

From: Jeremy Ward <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

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Jeremy Ward

Senior Executive Planner

Planning Policy Section

Planning + Development Directorate,

Cork City Council, City Hall, Cork

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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

Hi Jeremy,

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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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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

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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

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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.

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Swords	45,514	13,920	0.35
Tallaght	73,999	29,981	0.39

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From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
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To: David Clements
Cc: Owen Shinkwin
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I attach a draft minute of the meeting held on the 17th for your consideration and comment.

I was wondering if it might be possible for you to give us some guidance on employment / residential ratios in different contexts from your experience in Dublin [e.g. with / without the LUAS, adjacent to motorways, suburban, size of planning unit, etc]. I think that it was you who suggested that a 30/70 split was normal. We are aiming at a 50/50 split in terms of new development, which might be 30/70 overall [would have to do the number-crunching]. Is this in terms of what? Floorspace? People? Trips? Etc. Your insight would be very much appreciated.

Please give me a call to discuss if you have a mo'. My phone number is below.

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

Sent: 01 July 2011 16:49

To: Jeremy Ward

Cc: Michael MacAree; Frank McCabe

Subject: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

We have reviewed the documentation on the methodology proposed and would make the following comments.

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:

Employment:

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Residential:

Data from the NTA Household Survey will give an estimate of trips generated across the day from their origins. Even though this survey dates from 2006 and relates to the GDA only, it has been found that the trips generated by households does not vary by time or location.

Retail:

The NTA Household Survey, in combination with local data sources, should give a more robust basis for the derivation of trip rates to retail. Again, this will give an all-day figure for 7-days of the week which can be used to examine peak retail times at weekends. POWCAR data can be used to estimate a trip rate for retail employees.

Education:

The NTA Education survey for the GDA, also from 2006, will give detailed empirical evidence for any school trips that may be generated in the Mahon area. Again this should be examined in combination with local data.

Mode Splits

The mode split for walking and cycling could be derived from an analysis of POWCAR and by making assumptions based on potential for these modes. A target could be derived from developments in Cork, or elsewhere, which have a high walking and cycling mode share.

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.

(b) Trip attraction rates should be derived from the POWCAR data using similar (industry type) developments - it should not rely on floor area, but should just take number of jobs and appropriate trip rates from POWCAR. There is also data from the NTA Household survey and the Education survey which may be of assistance in deriving the trip rates.

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If you have any queries regarding the above, please do not hesitate to contact me.

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Sent: 16 February 2012 11:03
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Sent: 16 February 2012 11:34
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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

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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



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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]?
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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

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Sent: 13 July 2011 17:26

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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.

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Liffey Valley	13,779	7,447	0.54
Swords	45,514	15,920	0.35
Tallaght	73,999	28,981	0.39

Thanks,
David

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Sent: 13 July 2011 16:10
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Cc: Owen Shinkwin
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I attach a draft minute of the meeting held on the 17th for your consideration and comment.

I was wondering if it might be possible for you to give us some guidance on employment / residential ratios in different contexts from your experience in Dublin [e.g. with / without the LUAS, adjacent to motorways, suburban, size of planning unit, etc]. I think that it was you who suggested that a 30/70 split was normal. We are aiming at a 50/50 split in terms of new development, which might be 30/70 overall [would have to do the number-crunching]. Is this in terms of what? Floorspace? People? Trips? Etc. Your insight would be very much appreciated.

Please give me a call to discuss if you have a mo'. My phone number is below.

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Senior Executive Planner

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Cork City Council, City Hall, Cork

Tel: 021-492-4450

E: jeremy_ward@corkcity.ie

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

Sent: 01 July 2011 16:49

To: Jeremy Ward

Cc: Michael MacAree; Frank McCabe

Subject: NTA Feedback - Mahon LAP Modelling Methodology

Hi Jeremy,

We have reviewed the documentation on the methodology proposed and would make the following comments.

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:

Employment:

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.

Residential:

Data from the NTA Household Survey will give an estimate of trips generated across the day from their origins. Even though this survey dates from 2006 and relates to the GDA only, it has been found that the trips generated by households does not vary by time or location.

Retail:

The NTA Household Survey, in combination with local data sources, should give a more robust basis for the derivation of trip rates to retail. Again, this will give an all-day figure for 7-days of the week which can be used to examine peak retail times at weekends. POWCAR data can be used to estimate a trip rate for retail employees.

Education:

The NTA Education survey for the GDA, also from 2006, will give detailed empirical evidence for any school trips that may be generated in the Mahon area. Again this should be examined in combination with local data.

Mode Splits

The mode split for walking and cycling could be derived from an analysis of POWCAR and by making assumptions based on potential for these modes. A target could be derived from developments in Cork, or elsewhere, which have a high walking and cycling mode share.

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.

(b) Trip attraction rates should be derived from the POWCAR data using similar (industry type) developments - it should not rely on floor area, but should just take number of jobs and appropriate trip rates from POWCAR. There is also data from the NTA Household survey and the Education survey which may be of assistance in deriving the trip rates.

(c) Rather than just setting targets for walking and cycling based on distance between home and work, the targets should be based if possible on evidence from the POWCAR dataset. E.g. take an existing mixed use development in Cork where walking and cycling percentages are high – examine the patterns of travel & trip length distribution etc and set this example as the target. If no such good example exists in Cork – take a good example from elsewhere (e.g. a town centre with good walking and cycling percentages). In setting targets make sure there are no natural physical barriers to walking & cycling – e.g. steep hills etc. In the absence of such physical barriers, targets achieved in other areas can be achieved for the Mahon development through network, Demand Management and parking measures as suggested in the MVA report.

If you have any queries regarding the above, please do not hesitate to contact me.

Thanks,

David

David Clements

Land Use & Transport Planner



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Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 13 September 2012 10:08
To: Tara Spain; rbowen@nra.ie; Owen Shinkwin; David Clements
Cc: Noel Tummon
Subject: Jacob's Island Additional Development Assessment
Attachments: 20120704 CCC C8137100 Jacobs Island Assessment Report Final.pdf

Dear all

Thank you very much to all of you for coming to City Hall yesterday. Much appreciated. The discussion was very useful indeed. Please find a copy of the additional assessment undertaken for Jacob's Island. I hope that you will find it clear and concise [it should only take 15 minutes to read].

When we receive your list of comments / requests then we could perhaps meet up to go through the issues in more detail next time you are down [after we've sent what we can give you].

Regards

Jeremy Ward
Senior Executive Planner

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Jacobs Island Additional Development Assessment

Addendum to the Mahon Strategic Traffic and Transportation Study

Report for Cork City Council

In Association With Cork City Council Planning and Traffic Departments

July 2012



Document Control

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Primary Author: David Conlon

Other Author(s): Ian Byrne

Reviewer(s): Ian Byrne

Formatted by: David Conlon

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2	14/05/2012	Cork City Council	2 nd Draft
3	28/05/2012	Cork City Council	3 rd Draft
4	July 2012	Cork City Council	Final

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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

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.
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Jeremy Ward
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Planning Policy Section
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Owen Shinkwin

From: Jeremy Ward <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

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

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To: Jeremy Ward

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Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology

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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

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: 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	55 825	17 603	0.32
Bray	33 731	11 348	0.33
Dundrum	30 260	14 316	0.47
Liffey Valley	13 773	7 447	0.54
Swords	45 614	15 420	0.33
Tallaght	73 493	28 981	0.39

Thanks,

David

David Clements



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

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 13 July 2011 16:10
To: David Clements
Cc: Owen Shinkwin
Subject: RE: NTA Feedback - Mahon LAP Modelling Methodology
Hi David

I just tried calling but you weren't available. I wonder if you could spare a mo' to give me a call.
I attach a draft minute of the meeting held on the 17th for your consideration and comment.

I was wondering if it might be possible for you to give us some guidance on employment / residential ratios in different contexts from your experience in Dublin [e.g. with / without the LUAS, adjacent to motorways, suburban, size of planning unit, etc]. I think that it was you who suggested that a 30/70 split was normal. We are aiming at a 50/50 split in terms of new development, which might be 30/70 overall [would have to do the number-crunching]. Is this in terms of what? Floorspace? People? Trips? Etc. Your insight would be very much appreciated.

Please give me a call to discuss if you have a mo'. My phone number is below.

Regards

Jeremy Ward
Senior Executive Planner
Planning Policy Section
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Cork City Council, City Hall, Cork
Tel: 021-492-4450
E: jeremy_ward@corkcity.ie

Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 14 September 2012 15:03
To: Owen Shinkwin; David Clements; Tara Spain; rbowen@nra.ie
Cc: Noel Tummon; Ann Bogan
Subject: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP

Dear all

We hope that you received and enjoyed reading the *Jacob's Island Additional Development Assessment* [July 2012].

Further to Wednesday's meeting we would like to request that if you are formulating formal comments on that presented on Wednesday [and the documents] that you submit them to us by close of Wednesday 19 September 2012, if that is possible. This will help inform the preparation of the first draft of the area-wide strategy and its internal consideration.

Many thanks

Kind regards

Jeremy Ward
Senior Executive Planner

Planning Policy Section
Strategic Planning + Economic Development Directorate,
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F: 021-492-4712
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I: www.corkcity.ie

Owen Shinkwin

From: Tara Spain <tspain@nra.ie>
Sent: 19 September 2012 12:47
To: Jeremy Ward; Owen Shinkwin; David Clements; Richard Bowen
Cc: Noel Tummon; Ann Bogan; Paul Moran; Pat Ledwidge (pat_ledwidge@corkcity.ie)
Subject: RE: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP
Attachments: SKMBT_C35212091901030.pdf

Jeremy

I attach a letter indicating the Authority's comments .
 Please get back to me if you have any queries.

Regards
 Tara

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

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 14 September 2012 15:03
To: Owen Shinkwin; David Clements; Tara Spain; Richard Bowen
Cc: Noel Tummon; Ann Bogan
Subject: Mahon Strategic Transport + Traffic Assessment [June 2012] and Emerging land use and transportation strategy for Mahon LAP

Dear all

We hope that you received and enjoyed reading the *Jacob's Island Additional Development Assessment* [July 2012].

Further to Wednesday's meeting we would like to request that if you are formulating formal comments on that presented on Wednesday [and the documents] that you submit them to us by close of Wednesday 19 September 2012, if that is possible. This will help inform the preparation of the first draft of the area-wide strategy and its internal consideration.

Many thanks

Kind regards

Jeremy Ward
 Senior Executive Planner

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Jeremy Ward
Senior Executive Planner
Planning & Development Directorate
City Hall
Cork.

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Dáta | Date

Ár dTag. | Our Ref.

Bhur dTag. | Your Ref.

19 September 2012

Re: Draft South Mahon Local Area Plan

Dear Jeremy,

Thank you for the presentation last week it was very helpful and gave all parties an opportunity to disseminate their views.

The Authority acknowledges the significant work which has been achieved by the Council and its consultants in respect to the outputs included in the Mahon Strategic Transport and Traffic Assessment documentation. However, from analysis of the documentation the Authority strongly recommends the following issues and details need to be addressed in consultation with the Authority prior to the final publication of the draft local area plan:

- There is an absence of reference to the DOELG's Spatial Planning and National Roads statutory planning guidance which was issued by the Minister in January 2012. This, in particular, would have given policy guidance with respect to infrastructure issues in Section 5.4.
- The Authority notes with concern that there is no detailed analysis of the Mahon N40 Junction. This, from the NRA's perspective, is a serious omission given the existing interface with the national road network and existing capacity issues at the junction and on the N40 in the vicinity of the junction.
- Related to the previous point, it is observed that the report indicates that Land Use Option 3 will have a negative impact on the Mahon N40 Junction even if the modal split targets in the report are achieved. The report indicates that this will be "marginal". However, it is unclear on what basis the impact has been determined as "marginal". Furthermore, while the report identifies percentage traffic increases on the N40 arising from the proposed Land Use Option 3, it is unclear whether these are overall AADT increases or peak hour increases. In light of the above, the Authority considers it even more crucial that there be a detailed analysis of the impacts of the existing and future land uses on the operation of the Mahon Junction and the adjoining N40. Furthermore, the Authority considers it a serious concern that no meaningful mitigation measures have been put forward with regard to the management of traffic at this junction.

From the Authority's point of view, all the national road junctions in the Cork Metropolitan area are extremely important thus the impact of development generated traffic (residential and commercial) must be managed so as not to unduly interfere with the strategic movement of goods and people to/from the Cork region.

Despite policies related to modal shift and public transportation it seems likely that orbital journeys will remain strongly car-based in the future and pressure on the N40 and M8 will continue to grow in the absence of a concerted effort to identify and develop opportunities for providing strengthened public transport choice on existing orbital routes and along key orbital desire lines including orbital links to and between designated development areas in the north and south east of the Metropolitan CASP region.

The Authority's commitment to this effort is evidenced by the recent and current significant investments in the upgrading of the Kinsale Road, Bandon Road and Sarsfield Road Junctions, and our planned future investment in the upgrade of the Dunkettle Interchange. This effort is also supplemented with our involvement, along with Cork County Council and other stakeholders including the National Transport Authority, in mobility management planning on N28 (including Bloomfield Interchange) and the Cork Science and Innovation Park (including Curaheen Interchange).

In regards to the N28 mobility management planning, both Authority and the National Transport Authority have been working closely with Cork County Council in regards to transport strategies with respect to the Ringaskiddy (designated Strategic Employment Location in the CASP Update) including the potential relocation of the Port of Cork from the city centre docklands area. The Authority is aware that the development of the Docklands within the city is a development priority for the Cork City Council.

The Authority acknowledges that the Cork City Development Plan designates the Mahon area for development and again we commend the Council in the approach been pursued. However, we still remain to be convinced that the focus for the development in the area surrounding the Mahon Interchange will not be excessively dependent on the use of the private car and the provision of access to the national roads network.

The Authority requests greater detail to be provided on the issues raised in this correspondence as soon as possible in order to define a robust strategy for the area.

Yours sincerely



Tara Spain
Senior Policy Advisor (Planning)

Owen Shinkwin

From: Jeremy Ward <jeremy_ward@corkcity.ie>
Sent: 25 September 2012 16:19
To: Owen Shinkwin
Cc: David Clements; Ann Bogan
Subject: RE: Mahon LAP (Sandyford Area MMP information)

Owen

That sounds tip-top. Makes sense to chat out in Sandyford to me after the MMP meeting has finished [if we need to].

At this stage it looks like we are aiming to get to Sandyford on the Red LUAS by 11am to meet Mary / Gerry there.

Hate to ask but..... how're your comments on the land use and transport strategy going?

Regards

Jeremy Ward
Senior Executive Planner

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

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

From: Owen Shinkwin [<mailto:owen@nationaltransport.ie>]
Sent: 25 September 2012 16:06
To: Jeremy Ward
Subject: RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Either myself or David can attend meeting with DL/R.
Depending on your own time availability, we could also discuss any other issues at that stage, relating to the *land use and transport strategy review*.

Regards,

Owen

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 25 September 2012 12:33
To: Owen Shinkwin

Cc: Ann Bogan

Subject: RE: Mahon LAP (Sandyford Area MMP information)

Hi Owen

We have arranged to visit Sandyford in the morning of 23rd October with Mary Henchy and Gerry Flaherty [plus Anita Lenihan, AO/MMP Co-ordinator here, and Liz Kidney, SEO, who you know]. Would you be interested in coming along to that? If so then perhaps we could do MMP in the morning and come to your offices in the afternoon to discuss other issues [e.g. Mahon, if there's a need to at that point].

What do you think?

Regards

Jeremy Ward

Senior Executive Planner

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From: Owen Shinkwin [<mailto:owen@nationaltransport.ie>]

Sent: 24 September 2012 14:41

To: Jeremy Ward

Cc: Ann Bogan; Noel Tummon

Subject: RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry tells me he would be available to meet on 23rd October. Shall we say 2pm in NTA offices?

Owen

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

Sent: 21 September 2012 16:06

To: Owen Shinkwin

Cc: Ann Bogan; Noel Tummon

Subject: RE: Mahon LAP (Sandyford Area MMP information)

Owen

Ann and I were just discussing "when". Would Tuesday 23rd October 2012 be a possibility [Ann flies into Dublin on Monday 22nd and it would suit her very well – and is fine by me]?

If it doesn't suit you and Gerry then we could meet up at an earlier date [Ann is off from 15-22nd inclusive].

Regards

Jeremy Ward
Senior Executive Planner

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I: www.corkcity.ie

From: Owen Shinkwin [<mailto:owen@nationaltransport.ie>]
Sent: 21 September 2012 15:14
To: Jeremy Ward
Cc: Ann Bogan; Noel Tummon
Subject: RE: Mahon LAP (Sandyford Area MMP information)

Jeremy,

Gerry Flaherty has just told me that he will not be available on the 8th, 9th or 10th October.
Can I therefore suggest we arrange the meeting for 11th or 12th?

Owen

From: Jeremy Ward [mailto:jeremy_ward@corkcity.ie]
Sent: 20 September 2012 15:06
To: Owen Shinkwin
Cc: Ann Bogan; Noel Tummon
Subject: RE: Mahon LAP (Sandyford Area MMP information)

Owen

Thanks very much for your email and for the details you have provided on the Sandyford MMP. I will see who else wishes to attend at this end and come back to you with a preferred date.
We look forward to receiving comments on Mahon at your earliest convenience. Monday / Tuesday would be much appreciated.

Regards

Jeremy Ward
Senior Executive Planner

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I: www.corkcity.ie

From: Owen Shinkwin [\[mailto:owen@nationaltransport.ie\]](mailto:owen@nationaltransport.ie)

Sent: 20 September 2012 13:53

To: Jeremy Ward

Subject: Mahon LAP (Sandyford Area MMP information)

Jeremy,

As discussed at the last meeting, I have attached some information on Dun Laoghaire / Rathdown's area-based mobility management plan in Sandyford.

I have also spoken with Jerry Flaherty (Sustainable Travel Officer in DL/R County Council), this morning. He said he would be happy to meet with us to discuss DL/R's experience in developing an area-based MMP at Sandyford. The preferred time for the meeting would be 2nd week of October, so can please let me know your availability that week.

I will not be able to get our comments on the Mahon documents to you today, probably not possible until next Monday or Tuesday, if that's okay.

Regards,

Owen

Owen Shinkwin

From: Owen Shinkwin
Sent: 02 October 2012 16:48
To: David Clements; Michael MacAree
Subject: FW: Mahon STTA comments
Attachments: NTA comments on the Mahon Strategic Transport and Traffic Assessment (June 2012).docx

From: Owen Shinkwin
Sent: 02 October 2012 16:17
To: 'Jeremy Ward'
Cc: Noel Tummon (noel_tummon@corkcity.ie)
Subject: RE: Mahon STTA comments

Jeremy, Noel,

Please find attached our comments on the Mahon Strategic Transport and Traffic Assessment. We would be happy to further discuss the issues raised.

Regards,

Owen Shinkwin

From: Jeremy Ward (mailto:jeremy_ward@corkcity.ie)
Sent: 27 September 2012 15:58
To: Owen Shinkwin
Subject: RE: Mahon comments

NTA Comments on the Mahon Strategic Transport and Traffic Assessment

2nd October 2012

Regarding the work undertaken and presented in the Strategic Transport and Traffic Assessment, the points presented below outline the issues which the NTA recommends be taken into consideration at this stage in the preparation of the Mahon Local Area Plan.

Broadly, the issues raised focus on:

- Consistency with current government guidelines as presented in Spatial Planning and National Roads;
- Development Quantums, Modal Split Assumptions, Traffic Impact Assumptions, and Demand Management Measures;
- Development Location and Phasing;
- Jacob's Island Lands; and
- Population to Employment Ratio issue

Reference to and Compliance with Current Government Guidelines

In making the case for further large scale development at a location adjacent to a national road interchange, it is strongly recommended that this is presented in the context of its consistency with current government guidelines as presented 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).

Development Quantums, Modal Split Assumptions, Traffic Impact Assumptions, and Demand Management Measures

It is stated in the TTA that the ***impact that the preferred Land Use option (Option 3) will have on the Mahon Interchange*** will be 'marginal' under Tranch 1 and negligible under Tranch 2.

Under Tranch 1, an increase in traffic volumes on the N40 of 4% and 2%, west and east of the Mahon Interchange has been assumed and is described as having a marginal traffic impact. The further impact of development associated with Tranch 2 is described as being insignificant.

It is not clear from the TTA, how these assumptions relate to the future year performance of the interchange and whether these increases relate to the peak period or AADT.

The impact on the interchange is also related to the localisation of a higher percentage of a larger quantum of employment trips (and associated modal shift to non-car modes) and the greater use of public transport for non-local trips, enabled by improvements in public transport services levels.

Greater clarity is required on what trip distribution patterns and modal splits underpin this assumption:

In the case of Tranch 1, no specific information has been provided on the associated trip distribution, but the mode split assumption (55% car) does appear to be derived from the mode shares that pertain to Dublin City for trips within 5km in length, in combination with the introduction of restrictive car parking standards and a doubling of bus services. However, it is not clear what percentage of total peak period trips would be within 5km in length and what mode split would apply to such trips. Also, it is not clear how the trip distribution patterns and public transport service patterns pertaining to Dublin City could justifiably be used as a representative comparator for Mahon, given its peripheral location within Cork City, its much smaller scale and the far more limited public transport network coverage that would apply, as compared to Dublin City.

In the case of Tranch 2 (full build-out), assumed traffic impact has been based on the assumption that a 55% non-car mode share will be achieved, related to which, the BRT as proposed in CATS would be in place, delivering a 3-5 minute service frequency during the peak periods. The 55% assumption appears to be based on the 'Smarter Travel' policy objective, in combination with the same Dublin City-derived, rather than on a model-based output. Further explanation is required on how this mode split would be achieved.

In regard to BRT, it is also important to note that its delivery would be contingent on a high level of growth in population and employment at various locations along its route between Ballincollig and Mahon. It is understood that these (CATS) growth assumptions exceed those provided for in the CASP Update and would be contingent on much higher levels of growth in the Cork Metropolitan Area than currently apply and a far higher level of growth concentration than CASP currently provides for. This growth distribution issues raises another important question – in order to enable the delivery of the proposed BRT route and the 3-4 minute service frequencies referred to in the TTA, which key development areas within the BRT corridor would need to be given the highest level of priority. It is assumed that the most centralised the distribution of future employment growth would deliver the greatest benefit in terms of corridor demand. Conclusion – the LAP-level development assumptions should not be taken in isolation of the higher level development distributions required to deliver their contingent public transport infrastructure/ services.

A reduced Tranch 2 build out (30%) is proposed, in the absence of BRT. Again, greater clarity is required on what trip distribution, mode split and associated traffic impact assumptions relate to this development scenario and the extent to which non-local employment trip patterns will relate to the public transport service patterns on which the non-car mode shares are largely contingent.

Greater clarity is required on what impact, **transport demand management (TDM) measures** such as restricted parking standards and area-based mobility management are likely to have on modal split for employment related trips. On the issue of parking standards, the standards applicable have not been specified in the TTA nor has the manner in which they would be applied. In any case, the ability to deliver a reduced standard would appear to be contingent on decisions which are beyond the scope of the LAP, i.e. reference to Metropolitan-wide parking standards.

Demand management of the strategic road network is another important area of TDM which could have a major bearing on both the feasibility of providing for a substantial increase in public transport services and relative attractiveness of the Mahon area as a location for further commercial development (as compared to more central locations). Whilst these are matters which go beyond the scope of the subject LAP and would need to be dealt with at a more strategic level, the impact of development-generated traffic at any one interchange on the N40 will nonetheless need to be managed to as to minimise its impact on strategic traffic and to encourage the use of alternative modes of transport.

However, junction-specific traffic management measures still would represent an overly limited approach to strategic road network TDM and would ultimately be limited in its impact. A corridor-based approach to the management of traffic using the national road network within the Metropolitan Area would more likely deliver on the mode split assumptions underpinning the Mahon TTA's preferred development option and would likely contribute to greater development consolidation over time within areas that are serviceable by public transport.

Development Location and Phasing

The concerns raised above, may, in part, be addressed with the following approach to the location and phasing of development within the LAP area:

- Linking the phasing, density and location of development to prescribed public transport route alignments, stop nodes, service levels and centrality within the district centre focal point (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 in the development of the Mahon area, the concentration of development within its local walking catchment would have an important bearing on the ability to deliver the public transport service levels envisaged. This would be supported by consolidated, finer grain development forms within public transport corridors, within which higher levels of permeability and reduced severance levels can be achieved;
- Linking the level of car parking 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 and centrality with the district centre – density, mix of uses, granularity of development form and levels of priority for walking, cycling and public transport.
- 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 TTA. 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.

Jacob's Island Lands (Option 3a)

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 in 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;
- As referred to above, the need to consolidate future development in areas which provide the greatest support for higher levels of public transport service in Mahon and around a clearly defined district centre core.

Population to Employment Ratio Issue (as referenced on p.31 of TTA)

Clarification of the ratios set out in section 4.3.8 of the Mahon TTA

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 labour force, that is, in an area with say, 5,000 jobs, 1,650 of them are likely to be taken up locally. The other two thirds of the local labour force would therefore travel to other employment destinations. This figure therefore is not related to the ratio of local jobs to local population.

The 0.5 figure 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. This would not be the case in most suburban locations. 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 a preferred land use option. The data from Dublin shows a fairly wide variation in this regard depending on mainly the scale and nature of employment planned.

Overall, the NTA would like to clarify that the ratios do not comprise "guidance" from the NTA, informal or otherwise, in terms of good planning policy. Rather, data has been provided from the 2006 Census, which Cork City Council may wish use as a guide in planning for the Mahon area, on the basis of the Council's own vision for Mahon - among the key considerations being its future employment function within the wider Metropolitan Area.

It is recommended that an explanation along the following lines be included:

"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, on the basis of its intended employment function."

The NTA would be happy to meeting with Cork City Council to further discuss the above points.