

**Final Strategic Environmental Assessment  
Screening Report relating to**

**Variation No. 1**

**Revised Parking Standards on a City-wide Basis, including  
consequential text changes and map.**

**May 2023**



**Planning Policy Section  
Strategic and Economic Development Directorate**

## **Section 1 Introduction and Terms of Reference**

### **1.1 Introduction**

Cork City Council proposes to make a Variation to the Cork City Development Plan 2022 - 2028 under Section 13 of the Planning and Development Act, 2000 (as amended). The proposed Variation was placed on public display for a period of 4 weeks from 28th October 2022 to 25th November 2022.

Consideration of Variation No. 1 and the accompanying Chief Executive's Report dated 22 December 2022 was undertaken by Elected Members on 13 February 2023. A resolution was made to make the Variation with Material Alterations.

Cork City Council published notice that the proposed revisions would be subject to a further 4-week period of public consultation from 16 February until 16 March 2023 pursuant to Section 13 of the Planning and Development Act, 2000 (as amended).

On foot of the latest public consultation process a single nonmaterial text addition is proposed as requested by the National Transport Authority. This is outlined in the Chief Executive's Report issued to Members on 13<sup>th</sup> April 2023 (see Section 1.2 below)

During each of the public consultation periods the proposed Variation and Material Alterations to Variation No. 1 included a planning report and Screening reports and Determinations for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). These were made available for inspection by the public and submissions were invited.

Cork City Council must decide whether the proposed Variation would or would not be likely to have significant effects on the environment and in doing so must take account of the relevant criteria as set out under the SEA Directive as transposed into Irish law in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 S.I. No. 436 of 2004 as amended.

The Screening process of the Draft Variation and Material Alterations to Variation No. 1 both made a determination that a Strategic Environmental Assessment was not required, having regard to Schedule 2A of the Planning and Development Regulations, 2001 (as amended). The Report and accompanying Determination were published with the Draft Variation on the 28<sup>th</sup> October 2022.

### **1.2 Reasons for Material Alterations to the Proposed Variation**

The purpose of the proposed variation is to align strategic planning policy and associated car parking standards with the delivery of CMATS projects during the Development Plan horizon. On foot of the public consultation process and in response to issues raised by the OPR and statutory consultees, a number of material alterations were proposed to align the short-term demand management of car parking more closely with the rollout of CMATS and its constituent programmes including BusConnects and delivery of the LRT system, having regard to existing public transport frequencies and the achievement of targets set out in the Climate Action Plan 2021.

Following the second period of public consultation a small non-material text addition is proposed (underlined in blue below) to paragraph 4.105 as follows:

#### 4.105: Parking Management

These standards will be reviewed ~~periodically as the~~ **one year following the adoption of Variation No 1, and then as part of the 2-year Development Plan Progress Report and annually thereafter in consultation with the National Transport Authority. Further updates will be informed as ongoing measures and interventions prescribed in CMATS come on stream. See [ new text following paragraph 11.238 ] for further details.**

The final recommended approach now includes the following changes to the Cork City Development Plan 2022-2028:

- Move all urban towns (including Blarney, Tower, Glanmire and Ballincollig – see also following bullet), lands between Ballincollig and the western Cork City suburbs, and the Cork Airport area from Zone 4 to Zone 3.
- Move the most public-transport accessible suburban areas (including Blackpool, Wilton, Ballincollig Town Centre and Douglas) from Zone 3 to Zone 2.
- Make associated modifications to the proposed “City Car Parking Zones” map reflecting the above.
- Reduce the maximum car parking standards for Zone 3 for:
  - Universities, colleges of further education
  - Community and recreational buildings
  - Commercial leisure (amusement centres, play centres, etc)
  - Café, restaurants and takeaways,
  - Public houses (including hotel bars)
  - Retail (including retail office and retail services)
  - Retail warehouse
  - Hospitals (in patient facilities, nursing homes)
  - Industry, and
  - Offices, enterprise and employment
- Reduce the maximum car parking standards for Zone 2 for:
  - Offices, enterprise and employment
- Reduce the review period from 2 years to 1 year following adoption of the variation.
- Include additional text in the variation (in the proposed new text following existing City Development Plan paragraph 11.238) confirming that in order to determine the most appropriate level of parking provision within the maximum standards specified, an accessibility rating for different locations in Cork City will be developed in consultation with the NTA based on established good practice. This approach will ensure the growing transport needs of the city are serviced by sustainable and active travel modes where such infrastructure is delivered as prescribed in CMATS and will assist delivery on the targets set out in the Climate Action Plan 2021.

The final Variation content is reflected in Appendix One in blue. The final Variation responds positively to the OPR request to revise the spatial allocation of the car parking zones and to review the maximum car parking standards in consultation with the NTA and TII. An updated map reflects the changes to the Parking Zones as per the advertised Material Alteration process.

Separate car parking standards for Docklands and Tivoli remain unchanged as per the adopted 2022 Plan.

## **Section 2 SEA Screening**

### **2.1 Introduction**

The SEA screening process for environmental effects includes those that may arise cumulatively, such as those potentially arising as a result of interactions with the City Development Plan and other plans and programmes. This section examines whether the Variation to be adopted<sup>1</sup> would be likely to have significant environmental effects (and thus would warrant the undertaking of a full SEA).

This examination takes account of relevant criteria set out in Schedule 2A 'Criteria for determining whether a plan is likely to have significant effects on the environment' of the SEA Regulations (as amended).

Consideration of was also given to the fact that:

- The text and table updates proposed in the Variation is in addition to existing policy guidance on Car Parking Management contained in Chapters 4: Transport and Mobility and Chapter 11: Placemaking and Managing Development;
- The updated car parking standards reflect standards contained in the Cork City Development Plan 2015 (for Zones 1-2), Zone 3 standardises the approach between Zone 3 of the 2015 City Plan and from Appendix D, Table 1a from the 2014 County Development Plan as they relate to the Northern and Southern Environs.
- Zone 4 now largely reflects the "Rest of County Standard" from the Appendix D, Table 1a of the 2014 County Development Plan for the Urban Towns, Hinterland Villages and City Hinterland;
- The existing City Development Plan 2022 and former City and County Plan from which the standards are derived were subject to a full Strategic Environmental Assessment;
- No individual sites are identified in the modified Variation and no change has been proposed to the zoning framework.

### **2.2 AA Screening**

Appropriate Assessment (AA) Screening is being undertaken on the Variation to be adopted<sup>2</sup> and previous reports from that process were placed on public display. A final Screening for

---

<sup>1</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>2</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

AA report has now been prepared on the Variation to be adopted<sup>3</sup> and is inform a Final Screening for AA determination. AA is an impact assessment process concerning European Sites - these sites have been designated or proposed for designation by virtue of their ecological importance.

The final Screening for AA Report concludes that the implementation of the Variation to be adopted<sup>4</sup> will not give rise to any effects on any European sites, alone or in combination with any other plans, programmes and projects.

### 2.3 Requirement for Strategic Flood Risk Assessment

As the land use zoning objectives and the flood risk management provisions contained in the existing Cork City Development Plan 2022 are not being affected by Proposed Variation No. 1 or its associated Proposed Material Alterations, Strategic Flood Risk Assessment is not required to be undertaken on the Variation.

### 2.4 SEA Screening Analysis

The analysis of the Material Alterations to the Variation to be adopted<sup>5</sup> is undertaken with reference to the main interactions with Strategic Environmental Objectives<sup>6</sup> (SEOs). SEOs are taken from the adopted Cork City Development Plan 2022 SEA and are detailed in full in Table 2.1 **Error! Reference source not found.**. The range of interactions identified with symbols are detailed in 2.2.

Using the SEO codes (Table 2.1) and interaction symbols (Table 2.2) Section 2.5 examines whether each relevant part of the Variation would be likely to have significant environmental effects (and thus would warrant the undertaking of SEA).

This is supplemented by Table 2.4, which includes information on the key mitigation measures that are already contained within the Plan that any projects under the Plan as varied will be required to comply with.

<b>Table 2.1 Strategic Environmental Objectives</b>		
<b>Environmental Component</b>	<b>SEO Code</b>	<b>Strategic Environmental Objectives</b>
<b>Biodiversity, Flora and Fauna</b>	<b>BFF</b>	<ul style="list-style-type: none"> <li>• To preserve, protect, maintain and, where appropriate, enhance the terrestrial, aquatic and soil biodiversity, particularly EU designated sites and protected species</li> <li>• Ensure no adverse effects on the integrity of any European site, with regard to its qualifying interests, associated conservation status, structure and function</li> <li>• Safeguard national, regional and local designated sites and supporting features which function as stepping stones for migration, dispersal and genetic exchange of wild species</li> <li>• Enhance biodiversity in line with the National Biodiversity Strategy and its targets</li> <li>• To protect, maintain and conserve the City's natural capital</li> </ul>

<sup>3</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>4</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>5</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>6</sup> Strategic Environmental Objectives (SEOs) are methodological measures developed from policies which generally govern environmental protection objectives established at international, Community or Member State level and are used as standards against which the provisions of the Proposed Variation can be considered in order to help identify whether any provisions would be likely to result in significant environmental effects.

## Table 2.1 Strategic Environmental Objectives

Environmental Component	SEO Code	Strategic Environmental Objectives
Population and Human Health	PHH	<ul style="list-style-type: none"> <li>Promote economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management</li> <li>Ensure that existing population and planned growth is matched with the required public infrastructure and the required services</li> <li>Safeguard the City's citizens from environment-related pressures and risks to health and well-being</li> </ul>
Soil (and Land)	S	<ul style="list-style-type: none"> <li>Protect soils against pollution, and prevent degradation of the soil resource</li> <li>Promote the sustainable use of infill and brownfield sites over the use of greenfield within the City</li> <li>Safeguard areas of prime agricultural land and designated geological sites</li> </ul>
Water	W	<ul style="list-style-type: none"> <li>Ensure that the status of water bodies is protected, maintained and improved in line with the requirements of the Water Framework Directive and Marine Strategy Framework Directive</li> <li>Ensure that economic growth of the marine resource and its ecosystems are managed sustainably</li> <li>Ensure water resources are sustainably managed to deliver proposed regional and City growth targets in the context of existing and projected water supply and waste water capacity constraints ensuring the protection of receiving environments</li> <li>Avoid inappropriate development in areas at risk of flooding and areas that are vulnerable to current and future erosion, particularly coastal areas</li> <li>Integrate sustainable water management solutions (such as SuDS, porous surfacing and green roofs) into development proposals</li> </ul>
Material Assets	MA	<ul style="list-style-type: none"> <li>Optimise existing infrastructure and provide new infrastructure to match population distribution proposals in the City</li> <li>Ensure access to affordable, reliable, sustainable and modern energy for all which encourages a broad energy generation mix to ensure security of supply – wind, wave solar, tidal, biomass, energy from waste and traditional fossil fuels</li> <li>Promote the circular economy, reduce waste, and increase energy efficiencies</li> <li>Ensure there is adequate sewerage and drainage infrastructure in place to support new development</li> <li>Reduce the energy demand from the transport sector and support moves to electrification of road and rail transport modes</li> <li>Encourage the transition to a zero-carbon economy by facilitating the development of a grid infrastructure to support renewables and international connectivity. Reduce the average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart- buildings, cities and grids</li> </ul>
Air	A	<ul style="list-style-type: none"> <li>To avoid, prevent or reduce harmful effects on human health and the environment as a whole resulting from emissions to air from all sectors with particular reference to emissions from transport, residential heating, industry and agriculture.</li> <li>Maintain and promote continuing improvement in air quality through the reduction of emissions and promotion of renewable energy and energy efficiency.</li> <li>Promote continuing improvement in air quality.</li> <li>Reduction of emissions of sulphur dioxide, nitrogen oxides, volatile organic compounds, ammonia and fine particulate matter which are responsible for acidification, eutrophication and ground-level ozone pollution</li> <li>Meet Air Quality Directive standards for the protection of human health – Air Quality Directive</li> <li>Significantly decrease noise pollution by 2020 and move closer to WHO recommended levels.</li> </ul>
Climatic Factors	C	<ul style="list-style-type: none"> <li>To minimise emissions of greenhouse gasses.</li> <li>Integrate sustainable design solutions into the City's infrastructure (e.g. energy efficient buildings; green infrastructure).</li> <li>Contribute towards the reduction of greenhouse gas emissions in line with national targets.</li> <li>Promote development resilient to the effects of climate change</li> <li>Promote the use of renewable energy, energy efficient development and increased use of public transport</li> <li>Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage</li> </ul>
Cultural Heritage	CH	<ul style="list-style-type: none"> <li>Protect places, features, buildings and landscapes of cultural, archaeological or architectural heritage</li> </ul>
Landscape	L	<ul style="list-style-type: none"> <li>To implement the Plan's framework for identification, assessment, protection, management and planning of landscapes having regard to the European Landscape Convention</li> </ul>

## Table 2.2 Main Interactions and associated Symbols

Symbol	Main Interactions Identified
+	Potential beneficial environmental effects are present already and would be further contributed towards.
-	Potentially adverse environmental effects are present already, would be further contributed towards and would be mitigated so as not to result in significant residual effects <sup>7</sup> .
+/-	Potential environmental effects either: are beneficial, present already and would be further contributed towards; or are potentially adverse, present already, would be further contributed towards and would be mitigated so as not to be significant <sup>8</sup> .
0	No significant interaction.
*	Please also refer to Section <b>Error! Reference source not found.</b>
#	Please also refer to Section 0.

<sup>7</sup> Including by the measures identified on Table 2.4.

<sup>8</sup> Including by the measures identified on Table 2.4.



**Table 2.3 SEA Screening Analysis**

Description of Proposed Variation to which the Proposed Modifications relate <sup>9</sup>	SEO Codes (see Error! Reference source not found.) for Main Interactions									SEA Screening Comments
	BFF	PHH	S	W	MA	A	C	CH	L	
<p>Material Alteration to Variation No. 1 (Revised Parking Standards on a City-wide Basis) are as follows:                      Amend the Written Statement of Volume 1: Cork City Development Plan 2022-2028 by Updating Table 4.6 (Parking Zones);                      Revising Table 11.13 (Maximum Car Parking Standards) relating to a number of destination land -use categories;                      Consequential text changes in Volume 1, Chapter 4 Transport and Mobilty and Chapter 11 Placemaking and Managing Development;                      A new map in Volume 2: Mapped Objectives to define the car parking zones spatially (Chapter E: Car Parking Zones).</p>	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	<p>The Variation to be adopted<sup>10</sup> Car Parking Standards (Table 11.13) involve a reduction in car parking standards at certain destination land-uses. The geographical extent of the Parking Zones has been updated to create better alignment between the Zones and accessibility to existing high frequency public transport. Consequential text changes arise in Chapter 4 Transport and Mobility and Chapter 11: Placemaking and Managing Development to reflect this revised approach. An updated map is also included to illustrate the revised Car Parking Zones in Chapter E , Volume 2: Mapped Objectives.</p> <p>Further consequential text changes will result in Chapter 4 Transport and Mobility and Chapter 11 Placemaking and Managing Development on foot of the modifications. New text is also included outlining the City Council’s commitment to develop an accessibility tool (in consultation with the NTA) to aid the review process on an ongoing basis. The Material Alteration text changes to the Variation has committed to review the standards on an annual basis in order to align the car parking management approach with objectives to deliver ambitious model shift targets as CMATS projects are implemented.</p> <p>New text is also introduced to allow for a reduction in the maximum threshold where the local context and/or precedent for a reduction/ car free approach can be delivered satisfactorily without undue impacts on the receiving environment. This approach is to allow flexibility and encourage a positive modal shift to sustainable travel modes and help secure climate adaptation.</p> <p>The existing Cork City Development Plan 2022 has been subject to SEA, which identified various environmental effects arising from implementation. Proposed Variation No. 1 is a short-term measure to provide a lower car parking demand management framework until such time as CMATS projects are delivered. These would contribute towards the proper planning and sustainable development of the City and consequential environmental effects that have been identified by the SEA for the existing Plan.</p> <p>Taking into account the measures that have already been integrated into the Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, any potential effects arising from the Variation Variation to be adopted<sup>11</sup> would either: be present already (beneficial) and would further contributed towards, but not to a significant extent; and/or would be mitigated so as not to be significant (adverse). See Table 2.4 for further details.</p> <p>Furthermore, the accompanying Screening for AA report identifies that there are no additional sources presented by the Variation to be adopted<sup>12</sup> that have not been considered by the AA for the existing Plan. Taking into account this and the mitigation measures that have already been integrated</p>

<sup>9</sup> Refer to accompanying Proposed Variation/Modification documents for full detail

<sup>10</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>11</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>12</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.



**Table 2.3 SEA Screening Analysis**

Description of Proposed Variation to which the Proposed Modifications relate <sup>9</sup>	SEO Codes (see Error! Reference source not found.) for Main Interactions									SEA Screening Comments
	BFF	PHH	S	W	MA	A	C	CH	L	
										<p>into the existing Plan it is concluded that the Variation to be adopted<sup>13</sup> will not give rise to any effects on any European sites, alone or in combination with any other plans, programmes and projects.</p> <p>Taking into account all of the above, the Variation adopted<sup>14</sup> would not be likely to result in significant environmental effects. Consequently, SEA is not required.</p>

<sup>13</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>14</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

**Table 2.4 Key mitigation measures that are already contained within the Plan**

Environmental Component	Environmental Effects (including Transboundary including Transboundary), in combination with the wider planning framework Effects include in-combination effects that are planned for through the wider planning framework including the NPF and associated NDP, the RSES for Southern Region, adjacent Development Plans and lower-tier land use plans.			Mitigation Measures, integrated into the Plan	SEO Codes
	Significant Positive Effect, likely to occur	Potentially Significant Adverse Environmental Effects, if unmitigated	Likely Residual Adverse Non-Significant Effects		
All	<ul style="list-style-type: none"> <li>All</li> </ul>	All	<ul style="list-style-type: none"> <li>All</li> </ul>	Strategic Environmental Assessment (SEA) Appropriate Assessment (AA) Strategic Flood Risk ASSESSMENT (SFRA) Environmental Conservation and Protection	All
Biodiversity and Flora and Fauna	<ul style="list-style-type: none"> <li>Contribution towards protection of ecology (including designated sites, ecological connectivity, habitats) by facilitating development of lands (including those within the City, its suburbs, its Urban Towns and hinterland villages) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the City.</li> <li>Contribution towards the maintenance of existing green and blue infrastructure and associated ecosystem services, listed species, ecological connectivity and non-designated habitats.</li> <li>Contribution towards protection and/or maintenance of biodiversity and flora and fauna by contributing towards the protection of natural capital including the environmental vectors of air, water and soil. Biodiversity and flora and fauna includes biodiversity in designated sites (including European Sites, Wildlife Sites) and Annexed habitats and species (including birds and bats), listed/protected species, ecological connectivity and non-designated habitats (including terrestrial and aquatic habitats), and disturbance to biodiversity and flora and fauna – including terrestrial and aquatic biodiversity and flora and fauna.</li> <li>Sustains existing sustainable rural management practices – and the communities who support them – to ensure the continuation of long-established managed landscapes and the flora and fauna that they contain within the City Hinterland.</li> </ul>	<p>Arising from both construction and operation of development and associated infrastructure:</p> <ul style="list-style-type: none"> <li>Loss of/damage to biodiversity in designated sites (including European Sites and Natural Heritage Areas) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;</li> <li>Habitat loss, fragmentation and deterioration, including patch size and edge effects; and</li> <li>Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of an extent of non-protected habitats and species arising from the replacement of semi-natural land covers with artificial surfaces.</li> <li>Losses or damage to ecology (these would be in compliance with relevant legislation).</li> </ul>	<p>SO5 (Green and Blue Infrastructure, Open Space and Biodiversity) Objectives 6.1 -6.7, 6.9-6.14, 6.17-6.19, 6.21-6.27.</p> <p>SO8 (Environmental Infrastructure) Objectives 9.4, 9.7, 9.8, 9.11, 9.12, 9.18, 9.19, 9.20.</p> <p>Chapter 10 Objectives 10.16, 10.32, 10.97, 10.98.</p>	BFF
Population and Human Health	<ul style="list-style-type: none"> <li>Promotion of economic growth to encourage retention of working age population and funding of sustainable development and environmental protection and management.</li> <li>Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to the City, its suburbs, its Urban Towns and hinterland villages) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the County and beyond</li> <li>Contribution towards the protection of human health by facilitating development of lands (including those within and adjacent to the City, its suburbs, its Urban Towns and hinterland villages) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the City and beyond.</li> <li>Contributes towards protection of human health as a result of contributing towards the protection of natural capital including environmental vectors, including air and water.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects arising from flood events.</li> <li>Potential interactions if effects arising from environmental vectors.</li> </ul>	<ul style="list-style-type: none"> <li>Potential interactions with residual effects on environmental vectors – please refer to residual adverse effects under “Soil”, “Water” and “Air and Climatic Factors” below.</li> </ul>	<p>Also see measures under other environmental components including Soil, Water and Air and Climatic Factors.</p> <p>SO 1 (Compact Liveable Growth), Objectives 2.5, 2.10, 2.12, 2.30, 2.32.</p> <p>SO 6 (Employment and Economy) Objective 7.1 – 7.7, 7.9-7.25, 7.27, 7.36-7.37.</p>	PHH

<b>Soil</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of soils (including those used for agriculture) and designated sites of geological heritage by facilitating development of lands (including those within the City, its suburbs, its Urban Towns and hinterland villages) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the City and beyond.</li> <li>Contribution towards the protection of the environment from contamination the highest standards of remediation, and where appropriate consultations with the EPA and other relevant bodies, will be required to resolve any instances of environmental pollution created by contaminated land.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects on the hydrogeological and ecological function of the soil resource, including as a result of development on contaminated lands.</li> <li>Potential for riverbank and coastal erosion.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces.</li> </ul>	<p>Also see measures under other environmental components including Water.</p> <p>Strategic Objective 1 (Compact Liveable Growth) Objective 2.23, 2.41.</p> <p>Strategic Objective 2 (Delivering Homes &amp; Sustainable Neighbourhoods) Objective 3.4.</p>	<b>S</b>
<b>Water</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of water by facilitating development of lands (including those within and adjacent to the City, its suburbs, its Urban Towns and hinterland villages) that have relatively low levels of environmental sensitivities and are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-serviced lands elsewhere in the City and beyond.</li> <li>Contributions towards the protection of water resources including the status of surface and groundwaters and water-based designations.</li> <li>Contribution towards flood risk management and appropriate drainage.</li> </ul>	<ul style="list-style-type: none"> <li>Potential adverse effects upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.</li> <li>Increase in flood risk and associated effects associated with flood events.</li> </ul>	<ul style="list-style-type: none"> <li>Any increased loadings as a result of development to comply with the River Basin Management Plan.</li> <li>Flood related risks remain due to uncertainty with regard to extreme weather events – however such risks will be mitigated by measures that have been integrated into the Plan.</li> </ul>	<p>Also see measures under other environmental components including Soil and Material Assets.</p> <p>Strategic Objective 8 (Environmental Infrastructure) Objective 9.1- 9.12.</p>	<b>W</b>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>Contribution towards appropriate provision of infrastructure and services to existing population and planned growth by facilitating compact development of lands (including those within and adjacent to the City, its suburbs, its Urban Towns and hinterland villages) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the City and beyond.</li> <li>Contribution towards compliance with national and regional water services and waste management policies.</li> <li>Contribution towards increase in renewable energy use by facilitating renewable energy and electricity transmission infrastructure developments.</li> <li>Contribution towards limits in increases in energy demand from the transport sector by facilitating sustainable compact growth.</li> <li>Contribution towards reductions in average energy consumption per capita including promoting energy efficient buildings, retrofitting, smart buildings, cities and grids.</li> </ul>	<ul style="list-style-type: none"> <li>Failure to provide adequate and appropriate waste water treatment (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Failure to adequately treat surface water run-off that is discharged to water bodies (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Failure to comply with drinking water regulations and serve new development with adequate drinking water (water services infrastructure and capacity ensures the mitigation of potential conflicts).</li> <li>Increases in waste levels.</li> <li>Potential impacts upon public assets and infrastructure.</li> <li>Interactions between agricultural waste and soil, water, biodiversity and human health – including as a result of emissions of ammonia from agricultural activities (e.g. manure handling, storage and spreading) and the production of secondary inorganic particulate matter.</li> </ul>	<ul style="list-style-type: none"> <li>Exceedance of capacity in critical infrastructure risks remain, including due to uncertainty with regard to climate – however, such risks will be mitigated by: measures, including those requiring the timely provision of critical infrastructure, and compliance with the Water Framework Directive and associated River Basin Management Plan.</li> <li>Residual wastes to be disposed of in line with higher-level waste management policies.</li> <li>Any impacts upon public assets and infrastructure to comply with statutory planning/consent-granting framework.</li> </ul>	<p>Also see measures under other environmental components including Population and Human Health and various land use/compact development/phasing provisions from the Plan.</p> <p>Strategic Objective 4 (Climate and Environment) Objective 5.4 – 5.24.</p> <p>Strategic Objective 8 (Environmental Infrastructure) Objective 9.2- 9.3, 9.5.</p>	<b>MA</b>
<b>Air and Climatic Factors</b>	<ul style="list-style-type: none"> <li>Contribution towards climate mitigation and adaptation by facilitating compact development of lands (including those within and adjacent to the City, its suburbs, its Urban Towns and hinterland villages) that are served (or can be more easily served) by infrastructure and services, thereby helping to avoid the need to develop less well-serviced lands elsewhere in the City and beyond.</li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict between development under the Plan and aiming to reduce carbon emissions in line with local, national and European environmental objectives.</li> </ul>	<ul style="list-style-type: none"> <li>An extent of travel related greenhouse gas and other emissions to air. This has been mitigated by provisions which have been integrated into the Plan, including those</li> </ul>	<p>Also refer to the overall approach to compact development and sustainability provided by the Plan</p>	<b>AC</b>

	<ul style="list-style-type: none"> <li>In combination with other plans, programmes etc., contribution towards the objectives of the wide policy framework relating to climate mitigation and adaptation, and associated contribution towards maintaining and improving air quality and managing noise levels, including through measures relating to: <ul style="list-style-type: none"> <li>Sustainable compact growth;</li> <li>Sustainable mobility, including walking, cycling and public transport;</li> <li>Drainage, flood risk management and resilience;</li> <li>Sectors including energy and buildings;</li> <li>Sustainable design, energy efficiency and green infrastructure.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Potential conflicts between transport emissions, including those from cars, and air quality.</li> <li>Potential conflicts between increased frequency of noise emissions and protection of sensitive receptors.</li> <li>Potential conflicts with climate adaptation measures including those relating to flood risk management.</li> </ul>	<p>relating to sustainable compact growth and sustainable mobility.</p> <ul style="list-style-type: none"> <li>Interactions between noise emissions and sensitive receptors. Various provisions have been integrated into the Plan to ensure that noise levels at sensitive receptors will be minimised.</li> </ul>	<p>Strategic Objective 1 (Compact Liveable Growth) Objective 2.23, 2.41.</p> <p>Strategic Objective 3 (Transport and Mobility) Objective 4.1 – 4.6.</p> <p>Strategic Objective 4 (Climate and Environment) Objective 5.41– 5.24.</p> <p>Strategic Objective 8 (Environmental Infrastructure) Objective 9.8– 9.11.</p>	
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of cultural heritage elsewhere in the County by facilitating development within existing settlements.</li> <li>Contributes towards protection of cultural heritage within existing settlements by facilitating brownfield development and regeneration.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on protected and unknown archaeology<sup>15</sup> and protected architecture<sup>16</sup> arising from construction and operation activities.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on known architectural and archaeological heritage and unknown archaeology however, these will occur in compliance with legislation.</li> </ul>	<p>Strategic Objective 8 (Environmental Infrastructure) Objective 8.1– 8.29.</p>	<b>CH</b>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>Contributes towards protection of wider landscape and landscape designations by facilitating development within existing settlements.</li> </ul>	<ul style="list-style-type: none"> <li>Occurrence of adverse visual impacts and conflicts with the appropriate protection of designations relating to the landscape.</li> </ul>	<ul style="list-style-type: none"> <li>Landscapes will change overtime as a result of natural changes in vegetation cover combined with new developments that will occur in compliance with the Plan's landscape protection measures.</li> </ul>	<p>SO7 (Heritage, Arts and Culture) Objective 6.9 – 6.15, 8.20.</p>	<b>L</b>

<sup>15</sup> As identified in the Plan, archaeological heritage encompasses designated and unknown archaeological heritage including entries to the Record of Monuments and Places, underwater archaeology, entries to the Northern Ireland Sites and Monuments Record and Northern Ireland Areas of Significant Archaeological Interest and Archaeological Potential. Also encompassed are intervisibility and interrelationships between archaeological heritage within the wider landscape, including cross-border intervisibility and interrelationships.

<sup>16</sup> As identified in the Plan, architectural heritage encompasses that which is designated or included within the National Inventory of Architectural Heritage (NIAH), NIAH Historic Gardens and Designed Landscapes, Records of Protected Structures and Northern Ireland's Listed Buildings and Northern Ireland's Historic Parks, Gardens and Demesnes. Also encompassed are intervisibility and interrelationships between architectural heritage within the wider landscape, including cross-border intervisibility and interrelationships.

## 2.5 Assessment of potential impacts as per Schedule 2A

### PART 1

#### **1. The characteristics of the plan having regard, in particular, to: the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources**

The City Development Plan 2022 sets out the strategic approach to transport and mobility, including car parking management under **Chapter 4: Transport and Mobility** and **Chapter 11: Placemaking and Managing Development**. These are informed by guidance documents, strategies and policies at national and regional level.

The purpose of the modifications to the Proposed Variation is to align the short-term demand management of car parking more closely with the rollout of CMATS and its constituent programmes including BusConnects and delivery of the LRT system, having regard to existing public transport frequencies and the achievement of targets set out in the Climate Action Plan 2021. The committed timeframe for review of the car parking standards will firstly form part of the 2-year City Development Plan Review, and on annual basis thereafter.

The Proposed Variation includes the amendment of: Table 11.13 relating to Maximum Car Parking Standards, Table 4.6 Car Parking Zones; consequential text changes and an updated accompanying map to illustrate the spatial implications of the proposed changes. The changes continue a tiered approach to car parking based on accessibility.

The Proposed Variation does not propose anything that would exceed the previously identified environmental envelope of effects considered by the SEA process associated with the recently adopted Cork City Development Plan 2022 or former City and County Plans.

Taking the above into account and having regard to the assessment of Material Alterations to the proposed Variation provided under Table 2.3, and the degree to which the modifications to the Proposed Variation sets a framework for future reviews and updates, it is considered the Material Alterations to the Proposed Variation would not be likely to result in significant environmental effects.

#### **2. The characteristics of the plan having regard, in particular, to: the degree to which the plan influences other plans, including those in a hierarchy**

The Cork City Development Plan 2022 sets out the Strategic Policy Objectives and standards which Local Area Plans and individual projects must comply with. The modifications to the Variation relate to an updated set of car parking standards, updated car parking zones, consequential text changes and an updated map reflecting the new zones. The updated approach will achieve greater alignment between the car parking demand management approach with existing public transport frequencies. This will also aid the achievement of targets set out in the Climate Action Plan 2021.

Having regard to the above and having examined the assessment of the Material Alterations to the Proposed Variation provided under Table 2.3 into account, and the degree to which the Proposed Variation influence other plans, the Material Alterations to the Proposed Variation would not be likely to result in significant environmental effects.

#### **3. The characteristics of the plan having regard, in particular, to: the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development**

The Cork City Development Plan 2022, to which the Material Alterations to the Proposed Variation relates has undergone Strategic Environmental Assessment and Habitats Directive Assessment. These processes integrated environmental considerations into the Plan-making process. The proposed Material Alterations to the Variation advocates a revised tiered approach to car parking management based on accessibility to high frequency public transport and integrated land-use planning, thereby promoting sustainability.

Having regard to the above and an examination of the various parts of the Material Alterations arising from the Proposed Variation for the integration of environmental considerations, in particular with a view to promoting sustainable development, it is considered the Material Alterations to the Proposed Variation would not be likely to result in significant environmental effects.

#### **4. The characteristics of the plan having regard, in particular, to: environmental problems relevant to the plan**

The Cork City Development Plan 2022, to which the Proposed Variation relates has undergone Strategic Environmental Assessment and Habitats Directive Assessment. It is not expected that there will be any environmental problems arising from the proposed modifications to the Variation. Any future Plans or projects will be subject to SEA and AA processes, where relevant.

Taking the above into account and the examination of the Screening of the Material Alterations to the Proposed Variation provided under Table 2.3, the Material Alterations to the Proposed Variation would not be likely to result in significant environmental effects.

#### **5. The characteristics of the plan having regard, in particular, to: the relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection)**

The Cork City Development Plan 2022 provides for the primary framework for the implementation of EU legislation on the environment. The Material Alterations to the Proposed Variation makes no change to environmental safeguards contained in the Plan. Therefore, no legislative issues are envisaged to arise from the proposed Material Alterations to Variation No. 1.

Taking the above and the examination of the various parts of the Proposed Variation provided under Table 2.3 into account, the Material Alterations to the Proposed Variation would not be likely to result in significant impacts on European environmental legislation.

### **PART 2**

#### **1. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the probability, duration, frequency and reversibility of the effects**

The Material Alterations to the Proposed Variation includes text that places a commitment to review the car parking standards further in the short-term (as part of the 2 year Development Plan Review and annually thereafter) so as to ensure an alignment between car parking management and the delivery of CMATS projects on an ongoing basis. The changes would not be likely to result in significant environmental effects.

#### **2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the cumulative nature of the effects**

The Cork City Development Plan 2022, to which the Proposed Material Alterations to the Variation relates has undergone Strategic Environmental Assessment and Habitats Directive Assessment. The Material Alterations to the Proposed Variation would not be likely to give rise to any cumulative effects.

#### **3. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the transboundary nature of the effects**

The Material Alterations to the Proposed Variation has been prepared having regard to the recently adopted car parking standards in the County Metropolitan Area. The proposed Material Alterations to the Variation would not be likely to result in any transboundary effects.

#### **4. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the risks to human health or the environment (e.g. due to accidents)**

The Material Alterations to the Proposed Variation would not be likely to result in risks to human health or the environment. significant environmental effects.

#### **5. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)**

The Material Alterations to the Proposed Variation reclassifies the settlement hierarchy within the revised Car Parking Zone Framework. These largely reflect standards and Car Parking Zone approach in the Cork City Development Plan 2022 which was subject to Strategic Environmental Assessment and Habitats Directive Assessment and would, therefore, not be likely to result in significant environmental effects.

#### **6. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the value and vulnerability of the area likely to be affected due to:**

a) **special natural characteristics or cultural heritage;**

The adopted City Development Plan 2022 recognises the importance of protecting the natural and cultural heritage of the City. Any future proposals for development will need to comply with these objectives. The Material Alterations to the Proposed Variation would not be likely to result in adverse effects on the natural and cultural assets of the City.

b) **exceeded environmental quality standards or limit values, and;**

The Material Alterations to the Proposed Variation would not be likely to result in any environmental quality standards being exceeded or the values or vulnerability of any affected areas being limited.

c) **intensive land-use.**

The Material Alterations to the Proposed Variation does not propose any changes to land-use zoning regime in the City Plan. Any future development will be required to comply with relevant environmental and planning policy.

**7. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to: the effects on areas or landscapes which have a recognised national, European Union or international protection status**

The adopted Cork City Development Plan 2022 recognises the importance of protecting the natural environmental assets of the City, including its landscape, archaeology and areas of biodiversity value. Any future development will be required to comply with relevant environmental and planning policy. The Material Alterations to the Proposed Variation would, therefore, not be likely to result in significant environmental effects.

### **Section 3 Preliminary Conclusion**

SEA Screening is the process for determining whether a particular plan - or Variation to a plan - other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA. The purpose of the report is to evaluate the requirement for SEA to be undertaken on Variation No. 1 (Maximum Car Parking Standards) to be adopted<sup>17</sup> to the Cork City Development Plan 2022.

The assessment of the Variation to be adopted provided in this report [including against the criteria set out in Schedule 2A of the Planning and Development (SEA) Regulations, as amended] has found that the Variation would not be likely to result in significant environmental effects.

On the basis of the findings of this screening assessment, it is concluded that the Variation No. 1 of the Cork City Development Plan 2022-2028 to be adopted will not result in any likely significant environmental effects.

The Appropriate Assessment Screening undertaken on the Variation to be adopted has likewise determined that no Stage 2 Appropriate Assessment is required in relation to the Variation.

Therefore, on the basis of the above assessment, including consideration of the criteria as set out in Schedule 2A of the Planning and Development Regulations 2011 (as amended), the Variation No. 1 of the Cork City Development Plan 2022-2028 to be adopted<sup>18</sup> does not require full SEA.

---

<sup>17</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

<sup>18</sup> Incorporating: the Proposed Variation that was placed on display; and changes to the original Proposed Variation following display.

# APPENDIX A

## Variation No. 1 (for adoption)

The final content to Variation No. 1 involves changes (in blue) that affects **Chapter 4: Transport and Mobility** and **Chapter 11: Placemaking and Managing Development**, which forms part of Volume 1: Written Statement.

- Update to paragraph 4.105;
- Revisions to Table 4.6 (Parking Zones);
- Update text relating to Parking Zones 2, 3 and 4 in paragraphs 11.235 -11.238.
- Include additional text after paragraph 11.238 in relation to the development of a City-wide accessibility rating tool (in consultation with the NTA);
- Delete existing Table 11.13 and replace with updated Table 11.13: Maximum Car Parking Standards
- Include an updated map to reflect the revised 4 Parking Zones in Volume 2, Mapped Objectives.

The modifications are set out below:

### Chapter 4: Transport and Mobility - proposed amendments

#### 4.103: Parking Management

The Plan includes comprehensive car parking standards which are set in Chapter 11 Placemaking and Managing Development. Four parking zones have been established for the City with the aim of ensuring adequate residential parking/ car storage and control of destination car parking (non-residential uses), whilst also allowing greater flexibility in car parking standards on sites well served by public transport. The four zones are detailed in Table 4.6 **and are illustrated in Volume 2, Mapped Objectives.**

#### 4.105: Parking Management

These standards will be reviewed periodically as the **one year following the adoption of Variation No 1, and then as part of the 2-year Development Plan Progress Report and annually thereafter in consultation with the National Transport Authority. Further updates will be informed as ongoing measures and interventions prescribed in CMATS come on stream. See [ new text following paragraph 11.238 ] for further details.**

Table 4.6: Parking Zones – update as follows:

Car Parking Zones	Primary Areas
Zone 1	Cork City Centre and Inner City
Zone 2	Areas accessible to mass transit <b>alongside public transportation corridors</b> in the form of Suburban Rail, Light Rail Transit (LRT) or BusConnects Cork and encompasses most of the city suburbs, <b>This zone includes areas within 500m of Blackpool/ Kilbarry Station and may be expanded in the future to reflect improved access to mass transit across the City.</b>



	(existing, <b>committed and indicated</b> or proposed Light Rail Corridor, Core Bus Network). <b>It includes areas within 500m of Blackpool/ Kilbarry Station.</b> <del>Most City Suburbs, including Ballincollig, Ballyphehane, Ballyvolane, Bishopstown, Blackrock, Blackpool, Douglas Mahon, Mayfield, Sundays Well, Togher</del> <b>City Suburbs which have good public transport frequencies including Wilton, Mahon, Douglas, Blackpool and Ballincollig Town Centre.</b>
Zone 3	<del>Blarney, Glanmire, Rochestown, Tower</del> <b>Urban Towns of Ballincollig (excluding the Town Centre), Blarney, Glanmire, Tower, City Suburbs including Ballyphehane, Ballyvolane, Bishopstown, <del>Blackpool</del>, Blackrock, Cork Science and Innovation Park, Curraheen, <del>Douglas (incorporating Rochestown, Frankfield and Grange), Dublin Hill, Kilbarry, Knocknaheeny and Holyhill, Lota, <del>Mahon</del>, Mayfield, Sundays Well, Togher (incorporating Lehanaghmore and Doughcloyne), <del>Wilton</del>. Cork Airport and surrounding areas.</del></b>
Zone 4	<del>Urban Towns of Ballincollig, Blarney, Glanmire, Tower,</del> City Hinterland, Kerry Pike, Killeens, Upper Glanmire.

## Chapter 11: Placemaking and Managing Development - proposed amendments

Update text relating to Car Parking Zones as follows:

### Zone 1

#### 11.235

Parking Zone 1 generally comprises Cork City Centre and the Inner City, **including South Parish, Shandon, Wellington Road and St. Lukes.** This zone is currently accessible by public transport and is a walkable environment. It is policy to constrain parking within the City Centre below the maximum level of provision indicated in the table in order to reinforce pedestrian priority in the area and to promote a material shift to non-car transportation. Provision of additional commuter parking within this area will not generally be permitted. In exceptional cases a small amount of parking may be allowed on site (subject to mobility management plans and workplace travel plans) as an incentive to promote the renewal/ redevelopment of large strategic sites. This will only be feasible where the location and configuration of sites is such to allow parking without causing undue local congestion or negative impact on pedestrian movements.

### Zone 2

#### 11.236

Parking Zone 2 reflects areas that are or will be accessible to mass transit **alongside public transportation corridors** in the form of Suburban Rail, Light Rail Transit (LRT) or ~~BusConnects Cork~~ and encompasses ~~most of the city suburbs,~~ **This zone includes areas within 500m of Blackpool/ Kilbarry Station and may be expanded in the future to reflect improved access to mass transit across the City. The City Docks / Tivoli Docks have their own maximum car parking standards (see Chapter 10). This also includes City Suburbs which have good public transport frequencies including Wilton, Mahon (including the District Centre, Jacobs Island and nearby employment lands), Douglas, Blackpool and Ballincollig Town Centre.**

## Zone 3

### 11.237

Parking Zone 3 covers the ~~Urban Towns of Blarney, Tower and Glanmire and the Outer Suburb of Rochestown~~ **the Urban Towns of Ballincollig (excluding the Town Centre), Blarney, Glanmire, Tower, Cork Airport and surrounding areas**, City Suburbs including including Ballyphehane, Ballyvolane, Bishopstown, ~~Blackpool~~, Blackrock, Cork Science and Innovation Park, Curraheen, ~~Douglas (incorporating Rochestown, Frankfield and Grange)~~, Dublin Hill, Kilbarry, Knocknaheeny and Holyhill, Lota, ~~Mahon~~, Mayfield, Sundays Well, Togher (incorporating Lehanaghmore and Doughcloyne), ~~Wilton~~. Bus Connects Cork is proposed to serve these areas of Cork City. It is envisaged that parking standards serving this zone will be reduced to reflect the level of public transport services over time. ~~These areas have been identified for public transport improvements, the interventions currently being considered are not at a scale envisaged to allow for a more substantial reduction.~~

## Zone 4

### 11.238

Parking Zone 4 covers the ~~Urban Towns of Ballincollig, Blarney, Glanmire, Tower~~, City Hinterland and the Hinterland Villages of Kerry Pike, Killeens and Upper Glanmire.

#### **Include additional text after 11.238**

~~These standards will be reviewed~~ **one year following the adoption of Variation No 1, and then** as part of the 2-year Development Plan Progress Report and annually thereafter. Revisions will be informed by ongoing measures and interventions prescribed in CMATS as they come on stream. **The application of maximum car parking standards will remain the standard going into the future. However, to determine the most appropriate level of parking provision within the maximum standards specified, an accessibility rating for different locations in Cork City will be developed in consultation with the National Transport Authority. This accessibility rating will be based on established good practice. The approach will ensure the growing transport needs of the city are serviced by sustainable and active travel modes where such infrastructure is delivered as prescribed in CMATS. This alternative approach to the provision of parking in Cork City will assist delivery on the targets set out in the Climate Action Plan 2021.**

~~In locations where there is existing and/ or planned high frequency public transport accessibility (as per CMATS and Bus Connects Cork) and where the receiving road/ street network currently experiences congestion, Cork City Council will support~~ **require** a reduction in parking provision below the maximum standards as presented in Table 11.13. Applicants will be required to justify the level of parking through the preparation of ~~a robust~~ **assessments, including** traffic and transport impact assessment/ statement accounting for the receiving environment (including its local character), proposed transport infrastructure, the extent of parking in the general vicinity (including precedents for the application for reduced parking standards) and the potential impact on the local street/ road network.

~~The preparation of the~~ **assessments including** traffic and transportation impact assessment/ statement will need to include the necessary surveys and transport modelling along with other additional Development Management requirements as set out in Chapter 11 Placemaking and Managing Development. Cork City Council advocates a coordinated approach to car parking standards across the Cork Metropolitan Area in order to prevent competition between centres in Metropolitan Cork based on parking availability and charges. Cork City Council is committed to the ongoing monitoring of the application of car parking standards across the City. ~~Further updates to the maximum car parking standards will be informed by an evidence base of modelling and ongoing CMATS interventions, as well~~

~~as relevant best practice. Cork City Council will work in partnership with the National Transport Authority in the ongoing assessment and future revisions to the car parking management framework over the lifetime of the Plan.~~

**Update Table 11.13 Maximum Car Parking Standards.**

<b>Table 11.13: Maximum Car Parking Standards</b>				
<b>Land Use Category</b>	<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>	<b>Zone 4</b>
	City Centre & Inner City	Accessible to mass transit (existing/ committed public transport).	City Suburbs <b>Urban Towns</b>	Urban Towns, Hinterland Villages and Hinterland
<b>Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated.</b>				
<b>RESIDENTIAL DEVELOPMENT</b>				
<b>Residential (1-2 Bed)</b>	0.5	1	1.25	1.25
<b>Residential (3-3+ bed Unit)</b>	1.0	2.0	2.25	2.25
<b>Docklands</b>	These areas have different car parking standards. Please refer to Chapter 10.			
<b>Tivoli</b>				
<b>Elderly Person Dwellings/ Warden Supervised Group Housing Schemes/ Sheltered Housing</b>	0.25	0.5	0.5	0.5
<b>Residential Institutional</b>	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	1 per 10 Bed Spaces
<b>Student Housing</b>	None	1 per 20 Bed Spaces	1 per 10 Bed Spaces	n/a
<b>EDUCATION</b>				
<b>Universities Colleges of Further Education</b>	1 per Classroom and 1 per 30 students	1 per Classroom and 1 per 20 students	1 per Classroom + 1 per <del>5</del> <b>10</b> students	1 per Classroom + 1 per 5 students
<b>Schools</b>	1 per 5 classrooms	1 per 2 classrooms	1 per classroom	1 per classroom
<b>Creches</b>	1 per 6 children	1 per 6 children	1 per 6 children	1 per 6 children
<b>COMMUNITY</b>				
<b>Places of Worship</b>	25 Seats	15 Seats	10 Seats	10 Seats

<b>Table 11.13: Maximum Car Parking Standards</b>				
<b>Land Use Category</b>	<b>Zone 1</b>	<b>Zone 2</b>	<b>Zone 3</b>	<b>Zone 4</b>
	City Centre & Inner City	Accessible to mass transit (existing/ <del>not</del> committed public transport).	City Suburbs <b>Urban Towns</b>	<del>Urban Towns,</del> Hinterland Villages and Hinterland
<b>Community and Recreational Buildings</b>	250	150	<del>50</del> <b>75</b>	50
<b>LEISURE: Pubs, Restaurants, Hotels and Conferencing</b>				
<b>Commercial Leisure</b> (Amusement Centres, Play Centres etc)	200	150	<del>50</del> <b>75</b>	50
<b>Conference Centres: Public Areas</b>	100	75	<del>20</del> <b>50</b>	20
<b>Hotels and Guest Houses</b> (excluding public areas)	1 per 2 Rooms	1 per 2 Rooms	1 per Room	1 per Room + 1 space per staff on duty + public space as per bars and restaurants as set out in this table
<b>Café, Restaurants and Takeaways</b>	150nsm	100nsm	<del>20</del> <b>50</b> nsm	20nsm
<b>Public Houses (including hotel bars)</b>	300nsm	100nsm	<del>25</del> <b>50</b> nsm	25nsm
<b>Theatres, Cinemas and Auditoriums</b>	25 Seats	15 Seats	10 Seats	10 Seats
<b>Other Cultural, Recreation and Leisure Uses</b>	Dependent upon nature and location of use.			
<b>RETAIL</b>				
<b>Convenience Retail</b>	100	50	20	20
<b>Retail (including Retail Office and Retail Services)</b>	275	100	<del>20</del> <b>50</b>	20
<b>Retail Warehouse</b>	200	100	<del>30</del> <b>50</b>	30
<b>Showrooms</b>	200	150	50	50
<b>HEALTH</b>				

Table 11.13: Maximum Car Parking Standards				
Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing/ <del>committed</del> public transport).	City Suburbs <b>Urban Towns</b>	<del>Urban Towns,</del> Hinterland Villages and Hinterland
<b>Hospitals (In patient facilities, Nursing Homes)</b>	1 per 2 Patient beds	1 per 2 Patient beds	<del>1 per 1 patient bed</del> <b>1 per 2 patient beds</b>	1 per patient bed
<b>Hospitals (Outpatients)</b>	100	80	40	40
<b>Medical Clinics Primary Healthcare Centres</b>	1 per Consulting Room	1 per Consulting Room	1 per Consulting Room	1 per Consulting Room
<b>EMPLOYMENT: Including Offices, Industry Light and General</b>				
<b>Industry</b>	200	140	<del>80</del> <b>100</b>	50
<b>Offices, Enterprise and Employment</b>	200	<del>150</del> <b>100</b>	<del>50</del> <b>75-50</b>	50
<b>Docklands Tivoli</b>	These areas have different car parking standards. Please refer to Chapter 10.			
<b>Warehouse</b>	450	300	200	200

**\* note:**

- Text represented thus or ~~thus~~ is as per adopted Cork City Development Plan 2022-2028
- Text **represented thus** is from the (original) Proposed Variation No 1
- Text ~~represented thus~~ reflects text from the (original) Proposed Variation No 1 proposed to be omitted as recommended in this Chief Executive's Report
- Text **represented thus** reflects proposed new text recommended in this Chief Executive's Report Dated 22/12/22.
- Text **represented thus** reflects proposed new text recommended in this Chief Executive's Report Dated 13/04/23.

Include a Revised Map to reflect the Updated 4 Parking Zones in Volume 2.

