



**Uimhir Thagarta Uathúil:** CRK-C179-AMEDE-76

**Stádas:** Submitted

**Aighneacht:**

Personal Submission by Dr. Darren McAdam-O'Connell

**Údar:** Darren McAdam-O'Connell McAdam-O'Connell

**Comhairliúchán:**

Public Consultation on Proposed Material Alterations to the Draft  
Cork City Development Plan 2022-2028

**Dáta a cuireadh isteach:** 28.04.2022 - 19:06

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## Tuairimí:

### Chapter 1

**Caibidil:** Volume 1 - Written Statement» 1.  
Introduction

I support all amendments in this Chapter particularly 1.1 & 1.4 with support for the 15 min city and Public Transport

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### Chapter 2 all topics

**Caibidil:** Volume 1 - Written Statement» 2. Core  
Strategy

**Ábhair:** Compact  
City

The amendments to this chapter significantly improve the plans support for active travel, compact growth and the 15-Minute City in particular amendments

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are extremely welcome. I am however still concerned at the proportion of growth allocated to distant Suburbs and the hinterland and the extremely low level of residential development slated for the city center where there is the greatest demand.

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## **Chapter 10 Docklands and general**

**Caibidil:** Volume 1 - Written Statement» 10. Key Growth Areas & Neighbourhood Development

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**Ábhair:** City  
Docks

The layout character and above all vision laid out for the docklands in the draft development plan was extremely welcome. The plan came very close to being able to deliver a European style compact, walkable community capable of attracting the best and brightest talent from around Europe and the world while also providing a significant portion of the very large number of homes we so urgently and desperately need in this city for people already living here.

While a large number of amendments (e.g. 1.237, 1.243 & 1.289) have made significant improvements to details it was disappointing to see that there was not an increase in the ambition to deliver this community more quickly and at greater density. As well as to fully embrace the concept of a car-free neighborhood to serve the majority of those already living in the sent city centre who are already living car-free.

In particular, I am dismayed at the prospect of the excellent traffic management plan presented in the draft plan being abandoned and the proposed linear park running along the route of Centre Park Road being instead transformed into an Arterial Road for general motor traffic. This is clearly at odds with the extremely well-thought-out and supported vision throughout the city development plan for compact walkable 15 minutes communities. This will significantly degrade the quality of life of those who will live or work in the new community planned as well as significantly damaging the competitiveness of Cork. For these reasons, I object in the strongest possible manner to Amendments 1.247, 1.254, 1.258 & 1.285

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## **Ensuring general office space is built in central accessible locations rather than at remote, inaccessible locations such as the Airport business park**

**Caibidil:** Volume 1 - Written Statement» 10. Key Growth Areas & Neighbourhood Development

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**Ábhair:** Cork International  
Airport

At present and an extremely large number of people, including very many personal friends of mine, are employed at the airport business park in general office or call center type rolls. They find the location extremely isolated and inaccessible not accessible on foot or bike to the vast majority of people and they are dependent on a bus meant

for those catching flights at great expense. This type of employment should be located in the city center where those employees will easily be able to walk to work and have a hugely improved quality of life.

As such I welcome amendment 1.298 and support its adoption most strongly.

However, I am concerned that allowing internationally traded services is an overly liberal loophole. Almost all large-scale private sector office employment will involve internationally traded services. Internationally traded services general involve on-line services as distinct from physical transport of people or goods which could conceivably happen through the airport and as such does not benefit from, and is not appropriately located at out of town airport location. I would strongly suggest that the reference to international traded services is removed from the amendment.

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## Chapter 11 Car Parking and general issues

**Caibidil:** Volume 1 - Written Statement» 11. Placemaking and Managing Development

**Ábhair:** Car Parking

The draft of chapter 11 was a very positive document that had very many features which I strongly supported and the vast majority of amendments serve to further improve the Chapter. In particular, I would point out amendments

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1.331

as particularly deserving of support and adoption.

However, the exception are those amendments and dealing with car parking. Constructing car parking as part of residential, commercial, or any other development significantly inflates the price of building the development pushing up the prices we all must pay. This is a cost that is designed into the original design and will not be fully reduced if the level of parking is reduced late in the planning process or removed subsequent to construction. It also occupied significant space taking away space from housing, natural and social spaces. Beyond the effects of parking on the individual development limiting parking is by far the most effective way of limiting the damage that traffic does to a community leading to a quieter, safer, more pleasant, and above all healthier community.

Very significant progress was made in the draft plan in recognising this and limiting the damage parking does communities. The dramatic increase in a large number of permitted parking maxima in amendment 1.332 is a retrograde step and I object to the adoption of this amendment for those reasons.

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**Documents Attached:** Níl

**Teorainneacha Gafa ar an léarscáil:** Níl