

**CUNNANE STRATTON REYNOLDS**

***Submission to Draft Cork City Development Plan 2022-2028***

**On behalf of  
Longview Estates Limited**

by

**Cunnane Stratton Reynolds**

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No. 21707

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### Document Control Sheet

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| Issued     | Signed                  |
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| 28/09/2021 | <i>Cork O'Callaghan</i> |

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## 1.0 Introduction

Cunnane Stratton Reynolds has been instructed by our client Longview Estates Limited to prepare this review of the Draft Cork City Development Plan 2022-2028.

This report forms part of a submission by Longview Estates Limited on the Draft Cork City Development Plan 2022-2028 which is currently subject to public consultation until 4<sup>th</sup> October 2021.

## 2.0 Executive Summary

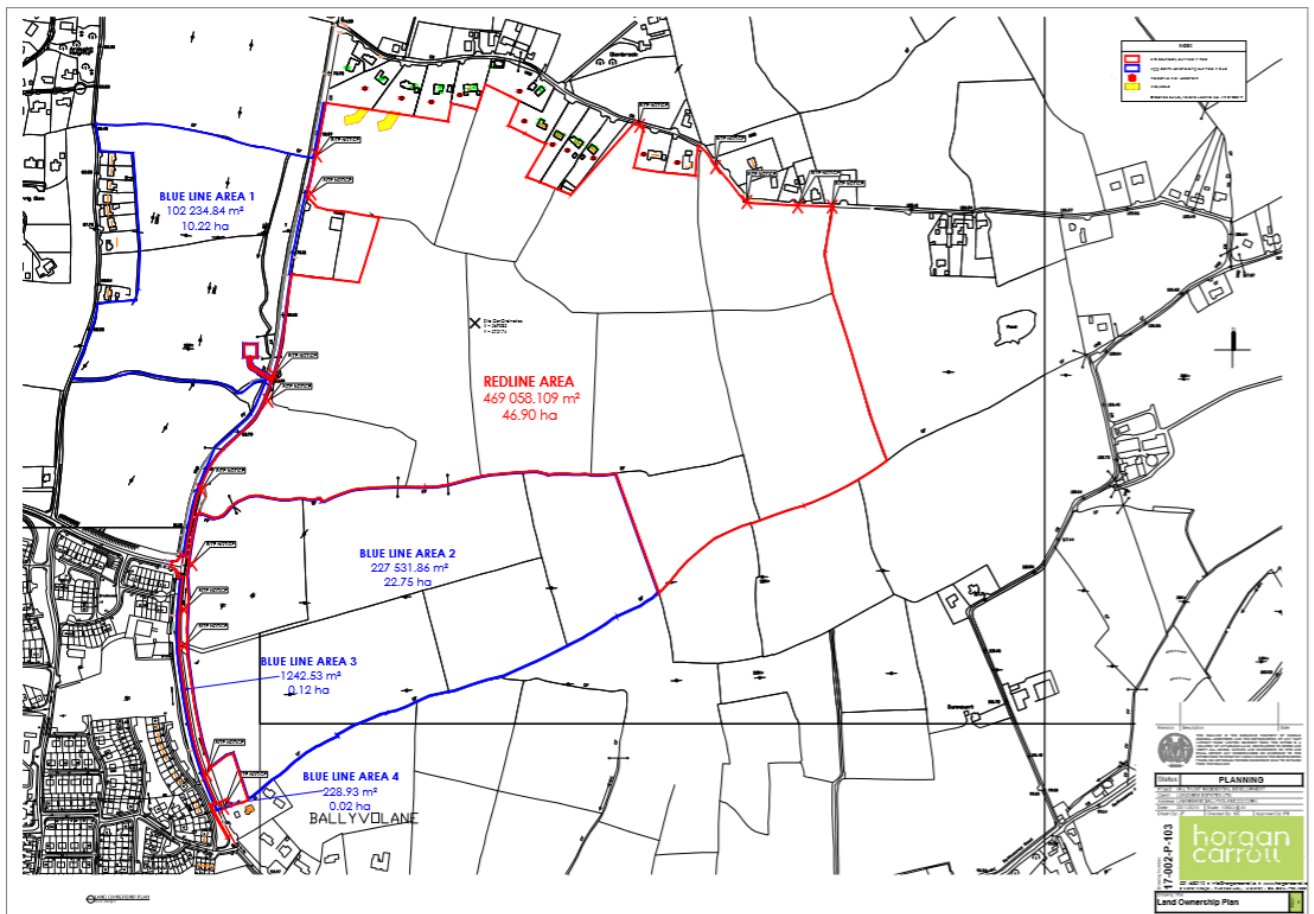
Our client has a very significant landholding of over 200 acres at Ballyvolane, to the north of Cork City Centre (Figure 1). In 2020 Longview Estates Limited secured planning permission for the development of 753 residential units, a crèche, community centre and 2 no. retail units on their lands at Ballyvolane under An Bord Pleanála ref. ABP-306325-20.

Our client is progressing with plans to commence that permitted development that will form a sustainable extension to Cork City Centre to create a new community on the northside of the city.

At the same time, Longview Estates Limited is developing plans for the development of the residual lands within their control.

In summary this submission:

- **Supports the request of Longview Estates Limited to refine the zoning of lands for amenity, education, residential and business and employment use lands and provide a neighbourhood centre on their lands in Ballyvolane; and**
- **Submits that flexibility should be adopted in regard to the application of car parking standards until such time as a high-quality public transport system that will support modal shift has been delivered.**
- **No material changes in the “quantum” of zoned lands for each use is proposed. Changes in the quantum of lands in one location are offset by changes elsewhere on site or within the general area. In this respect, the core strategy is not impacted.**

**Figure 1:** Longview Estates Limited Landholding at Ballyvolane

### 3.0 Ballyvolane Strategic Development Lands

Our client's lands at Ballyvolane are available, deliverable and provide an opportunity to create residential neighbourhoods that prioritise walking and cycling and support and sustain public transport proposals for the area. The development of lands at Ballyvolane is underpinned by key national and regional planning policies and objectives that seek to achieve compact and sustainable growth.

The Ballyvolane area has been identified as a significant growth location since the Cork Area Strategic Plan in 2008 and the Southern Regional Spatial and Economic Strategy (RSSES) reemphasises the role of Ballyvolane as a Strategic Residential Area.


Ballyvolane as a strategic growth area will assist in meeting the now urgent housing needs of the growing city population. The importance of these lands is reflected by Objective 10.72 of the Draft City Development Plan which aims:

*"To support the compact growth and development of Ballyvolane East and West Expansion Areas as strategic City consolidation and expansion areas, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area".*

The Core Strategy identifies Ballyvolane (East) and Ballyvolane (West) as strategic areas in the consolidation and expansion of the City Centre. The Core Strategy indicates that the

northeast suburbs will cater for the highest level of growth in the city and suburbs over the period of the Development Plan. It is indicated that the population will grow by 8,720 persons (or 32%) in the Northeast Suburbs. This is the second highest level of growth across the entire Cork City administrative area (17.6% of overall growth).

**Figure 2** Draft Cork City Development Plan Core Strategy Table

| <b>Core Strategy 2028: Compact Liveable Growth<sup>1</sup></b>                    |                             |                       |                                 |                   |                                 |                           |
|---|-----------------------------|-----------------------|---------------------------------|-------------------|---------------------------------|---------------------------|
|  | Baseline Populations (2016) |                       | Future Population Growth (2028) |                   | Actual Population Growth (2028) |                           |
|   | Existing Population         | % of Total Population | Future Population               | % of Total Growth | Actual Population Growth        | Proportionate Growth Rate |
| <b>City Centre</b>  | 22,732                      | 10.8%                 | 26,218                          | 7.0%              | 3,486                           | 15%                       |
| City Centre Regeneration (new build)  | –                           | –                     | 23,945                          | 2.4%              | 1,213                           | 5%                        |
| City Centre Consolidation (re-use)  | –                           | –                     | 2,273                           | 4.6%              | 2,273                           | 10%                       |
| <b>Docklands</b>  | 1,667                       | 0.8%                  | 7,737                           | 12.2%             | 6,070                           | 364%                      |
| City Docks  | 1,667                       | 0.8%                  | 7,239                           | 11.2%             | 5,572                           | 334%                      |
| Tivoli Docks  | 0                           | 0.0%                  | 498                             | 1.0%              | 498                             | –                         |
| <b>City Suburbs</b>   | 141,808                     | 66.7%                 | 160,289                         | 37.3%             | 18,481                          | 13%                       |
| <b>North East Suburb</b>  | 26,841                      | 12.7%                 | 35,561                          | 17.6%             | 8,720                           | 32%                       |
| North West Suburb   | 23,125                      | 11.0%                 | 23,728                          | 1.2%              | 603                             | 3%                        |
| South East Suburb   | 51,605                      | 24.5%                 | 58,457                          | 13.8%             | 6,852                           | 13%                       |
| South West Suburb   | 40,237                      | 19.1%                 | 42,543                          | 4.7%              | 2,306                           | 6%                        |
| <b>Urban Town</b>   | 33,886                      | 16.1%                 | 54,650                          | 41.9%             | 20,764                          | 61%                       |
| Ballincollig  | 18,159                      | 8.6%                  | 29,003                          | 21.9%             | 10,844                          | 60%                       |
| Blarney   | 2,550                       | 1.2%                  | 5,881                           | 6.7%              | 3,331                           | 131%                      |
| Glanmire  | 9,903                       | 4.7%                  | 15,329                          | 10.9%             | 5,426                           | 55%                       |
| Tower   | 3,274                       | 1.6%                  | 4,437                           | 2.3%              | 1,163                           | 36%                       |
| <b>Hinterland</b>   | 10,521                      | 5.0%                  | 11,300                          | 1.6%              | 779                             | 7%                        |
| Hinterland Settlements (3)  | 1,792                       | 0.8%                  | 1,971                           | 0.4%              | 179                             | 10%                       |
| City Hinterland (Single Dwellings)  | 8,729                       | 4.1%                  | 9,329                           | 1.2%              | 600                             | 7%                        |
| <b>NET Total (-25% site area)</b>   | <b>210,853<sup>2</sup></b>  | <b>100%</b>           | <b>260,194</b>                  | <b>100%</b>       | <b>49,580</b>                   | <b>24%</b>                |

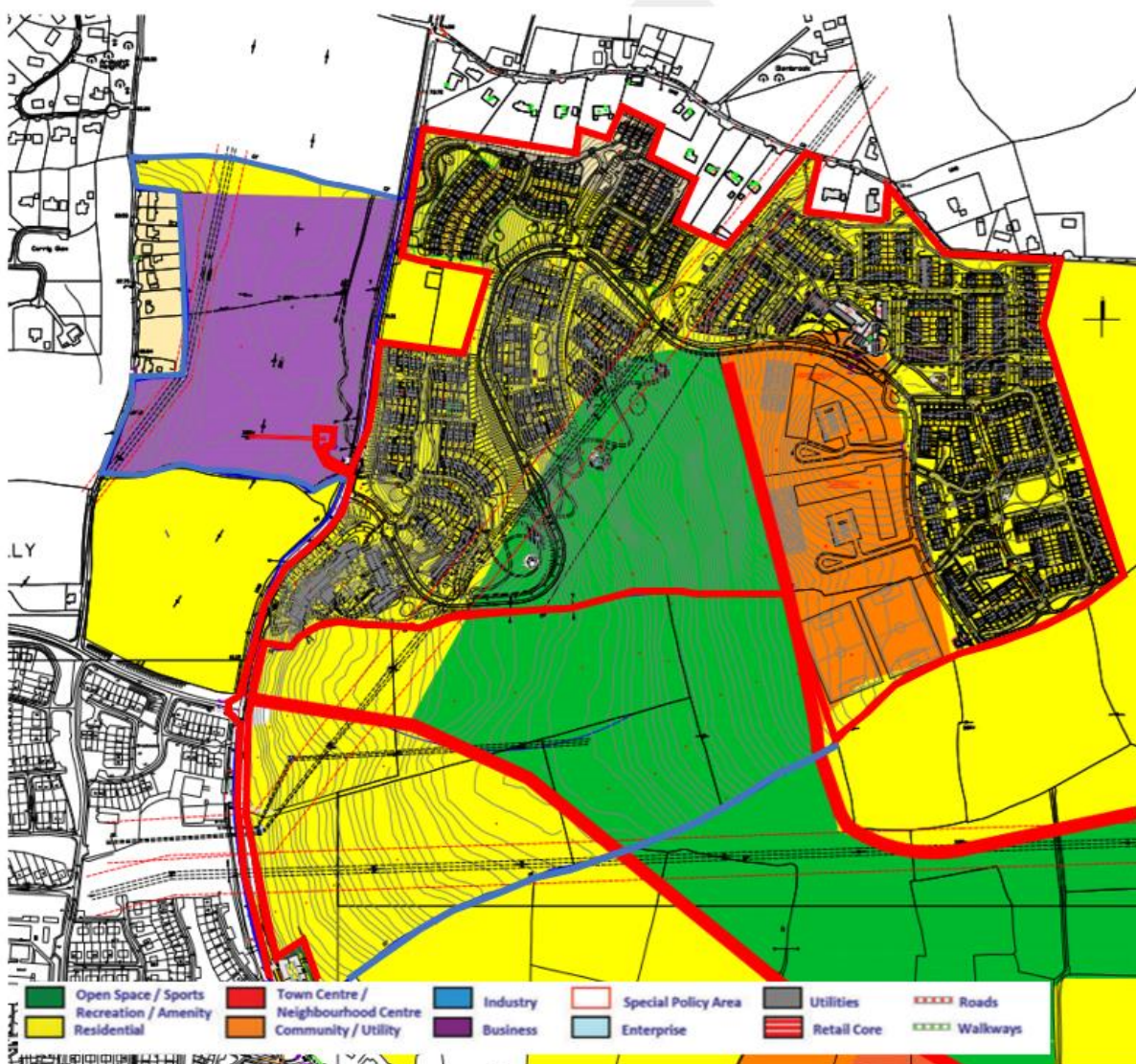


#### 4.0 Zoning Requests

Longview Estates has been successful in achieving planning consent for a large high-quality residential development which will be progressing in the short term. Having reviewed the pattern of development in the area and having regard to topography, constraints fresh proposals in planning and the areas needs they are now proposing a sustainable mix of uses in their land bank to meet the areas future needs.

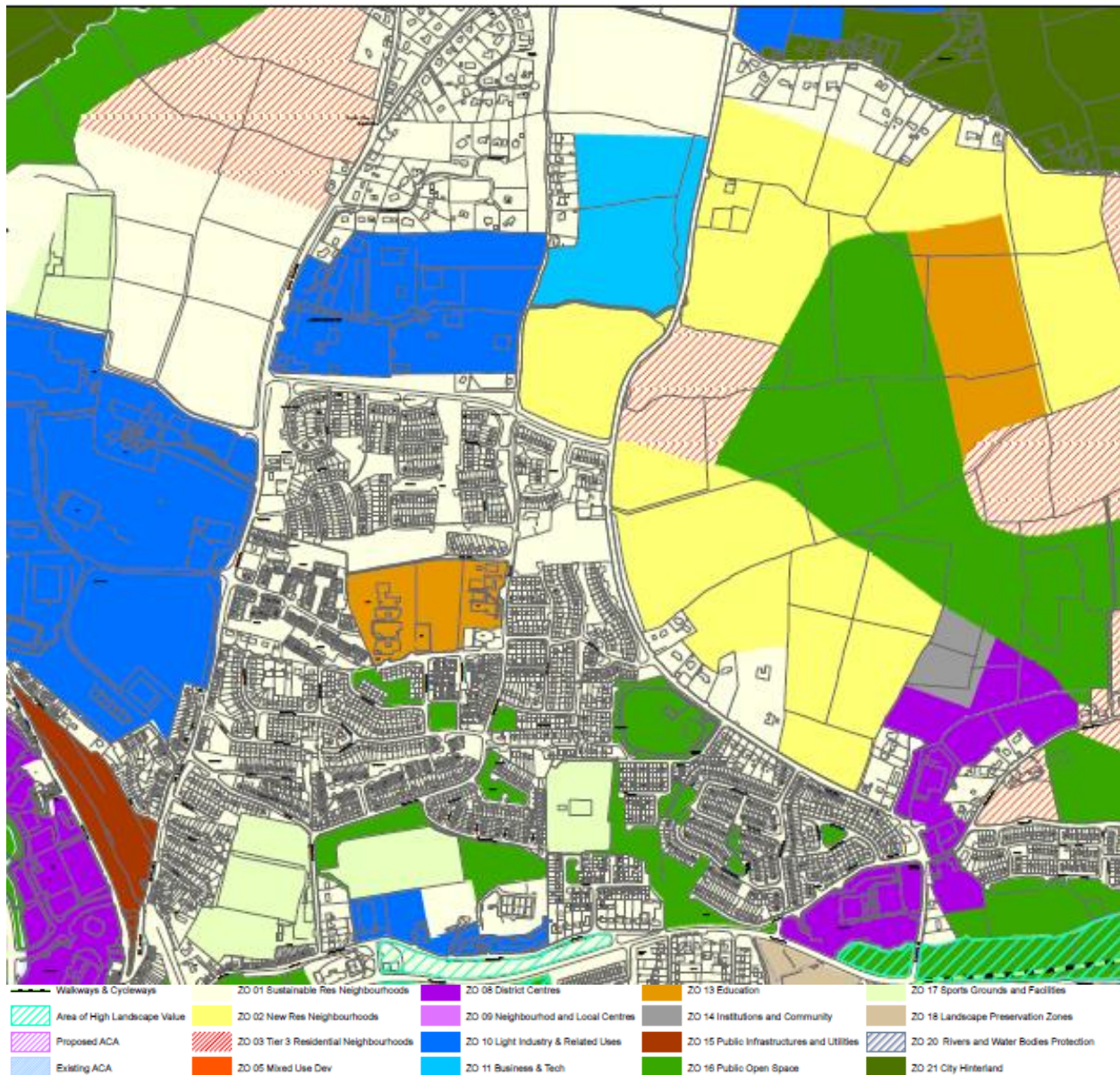
The remainder of their landbank at Ballyvolane which, as indicated in Figure 3, currently as per the adopted LAP, includes a large portion of the proposed urban park land (NE-O-04) and the zoned school campus site (NE-C-01) to the east of the Ballyhooly Road and land zoned for business development to the west of the road.

**Figure 3** Adopted Cobh Municipal District Local Area Plan Zoning Map



An extract from proposed Zoning Map 04 in the Draft Cork City Development Plan 2022-2028 (Figure 4) indicates the proposed land use changes relevant to Longview Estates lands at Ballyvolane.



**Figure 4** Map 04 in the Draft Cork City Development Plan 2022-2028

Having reviewed the proposed changes and having regard to our client's permitted and proposed plans for the area, we set out our comments as follows.

### ***Education and Residential Zonings***

The emerging draft plan proposes to retain the education zoning as per the adopted LAP. It is not clear if, or when, the Department of Education may progress with the development of a school at this location. Engagement occurred with the Department when preparing the Strategic Housing Development planning application for Longview Estates and it was confirmed at the time that they had no current plans in place for the acquisition and development of the zoned school site.

Longview Estates Limited is requesting that the education site is relocated to land further southwest within the Urban Expansion Area. That site is considered to be more sustainably located for schools as it is closer to the Ballyhooly Road and the future Mayfield Kilbarry Link Road. It would potentially have direct access to the Inner Northern Distributor Rd whether that

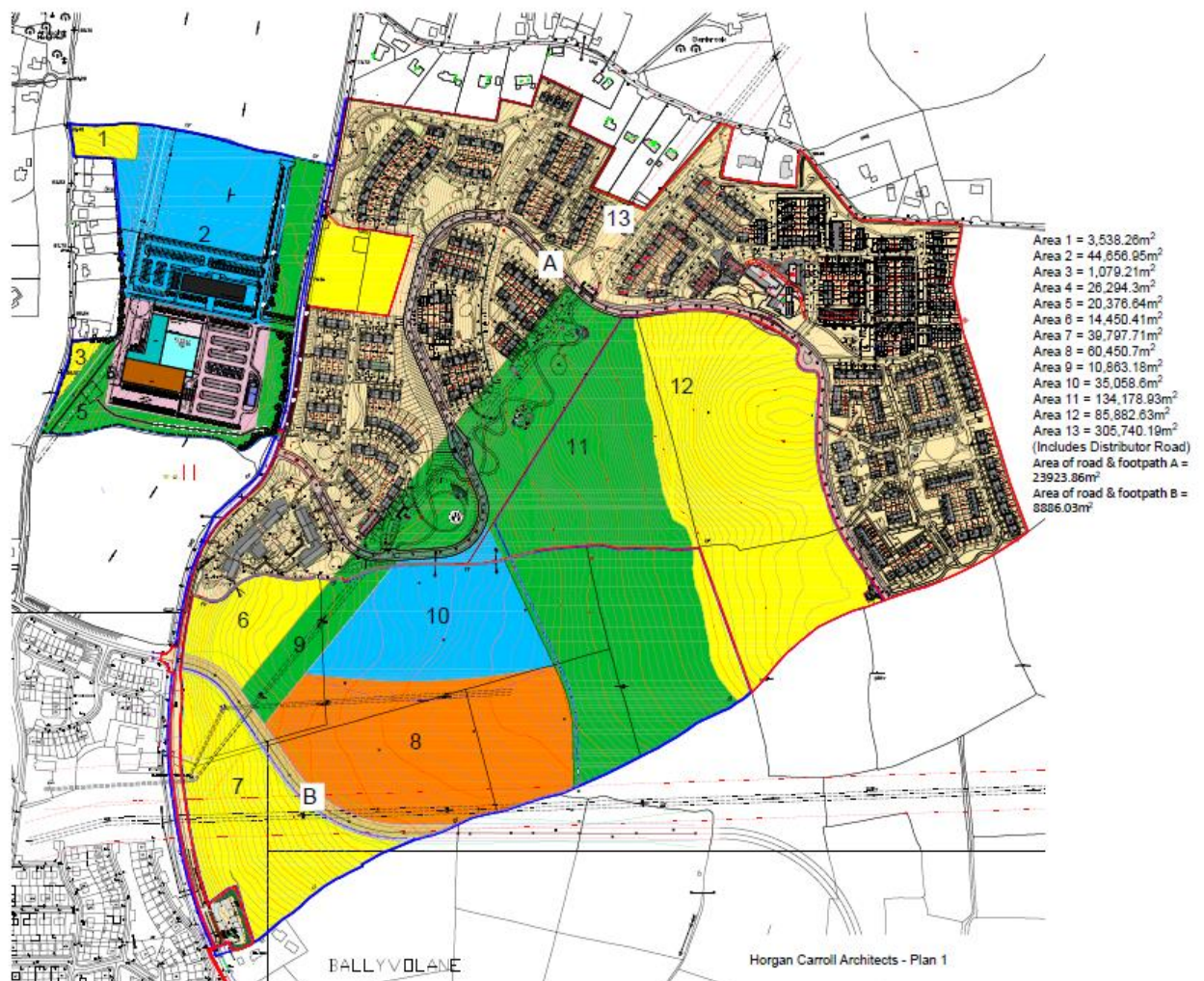


road goes to the north or south of it in the preferred Corridor Study which is now with the Council's Infrastructure Dept.

The site, which is large enough to cater for a dual school campus if required in the future, would be more centrally situated within the expansion area to serve existing and emerging residential development and close to public transport connections. The site is also closer to the district centre and existing sports and recreation facilities including Glen Rovers GAA Club, Leeds AFC and the Glen River Park.

The relocation of the school site will still ensure that objectives contained in the Core Strategy are maintained as the 'current' school site could be rezoned to accommodate residential development, as indicated in Figure 5. This site is accessible via the distributor road permitted under An Bord Pleanála ref. ABP-306325-20 and would integrate with the development previously permitted.

**Figure 5 Requested Zoning Changes**



### ***Business and Technology and Neighbourhood Centre Zonings***

Longview Estates Limited is requesting that a portion of the land to the west of the Ballyhooly Road indicated for Business and Technology Uses is instead zoned as a Neighbourhood Centre.



- Neighbourhood Centre

The current plan indicates the need for a district centre south of the expansion area that is centred around the existing Lidl and Dunnes Stores.

It notes that “*there is potential to expand to fulfil a District Centre role and bring balance in this regard to the north side of Cork City. It is an objective of Cork City for these centres to develop into mixed use urban centres with good public transport access and high-quality urban design*”.

The LAP seeks to plan and provide for 10,000 sq. m of retail/ commercial floor space and associated car parking in Phase 1 of the delivery of the Urban Expansion Area (i.e. with the delivery of up to 1175 units).

This overall objective does not support the 15-minute City Objective, however. A Neighbourhood Centre in Ballyvolane, close to the new residential areas will do this. Placing retail and community needs close to where new homes are proposed.

There is ample proof of need for additional floorspace. Apart from the fact that the Irish Water Drainage Area Plan for Ballyvolane works off the basis that there are 3200 units, the Dunnes Stores retail applications from 2007 also noted major retail leakage from the area; up to €108 million PA. Despite that proof, accepted by Cork City Council, no significant volumes of floorspace (or lands for such a use) are being proposed to serve for existing need or future needs in locations that are within 15-minute walk distance from new housing.

With respect to the quantum of zoned lands, the draft plan is proposing to remove the southern extent of the district centre lands adjacent to the Fox and Hounds. It is noted that while the existing Dunnes Stores and Lidl have been recently upgraded, there have been no proposals for additional new retail development in Ballyvolane over the past number of years including on lands to the north/northeast of Lidl.

Meanwhile, the area continues to be a focus for residential provision with significant interest in residential development further north in the expansion area with planning application activity including the large 753-unit Longview Estates consent and ongoing and proposed development by O’Leary and O’Sullivan Developments Ltd and O’Flynn Construction

As indicated in the LAP there is an emerging demand for new retail development and local services to serve the expanding population in this area of the city. This need is especially evident when the quantum of retail provision in other city suburbs is reviewed.

It is submitted that Cork City Council must make provision for a Neighbourhood Centre to the west of Ballyhooly Road as indicated in Figure 5 to meet the emerging demand in this area. A designated centre at this location would be directly accessible off the Ballyhooly Road and within short walking distance of surrounding developing residential areas. It would provide a mix of uses including convenience retail within a 15-minute walking distance of houses in this area fully ensuring compliance with the principles of the ‘15-minute city’.

- Business and Technology Lands

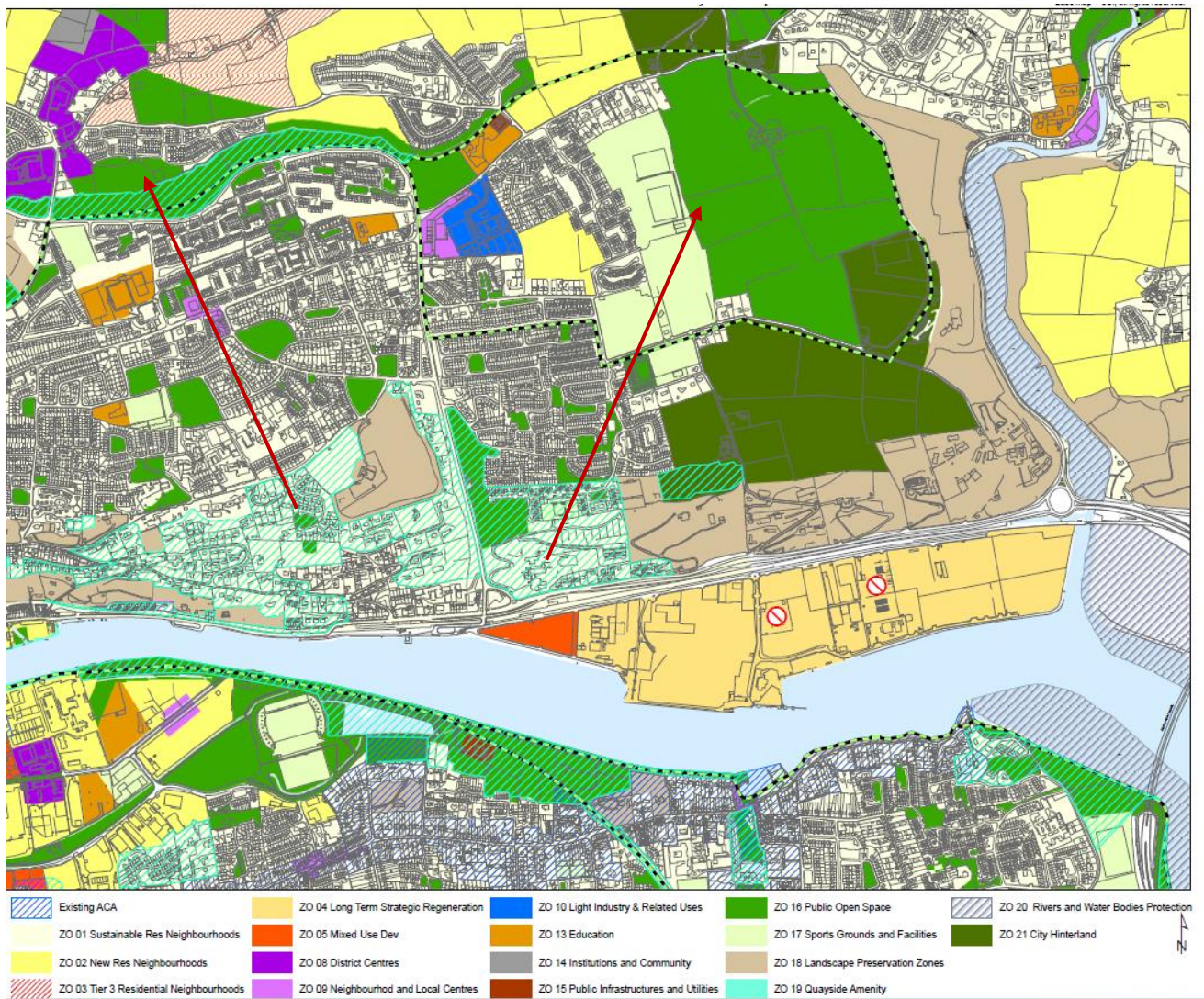
The changes in zoned lands proposed in the Longview holding only see a reduction in employment and business lands by -0.8 Ha. The strategy proposes the creation of a new area of Business and Employment lands next to where our client is proposing to locate school lands. Again, like the school lands, centrally located with only minimal changes in zonings.

There is a small reduction in open space lands but this is more than offset by changes within the wider catchment including changes from Town Centre to Amenity by the Fox and Hounds and two no. Regional Parks amounting to 108 Ha. of lands to the east of Ballyvolane.

We believe there is already an ample provision of land designated for public open space in the north-eastern suburbs of the city when compared against the projected population for the area. The current LAP confirms that there are 60 Ha proposed for open space in the Ballyvolane Urban Expansion Area. The Longview consent included 3 no. hectares of the proposed 20 Ha large park for the expansion area; 19 Ha of which was in the Longview landholding.

Allocating some of this space to other community and employment uses is the correct way to integrate amenity and community uses in this area having regard to topography. In summary, the minor reduction in open space as a result of the proposed rezoning would also be offset against the significant additional areas indicated for open space in the northeast suburbs in the draft plan as indicated below.

**Figure 6** Significant Additional Proposed Public Open Space Draft Cork City Development Plan



## 6.0 Flexibility in the Application of Car Parking Standards

Our client fully supports the aims at national, regional and local planning policy levels to reduce dependency on the private car and encourage a shift to public transport and ultimately to assist Ireland in meeting its CO2 emission reduction targets through sustainable land use planning.

The public transport plans for Cork, especially BusConnects for Ballyvolane, are welcome at a time when the city has been allocated ambitious population and economic growth targets.

However, it must be acknowledged that a significant shift to the use of public transport is not going to occur in the short term as the infrastructure is not yet in place to support such a change in transport patterns. Therefore, the application of car parking standards in the emerging city development plan cannot be overly prescriptive. They must include a degree of flexibility until such a time as high-quality public transport infrastructure is available and accessible.

Our clients' land at Ballyvolane would be deemed to fall within car parking Zone 2 of the Draft City Development Plan which is indicated as reflecting *"areas that are or will be accessible to mass transit in the form of Light Rail Transit or Bus Connects and encompasses most of the city suburbs"*.

In real terms, **it must be defined as currently being in Zone 3 in Table 4.6, Section 4.105** of the Draft Plan and a provision inserted that Zone 3 includes:

**"(Blarney, Glanmire, Tower, Rochestown) & Ballyvolane pending introduction of Bus Connects" – new text in Bold.**

Given the timeframe for the rollout of BusConnects relative to the subsequent adoption of the emerging development plan, it is considered that Ballyvolane would be more appropriately included within Zone 3 for the application of car parking standards. The rollout of BusConnects is due to commence in the short term.

However as indicated in the Cork Metropolitan Area Transport Strategy (CMATS), this is a 1–7-year timeframe and the public consultation period has only just commenced on the community's network needs as opposed to actual deliverables and infrastructure.

The emerging City Development Plan is likely to have reached an advanced stage in its lifespan before the construction of BusConnects has any material impact. Experience of the rollout of BusConnects programmes elsewhere indicates that it is a complex and lengthy process. The proposed BusConnects Network in Dublin has been subject to persistent delays with three rounds of public consultation, and it has not yet been submitted to An Bord Pleanála for approval. The NTA has yet to obtain approval for the preliminary business case for Dublin BusConnects and to carry out the Compulsory Purchase Order Schedules and Maps, with specific details of lands which are proposed to be acquired.

Having regard to the above, we would recommend that an approach similar to that of South Dublin County Council (see Appendix A) is implemented where more restrictive car parking standards are applied only in areas within a certain distance or catchment of high-quality public transport corridors **including proposed services that have proceeded to construction stage.**

It is submitted that a reduced car parking requirement for new developments in tandem with the delivery of the proposed public transport and facilities infrastructural improvements over the lifetime of the 2022-2028 Development Plan is a more reasonable approach.



In reviewing the proposed car parking standards, we have specifically considered the types of land uses that are permissible in principle in Ballyvolane. A comparative review of the adopted and proposed car parking standards for these uses is outlined in Table 1.

**Table 1** Car Parking Standards (Comparative Adopted and Proposed)

| <b>Land Use Category</b>                             | <b><i>Adopted Cork City Development Plan 2015 Car Parking Standards</i></b> | <b><i>Draft Cork City Development Plan 2021 (Zone 2) Car Parking Standards</i></b> |
|--|---|--|
| Office, Enterprise and Employment                    | 1 space per 50 sq.m   | <b>1 space per 300 sq.m</b>  |
| Light Industry (General and Light)                   | 1 space per 300 sq.m  | <b>1 space per 80 sq.m</b>   |
| Convenience Retail                                   | 1 space per 20 sq.m   | <b>1 space per 50 sq.m</b>   |
| Retail (including retail office and retail services) | 1 space per 20 sq.m   | <b>1 space per 100 sq.m</b>  |
| Medical Clinics and Primary Health Care Centres      | Group medical practices<br>1 Per Consulting Room                            | <b>1 per consulting room</b>   |

We have also reviewed the proposed standards against adopted and proposed standards in other Local Authorities. Please see these enclosed within Appendix A. We note in particular the comparison between the proposed standards in the Draft Cork City Development Plan and the corresponding standards in adopted and draft Development Plans for Dublin Local Authorities.

The proposed standards for Zone 2 in the Draft Cork City Development are almost comparable to Dublin City Centre standards and more restrictive than the standards of either South Dublin, Dun Laoghaire Rathdown or Fingal.

When comparing the cities respective high-capacity public transport infrastructure, Dublin is far more advanced than Cork. Dublin City has an operational light rail system comprising three routes. Dublin City and the surrounding area is already well served with future high-quality proposals for Metro. It is also noted that bus connects pilots have been implemented in Dublin.

When reviewed against other cities in the Southern Regional Assembly Area, including Limerick and Waterford, Cork City Council's car parking standards for enterprise and employment in particular are far more restrictive.

In the current absence of high frequency public transport and adequate park and ride facilities outside the city centre in Cork, the proposed approach to car parking in the draft plan is considered to be premature when many people are forced to commute using the private car as they do not have alternative options to access the city centre.

The application of restrictive car parking standards has the potential to substantially hinder commercial development. An approach whereby new development is forced to have a very low level of car parking, could result in commercial investors opting to avoid Cork altogether and locate in other regional urban centres.

On the above basis, we would ask that Cork City Council consider applying car parking standards that are more aligned with those of the adopted plan or to allow for a relaxation of car parking proposals until the relevant public transport proposals have proceeded to construction stage.

## **7.0 Conclusion**

Longview Estates Limited welcome the opportunity to participate in the plan making process that will shape the future delivery of the housing, employment and public infrastructure that underpins the successful development of Cork to 2028 and beyond.

Our client has set out a number of specific recommendations within this submission for the consideration of the City Council to be incorporated into the revised Cork City Development Plan.

We trust that this submission is of assistance to the Council, and we look forward to its consideration of the above. Our client would welcome the opportunity to discuss any of the above recommendations in further detail with Cork City Council.

If any further information is required, please do not hesitate to contact us.

**Appendix A** Comparative of Local Authorities Car Parking Standards

| Local Authority Development Plan                 | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail         | Retail (Including Office & Retail Services)    | Primary Health Care   |
|--|--|----------------------------|--|---|
| <b>Draft Cork City Development Plan 2022</b>     |  |                            |  |   |
| <b>Zone 2</b>                                    | <b>1 space per 300 sq.m</b>                              | <b>1 space per 50 sq.m</b> | <b>1 space per 100 sq.m</b>                    | <b>1 Per Consulting Room</b>  |
| <b>Adopted Cork City Development Plan 2015</b>   |  |                            |  |   |
| <i>Zone 3</i>                                    | 1 space per 50 sq.m                                      | 1 per 20 sq.m              | 1 per 20 sq.m                                  | Group medical practices<br>1 Per Consulting Room  |
| <b>Draft Cork County Development Plan 2022</b>   | 1 space per 17 sq.m + 10% of staff parking for visitors  | 1 space per 20 sqm         | 1 space per 20 sqm + 1 Lorry space per 750 sqm | <b>Clinics &amp; group medical practices (public health clinics)</b><br><br>3 per consulting room + 1 space per doctor/Consultant<br>+1 space per 3 nursing and ancillary staff |
| <b>Adopted Cork County Development Plan 2014</b> |  |                            |  |   |
| <i>Cork City North Environs</i>                  | 1 space per 25 sq.m + 10% of staff parking for visitors  | 1 per 20 sq.m              | 1 space per 20 sqm + 1 Lorry space per 750 sqm | 2 per consulting room + 1 space per doctor/Consultant   |



| Local Authority Development Plan   | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail  | Retail (Including Office & Retail Services) | Primary Health Care  |
|--|--|---|---|--|
|  |  |   |   | +1 space per 3 nursing and ancillary Staff   |
| <b>Adopted Cork County Development Plan 2014</b><br><br><i>Rest of Cork County</i>                                 | 1 space per 17 sqm + 10% of staff parking for visitors   |   |   | 3 per consulting room + 1 space per doctor/Consultant +1 space per 3 nursing and ancillary staff |
| <b>Adopted Dublin City Development Plan 2016</b><br><br><i>Parking Zone 2 occurs alongside transport corridors</i> | 1 per 200 sq.m GFA                                       | Retail exceeding 1000 sq.m –<br><br>1 per 100 sq.m<br><br>*Car parking above maximum permitted standards may be acceptable in very limited circumstances at the discretion of Dublin City Council. Such circumstances could include | 1 per 275 sq.m GFA                          | 2 per consulting room  |

| Local Authority Development Plan   | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail   | Retail (Including Office & Retail Services) | Primary Health Care   |
|--|--|--|---|-----------------------|
|  |  | proposals where overspill car parking may arise, where the need to protect the primacy of the city in the regional retail hierarchy is identified, or where the need to accommodate car parking as part of a larger scheme of civic importance is apparent. In all cases, the applicant must fully engage with Dublin City Council at preplanning stage regarding the acceptability of departure from maximum standards. |   |                       |
| <b>Adopted Dublin City Development Plan 2016</b><br><br><i>Parking Zone 3 is the remainder of the city</i> | 1 per 100 sq.m GFA                                       | 1 per 30 sq.m  | 1 per 75 sq.m GFA                           |                       |
| <b>Adopted South Dublin Development Plan 2016</b><br><i>Zone 1 – General rate throughout the County</i>    | 1 per 50 sq.m GFA/                                       | 1 per 15 sq.m  |   | 2 per consulting room |

| Local Authority Development Plan  | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail | Retail (Including Office & Retail Services) | Primary Health Care     |
|---|--|--------------------|---|-------------------------|
|   | Warehousing 1 per 100 sq.m                               |                    |   |                         |
| <b>Adopted South Dublin Development Plan 2016</b><br><br><i>Zone 2 - 2 (Non-Residential): More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high-quality bus service (including proposed services that have proceeded to construction).<sup>1</sup></i> | 1 per 75 sq.m GFA / Warehousing 1 per 200 sq.m           | 1 per 25 sq.m      |   | 1.5 per consulting room |
| <b>Draft South Dublin Development Plan 2022</b><br><br><i>Zone 1 – General rate applicable throughout the County.</i>   | 1 per 50 sq.m GFA/ Warehousing 1 per 100 sq.m            | 1 per 15 sq.m      |   | 2 per consulting Room   |
| <b>Draft South Dublin Development Plan 2022</b><br><br><i>Zone 2 – (Non-Residential): More restrictive rates for application within town and village centres, within 800</i>  | 1 per 75 sq.m GFA / Warehousing 1 per 200 sq.m           | 1 per 25 sq.m      |   | 1.5 per consulting room |

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<sup>1</sup> CSR emphasis



| Local Authority Development Plan  | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail                    | Retail (Including Office & Retail Services) | Primary Health Care          |
|---|--|---------------------------------------|---|------------------------------|
| <i>metres of a train or Luas station and within 400 metres of a high-quality bus service (including proposed services that have proceeded to construction).</i>   |  |                                       |   |                              |
| <b>Adopted Dún Laoghaire-Rathdown Development Plan 2016</b><br><br><i>General standards</i>   | 1 per 50 sq.m GFA to include parking for visitors        | 1 space per 15 sq.m. gross floor area | 1 space per 50 sq.m. gross floor area       | 2 spaces per consulting room |
| <b>Adopted Dún Laoghaire-Rathdown Development Plan 2016</b><br><br><i>Designated along public transport corridors - This applies to developments located within a 1km catchment of a Priority 1 Quality Bus Corridor, a Luas, Bus Rapid Transit or DART station/stop and within a 500m catchment of an existing bus priority scheme</i> | 1 per 100 sq.m GFA to include parking for visitors       | 1 space per 20 sq.m. gross floor area |   |                              |

| Local Authority Development Plan   | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail                          | Retail (Including Office & Retail Services) | Primary Health Care   |
|--|--|---|---|-----------------------|
| <b>Draft Dún Laoghaire-Rathdown Development Plan 2022 (4 proposed zones total)</b><br><br><i>Zone 1 – This zone generally comprises the Major Town Centre areas of Dún Laoghaire and Dundrum together with the Blackrock District Centre area. These are areas, which are generally characterised by:</i><br><br><i>- Access to a high level of existing and planned public transport services (rail and bus) with good interchange potential.</i><br><br><i>-A high level of service accessibility, existing and planned, by walking or cycling.</i><br><br><i>-A capacity to accommodate high density retail, office and residential developments.</i> | 1 per 200 sq.m GFA                                       | Greater than 100 sq.m<br>–<br>1 per 60 sq.m | 1 per 200 sq.m                              | 1 per consulting room |
| <b>Draft Dún Laoghaire-Rathdown Development Plan 2022 (4 proposed zones total)</b><br><br><b>Zone 2 –</b><br><br><i>These are areas, which are generally characterised by:</i>   | 1 per 150 sq.m GFA                                       | Greater than 100 sq.m<br>–                  | 1 per 150 sq.m                              | 2 per consulting room |

| Local Authority Development Plan  | Offices, Enterprise and Employment Car Parking Standards  | Convenience Retail                    | Retail (Including Office & Retail Services) | Primary Health Care   |
|---|---|---------------------------------------|---|-----------------------|
| <p><i>-Access to a good level of existing or planned public transport services.</i></p> <p><i>-A good level of service accessibility, existing and planned, by walking or cycling.</i></p> <p><i>-A capacity to accommodate a higher density of development than surrounding areas</i></p> <p><b><i>*Includes areas within walking (5-10 minutes) bands/ catchments of proposed quality bus corridors</i></b></p> |   | 1 per 40 sq.m                         |   |                       |
| <p><b>Adopted Fingal Development Plan 2017</b></p> <p><i>Zone 1 relates to areas which are:</i></p> <ul style="list-style-type: none"> <li><i>• within 1600m of DART, Metro, Luas or BRT, (existing or proposed),</i></li> <li><i>• within 800m of a Quality Bus Corridor,</i></li> <li><i>• zoned MC Major Town Centre,</i></li> <li><i>• subject to a Section 49 Scheme.</i></li> </ul>                         | <p>Offices General –</p> <p>1 per 30 sq.m</p> <p>Reduce by 50% near public transport, metro economic corridor, major town centre, town centre</p> | 1 space per 20 sq.m. gross floor area | 1 space per 30 sq.m. gross floor area       | 2 per consulting room |
|   |   |                                       |   |                       |



| Local Authority Development Plan   | Offices, Enterprise and Employment Car Parking Standards | Convenience Retail  | Retail (Including Office & Retail Services) | Primary Health Care                                 |
|--|--|---|---|---|
| <b>Draft Limerick City and County Development Plan 2022</b><br><br><i>Zone 1 City Centre, Central and Accessible Locations</i>     | 1 space per 200sqm                                       | Retail Convenience<br>>100sqm<br>1 space per 60sqm        | 1 space per 200sqm                          | 1 space per treatment room +<br>1 space per 2 staff |
| <b>Draft Limerick City and County Development Plan 2022</b><br><br><i>Zone 2 Intermediate Urban Locations/ Transport Corridors</i> | 1 space per 150sqm                                       | <b>Retail Convenience</b><br>>100sqm<br>1 space per 40sqm | 1 space per 150sqm                          | 1 space per treatment room +<br>1 space per 2 staff |
| <b>Draft Limerick City and County Development Plan 2022</b><br><br><i>Zone 3 Suburban Edge</i>                                     | 1 space per 150sqm                                       | <b>Retail Convenience</b><br>>100sqm<br>1 space per 30sqm | 1 space per 100sqm                          | 1 space per treatment room +<br>1 space per 2 staff |
| <b>Adopted Limerick City Development Plan 2010</b><br><br><b>Zone 1 Central Core</b>   | 1: 50 sqm  | 1 space per 22sq.m  | 1 space per 25sq.m                          | 2 per consulting room                               |

| Local Authority Development Plan   | Offices, Enterprise and Employment Car Parking Standards  | Convenience Retail | Retail (Including Office & Retail Services) | Primary Health Care  |
|--|---|--------------------|---|--|
| <b>Adopted Limerick City Development Plan 2010</b>   |   |                    |   |  |
| <b>Zone 2</b> Outer Core:<br><br>Between Mallow Street & Cecil Street. o<br>Between Denmark Street & John's Street. o<br>Between Sexton Street & William Street. o<br>Gerald Griffin Street & Mulgrave Street. | 1:35 sqm  | 1 space per 35sq.m | 1 space per 40sq.m                          | 2 per consulting room  |
| <b>Adopted Limerick City Development Plan 2010</b>   |   |                    |   |  |
| <b>Zone 3</b> Suburban   | 1: 25 sqm   | 1 space per 18sq.m | 1 space per 25sq.m                          | 1: staff &<br>1: 5 children<br>1: Staff & 2: Consulting Room     |
| <b>Draft Waterford City and County Development Plan 2022</b>   |   |                    |   |  |
| The car parking standards that apply to Waterford City Centre also apply within 250m of a Public Transport Route.  | 1 per 100 sq.m gross floor area in Waterford City Centre*<br><br>In all other locations 1 per 50 sq.m gross floor area Parking for visitors may also be | 1 per 50 sq.m      | 1 per 25 sq.m                               | 1 per consulting room in Waterford City Centre & 1 per employee. |

| Local Authority Development Plan   | Offices, Enterprise and Employment Car Parking Standards               | Convenience Retail  | Retail (Including Office & Retail Services) | Primary Health Care         |
|--|--|---------------------|---|-----------------------------|
|  | provided at the discretion of the Planning Authority.                  |                     |   |                             |
| <b>Adopted Waterford City Development Plan 2013</b>                      |  |                     |   |                             |
| <b>Zone 1 (City Centre and within 250 m of a public transport route)</b> | 1 space per 100 sq. m (at least 1 space for security vehicle for Bank) | 1 space per 50 sq.m |   | 1 space per consulting room |
| <b>Adopted Waterford City Development Plan 2013</b>                      |  |                     |   |                             |
| <b>Zone 2 (All other areas)</b>  | 1 space per 50 sq. m. (at least 1 space for security vehicle for Bank) | 1 space per 20 sq.m |   | 2 space per consulting room |

\*Draft Development Plans have been highlighted