



## Transport & Mobility Forum

### **Cork City Council**

Programme Manager,  
Housing Delivery & Regeneration,  
Housing Directorate,  
Anglesea Street  
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*Via online consultation portal*

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15<sup>th</sup> April 2025

### **Public Consultation – Response**

## **PART 8 PLANNING APPLICATION- OLD MARKET PLACE, GURRANABRAHER**

[PART 8 PLANNING APPLICATION- OLD MARKET PLACE, GURRANABRAHER | Cork City Council's Online Consultation Portal](#)

Dear Sir/Madam,

Thank you for giving the general public and stakeholders the opportunity to feed into the public consultation on this much welcome scheme.

The Transport and Mobility Forum, Cork (TMF) is a cross-sectoral representative group of organisations who have a common interest in sustainable travel \*. The TMF fully supports measures and policies promoting sustainable and active travel. Sustainable and Active Travel (cycling and walking) helps to reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health, as well as the general quality of life in the city.

As such it is the TMF's aim to support the UN's Sustainable Development Goals, in particular SDG 3 (Good Health and Well-Being), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action).

### **Overview**

**We support this project in the strongest possible terms.**

The objective of the Transport and Mobility Forum is ultimately to reduce the social, economic, and environmental costs of transportation and transport poverty where people are unable to reach work, education, services, friends, family, and other destinations they wish to visit. The most effective way to do this is to reduce the distances required to reach everyday destinations. Ensuring people do not need to travel as long a distance on a daily or weekly basis and that more people are able to travel more frequently to more places they wish to get to. The most effective way to do this is to build new housing and services in existing high density permeable central locations. One of the most effective ways to achieve this is high density infill in existing inner suburban communities. This not only benefits the new residents, it also supports existing residents and services by ensuring the community population increases supporting a greater range and density of services within the community.

Developments such as this proposed development are absolutely key to reducing car dependency and the social, economic, and environmental toll of long-distance commuting. This is a perfect example of the sort of development we are constantly campaigning to promote and as such we support this proposal in the strongest possible terms and while we will point out a number of ways in which we feel this project can be improved that does not in any way diminish our strong support for the project in principle and as currently proposed.

We find the proposal is well-designed, appropriately located, and in keeping with the character of the location. It will be a positive addition to the community.

### **Our main points in this submission**

1. Strong support for the project in principle and as currently proposed.
2. Strong support for adding an addition 5<sup>th</sup> storey if it is feasible without significant redesign.
3. Strong opposition to any reduction in height which would reduce the number of units provided.
4. Welcome for the provision of dedicated bicycle parking but highlighting the need for parking for non-standard bikes (e.g. cargo-bikes) in addition to the high-density parking proposed.
5. Welcome and support for the provision of housing without car parking.

### **Observations:**

#### **Height & Density**

This project is well-designed and highly appropriate for the location. We would however preferred to have seen 5 storeys rather than 4, as 5 to 6 storey buildings are historically appropriate for the Shandon Street area and any increase in density will allows more people to be housed and increase the viability of services within the community. We recognize that there are good engineering reasons why above a certain threshold adding an extra storey can substantially increase the cost per unit but if the engineering constraints allow the insertion of an additional storey, by replicating the floor plan of the 1<sup>st</sup> & 2<sup>nd</sup> floors or the top floor we would strongly support this.

We would strongly oppose any reduction in the number of storeys proposed as we feel that 4 storeys is the absolute minimum that should be considered appropriate on this site.

#### **Bicycle storage**

We welcome the provision of dedicated indoor bike storage. However we have some concerns that the proposed storage can only accommodate typical “normal” or standard bicycles it will have difficulty accommodating some larger bike even of a standard design, those fitted with fixed baskets, panniers, or child seats, which are basic requirements for the use of the bike for commuting and family purposes rather than for sporting purposes, cargo bikes, or bikes designed specifically for carrying children such as long tail bikes. The design proposed is well accepted, appropriate and highly efficient at storing 60-70% of typical bikes, but should be used only in addition of a smaller number of spaces which are capable of storing larger or non-standard bikes as well as facilitation those who for reasons of strength, size or disability struggle with these more compact bike storage formats.

#### **Car parking**

The overwhelming majority of the existing housing stock in Ireland and in the Cork metropolitan region was built with dedicated car parking. Yet the majority of those seeking accommodation within Cork City do not want or require car parking. There is a significant minority which do value the presence of parking they are extremely well provided for by the existing housing stock. There is a severe shortage of housing but a very significant over supply of housing with parking. We are very strongly of the opinion that providing new housing developments without any dedicated car parking allows a significant reduction in the cost of the provision of the housing and an increase in the number of units which can be provided on-site as well as being appropriate for and beneficial to existing residential communities which would be adversely affected by the increased traffic generated by any parking spaces provided.

This location in particular so close to the city centre in such a dense and walkable historic community as well as the constraints of this particular site very strongly suggests that the provision of car parking at this site would be entirely inappropriate. We strongly support the absence of car parking in this project and would strongly oppose the provision of any additional car parking on or off street in this community.



## Transport & Mobility Forum

We would be obliged to further participate in the discourse and planning processes around this and other infill schemes as we feel that TMF can provide valuable input into the process. Please do not hesitate to contact us at any time at [tmfcork@gmail.com](mailto:tmfcork@gmail.com).

Kind regards

*Darren McAdam-O'Connell*

Transport and Mobility Forum – Coordinator

***Note:*** *The comments within this submission are solely the view of the Transport and Mobility Forum (TMF) as a whole and not the opinion or view of any individual partner of the TMF.*

*\*) A full list of partners in the Transport and Mobility Forum can be found at*

*<https://transportandmobilityforum.com/partners/>*