car / non-car mode split achievable for a range of trip purposes and the feasibility of delivering substantially higher level of public transport services and connectivity, will be the actual distribution of trips to and from the Mahon area. Current trips generated by this area currently demonstrate a widely dispersed pattern of movement and associated with this, a level of usage of the N40 and a correspondingly low correlation with current public transport service patterns. Whilst it is accepted that greater consolidation of population and employment growth within the City can provide the basis for higher levels of public transport and other non-car modes, a commitment to a broad package of transport demand management measures as outlined above, at CASP level, particularly in regards to the management of the strategic road network, would have a critical part to play in influencing both the distribution patterns and mode split of non-local trips over time.

Development Proposals for Jacobs Island Lands

The Authority has concerns in relation to significant further development occurring to the south of the N40 interchange. Those concerns can be summarised as follows:

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;
- The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

Reference to Current NTA Guidance in the LAP

It is suggested that reference is made, where relevant as part of the appropriate objectives, to NTA guidance as follows:

- Achieving Effective Workplace Travel Plans – A Guide for Local Authorities;
- Workplace Travel Plans – A Guide for Implementers;
- Toolkit for School Travel; and
- National Cycle Manual.

Other Guidelines of particular relevance to the LAP area, worth of referencing would include the DECLG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist) .

Transport Infrastructure Details

As referred to above, the Authority is currently working with Cork City Council on the development of a walking, cycling and public transport networks for the Mahon corridor, with the primary objective of linking Mahon to the city centre by a frequent, reliable and competitive bus service. From this work, it is likely that a suite of infrastructural measures will emerge, whose development will be prioritised on the basis of their likely potential positive contribution to the above objective.

In view of this, the Authority recommends that section 5.2.1 and Tables 5.3a and 5.3b are amended to reflect the fact that decisions on specific investments have yet to be made. The proposals contained within these tables should therefore be presented as potential projects only. Moreover, specific estimated costs should be removed.

Owen Shinkwin

Subject: mahon LAP
Location: Mick's office

Start: Thu 23/01/2014 15:30
End: Thu 23/01/2014 16:00
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Owen Shinkwin
Required Attendees: Michael MacAree

Owen Shinkwin

From: Owen Shinkwin
Sent: 03 September 2013 10:29
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP
Attachments: NTA submission on the Draft Mahon Local Area Plan 2013 (Draft 1).docx

All,

Sorry, almost forgot to send the draft on to you.
 This is substantially complete but would benefit from additional, supporting points in detail.
 Any comments, track changes, etc. please email to David and copying to myself.
 Also, Roy, please note Section 5, Table 5.3a.

Regards,

Owen

From: Owen Shinkwin
Sent: 02 September 2013 15:43
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP

Sorry folks, the title of that email should of course have been "Mahon LAP".

From: Owen Shinkwin
Sent: 02 September 2013 15:41
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Cork Metropolitan Area Update

Marian, Roy, Arlene,

As discussed briefly last week, a rather significant local area plan is being prepared for the Mahon area, which comprises a broad range of transport interventions, including new road links, the development of a pedestrian and cycle network, junction improvements providing greater priority for non-car modes, public transport measures including bus network and specific route proposals.

- Marian, your views in regards to proposed service pattern would be useful;
- Roy, your views of the Draft Plan in the context of the 5 year investment strategy objectives, including the strategic bus corridors, would be useful;
- Arlene, your views on Section 3.4.3 (mobility management) would be useful.

The context for this is the addressing of existing congestion and severance issues and the accommodation of an additional 11,700 jobs and 7000 population between 2006 (CASP baseline) and 2031.

I would be grateful if you would review those sections of the draft plan of most relevance to yourselves (Section 3.4 Transport, but a quick reference back to the development objective in Sections 3.1-3.3 would be useful to put the transport proposals in context). I've attached a link to the plan:

<http://www.corkcity.ie/services/strategicplanningeconomicdevelopment/localplanning/localareaplan/mahonlocalareaplan/>

Any comments you have, can you please email to David Clements over the next week or so, copying me in on the response.

An Draft submission by the NTA will follow on from this, which may also be of some help to you.

I can finalise the submission on my return from leave, taking your responses into consideration.

David, if, in light of Marian's, Roy's and Arlene's response, a short meeting would be merited, I would be grateful if you would do so.

Thank you in advance for your input.

Owen



Mr Pat Ledwidge, Director of Services
Strategic Planning and Economic Development Directorate,
Cork City Council,
City Hall,
Cork

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web: www.nationaltransport.ie

September 2013

Re. National Transport Authority's submission on the Draft Mahon Local Area Plan 2013

Dear Mr Ledwidge,

The National Transport has the following comments to make on the Draft Mahon Local Area Plan.

Overall View of the Draft LAP

The Authority supports the overall thrust of the Draft LAP on the basis that it seeks to accommodate substantial further population and employment growth within the boundaries of the City, on the basis of

- The consolidation of the currently disconnected development patterns;
- Measures to reduce the severance effect associated with disconnected development and to improve local connectivity between residential, employment and local services through the development of walking and cycling networks and improved accessibility to public transport services;
- Improved public transport service levels into the LAP area and more extensive bus network coverage within the LAP area; and
- The targeted use of transport demand management measures to reduce the car mode share from its current high levels in the area – site specific and area-based mobility management, parking management and the application of appropriately restrictive car parking standards.

In regards to the proposed hierarchy of retail centres, the Authority would also support the LAP's proposal:

- To limit further retail floorspace growth at the existing District Centre (Mahon Point), whilst at the same time, seeking to achieve a more consolidated urban form, improved public realm and better local accessibility within this area on the basis of a broader mix of land uses, including residential; and non-retail commercial;
- To develop or consolidate a number of neighbourhood centres, which would improve accessibility to a broader range of services at a more localised level.

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Whilst supportive of the above objectives, there are a number of issues on which greater clarity is required at this stage:

Residential and Employment Development Quantums referenced in Sections 3 and 5 of the Draft LAP

On examination of the tables in Sections 3 and 5 of the Draft LAP (Tables 3.2, 3.3., 5.1, 5.2 and the 'Tranches / Phasing Objectives presented on p.93), various figures for Tranches 1a, 1b and 2, have been presented in relation to employment floorspace, employment totals, population totals and timeframes. Some of these appear to be conflicting or inconsistent in relation to their associated time frames and would benefit from some further clarification.

Development Location, Phasing and its role in supporting the basis for BRT in the longer term

It is recommended that the phasing, density and location of development is more clearly linked to prescribed public transport route alignments, stop nodes, service levels and proximity to/ centrality within the district centre (the basis for which should itself be determined by public transport accessibility and accessibility within a defined local walking and cycling catchment). Given the overriding importance attributed to BRT and in any case high quality public transport services, the concentration and density of development within its local walking catchment would have an important bearing on the ability to deliver the public transport service levels envisaged.

The Population to Employment Ratio Rationale

Reference is made in the Draft LAP to "best practice" suggesting that "as a guideline, the number of jobs:residents should not exceed 0.5:1 within any suburban centre planning area, the implication being that new employment development should be accompanied by new residential development of an appropriate quantity to ensure that the uses remain broadly in balance and if they aren't then they are supported by appropriate transport measures". The rationale behind this requires further clarity.

Firstly, the 0.5 figure, in the event, would be more applicable to be used as a jobs : labour force ratio, rather than as a jobs : population ratio, as the latter would roughly imply a ratio of unity between local labour force and local employment – which would not normally be achievable or appropriate in a suburban location at the edge of the City. It is noted that Mahon is one of two suburban key development areas within the City Council area and as such, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use option and how this is arrived over time, taking the City Centre, other development areas and the necessary distribution and scale of development required to deliver BRT, into consideration.

DRAFT 1

Trip Distribution Assumptions and the Implications for Public Transport Use, for non-local trips

One of the overriding influences on the sustainability of substantial further development in the Mahon LAP area, its impact on the strategic road network, the car / non-car mode split achievable for a range of trip purposes and feasibility of delivering substantial higher level of public transport services and connectivity, will be actual distribution of trips to and from the Mahon area. Current trips generated by this area currently demonstrate a widely dispersed pattern of movement, with a high dependence of the N40 and a correspondingly low correlation with current public transport service patterns. Whilst it is generally accepted that greater consolidation of population and employment growth within the City could provide the basis for higher levels of public transport and other non-car modes, it is not clear, particular in advance of a BRT or equivalent servicing this area, how non-local trip distribution associated with Tranch 1 could achieve a significantly less dispersed pattern than what currently pertains.

Transport Demand Management Measures (Parking, Mobility Management, the Strategic Road Network)

Parking (linking provision for non-residential uses to public transport service levels)

In general, the application of maximum car parking standards at the local level should be determined on the basis of a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre.

Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time.

As things stand, Zone 3 (the least restrictive) parking standards apply across the entire LAP area and there is currently no basis (criteria) specified in the City Development Plan for how anything other than the maximums stated value could be applied. It is understood that the City and County Councils are currently seeking to develop a single set of maximum standards across the Metropolitan Area and a common approach to their application.

Car Parking Measures (p.84 of the Draft LAP)

Further explanation is required on how the measures as outlined, could be implemented over time, particularly in regard to area-based parking caps. Also, the first measure appears to be incomplete.

The National Road Network

Demand management of the strategic road network, in this case, the N40, is another important area of transport demand management which would have a major bearing on both the feasibility of providing for a substantial increase in public transport services and the relative attractiveness of the Mahon area as a location for further commercial development, as compared to more central locations within the City. Whilst these are matters which go beyond the scope of any one local area

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plan and will need to be dealt with at a more strategic level, the impact of development-generated traffic at the Mahon Interchange will nonetheless need to be managed so as to minimise its impact on non-local, strategic traffic and to encourage the use of public transport and other non-car modes of transport.

For this reason, any N40 junction-specific traffic management measures proposed in the LAP would in themselves, represent an overly limited approach to managing the impact of development-generated traffic from the Mahon LAP area, on the N40 and is likely to be limited in its impact. A corridor-based approach to the management of traffic using the N40 and other national roads within the Metropolitan Area would more likely deliver on the progressive shift from car to non-car modes in the Mahon area, which underpins the scale and density of development proposed and would likely contribute to greater development consolidation over time within areas that are most serviceable by public transport.

Development Proposals for Jacobs Island Lands

The Authority would not support any significant further development occurring to the south of the N40 interchange. The overriding consideration and constraints that should pertain to significant further development in this area can be summarised as follows:

- Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;
- The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking cycling for local trip making to areas, north of the interchange;
- and in general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around a the district centre core.

Reference to Current NTA Guidance in the LAP

It is recommended that reference is made, as applicable to recently issued guidance issued by the NTA, *vis*

- Achieving Effective Workplace Travel Plans – A Guide for Local Authorities;
- Workplace Travel Plans – A Guide for Implementers;
- National Cycle Manual.

Other Guidelines of particular relevance to the LAP area, worth of referencing would include the DoELG's *Spatial Planning and National Roads*, particularly in regard to the evidence-based approach outlined in Section 2.4 and Section 2.13 (land use and transport planning checklist).

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Transport Infrastructure Details (Section 5.2.1)

Note for Roy O'Connor - Table 5.3a has listed every project and an estimated cost. The inclusion of this in detail needs to be verified with Roy and Hugh.

Yours sincerely,

Hugh Creegan

Director of Transport Investment and Taxi Regulation

Owen Shinkwin

From: Owen Shinkwin
Sent: 02 September 2013 15:43
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP

Sorry folks, the title of that email should of course have been "Mahon LAP".

From: Owen Shinkwin
Sent: 02 September 2013 15:41
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Cork Metropolitan Area Update

Marian, Roy, Arlene,

As discussed briefly last week, a rather significant local area plan is being prepared for the Mahon area, which comprises a broad range of transport interventions, including new road links, the development of a pedestrian and cycle network, junction improvements providing greater priority for non-car modes, public transport measures including bus network and specific route proposals.

- Marian, your views in regards to proposed service pattern would be very useful;
- Roy, your views of the Draft Plan in the context of the 5 year investment strategy objectives, including the strategic bus corridors, would be very useful;
- Arlene, your views on Section 3.4.3 (mobility management) would be useful.

The context for this is the addressing of existing congestion and severance issues and the accommodation of an additional 11,700 jobs and 7000 population between 2006 (CASP baseline) and 2031.

I would be grateful if you would review those sections of the draft plan of most relevance to yourselves (Section 3.4 Transport, but a quick reference back to the development objective in Sections 3.1-3.3 would be useful to put the transport proposals in context). I've attached a link to the plan:

<http://www.corkcity.ie/services/strategicplanningeconomicdevelopment/localplanning/localareaplans/mahonlocalareaplan/>

Any comments you have, can you please email to David Clements over the next week or so, copying me in on the response.

An Draft submission by the NTA will follow on from this, which may also be of some help to you.

I can finalise the submission on my return from leave, taking your responses into consideration.

David, if, in light of Marian's and Roy's response, a short meeting would be merited, I would be grateful if you would do so.

Thank you in advance for your input.

Owen

Owen Shinkwin

From: Owen Shinkwin
Sent: 13 August 2013 14:36
To: 'Tara Spain'
Subject: RE: Mahon Draft LAP
Attachments: 20120628 C81323 Mahon Area TT Assessment Final Report v2.pdf; 20120704 CCC C8137100 Jacobs Island Assessment Report Final.pdf

As of July 2012.
I'm not aware of any additional analysis undertaken since then.

-----Original Message-----

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 13 August 2013 13:55
To: Owen Shinkwin
Subject: RE: Mahon Draft LAP

Owen
They haven't sent us the plan.
I'm sending it to Aecom.
Do you have the final copy of the transport study?
In Meath at the moment .

Tara

Sent from Samsung Mobile

----- Original message -----
From: Owen Shinkwin <owen.shinkwin@nationaltransport.ie>
Date: 08/08/2013 13:40 (GMT+00:00)
To: Tara Spain <tspain@nra.ie>
Subject: RE: Mahon Draft LAP

Tara,

Just received the Draft Mahon LAP from Cork City Council, this morning.
Final date for submissions is 16th September.
As I'll be dealing with this before going on holidays, perhaps we can discuss issues of common interest/ concern, next week or the week after.

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 07 August 2013 13:39

To: Owen Shinkwin
Subject: RE:

No problem

From: Owen Shinkwin
[mailto:owen.shinkwin@nationaltransport.ie]<mailto:[mailto:owen.shinkwin@nationaltransport.ie]>
Sent: 07 August 2013 12:52
To: Tara Spain
Subject: RE:

Thanks.

From: Tara Spain [mailto:tspain@nra.ie]
Sent: 07 August 2013 12:50
To: Owen Shinkwin
Subject:

087 1326104
He's in the Kilkenny office email him

Tara Spain
Senior Policy Advisor (Planning)
National Roads Authority
St. Martins House
Waterloo Road
Dublin 4
Direct Dial 0035316658849

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Owen Shinkwin

From: Owen Shinkwin
Sent: 08 August 2013 13:41
To: 'Tara Spain'
Subject: RE: Mahon Draft LAP

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From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 07 August 2013 13:39
To: Owen Shinkwin
Subject: RE:

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From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 07 August 2013 12:52
To: Tara Spain
Subject: RE:

Thanks.

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 07 August 2013 12:50
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He's in the Kilkenny office email him

Tara Spain
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Owen Shinkwin

From: Owen Shinkwin
Sent: 03 September 2013 10:49
To: David Clements
Subject: RE: Mahon Draft LAP

David,

That's great.

As discussed with Mick yesterday, wouldn't mind seeing amended/ expanded version before it goes out, so can we hold off on sending it to Cork City Council until Monday 16th?

Thanks,

Owen

From: David Clements
Sent: 03 September 2013 10:41
To: Owen Shinkwin
Subject: RE: Mahon Draft LAP

Owen,

I will finalise the submission with the guys while you are on leave. Thanks for the draft comment, which will make up the vast majority of what we will say.

David

From: Owen Shinkwin
Sent: 03 September 2013 10:29
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP

All,

Sorry, almost forgot to send the draft on to you.
This is substantially complete but would benefit from additional, supporting points in detail.
Any comments, track changes, etc. please email to David and copying to myself.
Also, Roy, please note Section 5, Table 5.3a.

Regards,

Owen

From: Owen Shinkwin
Sent: 02 September 2013 15:43
To: Roy OConnor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn
Subject: RE: Mahon Draft LAP

Sorry folks, the title of that email should of course have been "Mahon LAP".

From: Owen Shinkwin

Sent: 02 September 2013 15:41

To: Roy O'Connor; Marian Wilson; Michael MacAree; David Clements; Arlene Finn

Subject: RE: Cork Metropolitan Area Update

Marian, Roy, Arlene,

As discussed briefly last week, a rather significant local area plan is being prepared for the Mahon area, which comprises a broad range of transport interventions, including new road links, the development of a pedestrian and cycle network, junction improvements providing greater priority for non-car modes, public transport measures including bus network and specific route proposals.

- Marian, your views in regards to proposed service pattern would be useful;
- Roy, your views of the Draft Plan in the context of the 5 year investment strategy objectives, including the strategic bus corridors, would be useful;
- Arlene, your views on Section 3.4.3 (mobility management) would be useful.

The context for this is the addressing of existing congestion and severance issues and the accommodation of an additional 11,700 jobs and 7000 population between 2006 (CASP baseline) and 2031.

I would be grateful if you would review those sections of the draft plan of most relevance to yourselves (Section 3.4 Transport, but a quick reference back to the development objective in Sections 3.1-3.3 would be useful to put the transport proposals in context). I've attached a link to the plan:

<http://www.corkcity.ie/services/strategicplanningeconomicdevelopment/localplanning/localareaplan/mahonlocalareaplan/>

Any comments you have, can you please email to David Clements over the next week or so, copying me in on the response.

An Draft submission by the NTA will follow on from this, which may also be of some help to you.

I can finalise the submission on my return from leave, taking your responses into consideration.

David, if, in light of Marian's, Roy's and Arlene's response, a short meeting would be merited, I would be grateful if you would do so.

Thank you in advance for your input.

Owen

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Tá eolas sa teachtaireacht leictreonach seo a d'fhéadfadh bheith príobháideach nó faoi rún agus b'fhéidir go mbeadh ábhar rúnda nó pribhléideach ann. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Tá cosc ar rochtain don teachtaireacht leictreonach seo do aon duine eile. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo agus b'fhéidir d'fhéadfadh bheith mídhleathach.

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Owen Shinkwin

From: Owen Shinkwin
Sent: 24 January 2014 15:52
To: 'Tara Spain'
Subject: RE: Mahon Jacobs Island
Attachments: National Transport Authority submission on the Cork City Development Plan Proposed Variation No.11.pdf; National Transport Authority submission on the Proposed Alterations to the Draft Mahon LAP 2013.pdf

Tara,

For your information, I've attached the NTA's submission on the Proposed Alterations to the Mahon Draft LAP and the Proposed Variation No. 11 to the City Development Plan.

Regards,

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 21 January 2014 10:34
To: Hugh Creegan
Subject: Mahon Jacobs Island

Hugh

Good Morning

There is a significant issue arising in Cork City. The members have endorsed a variation/amendment to add 15,000sqm of office space to Jacobs Island South of the Mahon Interchange as well as bumping up the retail quota.

I have been working with Owen Shinkwin on the issues but I would highlight that it is a very unsustainable approach both to transport and land use planning in the City and could undermine any benefits both Authorities are undertaking in Cork.

Although the responses attached are very long, the key issues are as follows:

- Access to the Jacobs Island area is highly reliant on the Mahon Junction and N40.
- There is limited availability of public transport to the subject site to offset the significant reliance on private car borne trips which will be generated.
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;
- The proposed land uses are dependent upon a car borne catchment utilising the N40.
- There is already a significant supply of land with an employment zoning objective within Mahon capable of accommodating employment in excess of the employment targets for Mahon to 2031.
- A quantum scale of retail / commercial development has been previously assessed and refused by Bord Pleanála (PI 28.232675).
- Outstanding permission exists for commercial development including 1200sqm of retail space (PL28.232275) (please note not just convenience).

- There is also provision within a 5 minute drive time from existing established stores which unlike the proposal at Jacobs Island do not draw traffic through the N40 or Mahon Junction. There are more suitable sites for such retail development already within the proposed plan area (Avenue De Rennes).
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

Finally, the City Council are also proposing a transport model to manage development quota. Although we have considerable reservation about the current modelling this provides an opportunity to "get it right". It is therefore important that a formal agreement needs to be reached between relevant transport authorities on the assumptions which form the basis, testing and management for the proposed development management model as early as possible prior to the lodgement of any planning application to avoid any future conflicts and facilitate better management.

I would be grateful for your support on the above issues which I have also raised with the DOE.

Regards

Tara

Tara Spain
Senior Policy Advisor (Planning)
National Roads Authority
St. Martins House
Waterloo Road
Dublin 4
Direct Dial 0035316658849

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Mr Pat Ledwidge,
Director of Services
Strategic Planning and Economic Development Directorate,
Cork City Council,
City Hall,
Cork

24th January 2014

RE: National Transport Authority's submission on the Cork City Development Plan 2009-2015 Proposed Variation No. 11

Dear Mr Ledwidge,

In regards to the proposed Variation no.11 and material amendments to the Cork City Development Plan, consequent to the Draft Mahon Local Area Plan 2013, the National Transport Authority (the Authority) would support the overall thrust of the Draft Mahon Local Area Plan and its objective of seeking to accommodate substantial further population and employment growth within the boundaries of the City.

The Authority's recommendations and concerns relating to the Draft Local Area Plan and proposed alterations to it are articulated in its submissions to the Council dated 16th September 2013 and 24th January 2014.

In regards to the proposed alterations to the draft local area plan, the Authority would highlight in particular, its recommendation that proposed alteration No.64 should be omitted. Jacobs Island is physically separated from Mahon by the N40 Mahon Interchange and as such, the associated impediments to providing sustainable transport solutions to development in this location would result in a high level of car dependency and the loading of local trips onto a national road interchange. It is also the Authority's understanding that there has been no scenario testing of the impact of the proposed quantum of development on the surrounding road network and as such, the increase in the quantum of employment and retail development remains untested.

It is also considered that it could undermine the consolidation of development in and around the District Centre in Mahon and the consolidation of retail and employment intensive uses in areas with the highest potential for public transport serviceability and local walking/ cycling accessibility. As such, it is not considered to be consistent with the strategic objectives underpinning Cork City Council's 5 Year Transport Investment Framework, which seeks to deliver higher quality bus service provision and an associated increase in the City's public transport mode share, based on the development of a number of strategic bus corridors, one of which would connect Mahon District

Centre with the City Centre. The location of trip intensive uses away from this corridor is therefore considered to present a risk to future investment in public transport infrastructure and services in the City.

As stated in its submission on the proposed alterations to the Draft Mahon Local Area Plan, the Authority will continue to work with the City Council on the implementation of the 5 Year Transport Investment Framework, on the basis of clear, complementary and evidence-based integrated land use and transport policy objectives.

I trust that the views of the Authority will be taken into consideration in the finalisation of the Mahon Local Area Plan.

Yours sincerely,



Hugh Creegan
Director of Transport Investment and Taxi Regulation



Náisiúnta
National **Transport** Authority

Harcourt Lane, Dublin 2

Dún Scéine, Baile Átha Cliath 2

tel: 01 879 8300

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email: info@nationaltransport.ie

web: www.nationaltransport.ie

Mr Pat Ledwidge,
Director of Services
Strategic Planning and Economic Development Directorate,
Cork City Council,
City Hall,
Cork

24th January 2014

RE: National Transport Authority's submission on the Proposed Alterations to the Draft Mahon Local Area Plan 2013

Dear Mr Ledwidge,

The National Transport Authority (the Authority) wishes to reiterate its support for the overall thrust of the Draft LAP and its objective of seeking to accommodate substantial further population and employment growth within the boundaries of the City. In regards to the proposed alterations, comments are made under a number of headings, with their corresponding proposed alteration numbers:

Jacobs Island (nos. 6, 64)

The Authority would have serious concerns in relation to the location of significant additional development, particularly non-residential development to the south of the Mahon Interchange, as provided for under the above referenced alterations. These concerns were clearly articulated in the Authority's previous submission (dated 16th September 2013):

- *Its physical separation from Mahon by the N40 Mahon Interchange and the resultant local trips which would be loaded onto the interchange;*
- *The challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips;*
- *The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;*

- *In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.*

In addition, the following points in the Mahon STTS (Jacobs Island Additional Development Assessment) are noted:

- *It would have a negative impact on the ability to create a Central Mahon with a strong sense of place;*
- *... would undermine the development of office space in Central Mahon, as well as the City Centre, Docklands and Blackpool;*
- *... contrary to national planning and transportation policy, as it would be very car dependent. It would also be very contrary to the expectations of the NTA/NRA for Mahon, in that development would be car-borne and not support smarter travel and public transport. This could undermine the case and delivery of rapid transit to Cork.*

Furthermore, it is the Authority's understanding that there has been no scenario testing of the impact of the proposed non-residential development proposed, on the surrounding road network.

In conclusion, in light of the above concerns, the strategic importance of the N40 and the area's accessibility dependence on the Mahon Interchange, it is the recommendation of the Authority that the proposed alterations relating to the additional non-residential floorspace should be omitted and those relating to additional residential development should be reviewed, providing for a lower quantum of development.

N40 Slip Road / access to Mahon Point (no. 66)

The Authority would not support the provision of an additional link directly from the shopping centre onto the Mahon Interchange slip road and would consider any such proposal to be inconsistent with Section 2.7 of the Spatial Planning and National Roads Guideline for Planning Authorities (DoECLG, 2012) and other objectives within the LAP which seek to create a more consolidated, public transport-focused pattern of development. As such, the Authority would recommend that the proposed alteration no. 66 be omitted from the LAP.

LAP Residential Development and Employment Targets (nos. 13, 14)

The Authority is concerned that the overall quantum of residential and employment under Tranche 1 now proposed in the LAP is not consistent with that proposed in the Mahon STTS, particularly in regards to the scale of development now proposed on the Jacobs Island lands. It is therefore recommended that the STTS be revisited and revised to assess the impact of these changes.

Population to Employment ratios (no. 15)

The proposed alteration refers to the comparability of the stated current jobs to population ratio in the Mahon Transport Assessment Study Area (0.53:1) to "other key suburban development areas, with major retail components that have benefitted from analysis by the National Transport Authority in the Greater Dublin area". On this matter, the Authority wishes to clarify that information provided to the City Council was derived from an analysis of a number of suburban locations in the

Greater Dublin Area which revealed a wide variation in the jobs to population ratio and whose spatial definition also varied considerably.

As stated in the previous submission, it is a matter of policy for the local authority to determine what implications this has for the ratio of population to employment under the LAP's preferred land use option and how this is arrived over time, taking the City Centre and other development areas into consideration.

Density and Location of Employment (no. 17)

In relation to the density and location of employment development, the Authority would reiterate the importance of linking the phasing, density and location of development to the provision of public transport. This relates to public transport route alignments, stop nodes and service levels, and proximity to/centrality within the district centre. The extent to which the employment development focus shifts towards Mahon Technology Park and Mahon Point and the intensity of its development should be informed by the above considerations.

Transport Demand Management, Including Parking Provision/ Management, Mobility Management, N40 Demand Management Study (nos. 26, 29, 30, 31, 32, 64)

General Comment

The Authority would emphasise the need for a range of complementary transport demand management measures, which serve to support clearly stated sustainable transport objectives, transport investment priorities, development location and development phasing. It is recommended that the above reference alterations are reviewed in with this in mind.

Car Parking

In relation to the application of car parking standards and the provision of parking in new developments, the Authority would reiterate the approach set out in the previous submission, in particular, the need to apply maximum parking standards on the basis of *"a combination of factors, all of which can be related to public transport accessibility, density gradient (which should itself be related to public transport accessibility) and centrality within the District Centre"*. The Authority also recommended that *"Where development is occurring on a phased basis, provision for the incremental reduction in the overall level of parking over time should be considered. This could also be linked to the area-wide mobility management plan approach, proposed in the Draft LAP. This would enable an appropriate level of parking to be provided corresponding to the public transport service level achievable at a particular point in time, whilst at the same time, supporting the basis for higher density, more public transport focused development over time"*. As things stand, there is currently no basis or criteria specified in the City Development Plan as to how anything other than the maximum stated value could be applied. The current parking policy inclusive of the proposed alteration, does not provide a basis for applying the above approach.

Mobility Management

In relation to the development of an area-wide approach to mobility management, the proposed alteration is noted.

No. 32 (Development Management and Traffic Impact)

Whilst the Authority would welcome the addition of this alteration, the cumulative impact assessment of development related trip generation should not be subject to its incremental

implementation through the development management process. Rather, as stated above, the current development assumptions need to be properly tested at this stage, through the Mahon STTA, which should in turn, inform the overall scale, location, intensity, uses/ mix of uses and phasing of development.

No. 64 (Car Parking Measures)

The Authority would agree that complementary parking management measures on surrounding roads should be introduced in the event that parking charges are introduced at the shopping centre. On-street parking management would in any case be appropriate in an area subject to development intensification over time.

In regards to the maintenance of existing car parking levels at their present maximum levels, this does not appear to be consistent with the LAP's objective of creating a more locally-focused district centre with improved levels of accessibility by walking and cycling at the local level and by public transport from within its wider catchment. It would also imply that any parking spaces lost through the redevelopment of existing surface car parking would have to be replaced for existing retail uses.

Mahon Corridor Study/ Public Transport Corridor development (nos. 34, 50, 65)

In regards to the development and improvement of a defined bus-based public transport corridor, linking Mahon with the City Centre and other bus corridors defined in Cork City Council's 5 Year Transport Investment Framework, the Authority will continue to work with the City Council on their development over time, on the basis of clear, complementary and evidence-based integrated land use and transport policy objectives.

I trust that the views of the Authority will be taken into consideration in the finalisation of the Mahon Local Area Plan.

Yours sincerely,


Hugh Creegan
Director of Transport Investment and Taxi Regulation

Owen Shinkwin

From: Owen Shinkwin
Sent: 24 January 2014 16:38
To: 'Tara Spain'
Subject: RE: Mahon Jacobs Island

Thanks.
Hopefully they will have some impact.

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 24 January 2014 15:56
To: Owen Shinkwin
Subject: RE: Mahon Jacobs Island

Brilliant!
& I mean it
T

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 24 January 2014 15:52
To: Tara Spain
Subject: RE: Mahon Jacobs Island

Tara,

For your information, I've attached the NTA's submission on the Proposed Alterations to the Mahon Draft LAP and the Proposed Variation No. 11 to the City Development Plan.

Regards,

Owen

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 21 January 2014 10:34
To: Hugh Creegan
Subject: Mahon Jacobs Island

Hugh

Good Morning

There is a significant issue arising in Cork City. The members have endorsed a variation/amendment to add 15,000sqm of office space to Jacobs Island South of the Mahon Interchange as well as bumping up the retail quota.
I have been working with Owen Shinkwin on the issues but I would highlight that it is a very unsustainable approach both to transport and land use planning in the City and could undermine any benefits both Authorities are undertaking in Cork.

Although the responses attached are very long, the key issues are as follows:

- Access to the Jacobs Island area is highly reliant on the Mahon Junction and N40.
- There is limited availability of public transport to the subject site to offset the significant reliance on private car borne trips which will be generated.
- The challenges in delivering a walking and cycling environment in the vicinity of the interchange, which delivers a competitive advantage to walking and cycling for local trip making to areas, north of the interchange;
- The proposed land uses are dependent upon a car borne catchment utilising the N40.
- There is already a significant supply of land with an employment zoning objective within Mahon capable of accommodating employment in excess of the employment targets for Mahon to 2031.
- A quantum scale of retail / commercial development has been previously assessed and refused by Bord Pleanála (PI 28.232675).
- Outstanding permission exists for commercial development including 1200sqm of retail space (PL28.232275) (please note not just convenience).
- There is also provision within a 5 minute drive time from existing established stores which unlike the proposal at Jacobs Island do not draw traffic through the N40 or Mahon Junction. There are more suitable sites for such retail development already within the proposed plan area (Avenue De Rennes).
- In general, the need to consolidate future development in areas which can provide the greatest support for higher levels of public transport service in Mahon and around the district centre core.

Finally, the City Council are also proposing a transport model to manage development quota. Although we have considerable reservation about the current modelling this provides an opportunity to "get it right". It is therefore important that a formal agreement needs to be reached between relevant transport authorities on the assumptions which form the basis, testing and management for the proposed development management model as early as possible prior to the lodgement of any planning application to avoid any future conflicts and facilitate better management.

I would be grateful for your support on the above issues which I have also raised with the DOE.

Regards

Tara

Tara Spain
Senior Policy Advisor (Planning)
National Roads Authority
St. Martins House
Waterloo Road
Dublin 4
Direct Dial 0035316658849

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Owen Shinkwin

From: Owen Shinkwin
Sent: 24 January 2014 17:45
To: 'Jeremy Ward'
Subject: RE: Mahon LAP

Jeremy,

Thanks, best of luck with all that.

I'll be in City Hall for a meeting next Thursday morning. If you have time for a chat after that, that would be great.

Owen

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 24 January 2014 16:49
To: Owen Shinkwin
Subject: RE: Mahon LAP

Owen. Top chap. Just read it. Great stuff. Should make for a fun few weeks. If it weren't for the new CDP having to go out next week.

Thanks again.

Have a top weekend.

Jeremy

Jeremy Ward

Senior Executive Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate
Floor 1, Civic Offices, Anglesea Street, Cork

T: 021-492-4450
E: jeremy_ward@corkcity.ie
Web: www.corkcity.ie



Cork City Council
Comhairle Cathrach Chorcaí

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 24 January 2014 15:49
To: Jeremy Ward
Subject: RE: Mahon LAP

Jeremy,

For your information, the NTA has made on-line submissions on both the Mahon Proposed Alterations and Proposed Amendment No.11 to the City Development Plan.

Regards,

Owen

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]

Sent: 21 January 2014 13:26

To: Owen Shinkwin

Subject: Mahon LAP

Hi Owen

Just wondering if you intend to make a submission to the LAP process?

Jeremy Ward

Senior Executive Planner

Planning Policy Section

Strategic Planning and Economic Development Directorate

Floor 1, Civic Offices, Anglesea Street, Cork

T: 021-492-4450

E: jeremy_ward@corkcity.ie

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Cork City Council

Comhairle Cathrach Chorcaí

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Owen Shinkwin

From: Owen Shinkwin
Sent: 21 January 2014 14:19
To: 'Jeremy Ward'
Subject: RE: Mahon LAP

Hi Jeremy,

Yes, we will be making a submission on the proposed alterations, over the next few days.

Regards,

Owen

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 21 January 2014 13:26
To: Owen Shinkwin
Subject: Mahon LAP

Hi Owen

Just wondering if you intend to make a submission to the LAP process?

Jeremy Ward

Senior Executive Planner

Planning Policy Section
Strategic Planning and Economic Development Directorate
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