

247

Owen Shinkwin

From: Tara Spain <tspain@nra.ie>
Sent: 06 March 2014 11:31
To: Owen Shinkwin
Subject: Fwd: Mahon Jacobs Island
Attachments: Letter to LA 21 Jan..docx

[REDACTED]
[REDACTED]

Sent from Samsung Mobile

----- Original message -----

From: "Niall Cussen - (DECLG)" <Niall.Cussen@environ.ie>
Date: 21/01/2014 13:05 (GMT+00:00)
To: Tara Spain <tspain@nra.ie>
Subject: RE: Mahon Jacobs Island

Tara

Noted

This is what we are issuing today.

OK with that?

Niall

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 21 January 2014 10:32
To: Niall Cussen - (DECLG)
Subject: FW: Mahon Jacobs Island

Niall

Good Morning

As discussed 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. 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.

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- * The proposed land uses are dependent upon a car borne catchment utilising the N40.
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- * 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 reservations 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 NTA

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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Deimhnítear leis an bhfo-nóta seo freisin go bhfuil an teachtaireacht ríomhphoist seo scuabtha le bogearraí frithvíorais chun víorais ríomhaire a aimsiú.

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Comhshaol, Pobal agus Rialtas Áitiúil
Environment, Community and Local Government



21 January, 2014.

Mr. Patrick Ledwidge
Director of Services
Strategic Planning & Economic Development Directorate
Cork City Council
City Hall
Cork.

**Re: Variation No. 11 Cork City Development Plan and Material Alterations to
Draft Mahon Local Area Plan**

Dear Mr. Ledwidge,

I am directed by the Minister for the Environment, Community and Local Government to refer to your recent request for submissions in respect of the above proposal and set out hereunder observations on behalf of the Minister for consideration by the Council.

The Department notes the content of Variation No. 11 of the Cork City Development Plan 2009-2015 and the proposed alterations to the Draft Mahon Local Area Plan 2013, which the Department outlined a response to in September 2013.

Given the interwoven nature of both plan review processes, the Departments observations should be interpreted and acted on, as appropriate in relation to both documents.

The Department re-iterates the points made in its previous submission on the Draft Local Area Plan in September 2013 but wishes to add the following points.

The Department is concerned that proposed alteration No. 64 would be contrary to wider City Council and joint City and County Retail Strategy policies and objectives as regards the appropriate hierarchy of retail centres for the city.

The proposed alterations would appear to be seeking to facilitate re-designation of an essentially locally driven retail centre for housing areas at Jacobs point adjacent to the South Ring as a Neighbourhood Centre.

Such re-designation would be likely to be contrary to the Joint Retail Strategy and would be likely to have an impact on adjoining transport infrastructure.

In addition, the Department notes the content of this alteration referring to the suitability of the site for up to 15,000 sq. metres (gross) business and technology employment uses.

The Department would tend to the view that the effect of this aspect of the alteration would be to undermine the role of nearby Mahon Point and more significantly the City Centre area as the appropriate destination for such activities and development.

The views of the National Roads Authority may be relevant in this regard and should be closely studied by the Planning Authority.

Taking account of the above, the Department is of the view that proposed alteration No. 64 should not be proceeded with in order to ensure the Mahon Local Area Plan 2013 is consistent with the City Development Plan.

Yours sincerely,

Patrick O'Sullivan,
Planning Section

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: 06 March 2014 11:33
To: 'Tara Spain'
Subject: RE: Mahon Jacobs Island

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

From: Tara Spain [<mailto:tspain@nra.ie>]
Sent: 06 March 2014 11:31
To: Owen Shinkwin
Subject: Fwd: Mahon Jacobs Island

Sent from Samsung Mobile

----- Original message -----

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Date: 21/01/2014 13:05 (GMT+00:00)
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Owen Shinkwin

From: Owen Shinkwin
Sent: 06 March 2014 11:57
To: 'Tara Spain'
Subject: RE: Mahon Jacobs Island

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

From: Tara Spain [mailto:tspain@nra.ie]
Sent: 06 March 2014 11:37
To: Owen Shinkwin
Subject: RE: Mahon Jacobs Island

Sent from Samsung Mobile

----- Original message -----

From: Owen Shinkwin <owen.shinkwin@nationaltransport.ie>
Date: 06/03/2014 11:32 (GMT+00:00)
To: Tara Spain <tspain@nra.ie>
Subject: RE: Mahon Jacobs Island

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From: Owen Shinkwin
Sent: 17 April 2013 17:48
To: Con Kehely
Subject: FW: Mahon background reading

3,000 new homes planned for Mahon

[Tweet](#)

Tuesday, April 09, 2013

A MAJOR new development plan for Mahon includes up to 3,000 new homes, more than 8,000 new jobs, a new bridge over the old railway line and a reduction in speed limits on the South Ring Road to reduce noise.

The draft Mahon Local Area Plan will act as a blueprint for the future development of the area and will go out for public consultation for six week period.

Other developments included in the plan include the completion of the Ursuline Convent and Jacob's Island as residential neighbourhoods along with the development of a new park and neighbourhood area around Bessboro House.

The plan will include a new bridge over the old railway line to connect Bessboro to the Mahon Link Road.

The commercial centre around Avenue De Rennes will also be upgraded and a landmark tall building will be permitted on Jacob's Island to mark the entrance to the city.

It is also planned to rename a number of streets including Mahon Link Road, Saint Michael's Drive, Inchera Close and Jacob's Island Spine Road.

The overall Mahon plan has a target to add 2,850 new homes and 8,120 new jobs by 2031 and to improve public transport links to the city centre and other parts of Cork. Work began to develop the plan three years ago with public workshops in Mahon and more than a hundred written submissions were received before the draft was prepared.

In City Hall last night councillors largely welcomed the draft plan but raised issues of concern including traffic, the density of houses and progress on a permanent library for the Blackrock and Mahon.

Labour Councillor Denis O'Flynn said traffic access to the Mahon peninsula had always been an issue as it is surrounded by water on three sides. He also said that Mahon was the only part of Cork without its own library and progress on this should be a priority.

In relation to possible new transport links to the city centre Fianna Fáil's Cllr Terry Shannon said the message should be clear that the old railway line is now a public walkway and amenity and not a potential transport corridor.

Fine Gael's Cllr Des Cahill said the plan does not address the overall access issues to Mahon. He had previously suggested introducing a new exit to Mahon from the South Ring Road into the Mahon Industrial Estate.

From: Roy O'Connor
Sent: 09 April 2013 13:23
To: David Clements; Owen Shinkwin
Subject: Mahon background reading

3,000 new homes planned for Mahon

[Tweet](#)

Tuesday, April 09, 2013

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Roy O'Connor, CEng, BEng, PMP.
Chartered Engineer, NTA Engineer.



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Dublin 2

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Ddi: + 353 (0)1 881 5516
Email: roy.oconnor@nationaltransport.ie
Web: www.nationaltransport.ie



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Owen Shinkwin

From: Michael MacAree
Sent: 09 June 2014 17:17
To: Owen Shinkwin
Subject: Declined: Cork City Draft Development Plan

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Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 23 October 2013 17:26
To: Owen Shinkwin
Subject: RE: Cork City Council - Submission/observation acknowledgement

Owen

MMMMMMMMmmmm.

Thanks for the evidence and the copy of the submission. Much appreciated.

Regards

Jeremy Ward
Senior Executive Planner

Planning Policy Section
Strategic Planning + Economic Development Directorate,
Cork City Council, City Hall, Cork

T: 021-492-4450
F: 021-492-4712
E: jeremy_ward@corkcity.ie
I: www.corkcity.ie

From: Owen Shinkwin [<mailto:owen.shinkwin@nationaltransport.ie>]
Sent: 23 October 2013 14:11
To: Jeremy Ward
Subject: FW: Cork City Council - Submission/observation acknowledgement

Jeremy,

This is the acknowledgement of receipt I received on 16th September.

Regards,

Owen

Subject: Cork City Council - Submission/observation acknowledgement

Hugh Creegan, Director of Transport Investment and Taxi Regulation

owen.shinkwin@nationaltransport.ie

Date:

Our Ref: Draft Mahon LAP13/1807

A Chara,

Re: Draft Mahon Local Area Plan

I acknowledge receipt of your submission/observation received on on behalf of Hugh Creegan, Director of Transport Investment and Taxi Regulation in relation to the Draft Mahon Local Area Plan.

The contents of your submission/observation (including the summary outlined below) have been noted and will be taken into consideration.

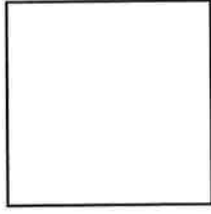
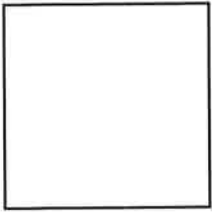
Summary of Submission

See attached submission.

Please quote the above reference in any further correspondence in this regard.

Yours faithfully,

Planning Policy Division



The Gathering 2013 – be part of it

Owen Shinkwin

From: David Clements
Sent: 16 February 2012 12:04
To: Michael MacAree; Jeremy Ryan; Michael Aherne; Marian Wilson; Owen Shinkwin
Subject: FW: NTA Feedback - Mahon LAP Modelling Methodology

Hi,
 I've received a query from a planner in Cork City – see below. I tried to explain it away but he's come back to me. It relates to levies being imposed on parking in suburban shopping centres. I've tried not to say too much as I have not heard this discussed here to date.
 Thanks

David Clements
 Land Use & Transport Planner



NATIONAL TRANSPORT AUTHORITY
 Dún Scéine,
 Iveagh Court,
 Harcourt Lane,
 Dublin 2

Direct Dial: + 353 (0)1 879 8305

david.clements@nationaltransport.ie
 Web: <http://www.nationaltransport.ie>

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 16 February 2012 11:34
To: David Clements
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

David

Thanks very much for your response.

Do the NTA think that levies are a good idea, an idea worth considering, or not a runner? Or is it not on their radar? Have they discussed with the DoT? Could you suggest the right person to talk to in the DoT? [I know John McCarthy and Dominic Mulrooney [???] – are either of them the right people?]
 Any advice that you could offer would be much appreciated.

Thanks

Regards

Jeremy Ward
 Senior Executive Planner
 Planning Policy Section
 Planning & Development Directorate
 Cork City Council, City Hall, Cork
T: 021-492-4450
F: 021-492-4712
E: jeremy_ward@corkcity.ie

From: David Clements [<mailto:David.Clements@nationaltransport.ie>]
Sent: 16 February 2012 11:03

To: Jeremy Ward

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

Good to hear Mahon is nearly there! In relation to parking levies, this would be a legislative matter for the DoT rather than us. We would probably support something like that if it was put forward but I have no information on any potential at the moment. Our remit in such policy matters would possibly relate more to the GDA only, as part of our more direct transport planning function here, as opposed to our national function.

There was talk, if you recall, a few years ago about a workplace parking levy but as far as shopping centres go specifically, it's up to the owners whether to charge or not. For example, Dundrum and Tallaght charge (both are on Luas and I think Tallaght only started charging in reaction to the spaces being used as Park and Ride) but Blanchardstown and Liffey Valley are free. I'm not sure how much sway a Local Authority has in relation to imposing a charging regime on an existing centre – but as one is proposed to be extended, some condition in relation to a Travel Plan could assist. We're about to publish guidance on securing travel plans through the planning process and that may give you some ideas on how to achieve mode shift and perhaps reduce the impact of cars – I'll let you know once that's complete but it's nearly there. In the meantime I'd look at the IKEA decision from An Bord Pleanála for guidance perhaps.

If you've any further queries, feel free to contact me.

Regards,

David

David Clements
Land Use & Transport Planner



NATIONAL TRANSPORT AUTHORITY

Dún Scéine,
Iveagh Court,
Harcourt Lane,
Dublin 2

Direct Dial: + 353 (0)1 879 8305

david.clements@nationaltransport.ie

Web: <http://www.nationaltransport.ie>

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

Sent: 15 February 2012 17:37

To: David Clements

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi David

Just touching base with you.

I was wondering whether the NTA are thinking about introducing regulations to allow for parking levies on private sites [e.g. at suburban shopping centres] to provide a level playing field?

Also.....our Mahon Study is almost there. Good news indeed.

Hope you are well.

Regards

Jeremy

Regards

Jeremy Ward

Senior Executive Planner

Planning Policy Section

11th Floor, 110-112, O'Connell Street, Dublin 1

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F: 021-492-4712
E: jeremy_ward@corkcity.ie

From: David Clements [<mailto:David.Clements@nationaltransport.ie>]

Sent: 20 July 2011 15:25

To: Jeremy Ward

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

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I'll try to give some more information here and I hope it's of some help

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If you wish to have a chat about this, please give me a call on the number below.

Thanks,

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David Clements
Land Use & Transport Planner



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Harcourt Lane,
Dublin 2

Direct Dial: + 353 (0)1 879 8305

david.clements@nationaltransport.ie
Web: <http://www.nationaltransport.ie>

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Any clarification / amplification you could offer would be very much appreciated.

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Jeremy

Regards

Jeremy Ward

Senior Executive Planner

Planning Policy Section

Planning & Development Directorate,

Cork City Council, City Hall, Cork

Tel: 021-492-4450

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Cc: Owen Shinkwin

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To: Jeremy Ward

Cc: Michael MacAree; Frank McCabe

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In deriving model input data, it is important to be cognisant of all-day travel demand, particularly for retail, and the requirements and nature of local trips. Neither of these elements can be fully accounted for using a traditional highway model which assesses the impact of trips, focussed on mechanised modes, on the road network. While the methodology seems reasonable, based along traditional lines, we feel that it needs to be supported by more evidence based analysis

Trip rates

Trip rates would be more accurately derived from existing developments using empirical data sources, rather than basing it solely on floorspace. The latter should be used as a check rather than a determinant. These trip rates can be calculated on the basis of the different land uses proposed as follows:

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Using POWCAR data from 2006 for a similar type of development elsewhere in Cork, in combination with observed travel patterns from any existing surveys, the numbers of employees and the trip rate can be derived for the office and employment elements of the proposed development and can be applied throughout the day.

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Retail:

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Mode Splits

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An analysis of trip lengths from the POWCAR database would then show potential for these modes – i.e. any trips to work or education below 2km are potential walking trips and trips below 5km for cycling. A similar approach could be used for Retail based on the empirical evidence provided by the NTA Household Survey. This stage would be part of Phase 2 as set out in the methodology paper, in advance of the application of Smarter Travel.

Analysis of Local Trips

The highway model does not examine trips within model zones – internal trips. For the purposes of planning, it is these trips that can be most important. While the model will give a ratio of internal trips as a percentage of trips generated by, or attracted to, each zone, it is not intended as a tool to consider local network measures – particularly any measures related to quality. The Transport Assessment should be cognisant of these factors and in a full analysis, examine the needs of local or internal trips, particularly as it relates to walking and cycling measures in the LAP.

In summary:

(a) The modelling methodology seems reasonable, but along very traditional lines and needs to be supported by more evidence based analysis – as per b and c below.

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Owen Shinkwin

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Sent: 13 July 2011 16:10
To: David Clements
Cc: Owen Shinkwin
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology
Attachments: 130711 Draft Minute JW v1.2.pdf

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Draft Minute

Cork City Council
Comhairle Cathrach Chorchai
City Hall
Cork



Planning Policy Section
Planning + Development Directorate

Project: Mahon Local Area Plan 2011

Meeting purpose: Strategic Transport + Traffic Assessment

Author: Jeremy Ward

Date of Meeting: Friday 17 June 2011 @ 12pm

Meeting Venue: Room 1.1, City Hall, Cork

Note of meeting prepared: Wednesday 13 July 2011 by Jeremy Ward [v1.2 4.00pm]

Attendees

Cork City Council
Planning + Development
Ann Bogan, Erin O'Brien [part],
Jeremy Ward
Roads + Transportation
Elizabeth Kidney + John Gibson
Apologies
Noel Tummon

NTA
David Clements, Mick MacAree,
Owen Shinkwin
NRA
Paul Moran, Richard Bowen
Tara Spain

Item	Points	Actions
Introduction	<p>AB opened the meeting and stated that the purpose of the meeting was to give the NTA and the NRA an update on the Mahon Local Area Plan 2011.</p> <p>AB gave a brief overview of the Core Strategy for the city. The NRA outlined their investment strategy for Cork in relation to the Core Strategy.</p> <p>There was a lengthy discussion about the role of the national roads network and the need to strike a balance between strategic role and local distributor role within urban areas. The N25 has 11 junctions on a 14 kilometres stretch, which means that it has a very strong local distributor role.</p> <p>The NRA stated that their aim is to see "freeflow" traffic on the national road network to serve the strategic needs of the region. The NRA considers that freeflow [or near freeflow] is essential to serve the needs of the Ringaskiddy employment node. There was a discussion about the importance of Cork City in relation to the road network.</p>	
Mahon LAP	<p>The City Council gave a brief overview of the four Mahon development options and the related transport and traffic issues, and the approach being taken in the strategic assessment. The following points were discussed:</p> <ul style="list-style-type: none"> The NRA is particularly concerned that the Jack Lynch tunnel is "at capacity". This is defined by daily volume of cars using the N25. There was a discussion about whether confined periods of congestion constitute a real problem within an urban area; 	

Item	Points	Actions
Mahon LAP [contd.]	<ul style="list-style-type: none"> • The NRA expressed concern at the volume of traffic using the N25 to get to Mahon Point [from Glanmire / Riverstown / Carrigtwohill]. • The NTA indicated that from their experience in Dublin they could provide guidance on the appropriate balance between employment / residential uses from a variety of examples with different characteristics [e.g. a one-third employment : two-thirds residential]. The size of the planning unit and location in relation to the transportation system will therefore make a difference to how many jobs are appropriate; • The NTA strongly recommend that the City Council employ area-based parking strategies, rather than site-specific parking strategies. 	NTA to provide ratio guidance
Mahon Point Shopping Centre / demand management	<p>There was a lengthy discussion about the traffic and transportation issues pertaining to Mahon Point Shopping Centre, and the challenges that it poses to the National and Local Road Network and wider accessibility.</p> <p>Issues discussed included:</p> <ul style="list-style-type: none"> • Volume of traffic using N25 to get to Mahon Point [this is the main problem at Mahon]; • The need for a range of measures to assist access to Mahon and MPSC; • Demand Management Tools employed at Liffey Valley Shopping Centre via condition at South Dublin CoCo; • Demand management tools employed at Blanchardstown Shopping Centre via condition at Fingal County Council; • Demand Management relating to Mahon Point, such as: <ul style="list-style-type: none"> ○ N25 road pricing, including negative impacts on Cork City Centre and local road network; and ○ Regulations to allow local authorities to impose car parking charges on private car parks; • Bus-based park and ride from north side of tunnel [e.g. from Dunkettle]; <p>The NTA suggested that we also look at the transportation and traffic strategy for Cherrywood [Carrickmines] in Dublin.</p> <p>The NTA also suggested that we should consider examples of relevant places to develop reasonable assumptions for modal split / trip generation, trip distributions to develop a clear understanding of the issues involved.</p> <p>There was a brief discussion about funding of infrastructure.</p>	

Conclusions	<ul style="list-style-type: none"> NTA agreed to provide a guidance note to Cork City Council on an what they consider to be an appropriate approach to the Mahon Strategic Modelling [Transport and Traffic]; All parties look forward to working together on this and other strategic projects of significance. <p>AB thanked the NTA and NRA for coming to Cork to discuss Mahon and for their helpfulness and willingness to engage on the future of Mahon.</p>	NTA to provide
AOB	None.	
DONM	None defined.	

Jeremy Ward, SEP / 13 July 2011

257

Owen Shinkwin

From: David Clements
Sent: 13 September 2012 11:03
To: 'Jeremy Ward'
Cc: Owen Shinkwin; Michael MacAree; Ann Bogan
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

We had said yesterday that we would clarify the ratios set out in section 4.3.8 of the Mahon report. There seems to have been a degree of confusion over what was said at a previous meeting and what had been clarified in the emails since, which are set out below. First of all, at the outset we should have suggested edits to the minutes of the meeting which you had sent and we accept that doing so would have avoided this confusion. But we did provide a lot of data and comment in response, which we feel clarified the position in any case.

In relation to the ratios in section 4.3.8, the 0.33 figure is derived from an analysis of the number of jobs in major suburban employment locations which are filled by local residents. i.e. in an area with 5,000 jobs, 1,650 of them are likely to be taken up locally. The other 2/3rds of local residents would travel to the city centre or other employment locations. This figure therefore is not related to a job: population ratio.

The 0.5 figure seems to be more applicable to a job: labour force ratio, as using it as a job: population ratio implies that there would be a local job for everyone in the local labour force, which would not be the case in most suburban locations where a mix of uses is proposed. But this is a matter of policy for the local authority in terms of how they see the area developing and how many employees they would like to attract in to the area from other locations. The data from Dublin shows a fairly wide variation in this regard depending on mainly the scale and nature of employment planned.

Overall, we would like to clarify that the ratios do not compromise "guidance" from the NTA, informal or otherwise, in terms of good planning policy, rather we have merely provided data from the 2006 Census which the City Council can choose to use as a guide or not in planning for the Mahon area. This will be determined by the Council's own vision for Mahon, whether it should be a suburban location with employment at the local scale or a major economic node to which people will travel from the wider Metropolitan Area to work every day.

In terms of the paragraph in the document we would recommend that it is altered to read along the lines of the following:

"Table 4-7 sets out the population: employment ratio for Mahon from the 2006 Census. Data from select suburban areas in Dublin indicate a range from 0.24 to 0.54 generally. It is the policy of the City Council that the ratio for the Mahon area as defined would be 0.xx:1."

If you wish to discuss the above, please give me a call today on 01-879-8305

Thanks,
David

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E: jeremy_ward@corkcity.ie

Owen Shinkwin

From: David Clements
Sent: 13 September 2012 12:54
To: Michael MacAree; Owen Shinkwin
Subject: FW: NTA Feedback - Mahon LAP Modelling Methodology

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 13 September 2012 12:51
To: David Clements
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

David

Thanks very much for the clarification and suggested wording for incorporation into the report. Much appreciated.

Seems very clear.

Regards

Jeremy Ward

Senior Executive Planner

Planning Policy Section
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 Cork City Council, City Hall, Cork

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From: David Clements [mailto:David.Clements@nationaltransport.ie]

Sent: 13 September 2012 11:03

To: Jeremy Ward

Cc: Owen Shinkwin; Michael MacAree; Ann Bogan

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

We had said yesterday that we would clarify the ratios set out in section 4.3.8 of the Mahon report. There seems to have been a degree of confusion over what was said at a previous meeting and what had been clarified in the emails since, which are set out below. First of all, at the outset we should have suggested edits to the minutes of the meeting which you had sent and we accept that doing so would have avoided this confusion. But we did provide a lot of data and comment in response, which we feel clarified the position in any case.

In relation to the ratios in section 4.3.8, the 0.33 figure is derived from an analysis of the number of jobs in major suburban employment locations which are filled by local residents. i.e. in an area with 5,000 jobs, 1,650 of them are likely to be taken up locally. The other 2/3rds of local residents would travel to the city centre or other employment locations. This figure therefore is not related to a job: population ratio.

The 0.5 figure seems to be more applicable to a job: labour force ratio, as using it as a job: population ratio implies that there would be a local job for everyone in the local labour force, which would not be the case in most suburban locations where a mix of uses is proposed. But this is a matter of policy for the local authority in terms of how they see the area developing and how many employees they would like to attract in to the area from other locations. The data from Dublin shows a fairly wide variation in this regard depending on mainly the scale and nature of employment planned.

Overall, we would like to clarify that the ratios do not compromise "guidance" from the NTA, informal or otherwise, in terms of good planning policy, rather we have merely provided data from the 2006 Census which the City Council can choose to use as a guide or not in planning for the Mahon area. This will be determined by the Council's own vision for Mahon, whether it should be a suburban location with employment at the local scale or a major economic node to which people will travel from the wider Metropolitan Area to work every day.

In terms of the paragraph in the document we would recommend that it is altered to read along the lines of the following:

"Table 4-7 sets out the population: employment ratio for Mahon from the 2006 Census. Data from select suburban areas in Dublin indicate a range from 0.24 to 0.54 generally. It is the policy of the City Council that the ratio for the Mahon area as defined would be 0.xx:1."

If you wish to discuss the above, please give me a call today on 01-879-8305

Thanks,

David

From: David Clements [<mailto:David.Clements@nationaltransport.ie>]

Sent: 20 July 2011 15:25

To: Jeremy Ward

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

I'll try to give some more information here and I hope it's of some help

1. Traffic and transportation issues are mainly related to scale of development, although the ratios have a bearing. Basically the more employment in an area, the more trips are attracted in in the AM Peak and generated out in the PM Peak. This could mean, in a mixed use area for example, that public transport services are required in both directions at both peak times. So a 50:50 split of 5,000 residents and 5,000 people would have a very different impact on the network and would have very different needs than a split of 9,000 residents and 1,000 jobs. The consequences of the ratio chosen can be assessed strategically using the transport model.
2. We don't have the full POWCAR data set for 2002 before Luas was introduced so we haven't done that specific analysis. Perhaps South Dublin or Dún Laoghaire Rathdown County Council have done surveys on the land use impact of developing public transport. Our contact in SDCC is Paul Hogan and Mary Henchy in DLRCC.
3. We also don't have any data on other cities. Our main focus to date was on the Transport Strategy for the GDA so that's the only area we have analysed in this way.

I'd just like to reiterate that the ratios in the sample data set given are in no way indicative of good or bad planning. In order to fully understand the merits or otherwise of these areas, a much wider analysis of travel behaviour and non-planning data would be needed which may be beyond the scope of the Mahon LAP.

If you wish to have a chat about this, please give me a call on the number below.

Thanks,

David

David Clements

Land Use & Transport Planner



NATIONAL TRANSPORT AUTHORITY

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Dublin 2

Direct Dial: + 353 (0)1 879 8305

david.clements@nationaltransport.ie

Web: <http://www.nationaltransport.ie>

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

Sent: 19 July 2011 15:01

To: David Clements

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi David

I hope you are well. I am just writing to request a small favour regarding the ratio view of the world – if you have a little time to respond.

I have a couple of questions that I might put to you regarding the below data and their context / story – that you could respond to when you get a mo' following a conversation that I just had with Ian Byrne [I hear that you are meeting him later on for a drink].

1. What are the transportation / traffic issues relating to points on the ratio scale [e.g. going above the 0.5 ratio]?
2. Do you have pre-LUAS ratios for Dundrum and Tallaght [i.e. what difference did RT make to the overall picture]?
3. Do you have examples of similar analyses for any UK cities [as a matter of interest]. Any the size of Cork [i.e. a small city as opposed to a middle-sized city like Dublin].

Any clarification / amplification you could offer would be very much appreciated.

Cheers

Jeremy

Regards

Jeremy Ward

Senior Executive Planner

Planning Policy Section

Planning + Development Directorate,

Cork City Council, City Hall, Cork

Tel: 021-492-4450

E: jeremy.ward@corkcity.ie

From: David Clements [<mailto:David.Clements@nationaltransport.ie>]

Sent: 13 July 2011 17:26

To: Jeremy Ward

Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

I tried to give you a call just there to discuss your email. I can't really recall the details of the conversation we had but I've attached some quick analysis below of the District Centres around the M50 in Dublin which could be comparable in spatial characteristics to Mahon. Generally, in local planning, such ratios would refer to floorspace but in the NTA, because we are only really concerned with the generation of trips, we tend to look at numbers of people and numbers of jobs.

Note the attached map which shows the areas to which the figures apply. These areas were defined as District Centres for the purposes of the GDA transport strategy using a GIS tool and some of the resultant shapes may seem off – but they can be explained. I hope this gives some indication of the type of ratios evident in these areas in 2006. They do not tend to change much over time either – over a wider suburban type area as population grows, employment grows too. If you want some tighter analysis of some EDs we can provide that and possibly quite quickly.

I hope this data is of use to you and please give me a call when you get a chance and we can discuss this.

District Centre	Pop2006	Emp2006	Ratio
Blanchardstown	28,266	6,717	0.24
Blanchardstown_SC	55,625	17,603	0.32
Bray	33,731	11,848	0.35
Dundrum	30,160	14,316	0.47
Liffey Valley	13,779	7,417	0.54
Swords	45,514	15,920	0.35
Tallaght	73,999	28,981	0.39

Thanks,

David

David Clements

Land Use & Transport Planner



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fax: 01 879 8333

email: info@nationaltransport.ie

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

23rd January 2014

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

Dear Mr Ledwidge,

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 previous submission:

- *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, 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 any 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 STTA, particularly in regards to the scale of development now proposed on the Jacobs Island lands. It is therefore recommended that the STTA be reviewed to assess the impact of these proposed changes, prior to any further amendments being considered.

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 for 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 a complementary parking management measures on surrounding road 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 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

Mr Pat Ledwidge,
Director of Services
Strategic Planning and Economic Development Directorate,
Cork City Council,
City Hall,
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23rd January 2014

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Dear Mr Ledwidge,

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

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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, 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.

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Hugh Creegan
Director of Transport Investment and Taxi Regulation