

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

24th January 2014

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

Dear Mr Ledwidge,

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

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

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

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

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

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

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

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Hugh Creegan', with a long, sweeping horizontal line extending to the right from the end of the signature.

Hugh Creegan
Director of Transport Investment and Taxi Regulation