

Comhairle Cathrach Chorcaí

NORTH DOCKS

LOCAL AREA PLAN

Plean Ceantair Aitiúil na nDugai Thuaidh



**DECEMBER 2005
NOLLAIG 2005**

Cork City Council





NORTH DOCKS LOCAL AREA PLAN



DECEMBER 2005

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FOREWORD

Realising the unrivalled opportunity for investment and redevelopment in the Docklands area, Cork City Council prepared the *Cork Docklands Development Strategy* in 2001. In doing so the Council established the focus for the future growth of the City and set out its vision for the physical, social, cultural and economic redevelopment of an area of regional and national significance. The redevelopment of the North Docks is a central building block in this vision and as part of the broader redevelopment strategy the City Council has now prepared the North Docks Local Area Plan for the area. The Plan is a statutory Local Area Plan prepared under the *Planning and Development Acts 2000-2002*. Its purpose is to amplify and develop in more detail the existing planning framework set out in the *Cork Area Strategic Plan 2002-2020*, the *Cork City Development Plan 2004*, and the vision set out in the *Cork Docklands Development Strategy 2001*.

The Plan sets out a vision for a new urban quarter focused on the River Lee, Lower Glanmire Road and Kent Station. The area extends from Brian Boru Street in the west to Castleview Terrace Lower in the east, and from the River Lee in the south to the former Cork rail line in the north. The Plan's vision for the area remains broadly similar to that established in the *Cork Docklands Development Strategy 2001* with an extensive range of uses proposed including a reconfigured and improved Kent Railway Station fronting onto the River Lee, approximately 1,500 new homes in high-density apartments and potential for a new national conference / events centre at Kent Station.

A central objective of the Plan is the successful integration, both physical and social, of the existing community in the Lower Glanmire Road area with the new development areas proposed for Horgan's Quay. Physical linkages, the management of housing tenure, mix and type and the provision of community facilities and amenity areas have all been provided for with the aim of creating a balanced and sustainable neighbourhood in the North Docks. New public spaces are proposed at a number of locations, including a continuous public walkway along the river from the City Centre, the establishment of new pocket parks along the former railway line and the creation of a substantial new public park on Horgan's Quay.

The redevelopment of Kent Station will see the creation of a transportation hub which along with the re-opening of new commuter rail corridors to north and east Cork will be crucial in the provision of an integrated and efficient public transport system for the Cork Metropolitan Area. Other transport improvements include the new Cork Docklands Bridge at Water Street to provide access to the South Docks and a package of improvements to local roads and spaces, including the re-introduction of two way routing.

A constant theme running through the Plan is that of sustainable development. New policies are proposed to further the aim of sustainable building practice. In addition, the City Council will seek to use this project as a benchmark for future sustainable development in the city.

The Plan is a culmination of a great deal of energy effort, imagination, and vision on the part of the City Council's planning policy section, other Council Departments and a wide range of stakeholders and other interests. We would therefore like to acknowledge the input of all those who contributed to the preparation of this Plan, including the Members of Cork City Council, City Council officials and the many stakeholders who participated in the consultation process. The redevelopment of Lapp's Quay forms the first phase of the Cork City Docklands Project, and Cork City Council now looks forward to implementing the North Docks Local Area Plan through co-operating with the community and both public and private stakeholders with the aim of creating a vibrant new urban quarter in the City.



Deirdre Clune

Deirdre Clune
Lord Mayor



Joe Gavin

Joe Gavin
City Manager



RÉAMHRÁ

Ar thuiscint dóibh faoin deis thar cuimse do infheistíocht agus athfhorbairt a bhí i gceantar na nDugaí, d'ullmhaigh Comhairle Cathrach Chorcaí *Straitéis Forbartha Dugaí Chorcaí* i 2001. Leis sin bhunaigh an Chomhairle an fócas do fhás na cathrach sa todhcháí agus leagadar síos fis do athfhorbairt fhisiceach, shóisialta, chultúrtha agus eacnamaíoch cheantar le suntas réigiúnach agus náisiúnta. Tá athfhorbairt na nDugaí Thuaiigh ina bhloc tógála lárnach san fhís seo agus mar pháirt den straitéis athfhorbartha leathan tá Plean Ceantair Áitiúil na nDugaí Thuaiigh ullmhaithe ag Comhairle Cathrach Chorcaí don cheantar. Plean Ceantair Áitiúil reachtúil is ea an plean ullmhaithe faoi na *hAchtanna Pleanála agus Forbartha 2000-2002*. Is é an cuspóir ná an chreatlach pleanála leagtha amach i *bPlean Straitéiseach Cheantar Chorcaí 2002-2020 agus i bPlean Forbartha Chathair Chorcaí 2004* agus an fhís leagtha amach i *Straitéis Forbartha Dugaí Chorcaí 2001* a leathnú agus a fhorbairt.

Leagan an Plean síos fis do cheantar nua uirbeach dírithe ar Abhainn na Laoi, Bóthar Ghleann Maghair Íochtarach agus Stáisiún Cheannt. Síneann an ceantar ó shráid Bhriain Bóirmhe san iarthar go dtí Ardán Radharc an Chaisleáin Íochtarach san oirthear, agus ó Abhainn na Laoi sa deisceart go dtí líne sean iarnróid Chorcaí sa tuaisceart. Tá fis an Phlean don cheantar go ginearálta mar an gcéanna leis sin bunaithe i *Straitéis Forbartha Dugaí Chorcaí 2001* le réimse leathan úsáidí molta, lena n-áirítear Stáisiún Traenach Cheannt athchóirithe agus feabhsaithe ag oscailt amach ar Abhainn na Laoi, timpeall 1,500 teach nua in árasáin de ard-dhlús agus deis do lárionad comhdhála/ ionad imeachtaí ag Stáisiún Cheannt.

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Le hathfhorbairt Stáisiún Cheannt cruthófar mol iompair agus osclófar bealaí iarnróid iomarlaithe nua go tuaisceart agus oirthear Chorcaí a bheidh rithábhachtach chun córas iompair poiblí comhtháite agus éifeachtach a chur ar fáil do Cheantar Ceannchathartha Chorcaí. San áireamh sna feabhsuithe iompair eile beidh Droichead nua Dugaí Chorcaí ar Shráid an Uisce chun rochtain a thabhairt ar na Dugaí Theas agus pacáiste d'fheabhsuithe ar bhóithre agus spásanna áitiúla, chomh maith le bealach dhá threo a thabhairt isteach.

Téama seasta de chuid an Phlean is ea forbairt mharthanach. Tá polasaithe nua molta chun chur le marthanacht an chleachtais tógála. Chomh maith leis sin, beidh Comhairle Cathrach Chorcaí ag obair chun an tionscadal seo a úsáid mar thagarmharc i bhforbairt mharthanach na cathrach sa todhcháí.

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Deirdre Clune

Deirdre Clune
Ard-Mhéara



Joe Gavin

Joe Gavin
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- Members of Cork City Council
- The members of the North Docks Local Area Plan Working Group
- Those who made submissions on the Initial Pre-Draft proposal and the Consultation Draft of the plan. These contributors are listed in Appendix One of the document

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EXECUTIVE SUMMARY

The North Docks

The North Docks Local Area Plan has been prepared to set out a vision for a new urban quarter in Cork which focuses on the River Lee, Lower Glanmire Road and Kent Station. The area has a 1.4km frontage onto the River Lee, includes a total area of about 17 hectares, and represents approximately 12% of the Cork Docklands. The area extends from Brian Boru Street in the west to Castlevew Terrace Lower in the east, and from the River Lee in the south to the old Cork railway in the north.

Proposals for the Cork Docklands are based on the *Cork Docklands Development Strategy 2001* (CDDS), which has been given a statutory basis through its incorporation into the *Cork City Development Plan 2004* (*City Plan 2004*). The redevelopment of Docklands, and hence the North Docks, is a key objective of the *Cork Area Strategic Plan 2002-2020* (CASP), and CASP in turn has been endorsed by the *National Spatial Strategy* and the *South West Regional Guidelines (2004)*. The development of Docklands is therefore of national strategic significance, as it is a key to the future of Metropolitan Cork's role as a Gateway. In addition, the redevelopment of Kent Station is an essential prerequisite of the rail strategy for the wider region.

North Docks Local Area Plan

The Plan is a statutory Local Area Plan prepared under the *Planning and Development Acts, 2000-2002*. Its purpose is to amplify and develop in more detail the existing planning framework identified above. The Plan also takes account of the interval between the existing framework and the present.

The Plan is of significance because it is likely that there will be commitments to develop the majority of the North Docks area by 2010. The Water Street site, for which there is a current planning application, is likely to be the first major development in the North Docks area. Other developments will follow on from this. It is therefore timely that the Local Area Plan is prepared in 2005, as it will have a key role in shaping the area's redevelopment.

The Vision

The Plan's vision for the North Docks area remains broadly similar to that established in the *Cork Docklands Development Strategy 2001*: the creation of a new balanced and integrated urban quarter based upon best practice in planning, urban design and sustainable development.

An extensive range of uses is proposed:

- A reconfigured Kent Railway Station fronting onto the River Lee, and improvements in public transport with new and improved pedestrian routes
- A substantial amount of new commercial floor-space, including potential for a new national events/ convention centre at Kent Station
- Approximately 1,500 new homes, including higher density apartments and family units concentrated on Horgan's Quay
- A new park with adjacent water-based activity, a continuous quayside amenity area, and new smaller public spaces
- An improved Lower Glanmire Road made possible by a new two-way traffic system and public realm works

The Plan is driven by its focus on the importance of public transport and improved accessibility, through the development of new access and movement connections and identification of development and amenity opportunities.

New Balanced Neighbourhood

The North Docks development will involve creating a viable new neighbourhood on Horgan's Quay, with strong linkages to the City Centre, the existing urban area that focuses on the Lower Glanmire Road, and the South Docks. The Horgan's Quay development involves the creation of a major new urban quarter in Cork City, with a broad mix of uses that reflects both its City Centre location and the fact that it will also be a new residential neighbourhood with a population of approximately 4,000 people.



Wildlife by the North Docks



Lower Glanmire Road



Kent Station



EXECUTIVE SUMMARY

The neighbourhood will include the following elements to ensure that it is both balanced and integrated:

- A mix of housing tenures and dwelling sizes
- A new Neighbourhood Centre incorporating a range of commercial and non-commercial services and facilities
- New north-south pedestrian routes to connect the North and South Docks areas, and Lower Glanmire Road area to the new development areas
- Public open spaces and sports facilities sufficient to meet local need

Development Framework

A comprehensive and substantial level of development is proposed, within the following urban precincts:

Penrose Quay / Alfred Street – a key mixed use development that will link the City Centre to Kent Station, and also consolidate McCurtain Street as a prime retail street.

Kent Station / Horgan's Quay – a vibrant mixed use area around the new station with shopping, and potential for hotels, an events / convention centre, cinema, major office development (opportunities for inward investment or decentralised government departments), arts / cultural uses, together with new residential development benefiting from a sunny aspect and a quayside amenity area.

Water Street – The site has the potential for high density residential development and appropriate commercial uses, including the creation of a new eastern landmark building at the gateway into Docklands and the re-use of existing historic structures.

Lower Glanmire Road – This area will benefit from new infill developments that will consolidate its role as an inner city residential neighbourhood with high quality local services.

The City Council will expect the achievement of an excellent quality of design in all developments.

Public Transport and Accessibility

Upgraded Kent Station – with new external concourse, re-orientated to face Horgan's Quay

New Water Street Bridge – traffic routing from North to South Docks
Horgan's Square pedestrian bridge – connecting Lower Glanmire Road to Horgan's Square

Package of improvements to local roads and spaces – incorporating the restoration of two-way routing, enhanced pedestrian crossing facilities, and new pedestrian / cycle routes

Enhanced Public Realm & River Use

New public spaces will be created to a high standard at:

Horgan's Walk – a continual riverside public space extending from Brian Boru Bridge to Castleview Terrace Lower

Station Square – a vibrant space surrounding by active uses

Horgan's Square – a green neighbourhood pocket park
 Lower Glanmire Road Pocket Parks

A Sustainable Approach

The location of Docklands and the pattern of development proposed should ensure that it will be a sustainable new urban quarter. The redevelopment of Docklands also presents a unique opportunity to promote and deliver the aims of sustainable building practice. The City Council will seek to use this as a benchmark for future development in the city.

Delivery

The development and improvement of the North Docks area will be completed, in the main, by the private sector using the framework established. Public investment in a number of key projects will complement the risk taken by the private sector. The Docklands and Special Projects Directorate was created in recognition of the importance of the project to the city and the region. Its role is to spearhead the project and co-ordinate its delivery.



Penrose Quay



Water Street from South Docks



St. Patrick's Church, Lower Glanmire Road



ACHOIMRE FEIDHMIÚCHÁIN

Na Dugaí Thuaidh

Tá Plean Ceantair Áitiúil na nDugaí Thuaidh ullmhaithe chun fis a leagan amach do cheantar uirbeach nua i gCorcaigh atá dírithe ar Abhainn na Laoi, Bóthar Ghleann Maghair Íochtarach agus Stáisiún Cheannt. Tá 1.4km de aghaidh an ceantair ar abhainn na Laoi le hachar iomlán de 17 heicteár, seasann sé sin do timpeall 12% de Dhugaí Chorcaí. Síneann an ceantar ó shráid Bhriain Bóirme san iarthar go dtí Ardán Radharc an Chaisleáin Íochtarach san oirthear, agus ó Abhainn na Laoi sa deisceart go dtí líne sean iarnróid Chorcaí sa tuaisceart.

Tá na moltaí do Dhugaí Chorcaí bunaithe ar *Straitéis Forbartha Cheantar Dugaí Chorcaí 2001* (CDDS), a bhfuil stádas reachtúil tugtha do trína hionchorprú isteach i *bPlean Forbartha Chathair Chorcaí 2004* (*Plean na Cathrach 2004*). Ceann de phríomhaidhmeanna *Phlean Straitéiseach Cheantar Chorcaí 2002-2020* (CASP) ná athfhorbairt Dhugaí agus leis sin na Dugaí Thuaidh, agus tá CASP formhuinith ag an Straitéis Spásúil Náisiúnta agus *Treoirlíne Réigiúnach an Iardheiscirt (2004)*. Tá tábhacht náisiúnta mar sin ag baint le forbairt na nDugaí, toisc go bhfuil sé lárnach do ról Cheannchathartha Chorcaí mar Gheata. Chomh maith leis sin, tá forbairt Stáisiún Cheannt ina réamhriachtanas lárnach do straitéis iarnróid an réigiúin níos leithne.

Plean Ceantair Áitiúil na nDugaí Thuaidh

Plean Ceantair Áitiúil Reachtúil is ea an Plean, ullmhaithe faoin *hAchtanna Pleanála agus Forbartha, 2000-2002*. Is é an cuspóir atá leis ná an chreatlach phleanála reatha a mhéadú agus a fhorbairt níos mionsonraithe ná mar atá sé sa chreatlach phleanála luaite thuas. Tugann an Plean aird chomh maith ar an spás idir an chreatlach atá ann faoi láthair agus an plean leathnaithe .

Tá an plean tábhachtach de bhrí gur cosúil go mbeidh gealltanais chun an chuid is mó de na Dugaí Thuaidh a fhorbairt faoi 2010. Tá suíomh Shráid an Uisce, dá bhfuil iarratas pleanála isteach faoi láthair, dealraitheach le bheith mar an gcéad fhorbairt i gceantar na nDugaí Thuaidh. Leanfaidh forbairtí eile uaidh seo. Tá sé tráthúil mar sin go

bhfuil an Plean Ceantair Áitiúil á ullmhú i 2005, toisc go mbeidh ról lárnach aige i múnú athfhorbairt sa cheantar.

An Fhís

Tá fis an Phlean do na Dugaí Thuaidh don chuid is mó mar an gcéanna leis sin bunaithe i *Straitéis Forbartha Cheantar Dugaí Chorcaí 2001*: ceantar uirbeach cothrom agus comhtháite bunaithe ar an gcleachtas pleanála is fearr, dearadh uirbeach agus forbairt mharthanach.

Tá raon leathan úsáidí molta:

- Stáisiún Traenach Cheannt athchóirithe le aghaidh amach ar Abhainn na Laoi, agus feabhsuithe ar iompar poiblí agus ar bhealaí siúil
- Méadú suntasach ar spás urláir trádála, lena n-áirítear ionad nua imeachtaí/comhdhála ag Stáisiún Cheannt
- Timpeall 1,500 teach nua, chomh maith le árasáin níos dlúth cruinnithe timpeall ar Ché Uí Argáin
- Páirc nua le gníomhaíochtaí uisce-bhunaithe, áit chonláiste leanúnach cois cé agus spásanna nua poiblí níos lú
- Bóthar Ghleann Maghair Íochtarach feabhsaithe le córas tráchta dhá bhealach agus oibreacha earnála poiblí

Tá an plean tiomáinte ag a fhócas ar an tábhacht a bhaineann le hiompar poiblí agus le bealaí níos fearr, trí rochtain agus bealaí nua a fhorbairt agus deiseanna conláiste agus forbartha a ainmniú.

Comharsanacht Chothrom Nua

Is é a bheith i bhforbairt nua na nDugaí Thuaidh ná comharsanacht nua a chruthú ar Ché Uí Argáin, le ceangail láidir le lár na cathrach, an ceantar uirbeach atá dírithe ar Bóthar Ghleann Maghair Íochtarach, agus na Dugaí Theas. Is é atá i bhforbairt Ché Uí Argáin, ná ceantar mór nua uirbeach a chruthú le meascán leathan úsáidí agus comharsanacht chónaithe le daonra de timpeall 4,000 duine.



Fiabheatha le hais na nDugaí Thuaidh



Bóthar Ghleann Maghair Íochtarach



Stáisiún Cheannt



ACHOIMRE FEIDHMIÚCHÁIN

V

Beidh na heilimintí seo a leanas san áireamh sa chomharsanacht lena chinntiú go mbeidh sé cothrom agus comhtháite:

- Meascán de tithíocht chónaitheach de mhéideanna éagsúla
- Ionad Comharsanachta nua ag ionchorprú raon seirbhísí agus áiseanna tráchtála agus neamh-thráchtála
- Bealaí nua siúlóide thuaidh-theas ag ceangal le ceantair na nDugaí Thuaidh agus na nDugaí Theas, agus le ceantar Bhóthar Ghleann Maghair go dtí na ceantair fhorbartha nua
- spásanna oscailte poiblí agus áiseanna spóirt chun freastal ar riachtanais áitiúla

Creatlach Fhorbartha

Tá leibhéal suntasach cuimsitheach forbartha molta, laistigh de na ceantair uirbeacha seo a leanas:

Cé Penrose/Sráid Ailbhe – príomhfhorbairt de úsáid ilchineálach a cheanglóidh Lár na Cathrach le Stáisiún Cheannt, agus a chomhdhlúthóidh Sráid Mhic Churtáin mar phríomhshráid siopadóireachta.

Stáisiún Cheannt / Cé Uí Argáin – ceantar le héagsúlacht úsáide timpeall an stáisiúin nua le siopadóireacht, agus deis do óstaí, lárionad imeachtaí / comhdhála / pictiúrlann, forbairt oifigí (deiseanna d'infheistíocht isteach nó do ranna díláraithe rialtais), ealaíon / cultúr, chomh maith le forbairt chónaithe ag baint áis as an treocht gréine agus as na haiseanna conláiste cois cé.

Sráid an Uisce – Tá féidearthacht ag an suíomh do fhorbairt dhlúth chónaitheach agus úsáid tráchtála cuí, le foirgneamh de chríoch chomhartha tíre ag an mbealach thoir isteach go ceantar na nDugaí agus athúsáid a bhaint as fhoirgnimh stairiúil atá ann faoi láthair.

Bóthar Ghleann Maghair Íochtarach – Bainfidh an ceantar tairbhe as líonadh isteach nua a chomhdhlúthóidh a ról mar cheantar cónaitheach lárchathrach le seirbhísí áitiúla den scoth.

Beidh súil ag Comhairle Cathrach Chorcaí go mbainfear amach dearadh ar ardchaighdeán i ngach forbairt.

Iompar Poiblí agus Inrochtaineacht

Stáisiún Cheannt Uasghráidithe – le cosán nua istigh, athiompaithe i dtreo Cé Uí Argáin

Droichead Nua Shráid an Uisce – ag tabhairt tráchta ó na Dugaí Thuaidh go dtí na Dugaí Theas

Droichead Coisithe Chearnóg Uí Argáin – ag ceangal Bóthar Ghleann Maghair Íochtarach le Cearnóg Uí Argáin

Pacáiste feabhsuithe le bóithre agus spásanna áitiúla – ag tabhairt ar ais áiseanna, trasrian coisithe feabhsaithe, agus bealaí nua rothaíochta/coisithe

Earnáil Phoiblí Feabhsaithe agus Úsáid na hAbhann

Cruthófar spásanna poiblí nua ar ardchaighdeán:

Siúlóid Uí Argáin – spás leanúnach poiblí ag dul ó dhroichead Bhriain Bóirmhe go dtí Ardán Radharc an Chaisleáin Íochtarach

Cearnóg an Stáisiúin – spás anamúil le húsáideacha gníomhacha mórthimpeall

Cearnóg Uí Argáin – Páirc bheag chomharsanachta Páirceanna Beaga Bhóthar Ghleann Maghair Íochtarach

Bealach Marthanach

Ba chóir go gcinnteodh suíomh na nDugaí agus patrún na forbartha molta go mbeidh sé ina cheantar uirbeach marthanach nua. Tugann athfhorbairt na nDugaí deis uathúil chun cleachtas marthanach tógála a chur chun cinn agus a sheachadadh. Beidh an Chomhairle Cathrach ag iarraidh é seo a úsáid mar thagarmharc do fhorbairt sa chathair sa todhchaí.

Seachadadh

Beidh an earnáil príobháideach freagrach don chuid is mó as na Dugaí Thuaidh a chríochnú ag úsáid an chreatlach atá bunaithe. Déanfaidh infheistíocht poiblí i roinnt príomhthionscadail comhlánú ar an riosca atá á thógáil ag an earnáil príobháideach. Cruthaíodh an Stiúrthóireacht Tionscadail Speisialta agus na nDugaí in aitheantas do thábhacht an tionscadail leis an gCathair agus leis an réigiún. Is é a ról ná an tionscadal a threorú agus a sheachadadh a chomhordú.



Cé Penrose



Sráid an Uisce ó na Dugaí Theas



Séipéal Naomh Pádraig, Bóthar Ghleann Maghair Íochtarach



1.0 Introduction

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1.0 INTRODUCTION

1.1 Introduction

The North Docks area is strategically situated in the city, occupying a unique location within walking distance of the central commercial core. Three times as large as the existing City Centre, the Cork City Docklands area represents the biggest development opportunity within the *Cork Area Strategic Plan (CASP)* area. One of the City's greatest assets, its redevelopment and regeneration is of regional and national significance.

The recognition of this potential led to the preparation of *The Cork Docklands Development Strategy (CDDS)* by the City Council in 2001. It sets out the City Council's broad strategy for the renewal of the area.

This vision was developed further when the Docklands Strategy's proposals were incorporated into the *Cork City Development Plan 2004, (City Plan, 2004)* which in turn identified the need for the preparation of two Local Area Plans for the area, one on the North Docks and the other on the South.

The redevelopment of Docklands will have a considerable impact on the Cork City Region and it is therefore vital that it is managed in a way that satisfies planning, development and community objectives. In particular, the redevelopment project presents exciting opportunities and significant challenges for the major stakeholders in the Docklands area.

The redevelopment of the Kent Station to provide the City Region with a state of the art transportation hub and the relocation of Port of Cork activity downstream are two of the major challenges. Both will require a comprehensive and integrated strategy based on a consensus approach among all of the key stakeholders.

To this end the City Council will establish a Stakeholder Forum to provide the medium through which discussion and debate on the redevelopment of the Docklands can take place.

The purpose of this Local Area Plan is fourfold.

1. To identify the key issues in the area
2. To set out the various strategies for land use, transportation and movement, cultural and community activities
3. To identify key public and private projects
4. To provide development guidance relating to the key development opportunities identified in the *City Plan, 2004* and the *CDDS 2001*, including appropriate design principles in order to ensure the creation of a high quality urban environment.

The relocation of Port activity downstream, as envisaged in *CASP* and the *Port of Cork Strategic Plan*, is central to realising the redevelopment potential of the Docklands area. In recognition of the Port's vital contribution to the City region's economic development is recognised, the City Council will work with the Port of Cork to support and facilitate the provision of these new facilities downstream.

Plan Aim

To promote the social, economic, cultural and physical development of the area through the creation a vibrant urban quarter, which achieves an integrated and sustainable living, working and leisure environment.

Consultation is a key element of the preparation of Local Area Plans. An initial invitation to make submissions or observations was made in July 2004 while there were two further periods of public consultation during the preparation of the final plan in 2005.

During these consultation periods individuals or groups were asked to make written submissions on the proposals outlined in the consultation draft. The City Council also engaged directly with key stakeholders in the area. All issues raised were taken into consideration and responses given in two separate Manger's Reports to Council.

1.2 Plan Structure

The North Docklands Local Area Plan is set out as follows:

- Section 1 introduces Plan and explains the Plan preparation process
- Section 2 establishes the strategic context
- Section 3 presents a character analysis of the area
- Section 4 outlines area-wide strategies
- Section 5 sets out detailed proposals for each precinct
- Section 6 describes the implementation strategy
- Section 7 presents an environmental appraisal of the Plan



North Docks Project Outline June 2004



1.3 The Local Plan Process

Where appropriate, policies contained in City/County Development Plans are developed in more detail at the local level through the preparation of local area plans, area action plans and site development briefs. Under the provisions of the *Planning and Development Act, 2000* and the *Planning and Development (Amendment) Act, 2002*, a planning authority may at any time and for any particular area within its functional area, prepare a local area plan in respect of that area. Local area plans are considered to be particularly appropriate for areas likely to be subject to large-scale development within the lifetime of the plan.

The *City Plan, 2004* identified the North Docks Area as a priority area where significant potential for development exists and where opportunities for regeneration will enable the city centre to retain and expand its role as the commercial and cultural focus of the wider region.

Key elements of the Plan process include the following:

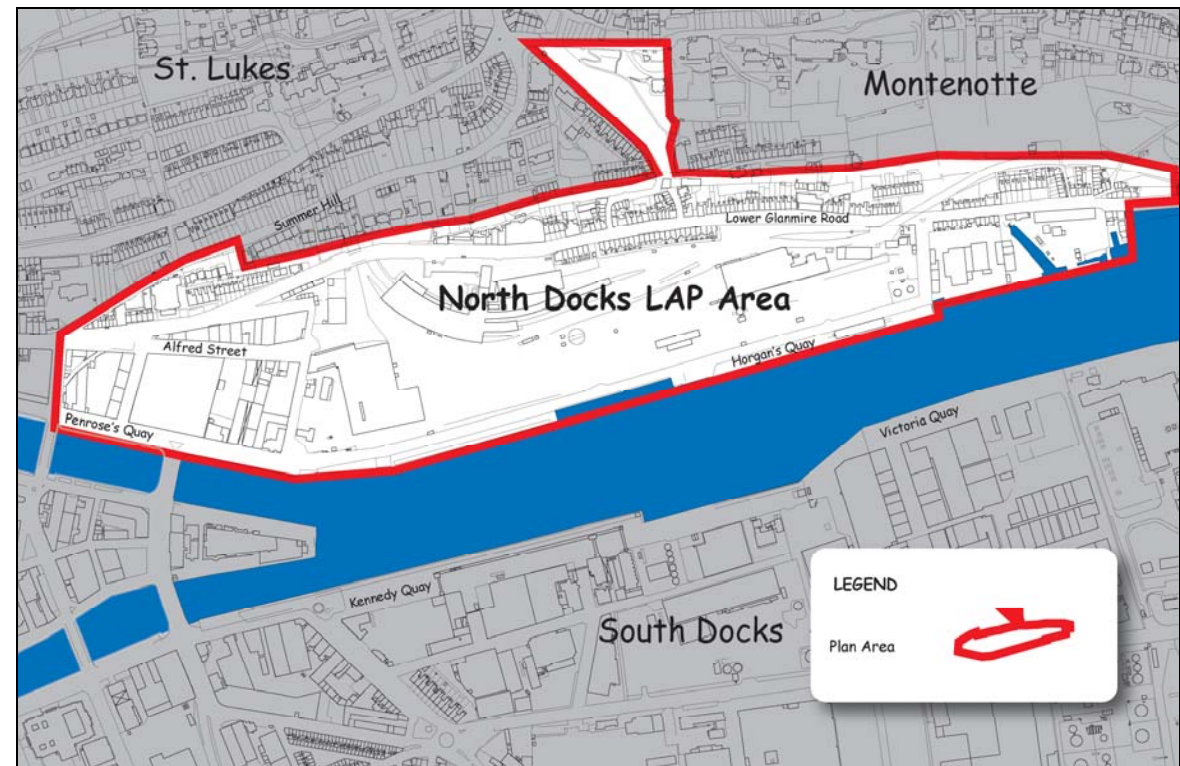
Local Area Plans: Content and Guidelines

1. A Local area plan must be made not later than 2 years after the making of a development plan and then at least every 6 years
2. A Local area plan must be consistent with the objectives of the development plan and must consist of a written statement and plan/plans which may include:
 - objectives for the zoning of land for the use solely or primarily of particular areas for particular purposes
 - such other objectives in as much detail as deemed appropriate for the proper planning and development of the area
3. A local area plan must contain information on the likely significant effects on the environment of implementing the plan
4. A planning authority can take whatever measures it considers necessary to consult the public and others before preparing, amending or revoking a Local area plan

1.4 Variations to the City Development Plan, 2004

A number of policies and proposals contained within the Local Area Plan required formal statutory variations to the *Cork City Development Plan 2004*, as they constituted material contraventions of the plan. A parallel *City Plan 2004* variation process was implemented to ensure that the plan includes and establishes the overriding latest policy framework. Issues that required variations include: new areas proposed with a Public Open Space zoning objective, Housing Mix and Minimum Dwelling Sizes. In addition, a parallel process to incorporate most of the structures identified in Figure 4.6 of the Draft Plan into the Record of Protected Structures was also implemented.

Figure 1.1 North Docks Local Area Plan Boundary





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2.0 STRATEGIC CONTEXT

2.1 Introduction

This Local Area Plan builds on the vision set out in the *Cork Docklands Development Strategy, 2001 (CDDS, 2001)* and the aims and objectives of the *Cork City Development Plan, 2004 (City Plan, 2004)*.

The North Docks Local Area Plan is part of a hierarchy of planning and development guidance from local to national level. The development of the North Docks area can be viewed as an important strategic element of each of these Plans. Certainly, its preparation is critical to the implementation of many of the policies and objectives of both the *City Plan, 2004* and the *CDDS, 2001*. What follows is a brief outline of the strategic policy context, from a national to a local level, in which this Local Area Plan is set. The strategic context is illustrated in Figure 2.1.

Strategic Aim

Promote the development of the North Docks to ensure that the City's Gateway function, as identified in the National Spatial Strategy, is realised.

2.2 National Spatial Strategy

The *National Development Plan 2000-2006* highlighted a regional imbalance as one of the major challenges facing Irish society and envisaged the preparation of a *National Spatial Strategy (NSS)*. The NSS, prepared in 2002, is a 20-year national planning framework designed to achieve a better balance of social, economic and physical development, and population growth between regions. It provides a context for regional guidelines and local authority development plans

The central approach of the NSS is focused on "Gateways": centres that have a strategic location, possess good economic and social infrastructure and services, and have the ability to energise the potential of a wide area. Within the South West region, Cork City is identified as a Gateway City, an engine for regional, national and international growth.

NSS stipulates that Cork City should build on its substantial and established economic base to lever investment into the South West region. Critical mass is a key concept outlined in the NSS. It refers to cities and regions reaching a size and density of population that enable a location to enhance its services, economic activity and quality of life. The redevelopment of the Docklands area will be crucial factor in the ability of the Cork City Region achieving the critical mass envisaged in the NSS enabling it to act as the main counterpole to Dublin and developing its role as a national engine of growth.

2.3 South West Regional Guidelines

The Regional Planning Guidelines (RPGs) act as tools for the implementation of the NSS and as such seek to facilitate and achieve the objectives contained in the NSS. The *South West Regional Guidelines* were adopted in 2004 to guide the development of the region.

The RPGs for the South West region recognise the primacy of the Cork Metropolitan Area within the region stating that it is the principal regional centre for population, commerce, industry research, health services and education. Given the context of the NSS, the RPGs identified as one of its key issues the development of the Gateway City of Cork. One of its stated strategic goals is:

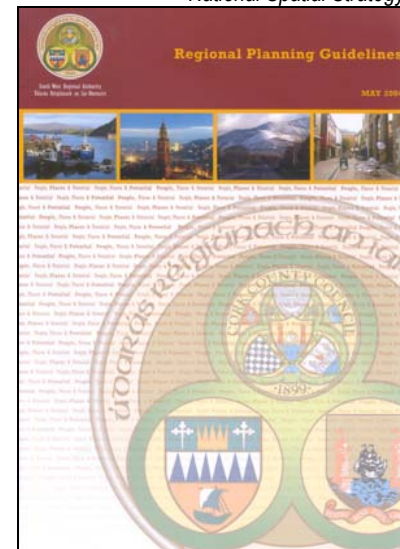
To develop the Cork City Gateway as a dynamic and Progressive European City Region, attractive to investment and people and the primary counterfoil to Dublin, as envisaged in the NSS and CASP to the benefit of the gateway itself and the entire region.

It states that the implementation of the *CDDS, 2001* is critical to the success of the City: *"the redevelopment of the Docklands as a mixed-use urban quarter will facilitate the City's renewal and expansion, which is critical to the development of the gateway"* (Pg.25).

At a more detailed level, the RPGs prioritise infrastructural provision as a critical element of the Docklands redevelopment, arguing that the development of an integrated transport system in the Cork Gateway based around a transportation hub in the Docklands will enable it to deliver on its potential and develop as a counterpole to Dublin:



National Spatial Strategy



Regional Planning Guidelines

“The redevelopment of Kent Station in Cork, at an early juncture, is also an essential prerequisite of the rail strategy for the region and needs to be undertaken immediately.” (Pg.33)

If the RPGs are important elements in the implementation of the NSS, then the CASP provides a crucial link between regional policies and proposals for the Cork Metropolitan Area sub-region.

2.4 Cork Area Strategic Plan

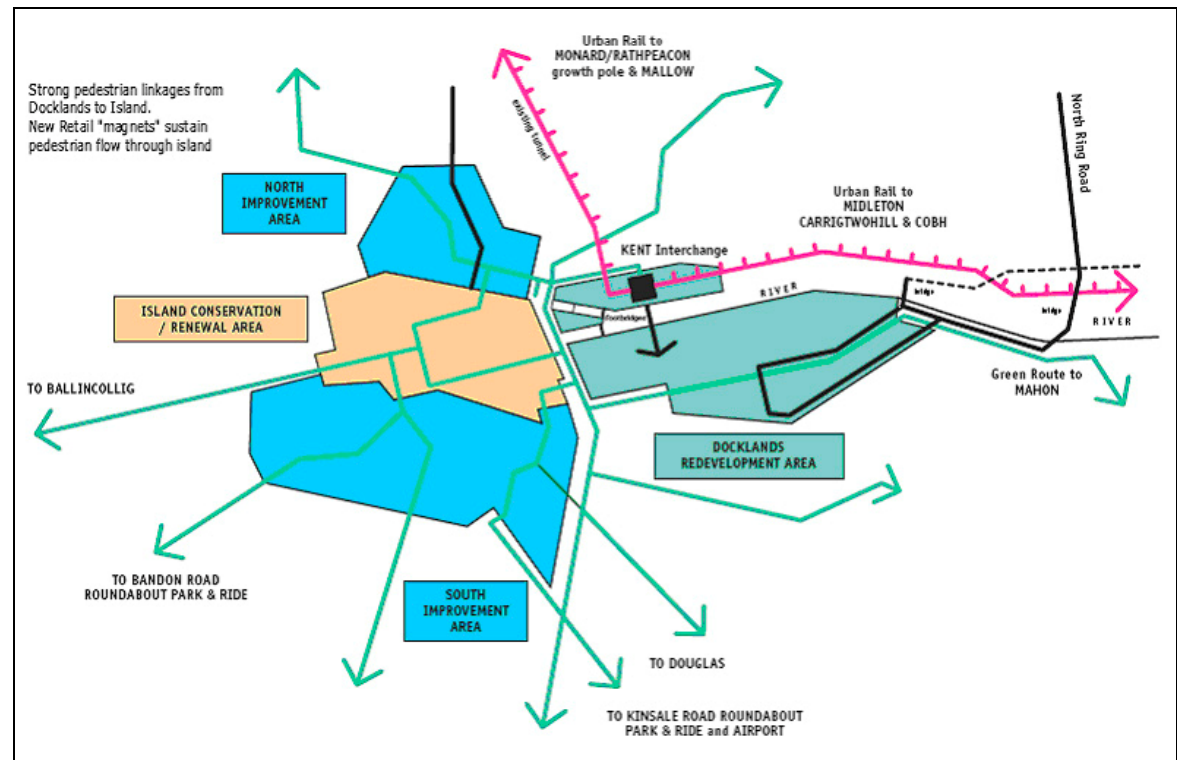
CASP provides a vision and strategy for the development of the Cork City sub-region to 2020. CASP was adopted in 2001 by Cork City Council and Cork County Council and has been endorsed by both the South West RPGs and the NSS. The vision outlined in CASP is reflected in both the *Cork County Development Plan 2003* and the *Cork City Development Plan, 2004*.

The strategy focuses on the scale and direction of land use, settlement and transportation aspects of the sub-regions development. CASP recognises that the city, although the traditional economic driver of the area, is not achieving its full potential and needs to focus its attention on attracting investment into the physical fabric of the city.

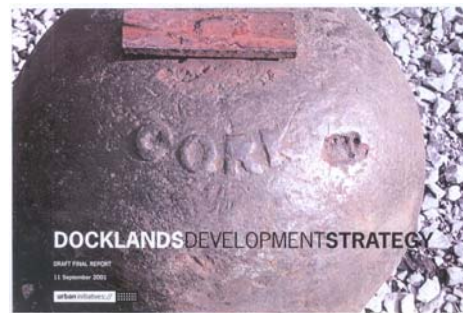
Among the key issues identified by CASP is the regeneration of Cork City with particular focus on the opportunity in the Docklands area for revitalisation as a mixed use quarter. The redevelopment of the Docklands will help the City attain critical mass while also helping improve the attractiveness and competitiveness of the sub-region as a whole.

CASP’s main focus is the integration of land use and transportation development in the sub region through the establishment of an efficient rail and bus based public transport infrastructure linked to new centres for growth and development. The development of the North Docks area, being the location of Kent railway station, in close proximity to the City’s bus station and capable of higher residential densities than suburban locations thus becomes a critical part in the implementation of the CASP strategy.

Figure 2.1 Strategic Context



(Source: Cork Area Strategic Plan 2001-2020, p31)



Cork Docklands Development Strategy



3-D Illustration of Docklands



New Kent Station

While the *NSS*, the *RPGs* and the *CASP* documents provide the strategic framework and background for this local area plan, both the *City Plan 2004*, and the *CDDS, 2001* inform policies at a more localised level.

2.5 Cork Docklands Development Strategy 2001

The *CDDS, 2001* forms the basis for the Council's vision for the North and South Docks areas of the City Centre. This strategy was prepared in 2001 to provide a vision and strategy for the development of the Cork Docks Project. Never formally adopted by the City Council, it has the status of a consultant's study, and sees the transformation of the area being delivered over a period of 20-25 years. The development of the North Docks is a central building block in this strategy. It had a central role in informing the planning policy framework for Docklands set out in the *Cork City Development Plan 2004*, and also informs policy amplifications contained in this Local Area Plan.

It sets out a vision for the development of a new urban quarter in Cork that will revitalise the city through high quality, contemporary design and a vibrant mix of uses. The mix of uses proposed under the Strategy include 6,000 new homes, 6 million square ft. of non residential uses including offices, retail, and cultural and leisure activities. Another central element of the strategy is the redevelopment of Kent Station, and related lands, as a key driver for the transformation of the area, as well as providing the means by which the *CASP* public transport strategy can be delivered.

2.6 Cork City Development Plan 2004

Local Planning and Local Area Plans are set within the context of the *Cork City Development Plan 2004*.

The *City Plan* seeks to develop and improve the economic, social, cultural and environmental health of the City and has three interrelated goals:

- To promote and provide for the sustainable development of Cork City enabling it to fulfil its role as a National Gateway City

- To promote social inclusion and to facilitate equality of access to employment, education transport, suitable housing and social and cultural facilities
- To provide for a high quality natural and built environment and improved quality of life for those living, working in and visiting the City

These three goals are developed through more specific strategic aims, which in turn are to be realised through a series of integrated strategies detailed in the Plan.

The regeneration of the Docklands area is one of a number of strategic aims listed. Specific policies for the Docklands area are detailed in Chapter 9 of the *City Plan, 2004*. This chapter interprets and incorporates the planning policy elements of the Docklands Development Strategy, including the following elements:

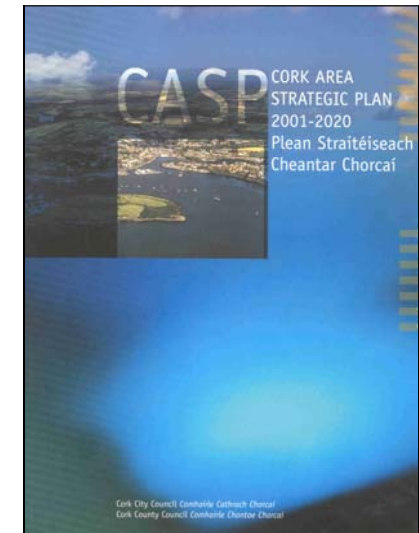
- Zoning objectives for the North Docks (See Figure 2.2, overleaf)
- Development objectives for the North Docks (See Figure 2.3, overleaf)
- Detailed policies relating to the development of the precincts
- Generic development policies

2.7 Strategic Objectives

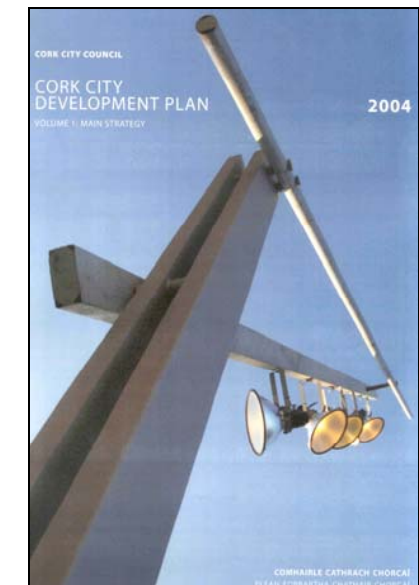
The above strategic context, and particularly the *City Plan 2004* and the *CDDS, 2001*, provide the basis for devising a set of strategic objectives, a detailed plan, and for the redevelopment of the North Docks area:

Strategic Objectives

- Increase the population of Cork City
- Allow the City to develop in a sustainable manner
- Develop the City's critical mass to allow it to act as a counterpole to Dublin
- Allow for the implementation of the *CASP* transport proposals
- Allow for the expansion and growth of the City's economy



Cork Area Strategic Plan



Cork City Development Plan



Figure 2.2 City Plan 2004 - Zoning Objectives

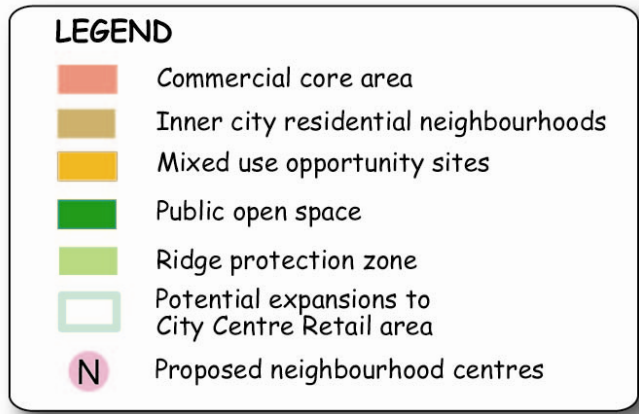
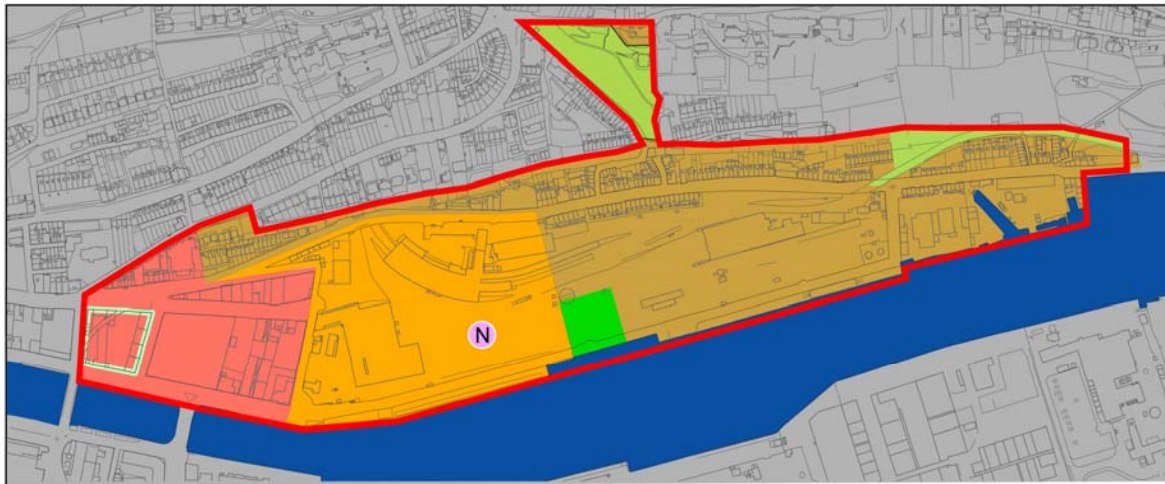
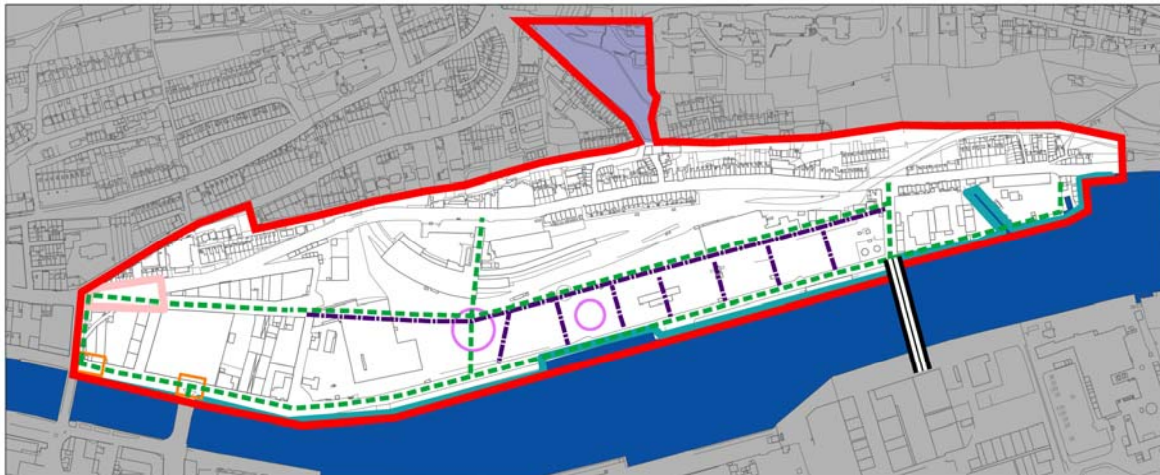


Figure 2.3 City Plan 2004 - Development Objectives





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3.0 THE PLAN AREA

3.1 Introduction

The Plan area lies east of the City Centre and extends eastward from Brian Boru Street to Castleview Terrace (Lower) on the Lower Glanmire Road. It is bounded to the south by the quayside along Horgan's, St. Patrick's and Penrose Quays and to the north by the former railway line running to the rear of properties on Lower Glanmire Road. In total, the Plan area covers approximately 17 hectares. The area can be divided into 4 precincts, each geographically self-contained (see Figure 3.1).

The Lower Glanmire Road represents the eastern gateway into the City for both the road and rail networks. It is the main road approach to the City from Dublin and Waterford. The western end of the area is defined by Brian Boru Street, which is the seam between the area and McCurtain Street, which is part of the City Centre.

The area is defined by two main topographical features, both of which have implications for development proposals in the area:

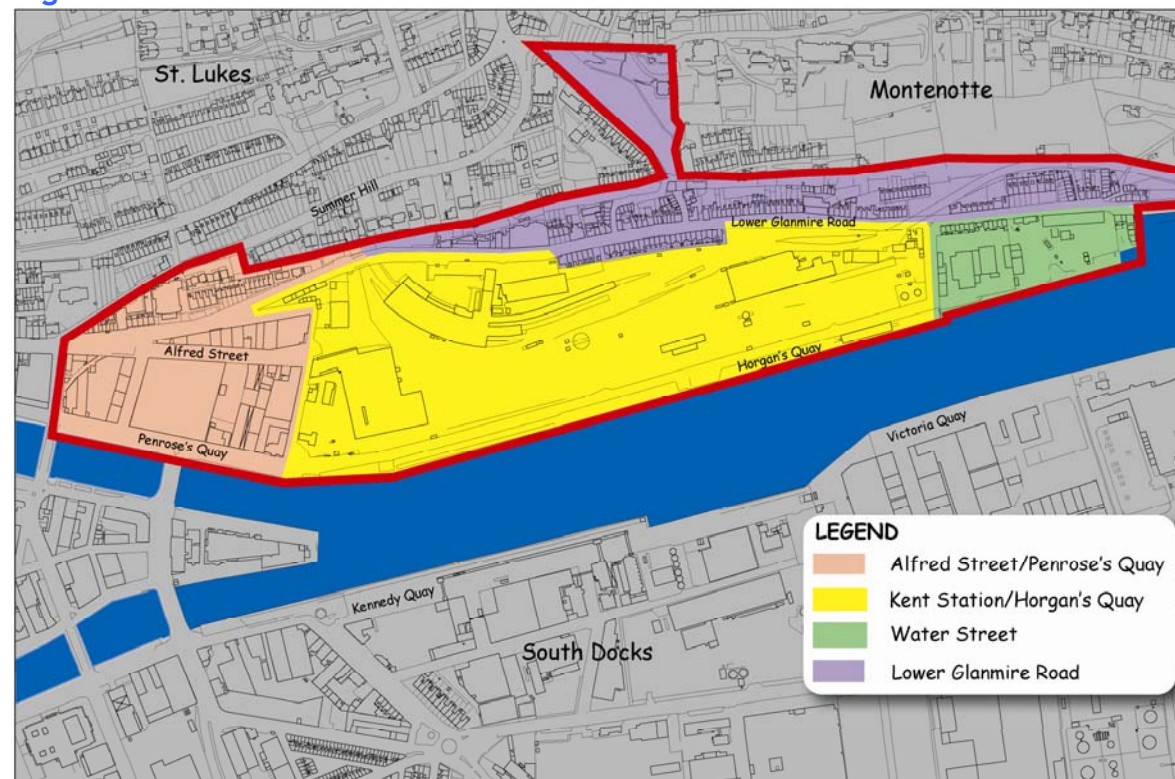
- the dramatic Tivoli / Montenotte Ridge and its slopes
- the River Lee as it leaves the City to flow into the Harbour.

While the area is just a short distance from the City Centre it suffers from poor accessibility. There is also poor permeability within the Plan area. A pair of one-way-routes provides a gyratory system around the North Docks area either side of the station and CIE lands.

There are two patterns of land ownership in the area. Most of the lands to the south are in two large ownership blocks. In contrast, there are a large number of single property owner-occupiers along the Lower Glanmire Road.

Although dominated by the railway station, there is a diverse mix of uses in the area. Some parts of the Lower Glanmire Road are predominantly in residential use, with a mix of small-scale commercial activities. The Alfred Street area is predominately in commercial use.

Figure 3.1 Plan Precincts



3.2 Penrose Quay / Alfred Street

This area comprises the three urban blocks bounded by Penrose Quay, Lower Glanmire Road, Railway Street and Brian Boru Street and represents the western gateway into the Plan area.

The area's close proximity to the City Centre is one of its greatest advantages as it presents opportunities for a natural eastward expansion of the City Centre. The three urban blocks in this precinct are critical to the transition between the City Centre and the wider Plan area. Proposals will focus on improving the linkage between the two areas.

Of key importance will be the improvement of pedestrian movement, as the area currently suffers from a poor pedestrian environment dominated by one-way traffic movements and excessive parking.



It is almost exclusively in commercial use with a range of employment related activities. The recently development Siemens building on the corner of Alfred Street and Ship Street has set a precedent for new development in terms of scale, density and design.

3.3 Kent Station / Horgan's Quay

At approximately 11 hectares this is the largest precinct, comprising the existing railway lands and the waterfront along Horgan's Quay. It is bounded by Lower Glanmire Road, Water Street, Horgan's Quay and Railway Street. The railway station and goods depot, workshops and sidings, dominate the area. The redevelopment of this area is the key to unlocking the transportation strategy contained in *CASP*.

Much of the railway lands are in a disused and visually unattractive condition. The station has platforms serving Dublin, Mallow and Tralee and suburban services to Cobh. There are a number of protected structures with other buildings of conservation merit. The station complex has a poor physical relationship with Lower Glanmire Road, in that it does not front directly onto the street.

One of the City's greatest assets is its extensive waterfront, which remains largely unexploited. There is a limited amount of shipping activity along Horgan's Quay, and there is a poor overall relationship between the river and the surrounding land uses. The existing quayside road cuts off pedestrian access, limiting the opportunity for activities related to the river.

3.4 Water Street

This precinct is located at the eastern gateway to both the City and the Plan Area. It gives a poor visual impression to those entering the City from the east as it is characterised by heavy traffic and a poor urban environment.

The area is approximately 1.6 hectares and comprises the former Harbour Commissioners works depot and the Barry's timber yard. There is a terrace of residential properties fronting onto Lower Glanmire Road.

The following key organising elements will have significant implications for the development of the area:

- the Harbour Master's slipway and Castlevue Terrace Lower slipways
- the stone warehouse and the Harbour Masters office
- the quayside itself
- The Water Street vehicular bridge

3.5 Lower Glanmire Road

The Lower Glanmire Road artery has a different character to other parts of the plan area. One of the main challenges for the area is the need to ensure positive integration with new development on quayside.

Despite its close proximity to the City Centre, this area suffers from poor accessibility; one-way traffic creates a barrier along the Lower Glanmire Road hindering pedestrian movement, integration and accessibility; and the area has a poor visual image.

In terms of uses the Lower Glanmire Road can generally be divided into three distinct areas. The western end has a mixture of residential, commercial and light industrial uses, the middle section has a mixture of commercial and residential uses, often in multi-occupancy, and the eastern end is largely in single dwelling residential use. There has been a growing trend in apartment development along the Road.

The poor residential environment is compounded by a general lack of amenity open space and the volume and speed of traffic. Heavy traffic flows have a negative impact on the desirability of living in the area. There are a number of pedestrian access points to the Montenotte / St Luke's area providing integration with the wider area but generally they are poorly maintained and inadequately lit. There is one access point to Horgan's Quay at Water Street.

Land at Mahony's Avenue, which has potential to be developed as a public park, is also included in the plan area.

3.6 Extending the Scope

It is recognised that the Plan boundaries are physically arbitrary and issues affecting the area as a whole, such as the provision of public open space, will extend beyond them. Some areas outside of the Plan boundary are also taken into account and receive some mention in the Plan, including:

- The former railway line land
- The Grattan's Hill Area
- The McCurtain Street Area



Lower Glanmire Road



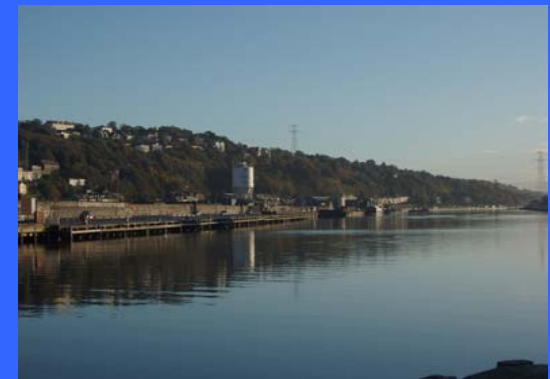
Kent Station





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4.1 The Vision

The Plan's vision for the North Docks area is based within the framework and context of the *Cork Area Strategic Plan 2001 (CASP 2001)*, the *Cork Docklands Development Strategy 2001 (CDDS 2001)* and the *Cork City Development Plan, 2004 (City Plan, 2004)*.

Vision

The creation of a new balanced and integrated urban quarter based upon best practice in planning, urban design, transportation and sustainable development. In order to promote the development of self-sustaining City Centre residential communities, the plan aims to ensure that high quality living environments are achieved, complete with a critical mass of services and meaningful integration with surrounding areas.

This section provides a broad area-wide strategy for the development and improvement of the North Docks area, which is amplified in more detail in Section 5: Precinct Strategies. The area-wide strategies set out in this section include:

- 4.2 Development framework
- 4.3 Movement and accessibility
- 4.4 Balanced neighbourhood
- 4.5 Public realm strategy
- 4.6 Built environment
- 4.7 Infrastructure
- 4.8 Sustainable building practice

4.2 Development Framework

4.2.1 Introduction

A comprehensive and substantial level of development is proposed for the North Docks area:

Aim

To establish a new city quarter characterised by high quality building design and a vibrant mix of uses and with a sustainable residential neighbourhood at its heart.

Key Components of Development

- A reconfigured Kent Railway Station fronting onto the River Lee, and improvements in public transport, new and improved pedestrian routes
- A substantial amount of new commercial floorspace
- Approximately 1,500 new homes, accommodating 4,000 residents, concentrated on Horgan's Quay
- Creation of a new neighbourhood centre at Station Square with an appropriate range of local services
- A new park with adjacent water-based activity, a continuous quayside amenity area, and new smaller pocket parks in the Lower Glanmire Road
- An improved Lower Glanmire Road made possible by a new two-way traffic system

The starting point for the vision for the North Docks outlined in the *CDDS 2001* was the expression of a number of key generic urban design objectives based upon international best practice. These objectives now have a foundation in *City Plan, 2004* policy (pg.84). This results in the following cornerstones for the area:

- A new urban structure and urban grain
- Precincts
- An appropriate mix of uses and urban density
- Building heights and massing
- Architectural design and Public Realm

Urban Design Objectives

- To create distinct character areas in townscape responding to opportunity / challenges and local patterns of development
- To ensure the continuity of streets and the enclosure of space by development with clearly defined areas of public and private use
- To ensure that the spaces and routes between buildings are of an excellent quality, and are safe, active and identifiable
- To maximise accessibility and permeability by making places that connect with each other and are easy move through
- To provide legibility through development that creates a system of recognisable routes, nodes and features to orientate users
- To achieve diversity through a mix of compatible uses creating vital and vibrant uses that cater for a wide range of needs
- To facilitate adaptability through development that can respond to changing social, technological, economic and market conditions
- To maximise efficiency through development which integrates land uses, transport, and the environment
- To ensure that frequent views of the river are retained, where possible, by the block structure, building heights, building depths, etc.

4.2.2 Urban Structure

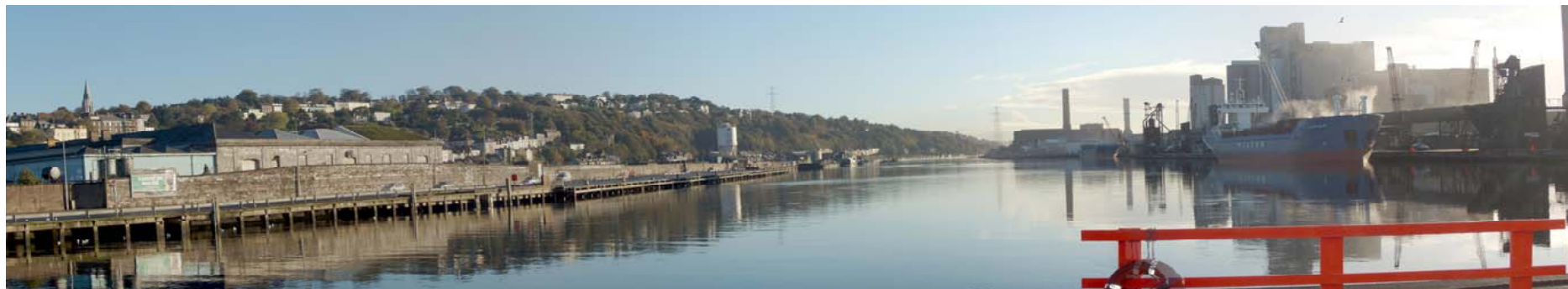
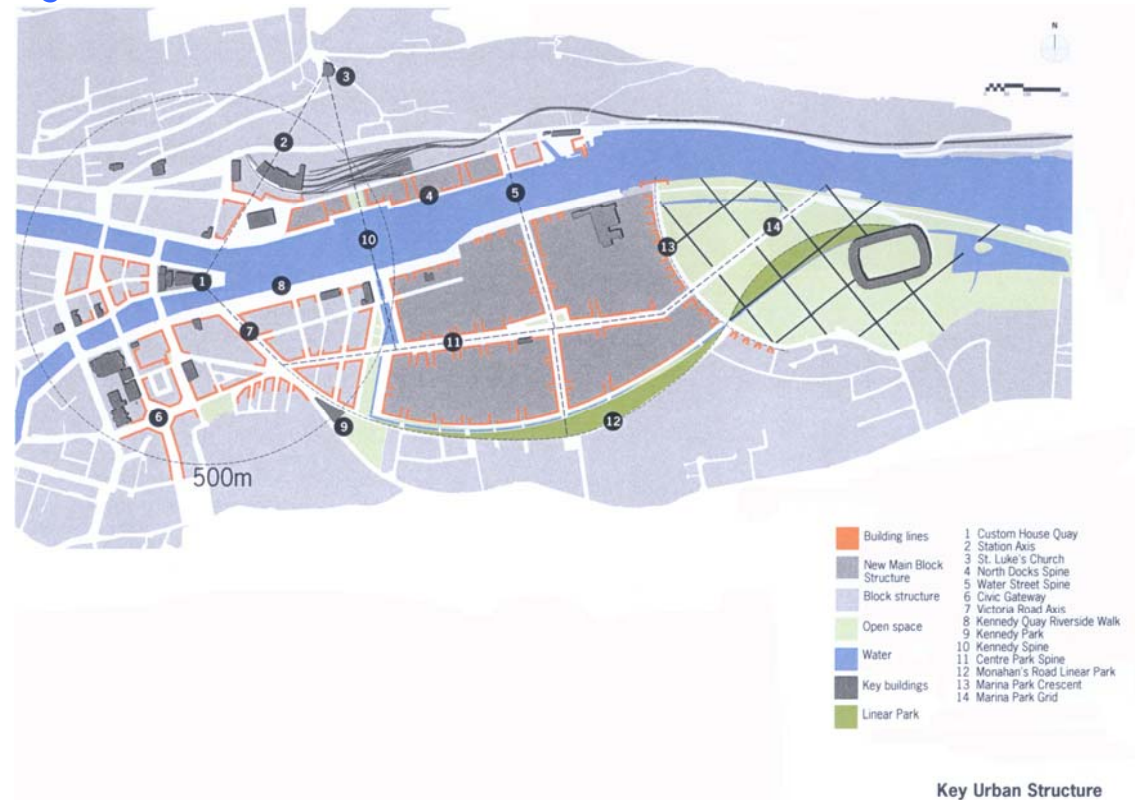
The urban structure for the North Docks area is defined by the CDDS 2001 (see Figure 4.1, opposite). The structure includes the following organising elements (numbered to relate to the diagram), which are dealt with in more detail in *Section 5*, below:

- **2. Station axis**, connecting the reconfigured Kent Station to the City Centre island via the pedestrian desire-line
- **4. Horgan's Quay promenade** – the new quayside amenity area will extend from Railway Street to the Lower Glanmire Road via the Water Street site
- **5. Water Street Spine** – extending from Lower Glanmire Road to Centre Park Road
- **10. Kennedy Spine** – a spine of green space extending from Victoria Road to the New National Road superimposed onto the visual axis focusing on St Luke's church

In addition, the following local organising elements will also have a strong influence on the structure of development:

- **Alfred Street spine** is proposed to connect McCurtain Street to Station Square via Alfred Street
- **Patent Slip Plaza** this important element of industrial archaeology has potential for water-based activity and as an attractive focus for a new public space on the Water Street site
- **Station Square** – a focal space in the *City Plan, 2004*
- **Horgan's Quay square** – a focal space in the *City Plan, 2004*

Figure 4.1 Urban Structure



4.2.3 Urban Grain

The urban grain for the new development areas within North Docks are based upon the *CDDS 2001*, and the strategic elements were formalised as development objectives in the *City Plan, 2004* as “Key new streets / linkages” (see Section 2). The blocks proposed are 40-50 metres in length.

The proposed urban grain of new streets and blocks responds to the urban structure, proposed land uses and the need for a permeable layout.

It is an objective to ensure that there are frequent views of the River Lee from the Saint Luke’s / Montenotte ridge. A permeable layout with frequent north-south streets and minimum street widths will permit frequent north-south views, so contributing significantly towards the achievement of this objective, as will controls on building height (see below). In addition, as per policy S9 of the *City Plan, 2004* views of the Saint Luke’s / Montenotte ridge from the river corridor should not be harmed by development. Proposals will be assessed against the policy framework set out in Chapter 8: Natural Heritage and Recreation of the *City Plan, 2004* in this regard.

The Horgan’s Quay area is 70 metres in width between the railway lands and the historic quay wall. Block sizes on Horgan’s Quay are constrained by:

- The New National Road corridor, which will be 16 metres wide (see Section 5.3.5)
- The Quayside Amenity Area of 10 metres (see Section 4.5: Public Realm Strategy)

Traffic requirements may also have an impact on the east-west dimension of blocks on Horgan’s Quay (see Section 5), due to a maximum number of junctions on the new National Road. However, the block structure could remain the same if a service lane is provided.

All streets and spaces should be to an adoptable standard to eliminate the potential for private / “gated community” solutions to occur. A standard range of street types are proposed in *Section 5*.

In addition, there should be positive interaction between the ground floor of buildings and streets. Direct access to the street from the ground floor of the building rather than by way of communal entrances can reduce the

length of blank facades and enhance surveillance and activity on the street. The City Council will thus require a high frequency of access points on the ground floor of buildings. Car parking will not be acceptable on ground floors.

4.2.4 Mix of Uses and Urban Density

The mix of uses and urban density for the area are based upon the *CDDS 2001*, which are given a statutory basis in the *City Plan, 2004* as Commercial Core Area, Mixed Use Opportunity Site and Inner City Residential Neighbourhood zoning objectives, and will establish a new Neighbourhood Centre at the railway station.

The overriding objective is to develop a vital urban quarter which generates activity during the day and night, with active ground floors and a vertical mix of uses, wherever possible. All precincts should include activities that provide a presence of people out of trading hours. The preferred upper floor use will therefore be residential, but other uses that have similar benefits could include hotels or hostels.

Commercial uses will be concentrated in the area between Brian Boru Street and Horgan’s Quay Square, and the western end of Lower Glanmire Road.

Uses that respond to the “Gateway” location, such as decentralised government departments or company headquarters, are likely to be located in the Station Square area.

There is a demand for a Events / Conference Centre, and the North Docks is the preferred location for this use in Cork city. Such a facility would provide a venue for events (e.g. performing arts / sports) and for conferences within a landmark building. The development of such a centre would:

- Reinforce cultural infrastructure within the city and build upon the success and momentum established by Cork’s role as European Capital of Culture 2005
- Contribute to the development of urban cultural tourism
- Improve the image of Cork as a world-class city for investment

The facility should be capable of accommodating a conference centre (with a capacity of 2,500) and an events centre (with a capacity of

Objective ND 1: MIXED USE

The City Council will pursue a policy of encouraging mixed use development for the area in order to create a vibrant urban quarter which achieves an integrated and sustainable living, working and leisure environment.

Objective ND 2: RETAIL DEVELOPMENT

The City Council will seek to ensure that retail development in the area accords with *City Plan, 2004* policies, and does not compromise the retail role and development of the Cork City Centre Retail Area.

Objective ND 3: EVENTS / CONFERENCE CENTRE

It is an objective of the plan that a circa 5,000 capacity indoor Events / Conference Centre be provided within the Kent Station Mixed Use Opportunity Site.



Bristol Docks



5,000 approximately). The City Council will encourage and work with developers to facilitate the delivery of a 5,000 seater centre, as a landmark use for the North Docks and the City. See Section 5.3 for more detail on development issues.

Foci for active daytime and evening uses (including commercial leisure, such as hotels, cinemas, restaurants, etc.) will be:

1. Alfred Street
2. Station Square
3. Horgan's Quay Square

In the medium term it is envisaged that Alfred Street will become a strong commercial street with a City Centre retail function, extending and consolidating McCurtain Street as a Key Secondary Shopping area. In the short term lower order retail / commercial uses will be appropriate. Kent Station will be redeveloped to include station-related comparison / convenience retail floorspace in size and nature. The North Docks Neighbourhood Centre will include convenience, lower order comparison and other appropriate commercial services.

Local services will be provided in the residential neighbourhoods at ground floor level, principally on Lower Glanmire Road, the New National Road, and Water Street. Childcare facilities should have access to outdoor play space.

The City Council will work in partnership with other agencies and arts and community organisations to ensure that appropriate arts and cultural uses are provided in the North Docks.

Water-based / river-related activity and commercial uses (e.g. restaurants) will be located on the quay and have as their focus Horgan's Quay Square and the Patent Slipway Plaza. There is an objective to develop a Marina, accessible to public users, to cater for permanent moorings, visitors, and other small craft water-based activities. This would make a major contribution to reinforcing the role of the river as a venue for maritime activity, continuing a long tradition.

Recreational and sports uses in the North Docks will be accommodated in public open spaces.

The indicative plot ratios of 1:1-2.5:1 for the City Centre / Docklands area set out in Table 11.1 of the *City Plan, 2004* apply in the LAP area.

Development proposals with higher plot ratios will be considered on their merits.

4.2.5 The Precincts

The four precincts will have the following general characteristics, which are amplified in Section 5:

Penrose Quay / Alfred Street – a key mixed use development that will link the City Centre to Kent Station, and also consolidate McCurtain Street as a prime retail street.

Kent Station / Horgan's Quay – a vibrant mixed use area around the new station with shopping, and potential for hotels, a conference / events centre, cinema, major office development, together with new residential development.

Water Street – This high density residential development involves the creation of a new eastern landmark building, re-use of existing historic structures and an appropriate mix of smaller-scale commercial uses.

Lower Glanmire Road – This area will benefit from new infill developments that will consolidate its role as an inner city residential neighbourhood with high quality local services.

4.2.6 Building Heights and Massing

Paragraph 9.141 of the *City Plan, 2004* states clearly that:

- The general height of buildings in Docklands will be 4 to 6 storeys (including set-backs)
- Building heights may increase above 5 storeys fronting onto the River Lee
- Building heights should take cognisance of adjacent residential neighbourhoods and should decrease in a stepped fashion to address buildings of lower storey heights

This LAP amplifies the policy set out in the statutory development plan. The strategy for building height in the North Docks area is based on a clear set of design principles aimed at maintaining the scale and character of the City, and ensuring that any new development does not work against these qualities (see page 43 of the *CDDS 2001*), and includes the following elements:

- Urban scale of development
- Minimum building shoulder heights on key routes and spaces in order to provide a strong sense of enclosure



Quayside development



The Lowry Centre, Salford



Surveillance of open space



Specific building heights are indicated in the Section 5: Precinct Strategies. However, the following design principles reflect the scale and importance of development along the river and within the city centre:

- A more urban scale of development adjacent to the City Centre is considered appropriate
- The general height of buildings should be 4-6 storeys
- The height of buildings fronting onto the river should be subject to a blanket maximum of 7 storeys including set-back floors, apart from the case of tall and/or landmark buildings which can be taller
- Ensure that frequent views of the river are retained, where possible, by the block structure, building heights, building depths, etc.
- Upper floor set-backs promote variation in roof lines
- Heights are subject to site-specific considerations
- Most new buildings should be designed as “background” buildings, with “landmark” buildings being located to enhance the legibility of the cityscape. Landmark buildings will emphasise publicly important uses and / or important locations

The LAP proposes landmark buildings at the following locations with guidance on their design and character contained in Section 5.

- Kent Station
- Eastern Side of Station Square
- Water Street Bridge (west)
- Water Street (east)
- The term ‘landmark building’ refers to the quality and distinctiveness of the design. Landmark buildings should be of excellent design quality, highly distinctive and/or unique
- Tall building proposals will be assessed against Policies BE21-BE23 of the *City Plan, 2004*
- New strategically important uses (such as an Events / Conference) centre should be designed as landmark buildings
- Existing Local Landmark Buildings (as identified in Figure 6.2 of the *City Plan, 2004*) include Saint Luke’s Church, Saint Patrick’s Church, Kent Station, and the Trinity Presbyterian Church (all of which are Protected Structures). New developments must enhance rather than detract from strategic and local views of these buildings, as well as their settings

4.2.7 Architectural Design

The City Council seeks to promote architectural design of the highest quality, in terms of urban design, building design, and sustainable building practice. Design statements are a requirement to explain the design rationale for development proposals.

Buildings should be designed to be looked at from all angles, in order to ensure that Cork’s built environment is to the highest possible standard. In the case of the North Docks, as with all sites within the river corridor between the ridges to the north and south of the city, cognisance should be taken of the fact that buildings will be visible from the Saint Luke’s / Montenotte ridge. Therefore, careful attention should be paid to the design of all elevations, and also to the design of roofscape.

The City Council consider that the new Lapp’s Quay development sets the minimum standard for the quality of new Docklands developments, in terms of urban design and architectural design. Developments should seek to build on this level of quality, and proposals of lesser quality will be resisted.

Design Quality: Competitions

Within the North Docks area the City Council will seek to promote competitions for projects such as the new proposed Lower Glanmire Road pedestrian bridge, public / landmark buildings, and key public spaces, in partnership with the private sector.

4.2.8 Variety

Variety in materials, architectural treatment and massing are required to avoid creating monotonous development. A visually rich urban environment is a key to ensuring that it is attractive to work, live and play in.



Detail of Glucksmann Gallery, Cork



Detail of building designed by Will Alsop



Winning design for the U2 Tower, Dublin



4.2.9 Adaptability

It is essential that buildings are designed to a high standard. Key to achieving this will be ensuring that structures are designed to be flexible and capable of adaptation to new uses. Critical to achieving this is ensuring that floor-to-ceiling heights are generous. The following are requirements of all new buildings:

- Ground floor level heights must be at least 4.25 metres
- Upper floor level heights should be at least 3 metres

4.2.10 Local Distinctiveness

The following amplify that contained in Policy BE21 of the *City Plan, 2004*:

- New buildings should respect their urban context, including their immediate neighbours
- Form and detail should reinforce local distinctiveness
- Materials should respond to the local vocabulary

4.2.11 Positive Frontages

- New buildings should physically define streets and spaces.
- Ground floors should contain active uses where they front onto public spaces
- Ground floors should contain frequent entrances to maximise activity on streets and spaces

4.2.12 Daylight and Sunlight

- Consideration of daylight and sunlight are crucially important to the success of developments. Light is as vital to the success of public spaces as it is to private spaces
- Skylines strongly influence perceptions of scale and bulk. Therefore rooflines should be carefully massed and articulated, including the use of recessed floors on new buildings and the use of attic floors / dormers on buildings designed to have a contextual / traditional appearance in the Lower Glanmire Road area
- Recessed attic floors should be set-back at a minimum of 60 degrees from shoulder height (the top of parapet)
- Stepped rooflines improve sunlight access to north-facing public spaces, such as the New National Road

4.2.13 Key Drivers of Change

The delivery of development and improvements in the North Docks area will be largely dependent upon the private sector, subject to strategic decisions by State bodies (i.e. CIE). The major development sites are in single ownership and therefore delivery should be straightforward providing lands are released to facilitate the development of the station area.

Major redevelopment in the North Docks area must be accompanied by significant improvements to City-wide infrastructure, including improvements in the capacity of the water supply network.

Key Drivers of Change

- Redevelopment of Kent Station
- Redevelopment of Water Street site
- The redevelopment of the Brian Boru Street block
- Development of Water Street Bridge

Key Development Sites

The area has a number of key development sites (highlighted on Figure 4.2, overleaf):

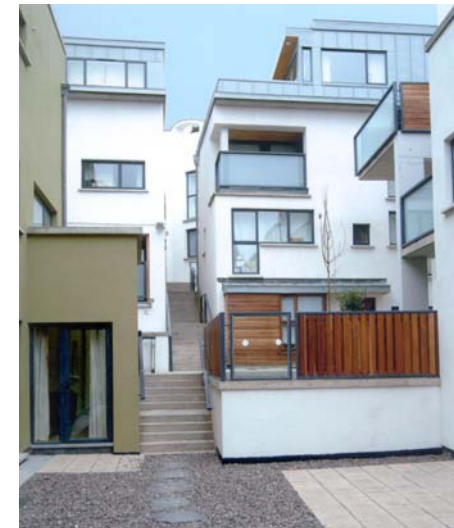
1. Brian Boru Street / Penrose Quay block
2. Alfred Street / Railway Street finger
3. Railway Street / Penrose Quay block
4. Kent Station
5. Horgan's Quay
6. Water Street

4.2.14 Development Control

Detailed development guidance for each of the key development sites (see Figure 4.2) is located in Section 5. Appendix 2 provides summaries of general development guidance and design advice



Cork Courthouse – a landmark building



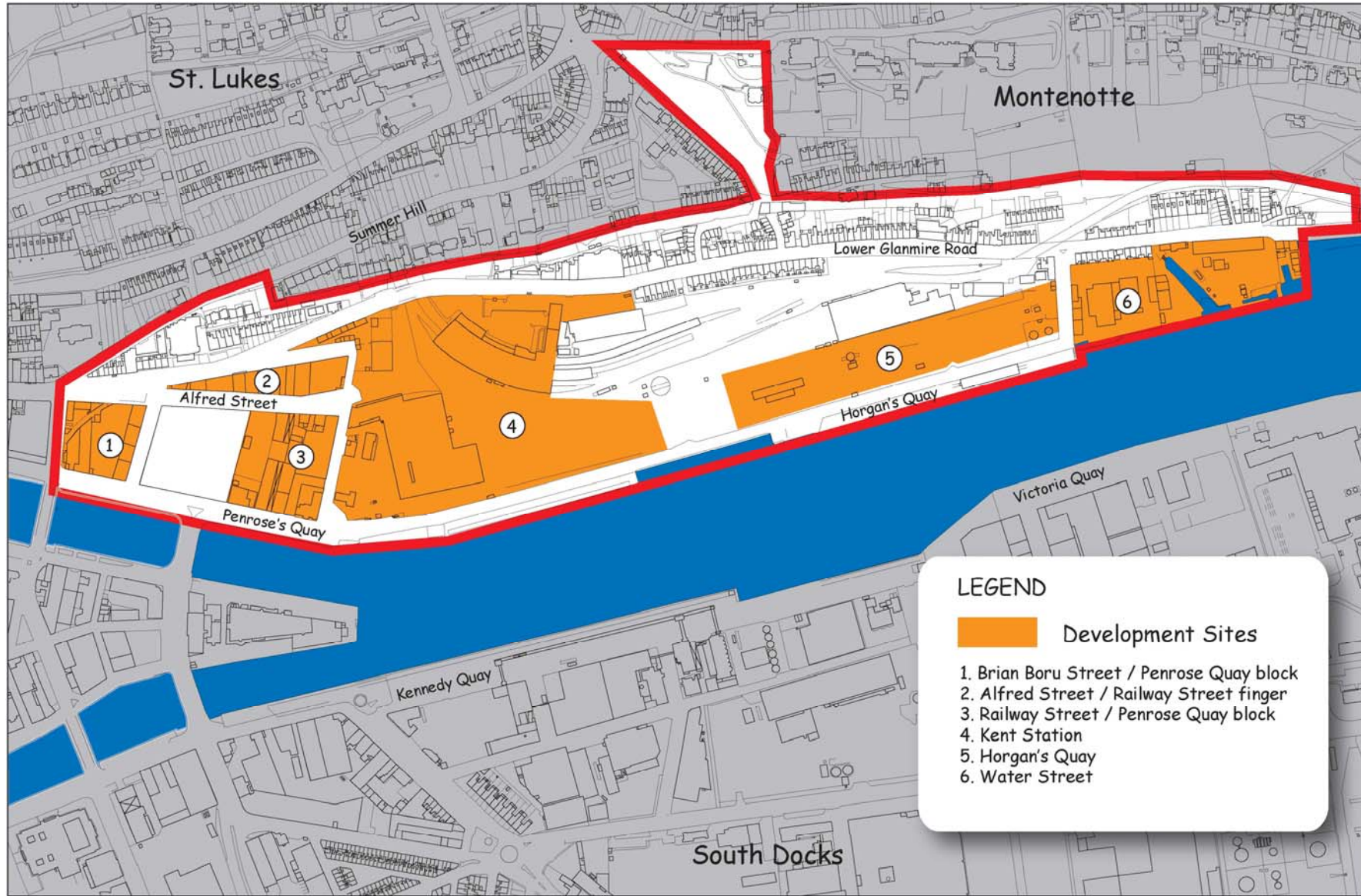
Coppinger Court, Pope's Quay, Cork



Lapp's Quay – First Phase for Docklands



Figure 4.2 Key Development Sites



4.3 Movement and Accessibility

4.3.1 Introduction

The North Docks area is a relatively compact and walkable area of the City Centre, extending 1.4 kilometres west-to-east. Whilst the area serves the city region through its rail station and road network of National Roads, it is also a local neighbourhood with its own movement requirements.

Any development proposals will be required to consider developments within this context. In line with *City Plan, 2004* policy, Transport Impact Assessments will be required to accompany major planning applications. Mobility Management Plans will be required to secure transport solutions for major employment developments.

Aim

The creation of an integrated transport system focused on a high quality pedestrian environment and public transport.

The overriding goal is to achieve a sustainable transport strategy that serves Cork city and region's needs as well as the needs of the local area, with the following transportation hierarchy:

- Pedestrians
- Cyclists
- Public transport vehicles
- Private and commercial vehicles.

This strategy will maximise the potential of the area to capitalise on its physical proximity to the city centre and the desirability of improving linkages between the areas for all transport modes. Existing traffic routing, circulation and one way movements contribute to poor environmental conditions and reinforce perceptions of isolation from the central core of the city.

Figure 4.4 illustrates the broad Movement and Accessibility Strategy for the North Docks area, which is amplified in Section 5 of the Plan for each specific area. The key movement and accessibility projects are:

Key Projects

- Upgraded Kent Station - with new external concourse, re-orientated to face Horgan's Quay, and new complementary bus services
- New opening Cork Docklands (Water Street) Bridge - new link between North to South Docks, providing for local traffic routing, and general movement, whilst still allowing boat movements
- New pedestrian bridge over the railway
- Package of improvements to local roads and spaces - incorporating the restoration of two-way routing, enhanced pedestrian crossing facilities, and new pedestrian / cycle routes
- New streets and public spaces to be pedestrian-friendly in configuration and character

4.3.2 Kent Railway Station

Improvement of main line rail services and the redevelopment of Kent Station, including its re-orientation to the River Lee, in keeping with the CASP recommendations, are identified as a critical plan component. These are of strategic importance to the region and are a very high priority. New bus services will connect the station to other parts of the city, and pedestrian connections to the City Centre will be excellent.

4.3.3 Pedestrians

A series of measures will be implemented to promote walking for movement and leisure, including:

- The creation of a new continuous quayside amenity area
- Creation of a permeable street layout, with a network of direct streets and spaces, including a new strong axis connecting McCurtain Street to Kent Station
- New pedestrian bridge to integrate Lower Glanmire Road with Horgan's Quay
- The provision of a pedestrian link between north and south docks at Kennedy Spine in the long-term
- Creation of new public spaces. Improvements to the pedestrian realm at junctions. Short term improvements will be made at junctions along Lower Glanmire Road



Commuter Train at Kent Station



Enhancing the Pedestrian Experience: Shandon



Improving Public Transport



4.3.4 Cyclists

- In keeping with the *Cork Cycle Strategy 2004* new Radial Cycle Routes will be implemented along Horgan's Quay and Brian Boru Street / Lower Glanmire Road (see Figure 4.3 opposite).
- Cycle parking will be required to meet City Council cycle parking provision and design standards.

4.3.5 Public Transport

Key proposals include:

- New priorities for buses along Penrose Quay and Lower Glanmire Road, including a bus lane
- New bus interchange at Kent Station, with priority for buses, taxis, cyclists and pedestrians
- New bus routes / stops along the New National Road

4.3.6 Mobility Management

Significant new developments will be required to prepare Mobility Management Plans to show how the access needs can be met by a range of measures to reduce reliance on the private car, in accordance with the provisions set out in the *City Plan, 2004 (Chapter 4: Transport and Chapter 11: Development Control Standards)*.

Mobility Management Plans are required for developments generating significant movement requirements, such as major employment or visitor generators.

Figure 4.3 Cycle Strategy

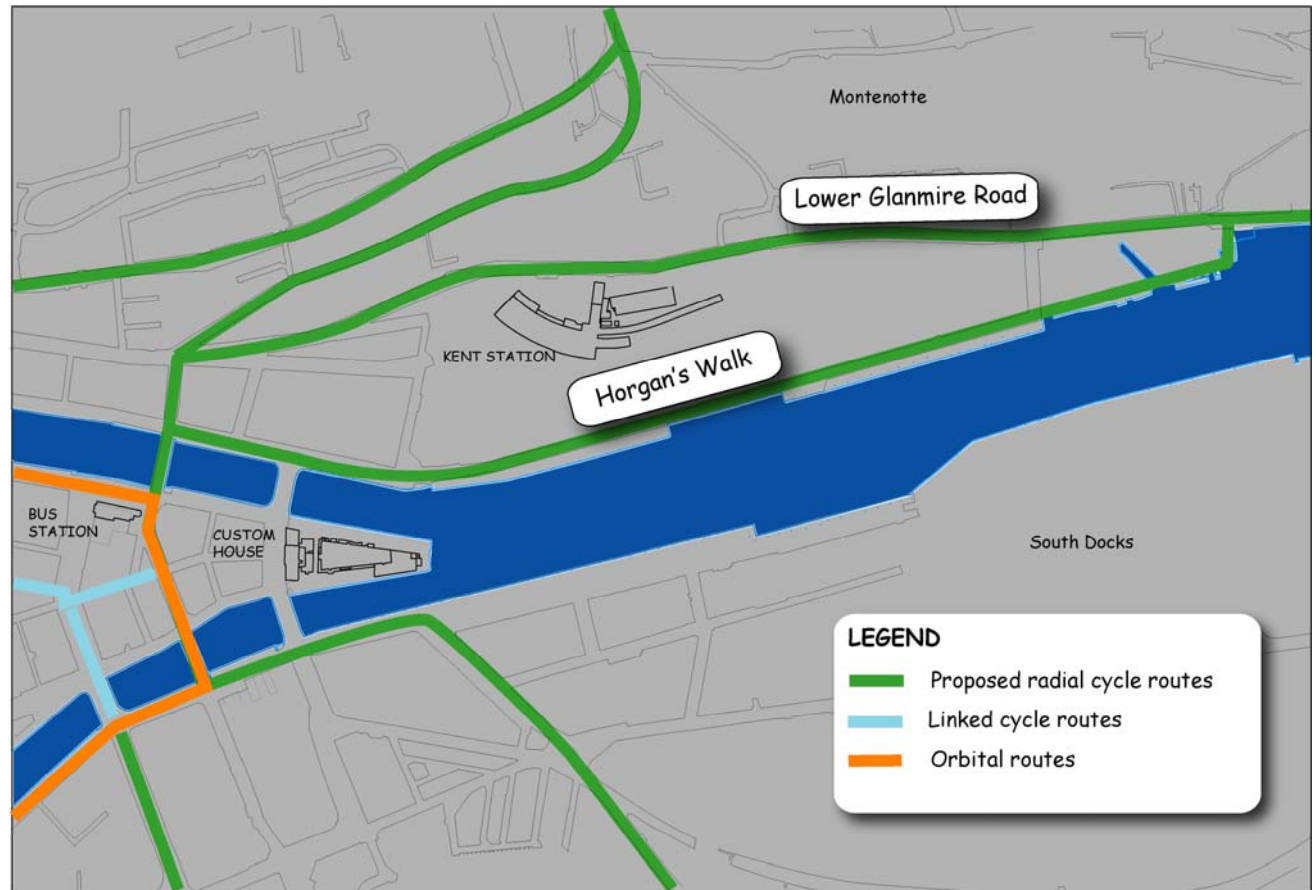
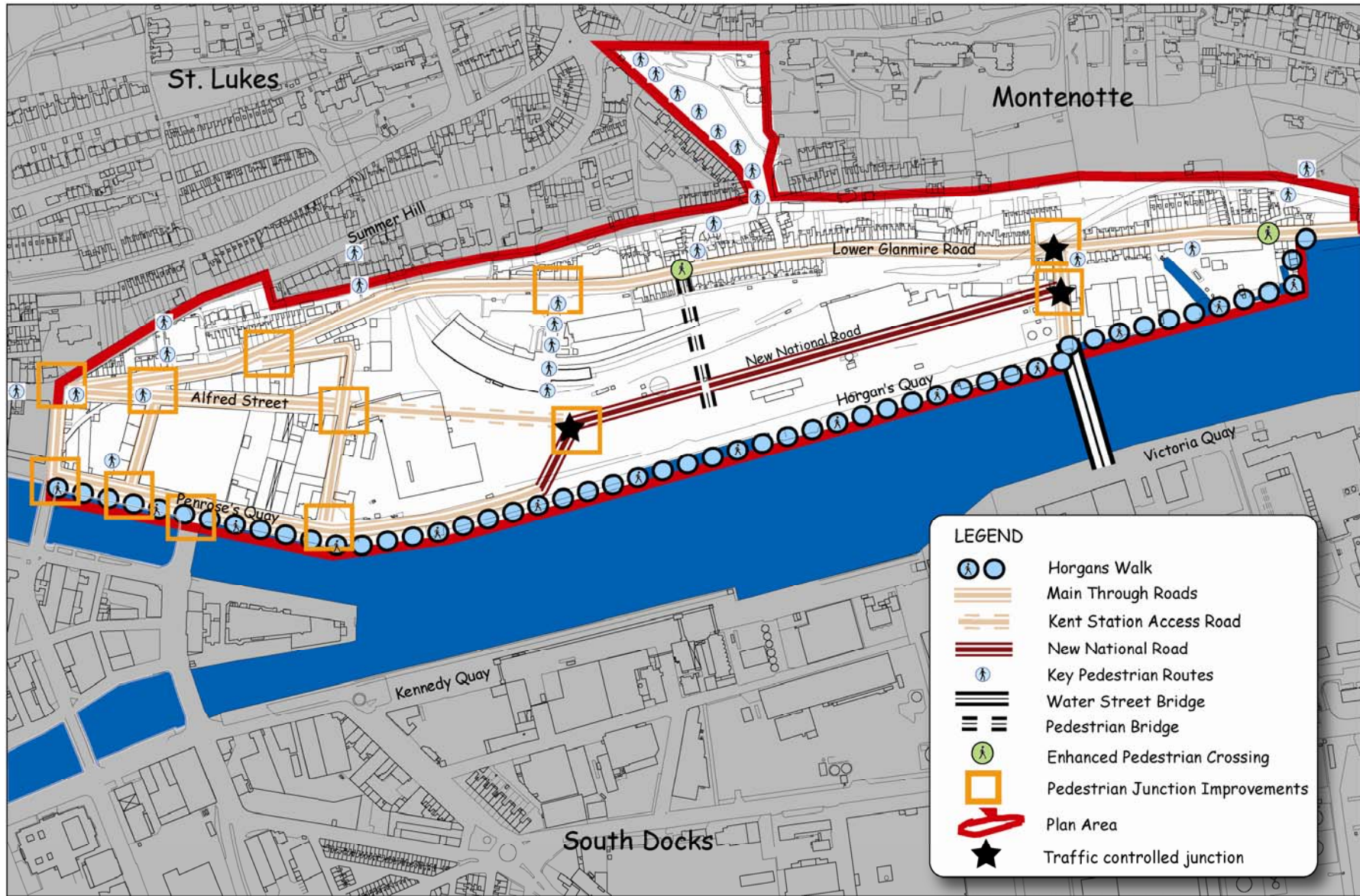


Figure 4.4 Movement and Accessibility Framework



Objective ND 4: MOVEMENT AND ACCESSIBILITY

The City Council will seek to ensure that North Docks area serves its role in strategic transportation terms, as well as creating an accessible city quarter. The following key projects must be provided in any redevelopment:

- A new National Road to replace the existing National Road along Horgan's Quay
- A new pedestrian bridges to connect the Horgan's Quay area to Lower Glanmire Road
- An upgraded and reconfigured Kent Station fronting onto a new Station Square
- The creation of the new Radial cycle routes
- The creation of an efficient, functional and safe environment for vehicles, cyclists and pedestrians
- A new Cork Docklands Bridge at Water Street.

4.3.7 Private Vehicles

Road status

- Horgan's Quay will be replaced by a New National Road on the northern side of the Horgan's Quay development site. The relocation of the National Road will enable the creation of a high quality development with strong connections to the river
- Lower Glanmire Road is also currently a National Road. It may be possible to downgrade this status to a Regional Road

Two-way routing

- The City Council intend to reinstate two-way routing on roads in the North Docks area (see Policy ND 5, opposite) when possible
- It is the City Council's objective to seek the implementation of two-way routing on Lower Glanmire Road at the earliest possible convenience. At present the geometry of the Horgan's Quay /Water Street junction does not allow for two-way routing on the Horgan's Quay access route. Cork City Council will require that the implementation of the National New Road is completed in advance of the completion of development of the Horgan's Quay site. The target for this is 2008.
- The reversion of Brian Boru Street to two-way routing will be for future consideration

Other

- New drop-off points will be provided at Station Square.

Parking

The aims and objectives set out in the *City Plan, 2004* apply to the North Docks area, including:

- The minimisation of commuter parking
- The provision of short term parking
- The provision of adequate parking for residential developments sufficient to promote owner occupation

Additional proposals include:

- Maximum car parking requirements for commercial uses and car parking standards for residential uses are identified in the *City Plan, 2004*. City Centre parking standards will be applied to the North Docks area
- Kent Station car park for rail users replacing surface car parks
- Individual applications will be assessed on their merits but will be subject to limitations imposed by the road network capacity
- Short term car parking will be provided on the new National Road / residential streets along Horgan's Quay
- The provision of park and ride facilities will be a factor in encouraging the use of rail transport
- Other parking provisions will be strictly controlled in line with general planning control policies
- On-street parking along the Lower Glanmire Road is to be retained for residents and businesses in the area. However in order to provide a cycle lane a number of parking spaces will need to be removed from the northern side of the road

Objective ND 5: TWO_WAY ROUTING

The City Council will re-instate two-way traffic routing on:

- Lower Glanmire Road
- Horgan's Quay (and its replacement)
- Water Street
- Penrose Quay
- Ship Street



Docklands Light Rail, London



Car access restricted to deliveries



Bus priority measures



4.4 Balanced Neighbourhood

Aim

The development of a balanced and sustainable residential neighbourhood in the North Docks

Objectives

- Support and consolidate the existing community along the Lower Glanmire Road
- Ensure a balanced social mix in new development areas
- Encourage the integration of these two communities
- Ensure the provision of community infrastructure, services and facilities

Managing the tenure, mix and type of housing in new development areas is crucial to ensure the creation of a balanced community. Of equal importance will be the quality of the immediate living environment and the residential units themselves and the immediate urban environment. These are among the principal determining factors in attracting people into inner city areas to live. The provision of community facilities and services in close proximity to residential areas is another important ingredient.

The development of new high density residential areas along the quayside will have a significant impact on the existing community along the Lower Glanmire Road; not just in terms of the physical impact manifested in new buildings. The social, as well as the physical, integration of existing and new communities in the North Docks will be key to the creation of a new sustainable neighbourhood. While the LAP's development and movement strategies set out objectives in relation to physical integration, policies to deliver social integration are outlined below.

A key element in the creation of a balanced and sustainable community is equitable access to resources and services for all members of the

community. The establishment of a Docklands Stakeholder Forum presents an opportunity to develop actions for the creation of a well-resourced and inclusive community. The inclusion of community groups in this Forum will help enhance community engagement with the Docklands redevelopment project and encourage long-term community integration in the whole Docklands Area.

4.4.1 Housing Provision

The strategy for housing in the LAP builds on the principles and policies outlined in the Cork Planning Authorities' *Joint Housing Strategy, 2001*, which was updated and integrated into the *City Plan, 2004*. The Strategy is based on a vision which considers having a suitable place to live at an affordable price as a basic right. Four core principles underpin this vision:

1. To provide for a diverse range of housing needs
2. To support the development of balanced communities
3. To promote sustainable development of the urban and rural environment
4. To promote a high quality living environment

The North Docks has been identified as being a suitable location for high-density development, both residential and commercial, due to its location at the edge of the city centre with good public transport provision. It is a new departure for the city in terms of the creation of a new high-density inner city neighbourhood and it is therefore critical to ensure that high-density is accompanied by high-quality.

To encourage the establishment of sustainable residential communities the LAP seeks to ensure the provision of a mix of tenures and house types / sizes in all new residential developments. This will help accommodate a broad range of people from different socio-economic groups and ensure the needs of those with special needs are met. There are a number of options for the provision of social and affordable housing in the plan area:



Recreational Facilities



City Living



City Living



- Direct provision by Cork City Council
- Provision through the Part V process
- Provision by Voluntary and Co-operative housing bodies

The City Council will work in partnership with developers and Voluntary and co-operative housing bodies in the development and management of social and affordable housing in the north docks area to help meet the housing needs of different socio-economic groups. Further details on housing provision through the Part V process are given below.

New developments will need to take into consideration the requirements of the Barcelona Declaration and meet its requirements in relation to disability and inclusiveness.

Dwelling Mix

The greater proportion of the North Docks Area is zoned as an “Inner City Residential Neighbourhood” in the *City Plan, 2004*. The development plan objective is that 50% of residential units should be family-type dwellings of 3 bedrooms, or larger (see Table 4.1). A minimum of one-third of new dwellings should be family-sized (see paragraphs 9.41A and 9.46 of the *City Plan, 2004*). Along the Lower Glanmire Road new family housing should be provided in a mix of houses and apartments. New residential developments in this area should be of an appropriate scale and design having regard to the established pattern of development.

Table 4.1: Dwelling Mix

DWELLING SIZE	HOUSING SIZE DISTRIBUTION TARGETS
1 bed / person	15%
2 bed / person	35%
3 / 3+ bed / person	50%

Objective ND 6: DWELLING MIX

To encourage the establishment of a sustainable residential community Cork City Council will require a mix of apartment types and sizes as per Table 4.1.

Dwelling Size

Another key consideration in creating a sustainable community is the provision of a high-quality living environment to encourage owner occupation. In conjunction with the provision of services and amenities and the quality of the public realm; the standard of accommodation is central to achieving the type of high-quality urban environment that will attract people to live in the Docklands. The following minimum dwelling floor area sizes will be applied (as per paragraph 11.34 of the *City Plan, 2004*):

Table 4.2 Minimum apartment size

Dwelling/ apartment	Size
1 bed / person	45 sqm ²
2 bed / person	65 sqm ²
3 bed / person	80 sqm ²

Dwelling Design

The provision of daylight and sunlight should be considered at the design stage in new developments. The majority of apartments should be dual aspect. Single aspect apartments will only be accepted where the provision of dual aspect is not possible. Because of the potential impacts and the sensitivity of many sites a high quality of architectural design will be expected.

An isolated “gated” style of development will generally not be acceptable and attention will need to be given to the idea of creating live street frontages with visible ground floor uses. The creation of linkages between new and existing residential areas will also a crucial factor in the establishment of a balanced neighbourhood in the North Docks area.

Part V: Planning and Development Acts 2000-2002

A central objective of the strategy for housing provision will be to secure social and affordable housing units on site through the Part V process. As per the requirements of the *City Plan, 2004* and the *Joint Housing Strategy 2001*, the City Council will require 20% of land be reserved for the provision of social and affordable housing. This 20% will break down into 5% social and 15% affordable housing.



Landmark Apartment Development, Dublin



Quayside Apartment development, Dublin



Infill Residential Development

To counteract social segregation and promote the development of balanced communities the City Council preferred option when negotiating agreements under Part V will be the provision of units on site. To achieve this, developers will be encouraged to discuss the incorporation of social and affordable units into their developments at the pre-application design stage.

Policies to ensure a mix of dwelling tenures will also help secure social and affordable units on site. The City Council will consider modified design specifications and materials in negotiating reasonable prices for residential units while ensuring that these units are of a high-quality and are successfully incorporated into the overall development. Generally, own-door access will be preferred for social housing units.

The clustering of social and affordable units into separate buildings within blocks is also an option the City Council will consider where it proves advantageous in terms of negotiating reasonable costs and the long-term management of the units. The City Council's Planning and Housing Departments will work in partnership with developers to ensure delivery of the required 20% social and affordable housing on site.

The provision of social and affordable units by voluntary and co-operative housing bodies is an option that will be further explored. Consideration will be given to involving the voluntary and co-operative housing sector in the Part V process, particularly in relation to the management of units within apartment developments.

Objective ND 7: BALANCED COMMUNITIES

The City Council will require that 20% of land zoned for residential or a mixture of residential and other uses be reserved for social and affordable housing under Part V of the Planning and Development Act, 2000 (as amended in 2002).

The Council's preferred option in negotiating Part V agreements will be the provision of units on site.

4.4.2 Community Infrastructure

Both the existing residential areas along the Lower Glanmire Road and proposed development areas are peripheral to the main centres where essential facilities and services are available for community support. New community facilities and services such as crèches, medical centres, post offices, banks etc, will need to be put in place in accessible locations to support both existing and future community requirements. The City Council will work with developers, state agencies, local residents, voluntary, and community groups in the delivery of community infrastructure in the area.

In addition, Cork City Council will work in partnership with the Cork Childcare Company to assess the childcare requirements in the North Docks area and establish the necessary level of provision required.

It is accepted that development in the North Docks will generate the need for primary and secondary school provision. Such demand will not be catered for on site in the North Docks but by existing inner city schools in the short term, and in the medium-long-term by new educational facilities in the South Docks area.

Neighbourhood Centre

The development of a Neighbourhood Centre adjacent to the railway station will provide a strong link between the Lower Glanmire Road and new Horgan's Quay areas and will also allow the creation of a focal centre with a range of facilities catering for the community. This will include the provision of an anchor convenience store (up to 1,000sqm) and other related retail and commercial uses, as well as non-commercial services.

Recreational Opportunities

There are significant opportunities for the creation of both active and passive public spaces and recreational amenities, which are a crucial part of the community infrastructure for the area (see section 4.5: Public Realm Strategy, Pg31).

The development of the quayside promenade, for example, will enable a direct connection between the City Centre and the Docklands to be established, facilitating greater accessibility to a much neglected part of the docks for a wider user audience.



City Living



Passive recreation in Urban square



City Living



In addition, opportunities exist and will be promoted, for more active facilities (sports/gym etc), and also entertainment orientated developments (cinema, theatre etc) focused on the central station location and serving a much wider area than the Docklands.

Community Centre

The City Council will require the provision of a community centre for the delivery of neighbourhood services incorporated into the residential development on Horgan’s Quay. This centre should be located on the eastern side of Horgan’s Quay Square and provided early in the development of Horgan’s Quay.

A minimum of 1,200sqm should be reserved at ground floor level, which would incorporate offices, meeting rooms, a crèche on eastern side of Horgan’s Square (see section on childcare facilities below) and a multi-use hall capable of accommodating indoor sports activities. High floor-to-ceiling heights will allow these units to be adapted for a change of use into the future.

The City Council’s experience in running similar facilities will inform the approach taken in North Docks. The City Council will work with state agencies, local developers, residents and voluntary and community groups in delivering and managing this community centre. The long-term financial viability of the Community Centre will need to be ensured, and the preparation of a business plan will be an essential element in the development of the proposal for the centre.

Childcare Facilities

The provision of childcare facilities is of critical importance to the establishment of a balanced and sustainable community in the North Docks.

The City Council will work in partnership with the Cork Childcare Company to assess and monitor the childcare requirements in the North Docks area over the Plan period. It is estimated that the number of family units provided in the area (approx. 700 – 800) will require a minimum of 4 crèches.

It is proposed that the four crèches will be located at the following locations:

- Water Street (private)
- Horgan’s Quay Square East (not for profit / incorporated into community centre)
- Horgan’s Quay Square West (private)
- Lower Glanmire Road (Possibly Grattan’s Hill Park)(not for profit pre-school facility)

The North Docks will generate the need for primary and secondary school provision in the long-term. Such demand will not be catered for on site in the North Docks rather in the short term by existing inner city schools and in the long-term by new educational facilities in the South Docks.

**Objective ND 8:
NORTH DOCKS COMMUNITY CENTRE AND CHILDCARE FACILITIES**

The City Council will require a minimum of 1,200sqm be reserved for a community centre on the ground floor of residential developments on Horgan’s Quay.

The City Council will seek to ensure the provision of four crèche / pre-school facilities in the North Docks Local Plan area.

4.4.3 Employment Opportunities

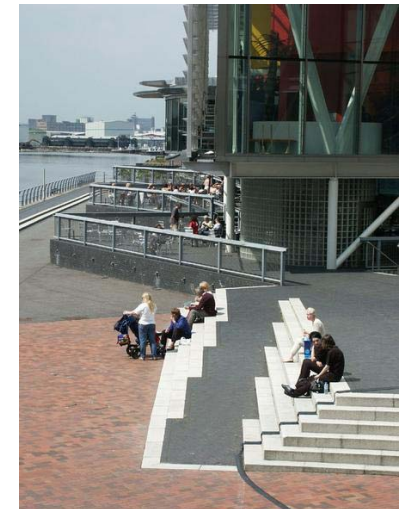
City Council’s Community and Enterprise Directorate propose to establish a multi-agency Employment Taskforce to exploit the employment opportunities arising from the redevelopment of the Docklands. This taskforce could be part of the proposed Docklands Stakeholder Forum. The taskforce will use the structures already put in place by the Cork City Development Board and the RAPID Programme to help local people compete for jobs in Docklands redevelopment projects. A key responsibility of this Taskforce will be to draw up an Action Plan and monitoring system to ensure this objective is achieved in the long-term.



Outdoor play area for crèche



Neighbourhood MUGA



Quayside recreational area

4.5 Public Realm Strategy

4.5.1 Introduction

This section identifies the broad principles and objectives underpinning the development of the public realm in the North Docks. It looks at the treatment and role of public spaces and outlines broad design *and use* objectives for key individual spaces and areas. The public realm consists of streets, quaysides, amenity spaces, pedestrian routes, cycleways and both hard and soft landscaped public spaces.

Aim

To create, through high-quality design, visually attractive, safe, functional and vibrant public spaces that contribute to the experience of living, working and visiting the North Docks area.

Policy BE32 of the *City Plan, 2004* identifies the objectives for the design of the public realm recognizing that all streets and public areas should be designed to the highest standards. In addition, policies NHR10, NHR11 and NHR12 of the Plan outline the City Council's objectives for public open spaces and recreational /sports facilities.

With the regard to the development of the public realm, the Docklands is a unique location within the city that represents a distinctive development context in terms of the extent and scale of redevelopment and the challenge to create a series of new communities. It is therefore essential that the higher density residential development proposed in Docklands is coupled with a high standard of residential environment. In recognition that the design of the public realm and the provision of public open space is one of the key elements in defining the quality of the residential environment the City Council intends to prepare a Public Realm Design Strategy for the entire Docklands area of the City. This will be completed by in 2006 and will help to guide the development of the Public Realm in the North Docks.

Docklands Public Realm Design Strategy

Priority:	Very High
Completed:	Mid 2006
Responsibility:	City Council

4.5.2 Public Open Space Standards

Public open space has a vital role in making places attractive to live in, work and visit. Its character, function and quantity needs to be tailored to the specific development context and circumstances. Considering the scale and scope of redevelopment proposed in the north Docks area and the objective to establish sustainable communities it is important that open space provision meets the needs of all age groups. This means that public open spaces will have to be designed to cater for different users. Younger age groups, for example, require spaces that are capable of being used for active outdoor recreation while elderly people would prefer spaces designed for more passive recreational pursuits.

In Docklands a further distinction can be made between new civic spaces such as Horgan's Walk and Station Square which are for the benefit and use of residents of the city as whole and more localised public open spaces such as Horgan's Quay Square and the Grattan's Hill parks which serve a neighbourhood role in providing for the needs of the residents in the Plan area.

In line with the Department of the Environment, Heritage and Local Government's *Residential Density Guidelines*, recommendations for areas where a Local Plan is being prepared, and taking account of the proposed residential densities, it is considered that the reservation of 15% of the site area for public open space is a realistic and practical standard for the creation of public open spaces that are of a suitable size and nature to meet the needs of the area's population. Areas dedicated to civic spaces such as Horgan's Walk and Station Square shall not be considered in the calculations to meet these requirements

It is also considered appropriate that the provision of this public open space be divided as follows:

- 70% - dedicated to the provision of informal public open spaces such as parks, treed areas and civic spaces
- 30% - dedicated to the provision of playspaces and equipped play areas



Piccadilly Gardens



Quayside Public Realm Features



An equipped play area is an accessible, available and safe area designed and dedicated to facilitating the play, recreational and social interaction activities of children up to and including teenagers. All equipped playspaces are delineated by safety fencing and/or surfacing or some other means. Multi-Use Games Areas (MUGA's) incorporating, for example, basketball and 5 aside football for informal use are also included in this category.

Key Public Space Projects

1. Horgan's Walk *(Civic)*
2. Station Square *(Civic)*
3. Horgan's Quay Square *(Local)*
4. Lower Glanmire Road Improvement *(Local)*
5. Former Railway Line Parks *(Local)*

Detailed principals and objectives for the design of key public spaces in the North Docks area listed above, most of which will provide a focus for the area's community, are outlined in Section 5, apart from Horgan's Walk, which relates to more than one precinct and is therefore detailed here.

Recognising the need for additional public open space, particularly to serve the existing residential areas in the Lower Glanmire Road area, further opportunities to acquire suitable space will be explored. Two potential locations for new pocket parks have been identified in the following areas:

- East of Mahony's Avenue to serve the Grattan's Hill / St Luke's area
- North of Rockgrove Cottages to serve this residential population at the eastern end of the Lower Glanmire Road. However, creation of a park on this site will require the resolution of a number of issues, including the need for new development and a new reconfigured vehicular access to the site

General Design Principles

The following guiding design principles will apply to the design of the public realm in North Docks:

- Visual logic that relates all streetscape elements
- Clear differentiation between areas for movement and street fixtures
- Simplified design and colour schemes
- Spaces and objects that are easy to clean

- Simple and durable paving materials
- Unobtrusive objects and facilities
- Safe environments for people with special needs
- Designs that incorporate artworks and/or information references to enliven spaces

In particular it is recognised that streets are fundamental elements of the public realm. It is therefore critical that they are designed to accommodate a wide range of functions and not be dominated by any one function, as is the case with vehicular traffic on the Lower Glanmire Road. While they are essential for the circulation and parking of vehicles, inner city streets should also be comfortable and safe for pedestrians. New buildings should be designed to encourage a high level of interaction with the street and to provide passive surveillance to public spaces.

Soft landscape elements can make a positive contribution to the appearance and ambience of the urban environment. Developments will be encouraged to incorporate greenery as part of overall landscaping proposals while the planting of trees will be promoted in the Plan area as a whole. Where tree planting is proposed species should be native, semi-mature and protected by fencing, in order to ensure that there is a good survival rate.

The City Council will ensure that proposals to enhance the public realm are designed to meet the highest standards of access and inclusion. Public Realm projects will be subject to disability proofing to ensure that they are designed to accommodate the disabled.

The quality of materials used in the development of public spaces in the North Docks Area will be a critical factor in ensuring the spaces are of a high standard. Each of these spaces will be different in function and character. Detailed guidance on the identity of the main public spaces is given in section 5: Precinct Strategies. The scale, quality and design treatment of each of the spaces will reflect their intended function. The highest quality materials should be used for the landmark civic spaces: Horgan's Walk and Station Square. Based upon the cost of upgrading other city spaces; it is considered that a cost of €850 per square metre (@ 2005 costs) is appropriate for the civic spaces. Expenditure on materials for other public realm projects may be less.

Objective ND 9: PUBLIC OPEN SPACES

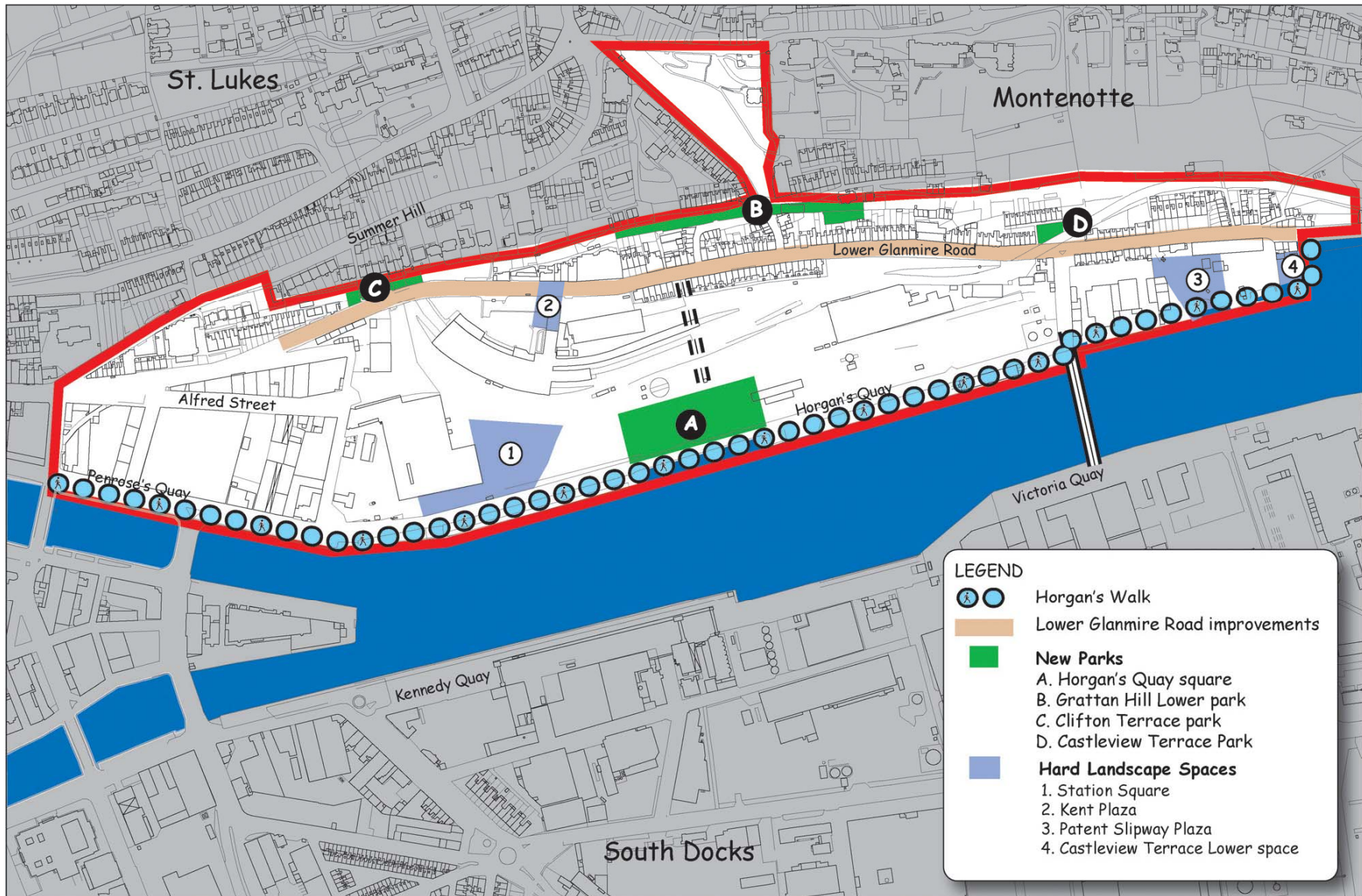
The five public spaces specified will be provided in conjunction with developments in the North Docks Area. These should be designed to the highest possible standard and incorporate appropriate movement and accessibility routes and facilities, soft and hard landscaping, and complement the provision of other public open spaces for both active and passive pursuits.



High Quality Public Space



Figure 4.5 Public Realm Framework



4.5.3 Horgan's Walk

The Horgan's Walk quayside amenity area will be a defining characteristic of the North Docks, and it is very important that it is of sufficient dimension to allow it to function as a major linear walk (or promenade).

The creation of the Horgan's Walk formed a key part of the *CDDS 2001 Public Space Strategy*. This principle was established in the *City Plan, 2004* by policies relating the Quayside Amenity Area (of minimum 10 metres) and the Walkway / Cycleway. The strategic objective is to create a continual quayside amenity area of at least 10 metres width along its entire length from Brian Boru Bridge to Castleview Terrace (Lower). This space will be a civic space forming part of a strategic network of riverside walk / cycle routes, and also connect to local networks via Beale's Hill at its eastern terminus. It is of strategic importance that the City Centre is linked to the North Docks Area via the Quayside Amenity Area. The space will be designed to have an urban character, connecting the City Centre to Kent Station / Station Square, Horgan's Quay Square, Patent Slipway Plaza, and Castleview Plaza, with buildings fronting onto and directly overlooking it. This quayside amenity area will need to provide the following elements:

- 3 metres for an external pedestrian zone adjacent to buildings providing a footpath and opportunity for outdoor seating area relating to ground floor uses (e.g. for the licensing of space for tables and chairs)
- 3 metres for a shared surface cycle route / carriageway, capable of accommodating emergency vehicles
- 5 metres for a pedestrian walkway including semi-mature street trees to provide shelter and visual relief, seating and other street furniture
- Small-scale buildings where they relate to the use of the river (e.g. boat facilities) or its enjoyment (e.g. cafes / restaurants). Buildings should be mostly transparent, and should be single storey (complying with Policy CC12 of the *City Plan, 2004*)

The historic quay wall (and related features) is proposed for inclusion on the Record of Protected Structures (see Section 4.6), and should be retained and repaired in any redevelopment. The historic quay wall

extends from the river corner at Railway Street eastwards to the Turning basin, has been replaced at the turning basin, extends around

the outside of the entire eastern campshire, and it follows an irregular line on the Water Street site. The entire quay wall should be subject to a conservation report (recording, analysis and repair strategy) as part of any planning application for the development of the adjacent sites.

Currently the quayside area does not function as a successful public space but is comprised of:

- A national road (one-way, east-to-west) of approximately 13 metres width
- A former dockyard wharf in the area to the western end of Horgan's Quay, extending to Penrose Quay, of 14 metres width
- A former dock campshire used by tracked cranes on the eastern section of Horgan's Quay, extending to Water Street, of approximately 12 metres width
- A variety of structures at the Water's edge on the Water Street site

The Horgan's Walk space is divided into 5 sections reflecting the character of the quayside along its length:

1. Brian Boru Bridge to Railway Street (Saint Patrick's Quay / Penrose's Quay)
2. Horgan's Quay to the turning basin
3. The turning basin
4. Eastern Campshire, Horgan's Quay (from turning area to Water Street)
5. Water Street

Section 1 - Brian Boru Bridge to Railway Street corner

It is an objective of the City Council to reconfigure Penrose Quay so that a high quality promenade is established in this area also, to a dimension of 10 metres width. This will involve the reconfiguration of Penrose Quay itself and the provision of a complementary boardwalk between Brian Boru Bridge and Michael Collin's Bridge.

Background

This space currently functions primarily as an inbound vehicular route into the City Centre from the east, and incorporates car parking spaces between Brian Boru Bridge and Michael Collin's Bridge. It is currently dominated by vehicles due to its designation as a National Road,

providing access to and through the City Centre (on to the South Link Road via Albert Street and the west via the quays). The potential exists to reconfigure the space so that it can become a city street with Quayside Amenity Area, whilst still providing sufficient space for vehicle movement and storage.

Movement and accessibility proposals will result in the street being reverted to two-way as far as Michael Collins Bridge by 2007. The two-way system will ultimately be extended along the quays in the long term as far as North Mall.



Quayside furniture



Quayside amenity

Identity

- A city street appropriate to its location between new urban developments and the River Lee
- A transportation corridor, giving priority to buses and green modes
- A south-facing waterside public space providing the opportunity for pedestrians to linger or pass through on the way east or west
- A place for vehicles to park in the evenings

Key design issues

The space is approximately 24 metres along its entire length, and it will be reconfigured to provide:

- 3 metre footpath on the northern side to accommodate significant increases in pedestrian flow
- 3 x 3.5 metre carriageways (one lane each way, plus an inbound bus lane)
- Quayside amenity area of approximately 10 metres width
- Pedestrian junction improvement at Michael Collin's Bridge / Penrose's Quay junction to allow for east-west movements

Quayside Amenity Area

Brian Boru Bridge to Michael Collin's Bridge –

- Right-angle car parking spaces (5 metres deep)
- 4 metre footpath
- Boardwalk of at least 4 metres width (cost estimate €1.5m for 120 metre long boardwalk)

Michael Collin's Bridge to Railway Street corner -

- 11.5 metre pedestrian realm within existing space (in addition to 13.5 metres footpath / 3 lanes)
- "Famine" public art feature to be installed

Key facts: Quayside Amenity Area

Unit cost: €850psm @ 2005 costs

Brian Boru Bridge to Michael Collin's Bridge

Quayside area: 1300sqm
 Cost estimate: €1m
 Boardwalk CE: €1.5m
 Completion target: 2008
 Responsibility: Cork City Council

Michael Collin's Bridge to Railway Street

Size: 1500 (130 x 11.5m) plus footpath
 Cost estimate: €1.5m (TBC)
 Boardwalk CE: €1.5m
 Completion target: 2009
 Responsibility: Cork City Council

Northern footpath

Priority: Very high
 Unit cost: €650psm @ 2005 costs
 Size: 600 (75 + 125 x 3 metres)
 Cost estimate: €400k
 Responsibility: Cork City Council

Section 2 - Horgan's Quay to the turning basin

This area will undergo wholesale reconfiguration in any redevelopment due to the creation of Horgan's Walk, the proposed changes to the New National Road, creation of Station Square and development of key sites. Currently the area is comprised of:

- A wharf of approximately 12 metres width
- Historic quay wall and related features (e.g. steps at western end)
- A national road of 13 metres width (approximately)
- The Kent Station lands (defined by boundary wall)

This area will be reconfigured as follows:

- The line of the historic quay wall should be conserved, and the remaining elements of the structures should be retained and repaired in-situ
- Will comprise of a boardwalk and footpath (see below). The boardwalk should be constructed to replace the existing wharf, and provided by the developer of the site. This need not be 12 metres wide, but it should be a minimum of 7.5 metres wide
- Along most of the length of this quay the existing National Road Corridor will need to be widened from 13 metres to at least 16.5 metres, providing a 3 metre southern footpath, 3 lanes of 3.5 metres, and a northern footpath of at least 3 metres to provide access to Kent Station / Station Square. The National Road will include a bus lane inbound from station square

- The building line for the development block between Station Square and the Turning Basin should be set-back 10 metres from the line of the historic quay wall, in order to provide a continuous Horgan's Walk between Station Square and the eastern side of Horgan's Quay Square.

Section 3 - Turning basin

This recessed area along the quay proposed as part of the continual waterfront space is a functioning ship turning basin required to enable larger ships to navigate the river, and can not be filled in. The Turning Basin must be retained and buildings set-back 10 metres from the quay wall. Horgan's Quay Square will front onto much of this stretch of Horgan's Walk, creating a focal area for the North Docks area, and location for the route to Lower Glanmire Road via the proposed Lower Glanmire Road pedestrian bridge.

Section 4 - Eastern campshire, Horgan's Quay

If the Horgan's Quay development site excludes the 12 metre-wide campshire then the building line should be set-back 10 metres from the southern edge of the road. If the campshire is acquired, this will enable the campshire to be included within the Quayside Amenity Area public open space, in which case the building line could be brought forward to within 15.5 metres of the water's edge.

The fabric at the eastern end of this stretch (near Water Street) will be affected by the construction of the propose Water Street Bridge. However, the historic quay wall should be retained, or reinstated beneath the Water Street bridge following construction.



Section 5 - Water Street

The Quayside Amenity Area will extend from the eastern campshire to Lower Glanmire Road via the Water Street site, and will narrow to 5 metres width beneath the proposed Water Street Bridge. This section of the quayside amenity area will be at least 10 metres wide, and will link to the proposed Patent Slipway Plaza and the proposed slipway focal space on the site of Castleview Terrace (Lower). See Section 5.4 for further details.

Horgan's Walk: Key Elements

- A wide south-facing sunny space adjacent to the river, offering the potential for water-based uses and commercial leisure uses fronting onto the promenade
- A linear promenade connecting the City Centre to Kent Station, Horgan's Quay, Patent Slipway Plaza, and Lower Glanmire Road.
- A family-friendly attraction, providing a safe but lively atmosphere for passive and active recreation
- An inviting environment for pedestrians to stroll and watch the riverside activities
- Small buildings within the quayside amenity area will allow for water-related activities and/or catering uses
- Subtle shelter from the elements in the form of street trees and designed elements
- Contemporary design using vernacular materials, whilst retaining existing historic fabric and artefacts
- Public art (see 4.5.5 opposite) will form an integral part of the design, responding to this waterfront location
- Consideration of design competition to procure design

Objective ND 10: HORGAN'S WALK

The Quayside Amenity Area should be provided to the dimensions and design principles set-out in the North Docks Local Area Plan.

4.5.4 Permanent Marina

The development of a new permanent marina facility to cater for all types of leisure craft is considered essential to the future of the North Docks area. This would be a fully serviced facility, accessible to public users, to cater for permanent, visitor and small water-craft. It would need to be located outside of the ship turning basin and be subject to the agreement of the Port of Cork. Quayside structures relating to the marina would need to conform to City Plan 2004 policy. The marina would provide a focus for water-based activity and would have far-reaching benefits for the North Docks area and Cork as a whole. The timing of such a development would need to respond to the formal decommissioning of Port activity in the North Docks and reductions in commercial activity in the South Docks area. The Marina should ideally be developed to coincide with the opening of Horgan's Quay Square. Final options for the management of the marina will need to be explored at this stage.

Objective ND11: PERMANENT MARINA

A permanent marina facility should be provided in the North Docks area on Horgan's Quay.

4.5.5 Public Art

An integrated programme of Public Art that responds to the character and context of the area will be created. The programme will focus on a mix of art forms, resulting in both temporary and permanent art work. It shall take the existing built environment, proposed developments, and the community of residents and traders in the area as its starting point. This policy is based on Policy BE 32 and BE 33 of the *City Plan, 2004*.

Cork City Council will set up a public art fund and seek funding from a number of sources including: the Per Cent for Art Scheme and commitments from developers in the area. A Public Art Curator will be responsible for leading the programme of public art in the area. A key element of this strategy is its early integration with other design projects in the area. The Programme will be run in accordance with the principles set out in the *Cork City Arts Development Plan*, page 29. Cork City Council has already commissioned a new work, to be located on Penrose Quay, in commemoration of people that emigrated from Cork. This is a multi-disciplinary installation (involving sound) by

Johnny Hanrahan and Daphne Wright, and is an example of new type of interdisciplinary approach that the City Council is aiming to promote.

New permanent public art commissions should be robust, fun, invite interaction, be interpretative and functional, where possible (such as water features, seating or shelters).

Objective ND 12: PUBLIC ART

The City Council will develop a programme of public art for the North Docks to be delivered in conjunction with major developments and integrated as an integral part of the design of the public realm.

4.5.6 Public Lighting

Well designed public lighting schemes for the entire area will be one of the series of measures that will be implemented to promote walking for movement and leisure.

Apart from the proposed New National Road to replace Horgan's Quay, road lighting on all the existing roadways will need to be re-designed and replaced. Much of the existing lighting is of an obsolete and inefficient type and needs replacing.

A distinctive energy efficient lighting scheme would contribute directly to the creation of high quality waterfront development with strong connections to high quality public realm.

Objective ND 13: PUBLIC LIGHTING

The City Council will seek to ensure that public lighting in the North Docks will be energy efficient and of a high quality design so as to contribute to the overall quality of the public realm.



4.6 Built Environment

This section looks at the built environment in the North Docks area, the legacy to us resulting from its particular history of development and change over the past two centuries. It lists architectural, archaeological and industrial heritage assets, identifies the character of its distinct areas, and sets out policies for their retention, enhancement and/or transformation.

4.6.1 Historical Overview

The North Docks LAP area was laid out and developed in a number of phases in the nineteenth century. The area essentially has five character areas, which reflect historical phases of development and spatial organisation:

- The Lower Glanmire Road (west)
- Penrose Quay (containing remnants of industrial / water-related activities)
- The Lower Glanmire Road (centre)
- The Lower Glanmire Road (east) / Water Street
- The Kent Station complex

The area consists essentially of a linear street (Lower Glanmire Road) set at the base of the sandstone north ridge. The buildings along the 'Low Road' principally date from the early 19th century, but with significant individual buildings and groups of buildings having been subsequently set into the area during the later 19th century.

The area to the south of the road, between the rear of the buildings along Lower Glanmire Road and the River Lee was developed first for shipbuilding and port-related activities and from the mid-century by the coming of the railway.

The Lower Glanmire Road was realigned to accommodate the development of the Kent Station terminus. Remnants of the former water-related use remain in the Penrose Quay and Water Street areas.

The surviving building stock strongly reflects these phases of 19th century development.

The Lower Glanmire Road west and centre

Lower Glanmire Road is made up mainly of two- and three-storey terraced houses and business premises, many of good quality design and with attractive architectural detail. A number of terraces such as Woburn Place or nos. 35-38 are designated as Protected Structures in the Record of Protected Structures.

Lower Glanmire Road (west) is the first stretch of development between McCurtain Street and Woburn Place, the buildings east of Saint Patrick's Presbytery being constructed after the re-alignment of the road in the 1840s. The buildings to the east of the railway tunnel are a collection of commercial buildings reflecting their proximity to the railway station access. West of the tunnel includes terraces of fine houses grouped around Saint Patrick's Church, three stepped terraces developed after the rerouted road, and a number of good commercial buildings west of Saint Patrick's Church.

Behind and above the buildings on the north side of the Lower Glanmire Road is the rock-cut corridor created for the Cork to Cobh railway line but made redundant along its western end by the amalgamation of the Cork-Dublin and Cork-Cobh termini in 1892. Castleview Terrace was built on the part of this ground closest to the high-level railway bridge in the early 20th century as was the rear block of Arcadia Hall in 2004, but otherwise it remains largely undeveloped. There are a number of pedestrian overbridges along the line of the former railway, including one which is a Protected Structure leading up to Summerhill North.

All buildings in the central Lower Glanmire Road area are of group value interest, with good quality groups including Nos. 24-52 and 141-150 Lower Glanmire Road.

Penrose Quay (containing remnants of industrial / water-related activities)

The blocks of mainly warehousing and port-related offices located at the western end of the site between Brian Boru St., Railway St. and Penrose Quay include a number of former shipping company offices and associated warehouses.

The façade of the former Clyde Shipping Company on St. Patrick's Quay and the City of Cork Steampacket Company at the end of Penrose Wharf are designated as Protected Structures. Many of the buildings in this part of the site are notable for their very fine masonry, sometimes Cork limestone and sometimes rubble sandstone.

It is worth noting that despite much later rebuilding; the quay wall contains large sections of fine cut limestone, which are of significance.



St. Patrick's Church



The Kent Station complex

Construction of the railway terminus in the 1840s and associated tunnel under the north ridge disrupted the line of Lower Glanmire Road, causing it to rise and veer northwards from its earlier line along Railway Street, rejoining the older section of street at about Woburn Place. The boatyards and warehouses known to have been in this area gradually gave way to the expanding railway yards. The principal buildings of architectural and industrial archaeological interest surviving on the site include:

- A small section of Sir John Benson's original 1840s station terminus building
- A fine but decaying cut-stone engine shed at the north-west edge of the site facing Railway Street
- The powerful stone-fronted goods depot facing Horgan's Quay
- The dramatic curved passenger train shed of the 1890s
- A group of attractive brick-built train sheds and workshops towards the eastern part of the site of the 1890s
- The mixed sandstone and limestone rubble boundary wall and gates along Horgan's Quay
- Remaining machinery, such as the turntable

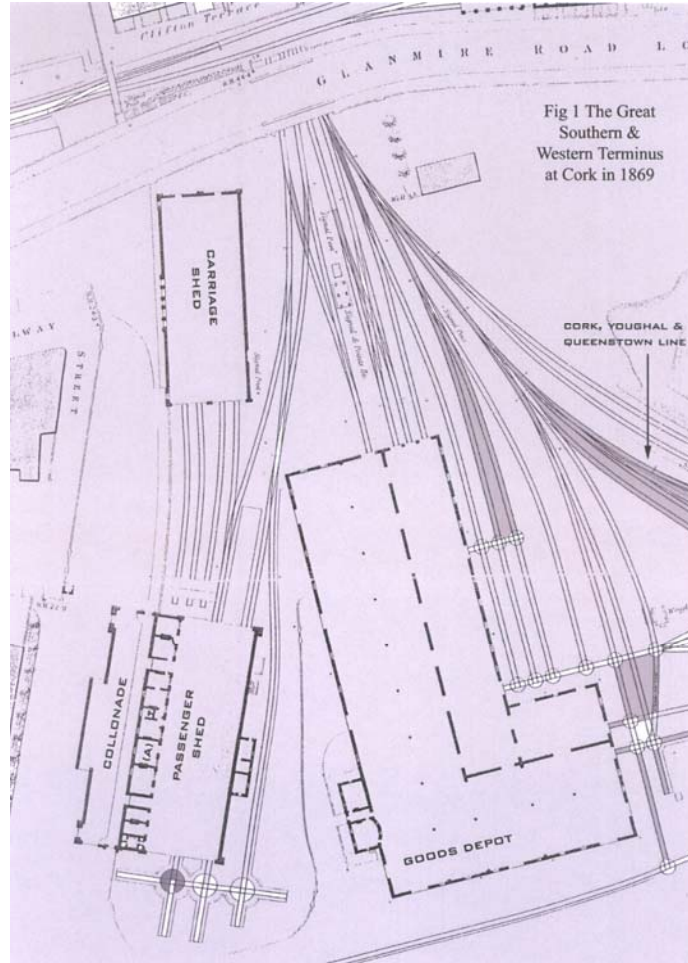
Lower Glanmire Road (east) / Water Street

To the east, the former shipyards were acquired by a timber business and by the Port of Cork, who retained the existing dry dock and added further marine-related facilities including the workshops and the attractive late 19th century building known as the Harbourmaster's House along the south side of Lower Glanmire Road.

On the north side of this end of the Lower Road are a collection of disparate two- and three-story houses, much affected by the proximity of the heavy traffic just outside their doors.

Adjacent is the terrace of eight fine three-storey late Georgian houses known as Rockgrove Terrace and the L-shaped range of one-and-a-half storey houses of Rockgrove Square.

Just to the east at the boundary of the Plan area are the short cul-de-sacs of Rockvale and the stepped lane at Beale's Hill (leading up to Montenotte). Beale's Hill is a lane of likely 18th century origin linking to Lover's Walk, being named after the noted Cork Quaker family.



1869 OS Map – (Source: Rynne, 2002)

The buildings are not of individual architectural merit but as a group have a strong identity and character which is deserving of protection and enhancement. At the eastern boundary of the Plan area is Castlevue Terrace Lower, a group of three small two-storey houses facing east over the great slip and ship's grid which remain as evidence of the area's maritime past.



Timber Ship Grid

Tile fronted house, LGR

4.6.2 Issues

Continuing growth in vehicular traffic is the single most detrimental issue affecting the buildings along Lower Glanmire Road. Apart from the direct effects on the structure of the buildings, the environment which results has led to owner-occupiers leaving the area. These concerns are dealt with in *Section 5: Precinct Strategies*.

4.6.3 Archaeology

The North Docks plan area is outside the zones of archaeological importance. However, since it is largely located on reclaimed river marsh, there may be a requirement for survey and monitoring where a development will involve large-scale ground disturbance.

Objective ND 14: SURVEYING AND MONITORING

The City Council will require Archaeological surveys, test excavation and/or monitoring for developments in the North Docks where there is deemed to be potential for impact on archaeological material.



4.6.4 Industrial Archaeology

Cork's pre-eminence as an industrial centre in the late 18th and 19th centuries has created the most tangible record of historic archaeological remains in the North Docks. Many of the quay walls, shipping offices, associated warehouses and yards still survive as do the most significant structures associated with the development of the railway from the 1840s to the present. The former ship-building and repair yards are now only to be found in the extreme eastern end of the area, and are consequently of even more significance because of the rarity of what was once an important industry in the city.

While some of the most significant warehouse structures survive and have been sympathetically converted for new uses, many others have been demolished, are derelict or are scarcely recognisable as historic buildings. Associated features such as machinery and fittings rarely survive, but structural elements designed to accommodate machinery and fittings can be very informative.

Where structures of industrial archaeological significance survive and are identified as such in this plan, it is desirable that their qualities are recognised, recorded and incorporated into proposals for development in a way that will best ensure their survival.

Objective ND 15: SITES OF ARCHAEOLOGICAL INTEREST

It is an objective to safeguard the archaeological value of the sites (and their settings) listed in the Record of Monuments and Places. In assessing proposals for development the City Council will have regard to the recommendations of the Department of the Environment, Heritage and Local Government.

4.6.5 Conservation Strategy

The intention of the Plan is to identify and make use of the built heritage assets in the formulation of a strategy for the further development and intensification of the area. Figure 4.6 shows:

- **Protected Structures** in the area
- **Buildings of Significance**, which are other structures considered to merit designation as Protected Structures
- **Buildings of Group Value**, which are individual structures whose retention is considered important because of their contribution, as part of a group, to the character of the area

Protected Structures and buildings identified for inclusion on RPS

The area includes a number of fine buildings of recognised architectural quality that have been designated as Protected Structures (identified on Fig. 4.6). These buildings range from St. Patrick's Church built of very fine Cork limestone to the modest domestic Georgian architecture of nos. 35-38 Lower Glanmire Road.

In addition, there are a number of other structures which are of architectural and / or, given the history of the area, of industrial archaeological interest. A number of structures have been added to the RPS during the preparation of the LAP, including:

- The former Port of Cork workshops and Harbourmaster's House
- The Patent Slipway, former Port of Cork Dockyard
- 1893 Railway Station Shed / wall / gates fronting onto Lower Glanmire Road
- Woodchester House, 143 and 144 Lower Glanmire Road
- Stone-fronted goods shed facing Horgan's Quay

There are a number of other structures proposed for inclusion in the Record of Protected Structures (see Fig. 4.6). Other structures, while not necessarily of great individual merit, contribute significantly to the character of the area. Examples include many of the buildings along Lower Glanmire Road between the Kent Station entrance and the high-level railway bridge, or the three parallel rows of two-and-a-half-storey houses to the east of St. Patrick's Church, built after the road was re-aligned when the tunnel was constructed.

Building Groups and Areas of Character

Both the western and eastern ends of Lower Glanmire Road contain clusters of buildings of important group value. (identified on Figure 4.6) The City Council will decide on appropriate boundaries for the purpose of designating these areas as Areas of Special Character/ Architectural Conservation Area under Section 81 of the Planning and Development Act, 2000. Once adopted policies BE 16, 17, 18 of the *City Plan, 2004* will be applied.

The area bounded by Penrose Quay, Clontarf St., Railway St. has a distinctive character reflecting its historical development as a centre for shipping offices and warehouses (following the construction in the early 19th C of the new deeper quay along Penrose Quay). Several structures are included in the Record of Protected Structures and

these should be retained and enhanced in any proposed development. However, it is recognised that the low-rise nature of the area and the relatively low level of significance attached to the majority of the structures in this sub-area will result in its existing character inevitably being transformed.

The Conservation Grants Scheme

In addition to the designation of areas as Areas of Special Character/ Architectural Conservation Areas the City Council will promote the Conservation Grants Scheme for Protected Structures in the area to support the wider conservation aims set out in the LAP.

The objective of the Conservation Grants Scheme is to assist the owner or occupier of a protected structure to undertake works to secure the conservation of the structure or part of the structure. The scheme is advertised annually in January with standard amount of grant in any one year being 50% of the approved cost subject to a maximum of €13,000.

Objective ND 16: CONSERVATION OF BUILT ENVIRONMENT

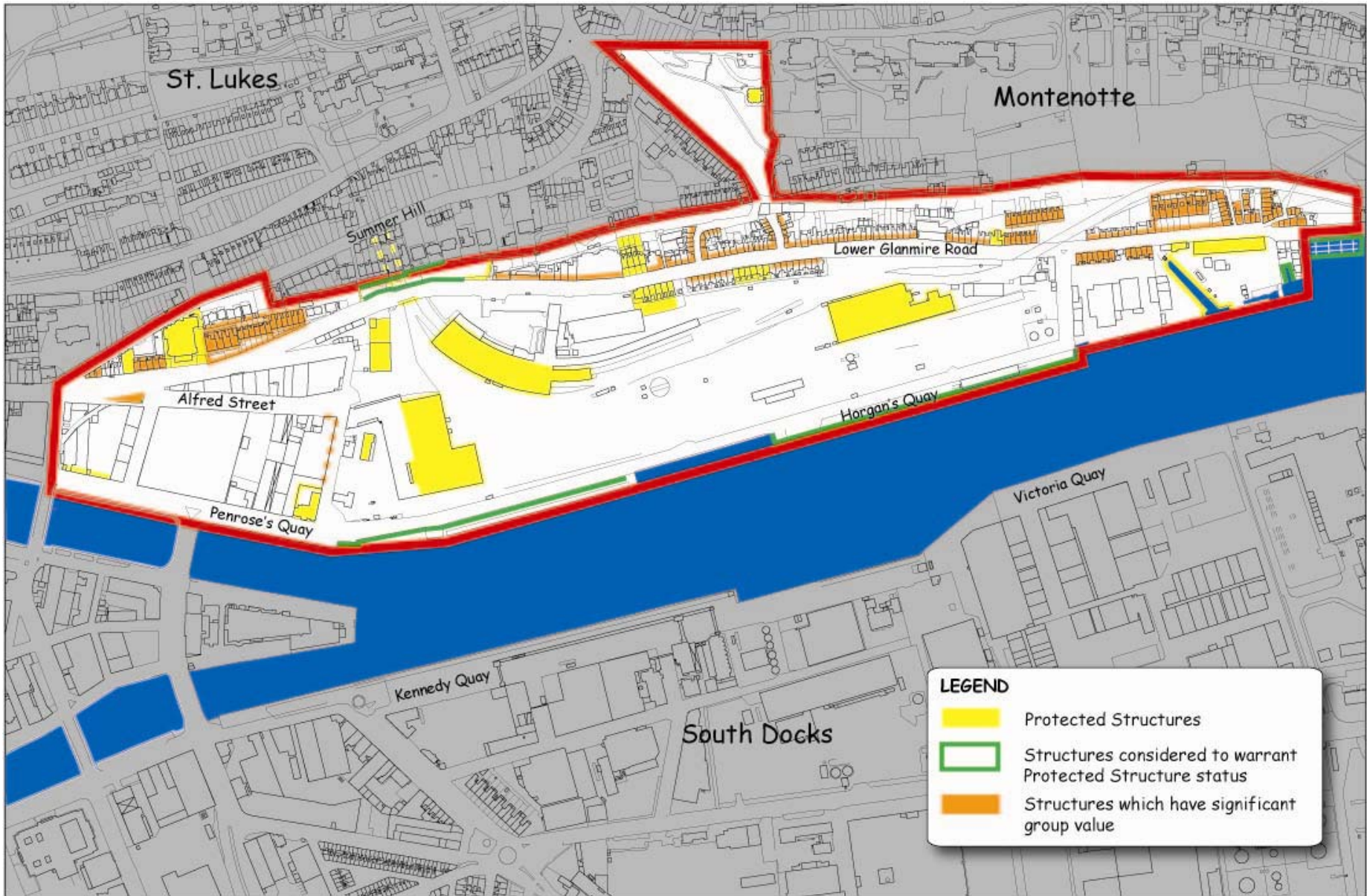
Structures identified in this Plan as being of architectural, historical, industrial archaeological or other significance should be retained and enhanced in any proposed development.

Objective ND 17: ENCOURAGEMENT OF REFURBISHMENT OF HISTORIC BUILT ENVIRONMENT

The City Council will endeavor to devise and implement policies to positively encourage and facilitate the careful refurbishment of the historic built environment for sustainable and economically viable uses.



Figure 4.6 Conservation Strategy



4.7 Infrastructure

This section sets out the strategy in relation to the following key elements of infrastructure in the North Docks area:

- Cork Docklands (Water Street) Bridge
- Pedestrian Bridges
- Cork Main Drainage
- Water
- Broadband

4.7.1 Cork Docklands (Water Street) Bridge

One of the key elements of the strategy is the putting in place of a new road bridge across the River Lee, linking the Lower Glanmire Road at Water Street to Centre Park Road in the centre of the Docklands development. This bridge is seen as an essential prerequisite to the development of the docklands area, and an opportunity to provide an impressive gateway feature and a strong design symbol for Cork City.

The bridge will have an opening facility that will allow passage of river vessels upstream of Water Street, with the frequency of bridge openings being compatible with the level of river traffic. The feasibility study for this bridge is underway and is addressing a number of issues, both aesthetic and technical. It is expected that the *Feasibility Study* and *Environment Impact Study* will be published during 2006. This is the first step in providing this key access link to the docklands.

4.7.2 Pedestrian Bridges

A new pedestrian bridge is proposed at the Lower Glanmire Road (see 4.3 for rationale) to facilitate better integration between the new development areas and the existing communities. The bridge will be procured by design competition to ensure that it is of a high standard of design.

The Bridge will be provided by the developer of the Horgan's Quay site, and should be implemented to coincide with the development of Horgan's Quay Square. The implementation of the bridge will require the acquisition of the gap site on Lower Glanmire Road. The bridge should extend over the new National Road to the Horgan's Quay site, necessitating a bridge of approximately 120m length.

A new pedestrian bridge will be provided across the River Lee at Harley Street connecting Merchant's Quay to St. Patrick's Quay. This will help in achieving the objective of improving the connection between McCurtain Street and the City Centre, and have positive effects on the consolidation of the City Centre Retail Area.

Connecting the north and south docks via a pedestrian bridge is a long-term objective of docklands redevelopment, only likely to happen when redevelopment of the south docks is underway and Port activities are relocated downstream. Kennedy spine is considered the most appropriate location for this bridge which would be designed to be an opening bridge to enable the movement of vessels to the upper reaches of the river.

4.7.3 Cork Main Drainage (CMD)

This strategic drainage system is a recent investment of significant scale, and is located along Horgan's Quay (see Figure 4.7). The services have a way-leave of 7 metres. There is sufficient capacity in the CMD network to service development.

4.7.4 Broadband

These services are located on Horgan's Quay (see Figure 4.7).

4.7.5 Water

Water supply services are located on Horgan's Quay. In relation to the Docklands area as a whole there is a shortfall in water supply capacity which must be addressed before significant development can occur.

Works to remedy this supply shortfall have been identified, and can be addressed in a phased manner with works to satisfy the North Docklands demand being required through rehabilitation work in the Shandon Area and some network management (meters and PRVs) at

Tivoli and Monahan's Road at a cost of approx. €5 million. Remediation works in Shandon are likely to cost in the order of €10m.

There is a storm water drain serving Lower Glanmire Road that crosses the railway lands (see Figure 4.7).

It is likely that any development proposals on the quay will seek to relocate these services to the New National Road, in order to allow the possibility for the building line to be brought forward in line with the proposals set-out in Section 5.

Objective ND 18: INFRASTRUCTURE

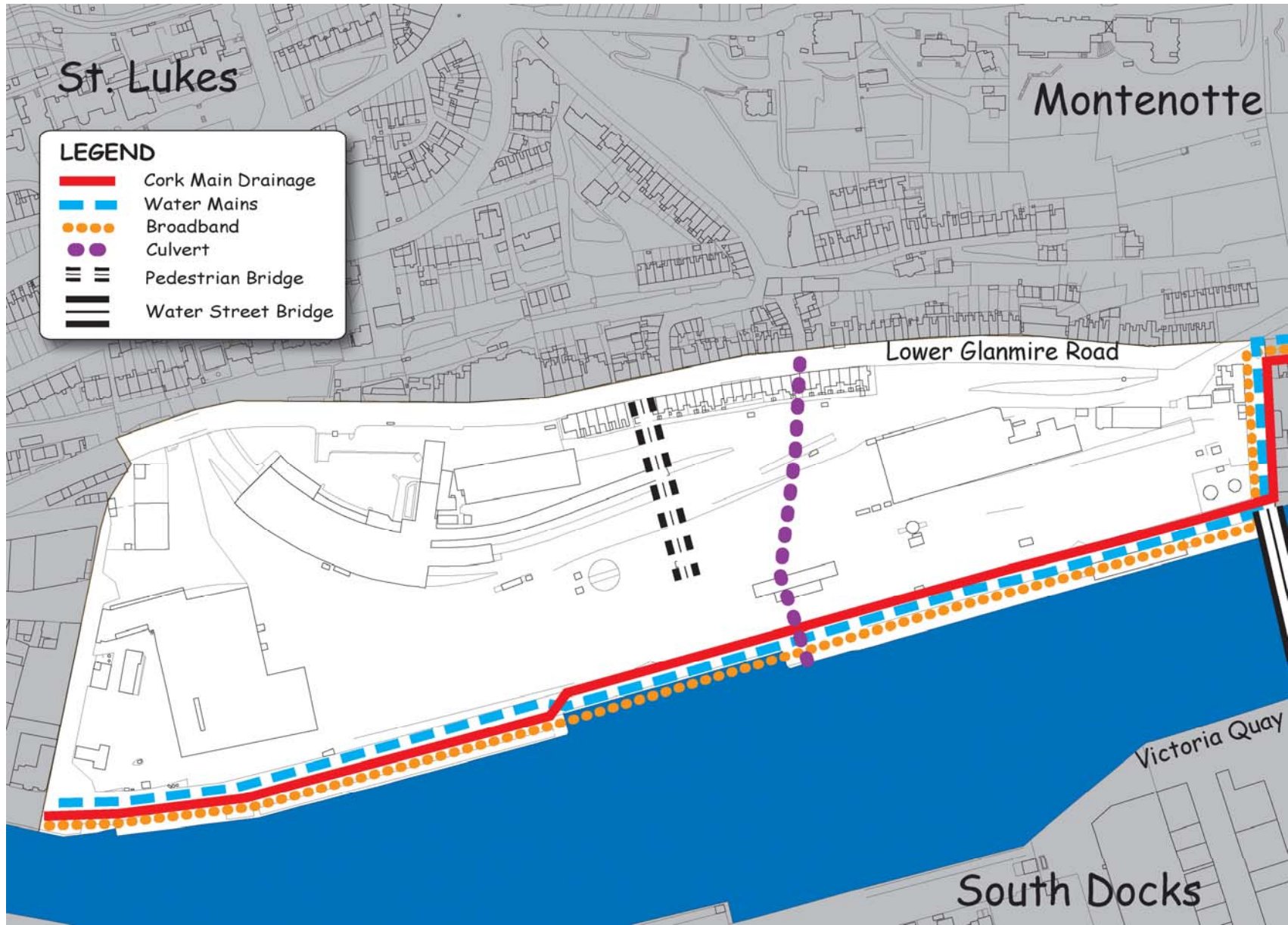
The City Council will require the key infrastructural elements to be put in place in conjunction with major developments.



Water Street Bridge concept



Figure 4.7 Infrastructure



4.8 Sustainable Building Practice

Since the Planning and Development Act, 2000, sustainable development has been placed at the heart of national land use planning policy to help meet Ireland's commitments to reduce carbon emissions agreed under the Kyoto Protocol.

Three of the main themes of sustainable development are energy, waste and transport. New building developments, which reduce and reuse waste, encourage sustainable transport and are designed to be low energy users, can therefore make a real difference.

Cork City Council recognizes that it can make an important and positive contribution towards raising the awareness of sustainable development and initiating such action at local level by putting sustainable building practice at the heart of the planning and development process within the City. A key message is that the earlier in the development process sustainability is considered the lower will be the costs of doing so.

In particular, the redevelopment of Docklands presents an exciting opportunity to promote and develop sustainable building practices. It offers the opportunity to make the City an example of best practice in terms of sustainable development; to enhance the competitiveness of the City in the long-term and to create a high-quality, sustainable urban environment.

4.8.1 Advantages of Sustainable Building

Sustainable development can offer the prospect of more immediate and more direct benefits than the long-term protection of the environment. Contrary to the widely held view, sustainable construction can be low cost.

In some cases it may be that the initial costs of a sustainable scheme may be higher than a conventional scheme. However to compensate for this the running costs of a sustainable development may be lower, or the life of a scheme may be extended. A number of advantages can be identified:

Advantages of Sustainable Building

- The image of the development, or the client, the developer or the designer may be enhanced through association with a sustainable scheme
- The running costs of a development may be reduced. This may include reduced heating or lighting costs, lower capital costs, or an extended cycle for the renewal of the development
- A scheme based on sustainability principles may attract higher rental, or a higher sale price
- Sustainable development schemes may be better able to anticipate future user and legislative requirements, thus reducing future adaptation costs
- The reaction of the local community to a development is likely to be more favourable when features of sustainable development are included
- The City Council's planning policies are, in general, founded on the principles of sustainable development, so it is likely that any scheme based on such principles will be more favourably received by the Planning Authority, than one which neglects such principles.

4.8.2 Sustainable Building Requirements

Major developments in the North Docks area will be required to show that they will have an overall positive effect in terms of sustainability and energy planning, as compared to current practices.



Passive Solar Design Aras An Chontae, Tullamore



Sustainable Housing, Surrey



Solar Panels



4.8.3 Energy Planning and Usage

Major development proposals should indicate how at least 10% of its annual expected energy consumption is to be supplied from renewable resources. The 10% target relates to the basic building services such as lighting, heating and appliances. Research work at U.C.C, for example, has shown that there is significant potential for the use of hydrogeothermal energy in the Docklands area.

All major developments will be required to supply an expected energy usage figure, in kWh/m²/year, capable of achieving a 'good' benchmark rating.

Examples of Best Practice for Offices

- 110 kWh/m²/year of TFA; naturally ventilated cellular
- 120 kWh/m²/year of TFA: naturally ventilated open plan
- 220 kWh/m²/year of TFA: standard air-conditioned
- 350 kWh/m²/year of TFA: prestige air-conditioned

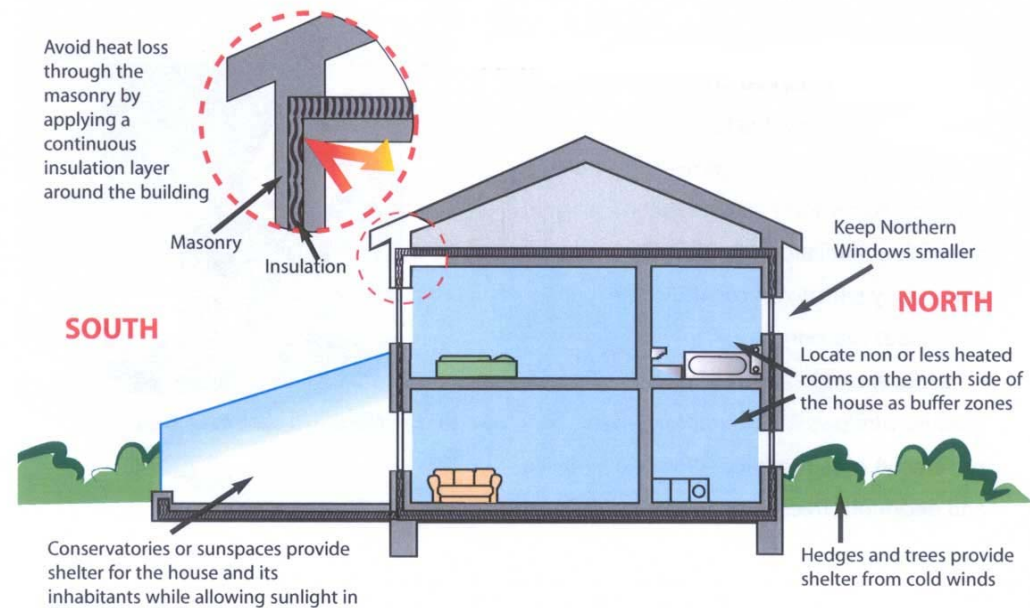
TFA: Treated Floor Area

The Planning Authority will work with the Cork City Energy Agency in commissioning consultants to assess development proposals from an environmental performance point of view.

While these requirements do not apply to minor applications, the principles of sustainable building should also inform such proposals. They are also applicable for those undertaking the repair, maintenance, renovation or regeneration of buildings.

The City Council will seek to ensure that sustainable building practice is integrated into the design of developments. This critical design issue should be addressed at pre-application stage discussions to ensure that environmental performance is central to scheme generation and that design is of the highest possible standard.

Principles in Reducing Heat Loss



Objective ND 19: SUSTAINABLE BUILDING PRACTICE

Planning applications in the North Docks LAP area will be required to take full account of:

- Energy conservation techniques such as the siting, form and layout of buildings
- Passive Solar Design
- Water Conservation
- Energy Management
- Waste Management
- Promoting walking, cycling and public transport

Objective ND 20: ENVIRONMENTAL PERFORMANCE ASSESSMENT

Applications for commercial / non-residential developments of over 300m² and new residential developments, consisting of 10 units or more, will be required to provide an Environmental Performance Assessment, prepared by a suitably qualified consultant, of the potential contribution renewable energy technologies can make towards the energy requirements (in the design, construction and operation) of the proposed development.



5.0 Precinct Strategies

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5.0 PRECINCT STRATEGIES

5.1 Introduction

The broad principles for the future regeneration of the Docklands in general are set out in Section 4, and the *City Plan 2004* and *Cork Docklands Development Strategy 2001*.

The first phases of the development of Docklands are anticipated to take place in two key areas (see Figure 5.1):

- The “Transition Area” (in yellow), which includes the area east of Brian Boru Street and Railway Street, the area east of Parnell Place on the island, and the area between Eglinton Street and Victoria Road
- The North Docks (in purple)

The North Docks LAP area includes elements of the Transition Area (see Alfred Street / Penrose Quay, below), as well as the main North Docks area. Development of the Transition Area is well underway, and it is expected the key North Docks sites are likely to follow over the next few years.

For practical reasons the North Docks has been divided into four precincts (see Section 3):

1. Alfred Street / Penrose Quay
2. Kent Station / Horgan’s Quay
3. Water Street
4. Lower Glanmire Road

These precincts broadly reflect that contained in the *CDDS 2001*, with the addition of the Lower Glanmire Road as a distinct area, and a triangle of land on Mahony’s Avenue. The strategy for the development and improvement of each precinct are set out in the following sections.

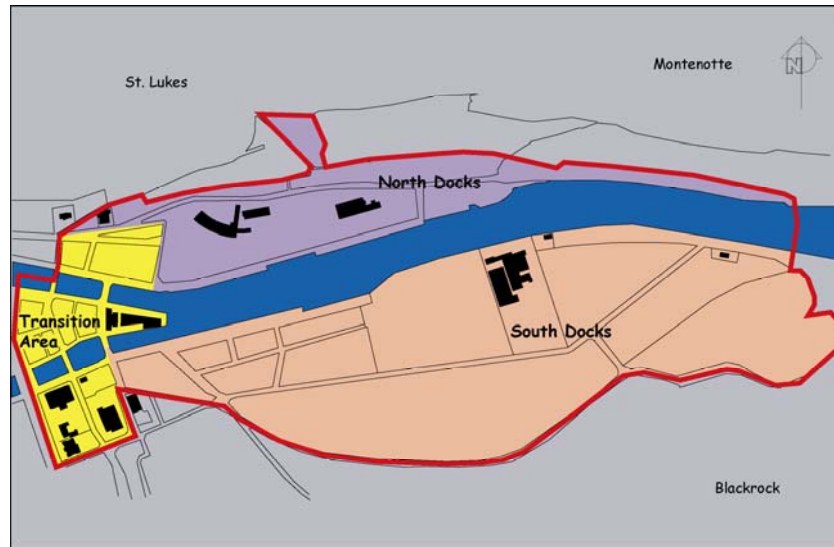


Figure 5.1 Docklands Implementation Strategy

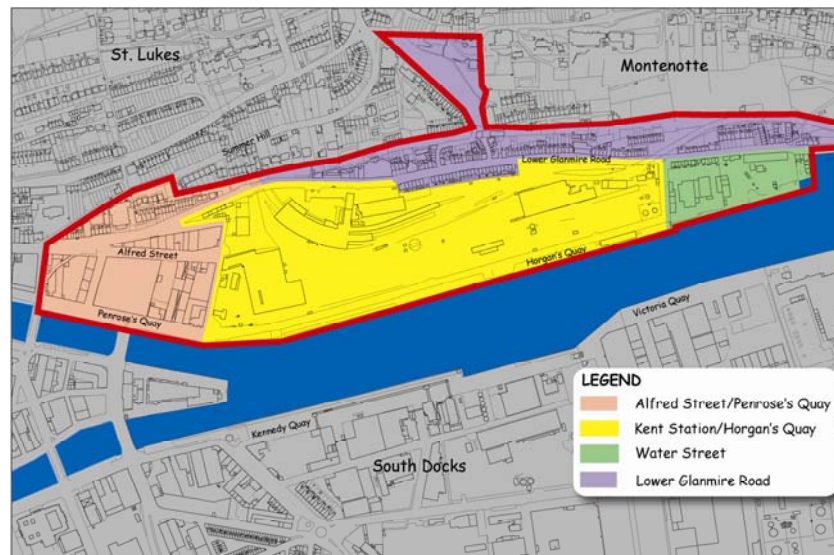


Figure 5.2 North Docks Precincts



5.2 Alfred Street / Penrose Quay

5.2.1 Introduction

This area is bounded by Penrose Quay, Railway Street, the old railway line, Summerhill North, and Brian Boru Street. It forms part of the Transition Zone between the City Centre and the North Docks area (see Figure 5.1). The total size of the sub-area is 7 hectares, with the area south of Lower Glanmire Road with significant development potential totalling 4 hectares. The area is predominantly in mixed commercial use at the moment, with residential uses on Lower Glanmire Road only. Commercial uses are mainly retail showrooms and lower order general offices.

The area is likely to be the next major city renewal area once commitments have been made on the Albert Quay / Eglinton Street block. This is evidenced by the recent planning application for the Brian Boru Street block (see below). The development and improvement of the area is of huge importance to the North Docks and the City Centre for three main reasons:

1. It will reinforce the role of McCurtain Street as an important retail street in the City centre
2. It is the stepping stone to the extension of the City centre into the main North Docks area (although the Kent Station / Horgan's Quay is a landmark development that could happen in advance)
3. It defines the character of three new key axes in the City Centre, in terms of development and environmental quality - Penrose Quay, Alfred Street, and Lower Glanmire Road. Whilst the axes already exist, they are all at present of a low quality so being negative assets to the City

This section sets out the conditions for the redevelopment of this key area.

5.2.2 Development

The zoning objective for most of the area is Commercial Core Area, allowing scope for any uses, excluding City Centre Retail. A small portion of the area (to the east of Saint Patrick's Church) comes under

an *Inner City Residential Neighbourhood* zoning objective. In addition, the Brian Boru Street block is specifically identified as being a *Potential Expansion to the City Centre Retail Area*, which is envisaged to spread eastwards from McCurtain Street towards Kent Station along Penrose Quay and Alfred Street.

Whilst the main impetus for development in the area will be for commercial uses, it is an objective to secure 40 % of all new floor-space as residential or uses providing a presence of people outside working hours (a minimum of 25 % should be residential). The main commercial uses are likely to be general office, business and technology, retail / retail showrooms, and commercial leisure.

It is likely that any new development will generally take the form of infill and replacement development, building on the existing urban structure and subdivisions within the area. Many of these sites are developed to relatively low scale and are likely to change in response to the new patterns of accessibility and development within the Docklands area with corresponding increases in density and height as well as uses. There are four major development sites:

5.2.3 Brian Boru Street block

The site

The redevelopment of this site will shape the future of not only the streets that it directly fronts onto, but will also shape:

- The future of the Alfred Street / Penrose Quay sub- area
- The future of McCurtain Street
- Saint Patrick's Quay (in combination with the development of the Harley Street Pedestrian Bridge)

The site is an almost square block of 0.563 hectares size. Most of the block is in single ownership. It is dissected in its north-west corner by the arc of a former railway line that connected Kent Station to the Bandon Railway line on Albert Quay.



Penrose Quay



Western Gateway



North Quays



Goals and Opportunity

- To create new positive frontages onto all four streets that this block relates to
- To create a retail development over the entire block capable of providing an anchor that will lift McCurtain Street and drive the expansion of the City Centre Retail Area along Penrose Quay and Alfred Street
- To retain the arc of the railway within any development concept or provide an alternative direct route from the north-eastern corner of the site to the south-western corner of the site
- To ensure that the site is developed with a vertical mix of uses

Main development issues

- The facades of the former warehouses fronting onto Penrose Quay should be retained in any redevelopment
- Land should be provided on Brian Boru Street to widen the footpath to 4 metres, in order to accommodate projected pedestrian flows
- Building heights should be up to a maximum of 22 metres
- The retail development should incorporate a medium-sized anchor
- Ground floor units should have doorways and display windows directly onto the street (i.e. any development should not have only an internalised mall)
- Upper floor uses could include commercial leisure, general office or residential
- The south-west and north-east corners should be articulated to emphasise their role in the townscape
- Proposals for basement level public car parking will be considered against *City Plan, 2004* policy. It is recognised that a public car park to replace the existing spaces on the site would be desirable
- Southern and northern elevations should be strong to emphasise the importance of Penrose Quay and Alfred Street.
- Development should respect the setting and protect views of Trinity Presbyterian Church.

5.2.4 Alfred Street / Lower Glanmire Rd finger

The site

This asymmetrical small triangular block will define the character of Alfred Street and also forms the southern side to Lower Glanmire Road (west). It is on two different levels, with Alfred Street being one storey below Lower Glanmire Road.

The block has a small-grain commercial buildings plot structure and therefore is most likely to be developed as a series of separate buildings. The block is 0.33 hectares in size and is comprised of 10 separate plots. The block has recently seen the development of a number of general office uses.

Goals and Opportunity

- The development of a retail street along Alfred Street in the medium term, with quasi-retail uses in the short term (e.g. retail showrooms)
- Upper floors should be residential, and could also include live/work units divided on a vertical basis to provide ground floor commercial space
- New buildings must be designed with high ground floor -to-ceiling heights to enable buildings to accommodate future changes of use to retail on Alfred Street and Lower Glanmire Road.

Main development issues

- Development should respect the setting of Saint Patrick's Church
- The Alfred Street frontage should relate to the benchmark set by the Siemens building in terms of building height
- Building height on Lower Glanmire Road should be subject to a four-storey (14 metres) maximum in order to limit sunlight / daylight loss to the street
- The ground floor on Alfred Street is one storey lower than the Lower Glanmire Road ground floor
- Due to the very constrained nature of the site no on-site car parking is likely without site assembly, and the development is likely to be served by on-street disc parking only



Penrose Quay



Alfred Street



Ship Street



5.2.5 Penrose Quay / Railway Street block

The site

This block is approximately 1 hectare in size, and occupies an important location opposite the Kent Station site. It is also visually very prominent on the river, being located opposite Custom House Quay. The block is in multiple-ownership and has a variety of plot sizes. Whilst there may be some site assembly, it is likely that it will be developed by a number of different parties.

Goals and Opportunity

- Mixed use development incorporating high specification ground floors capable of accommodating retail and other appropriate commercial uses
- Upper floor uses should be residential or other uses that contribute evening activity to the area
- Respond to urban grain appropriately with vertically emphasised buildings

Main development issues

- Need to create development of sufficient height fronting onto the river (i.e. 20 metres – 1 commercial plus 5 residential)
- Development will need to respect the scale and height of the Steam Packet Company Offices Protected Structure by stepping down.

5.2.6 Penrose Wharf

This block is in single ownership and is therefore highly likely to be redeveloped in the medium term due to the increased value of the site. The preferred use for the site will be retail with commercial upper floors capable of accommodating existing small businesses on the site.

5.2.7 Movement and accessibility

Pedestrian and cycle measures

- **Harley Street pedestrian bridge** - The implementation of this bridge is crucial to the extension of prime retail to McCurtain Street, allowing pedestrian flow another route to the Key Secondary Shopping Street, and facilitating the redevelopment of the Saint Patrick's Quay frontage for retail uses. The bridge will

also provide a bicycle route connecting the City Centre to new radial routes through the North Docks area, as Brian Boru bridge is not wide enough to accommodate a bicycle lane.

- Improvements will be made to the physical configuration of the following junctions to improve the pedestrian realm at:
 - a. Brian Boru Street / Lower Glanmire Road / Summer Hill North
 - b. Railway Street / Lower Glanmire Road junction
 - c. Penrose Quay / Railway Street

Pedestrian routes

- The Clifton Terrace Pedestrian Bridge / footpath will be upgraded to facilitate pedestrian movement
- The lane to the west of Saint Patrick's Church will be reopened
- The quayside amenity route and Alfred Street axis will become key strategic pedestrian routes

Public transport measures

- A bus-lane will be introduced on Penrose Quay on the inbound lane from Station Square inwards, reducing the road space available to private vehicles along the quay to two lanes (one lane in each direction when two-way is implemented), and providing an advantage to public transport users
- The City Council will work in partnership with CIE / IE / Bus Eireann to ensure that the new bus route along Alfred Street to the new main Kent Station entrance is implemented to co-incide with pedestrian egress routes from the new station.

Private vehicles

- The long term ambition is to re-introduce two-way traffic on all City Centre streets
- On-street disc parking will continue to be important to serve businesses on Railway Street, Alfred Street and Penrose Quay (south)
- The access to the Kent Station basement car park should be from Railway Street



Penrose Quay



Lower Glanmire Road



5.2.8 Integrated and balanced community

In order to ensure that this area is balanced and integrated the following measures will be required:

- An enhanced Penrose Quay to provide a high quality public space for new residents in the area
- New mixed tenure high quality residences

5.2.9 Public realm strategy

The area has 4 key public spaces that will need to be enhanced:

1. Penrose Quay / Saint Patrick’s Quay east
2. Alfred Street
3. Lower Glanmire Road
4. Brain Boru

1. Penrose Quay / Saint Patrick’s Quay (east)

Background

This space currently functions primarily as a route with parking spaces for vehicles, due to its designation as a National Road providing access to and through the City Centre (on to the South Link Road via Alfred Street and the west via the quays).

The potential exists to reconfigure the space so that it can become a city street with a Quayside Amenity Area, whilst still providing sufficient space for vehicle movement and storage. It is of strategic importance that the City Centre is linked to the North Docks Area via the Quayside Amenity Area.

Movement and Accessibility proposals will result in the street reverting to two-way as far as Michael Collins Bridge by 2007. The two-way system will ultimately be extended along the quays in the long term as far as the North Mall.

Identity

- A city street appropriate to its location between new urban developments and the River Lee
- A transportation corridor, giving priority to buses
- A south-facing waterside public space providing an opportunity for pedestrians to linger or pass through
- A place for vehicles to park in the evenings

Key design issues

The 17-24 metre space will be reconfigured to provide:

- A 3 metre footpath on the northern side
- 3 x 3.5 metre carriageways (one lane each way, plus an inbound bus lane)
- Right-angle parking spaces (reduced in number)
- Quayside amenity area on the southern side (of 5 metres, plus potential for a 5 metre boardwalk to secure a sufficient space to encourage walking and passive recreation) (See Fig 5.3)

Key facts

Priority:	Very high
Completed:	2008
Palette:	Primary
Size:	2,000 (TBC)
Unit cost:	750 (TBC)
Cost estimate:	€1.5m (TBC)
Boardwalk cost:	(per sq.m) TBC
Responsibility:	Public

2. Alfred Street

Background

This space currently functions as a national traffic route and local traffic route (east of Ship Street) and parking area for cars and vehicles servicing local businesses. The strategy for the future of the street raises its importance to a strategic level, extending McCurtain Street to the new Railway Station.

Identity

- A major new physical axis extending McCurtain Street to Kent Station
- A route and, in time, a destination in its own right as a retail street extending McCurtain Street and the CCRA
- The new Kent Station facade will form the visual focus to the new axis vista, and be the destination for most vehicles passing through the street
- A physical extension to McCurtain Street, with Lower Glanmire Road turning off of it
- A pedestrian-friendly environment

Key design issues

- Removal of on-street parking spaces from the northern side of the street to enable the creation of a good axis, with the potential for a widened space to the north of the Brian Boru Street block
- Historic street materials (e.g. stone setts, kerbing) and historic water trough
- Street trees to emphasise axis
- Generous pedestrian realm and favourable crossing points when station opens

Key facts

Alfred Street West

Priority:	Very High
Completed:	2008
Palette:	Primary
Size (sqm):	250 (TBC)
Unit cost:	750 (TBC)
Cost estimate:	€150k (TBC)
Responsibility:	City Council

Alfred Street East

Priority:	High
Completed:	To co-incide with opening of Kent Station.
Palette:	Primary
Size:	2,000 (TBC)
Unit cost:	750 (TBC)
Cost estimate:	€1.5m (TBC)
Responsibility:	City Council



3. Lower Glanmire Road

Currently a one-way inner urban national road, with high vehicle speeds and poor pedestrian environment.

Identity

- Two-way main thoroughfare for green modes and other vehicular traffic, with low speeds in response to residential neighbourhood
- Route for pedestrians/cyclists to North Docks and related areas
- Pleasant pedestrian realm

Key design issues

- Minimise vehicle speeds by reversion to two-way traffic and pinch points / pedestrian crossings on route
- Improve quality of pedestrian realm generally and specifically at junctions with Railway Street and Alfred Street
- Cycle lane on northern side of street
- New street trees to complement pedestrian realm

Key Facts

- Pedestrian junctions upgraded in 2005 as part of Green route project
- Secondary palette
- Improvements generally to follow development proposals

4. Brian Boru Street

One-way access to City Centre for those travelling from the north.

Identity

- Traffic route of critical importance to linking the City Centre island to the northern side of the city
- Public space of critical importance to extending McCurtain Street eastwards towards the railway station

Key design issues

- Two-way traffic in the medium term
- Pedestrian footpath on the eastern side widened to 4 metres
- Relationship to railway arc / substitute
- Need for redevelopment of western side (Leisure Plex)

Key Facts

- **Priority:** Very high
- **Completed:** 2009 (to co-incide with Brian Boru Block devpt)
- **Palette:** Primary
- **Responsibility:** City Council.

5.2.10 Built Environment Issues

The area was historically a commercial area relating to shipping and railway goods distribution. There are a number of buildings in the area that are considered to be of significant heritage value, including:

- Facades of warehouses fronting onto Penrose Quay
- Steam Packet Company Offices
- Saint Patrick's Church

In addition, most of the buildings on the northern side of Lower Glanmire Road are considered to be of Group Value from a conservation perspective.

5.2.11 Infrastructure

There are no major specific infrastructural issues pertaining to the area. However, the implementation of the Harley Street Pedestrian Bridge is a project that will be essential to the future of the retail function of the McCurtain Street / Alfred Street axis.

Objective ND 21: ALFRED STREET / PENROSE QUAY

1. The City Council will support infill mixed use re-developments that provide for the expansion of Commercial Core functions as well as limited residential uses.
2. The City Council will support the redevelopment of the area between Ship Street and Brian Boru Street for a mixture of uses. The retention of the protected warehouse facades fronting St. Patrick's Quay is a consideration for incorporation into any design.
3. The City Council will support infill mixed use re-developments in the area fronting onto Alfred Street. The protected former Steam Packet offices should be retained as a separate element.



The Siemens building at Alfred Street



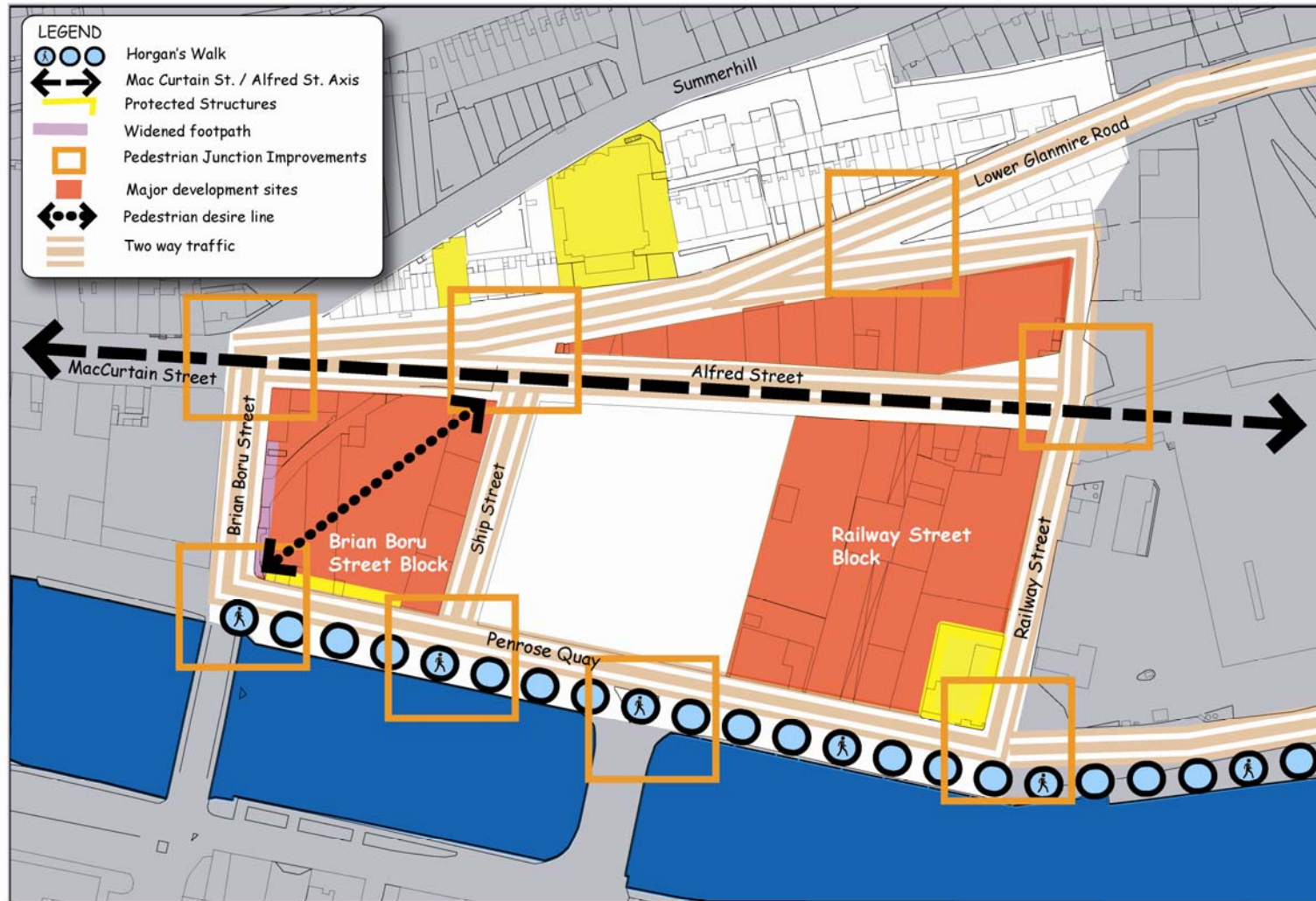
Lower Glanmire Road / Brian Boru Street junction



Penrose quay



Figure 5.3 Alfred Street / Penrose Quay



5.3 Kent Station / Horgan's Quay

5.3.1 Introduction

The redevelopment of this site is central to facilitating the realisation of the transportation strategy set out in the *Cork Area Strategic Plan 2001 (CASP)* and also to unlocking the development potential of the North Docks area.

The site is comprised of approximately 11 hectares of land principally owned by CIE and bounded by Lower Glanmire Road, Water Street, Horgan's Quay and Railway Street. The area is dominated by the railway station and associated goods depot, workshops and sidings.

5.3.2 Development

The land use framework is set out in Section 4, and responds to the *City Plan 2004* zoning objectives for the area:

- The Kent Station is a Mixed-Use Opportunity Site, and will be developed as an extension to the city centre with a mixture of commercial, residential and civic uses. It is the preferred location for major new City Centre office developments
- The Station Square has also been identified as a 'proposed neighbourhood centre'
- An area has been zoned as 'public open space' corresponding with Horgan's Quay Square
- The remainder of the area has been zoned as an 'inner city residential neighbourhood', with local services

Section 4 also identifies the need to develop active ground floor uses between the City Centre and Horgan's Quay Square, and also on Water Street / the New National Road.

The urban structure for this area is defined in Section 4, and includes the following key elements:

- The Station axis giving a direct route to Station - Penrose Quay
- Horgan's Walk
- The Water Street Spine
- Kennedy Quay Spine
- Alfred Street / McCurtain Street axis
- Station Square
- Horgan's Quay Square

In addition, the following will have a local influence on the urban structure:

- The retention and re-use of existing structures (see Conservation, below)
- The re-orientation and remodelling of Kent Station
- Any buildings requiring large footprints (e.g. a conference centre)

A new Neighbourhood Centre will be developed to serve the North Docks area, serving 7,000 commuter plus inter city passengers per day, 2,500 residents and 1,000 working in the area. Two locational options exist:

- Station Square
- The northern side of the Railway Station, fronting onto Lower Glanmire Road

The preferred location for the centre is at Station Square, providing good pedestrian access to the area is secured through the Railway Station and the Lower Glanmire Road Pedestrian Bridge. The neighbourhood centre will complement the station-related retail located at Kent Station. The centre should include a convenience store to provide an anchor for related retail and local services.

1. Kent Station

The reconfigured Kent Station should:

- Be reconfigured to front onto the Station Square / the river
- Be a landmark building of citywide significance, designed to be visible from McCurtain Street / Alfred Street vista and also to address the river and Lower Glanmire Road successfully. A tall building is not considered appropriate in this location
- Be redeveloped to incorporate station-related comparison shopping floorspace to a maximum of 1,000 net sq.m
- Contain a vertical mix of uses, with live ground floor uses onto Station Square
- Provide for the existing surface car park redevelopment to provide a new positive frontage onto Lower Glanmire Road, whilst still leaving key views and prospects of the station intact. New buildings should front onto the street with active ground floor uses and a mix of uses, including offices

- The anchor convenience retail store will be 1,000 net sq.m with additional scope for further 1,000 net sq.m in other commercial units
- A tourist information point should be provided within the station (possibly a free standing structure to include a mounted map of the city and an interactive IT point providing tourist information)



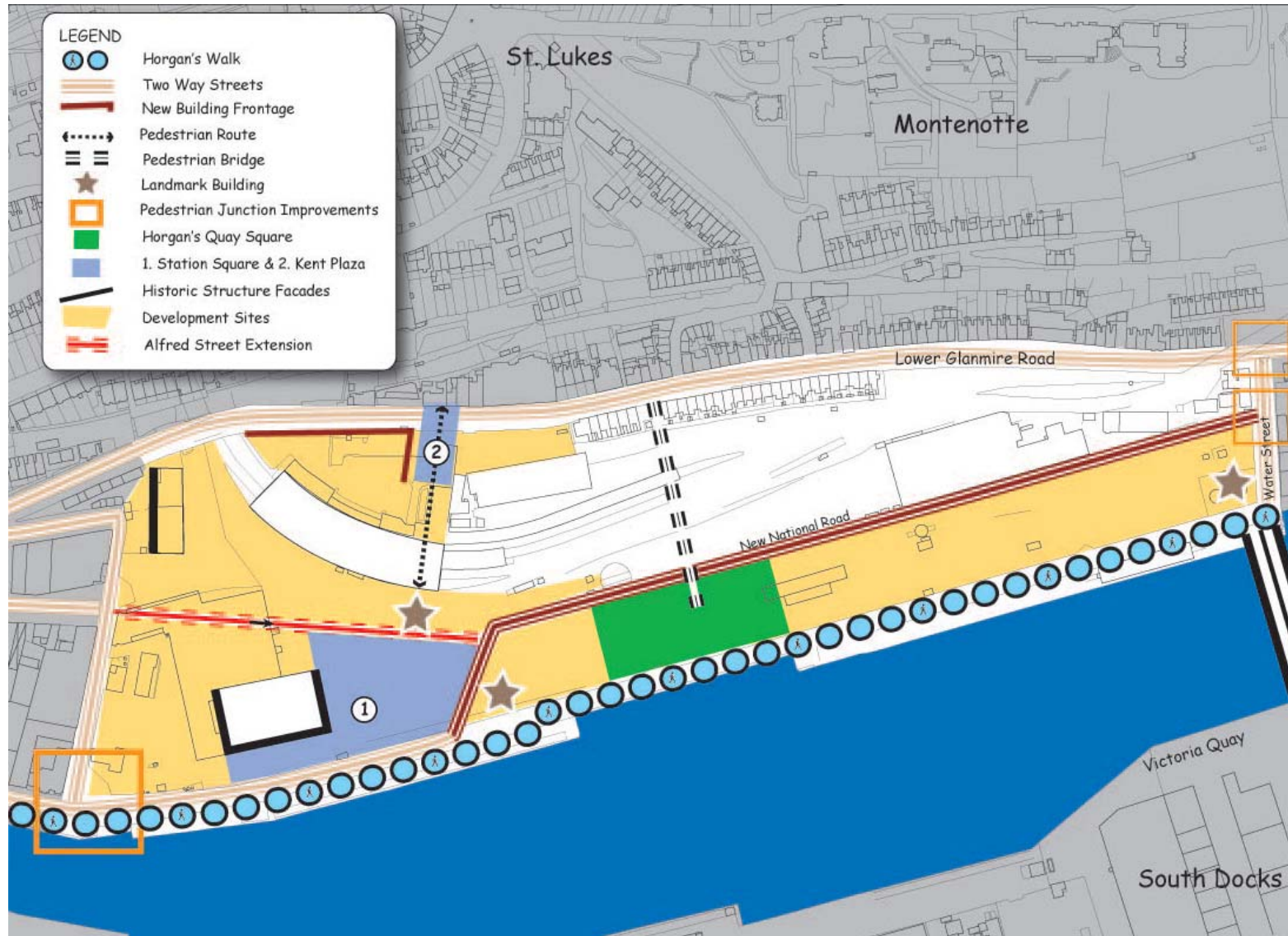
CDDS 2001 illustrative masterplan for Station



Existing Station Car Park



Figure 5.4 Kent Station / Horgan's Quay



2. Station Square

- Station Square is considered the most appropriate location for the North Docks Neighbourhood Centre as it will benefit from the greatest levels of pedestrian flows and thus enhance the viability of the retail units. This will be the focus for new commercial uses and the gateway to the City Centre.
- An anchor convenience retail store will be 1,000 net sq.m with additional scope for further 1,000 in other commercial units.
- Other commercial uses are likely to include general offices and commercial leisure uses, such as hotels or entertainment uses (e.g. cinema or bowling).
- It is intended that all faces of Station square would be lined with "live uses".

Western side

- **The Goods Depot (included in the RPS)** will be a strong organising element in the development of the square area. The southern, eastern and western elevations are all visually strong and should define the edges of the square.
- The block to the eastern side of Station Square is a potential location for an Events / Conference Centre with a 5,000 person capacity. This portion of the site has a Protected Structure (the portion of the former railway station) and the Goods Depot (see below). The block is defined to the north by the Alfred Street extension, which provides access to the station.
- Whilst a precise footprint for the Events / Conference Centre has not yet been determined, the potential exists to develop a centre whilst retaining the historic structures. Such a structure could be accommodated on an east-west or north-south axis. The Goods Depot should be integrated into any such development and could be re-used as a multi-use space. Such a model has been used at the Point Depot in Dublin (7,500 capacity), which was a former railway building.

Eastern side

- A landmark building should be developed on the south-eastern corner of Station Square, emphasising the importance of Kent Station / Station Square in the identity and legibility of the area

Additional urban design considerations

- Kent Station is specified as a Local Landmark Building in the *City Plan 2004* (see Figure 6.2, *City Plan, 2004*)
- The general height of buildings should be 4-6 storeys, with 7 storeys fronting onto the river or approximately 22 metres (subject to site specific constraints). These heights include set-backs.
- Proposals for tall buildings will be considered against Policy BE23 of the *City Plan 2004*
- Proposals for the development of the station complex will have to address the issue of train noise and its impact on neighbouring residential areas and consider appropriate noise attenuation measures in the redevelopment.

3. Existing Kent Station Car Park

It is possible that this site will be required for a new National Bus Route Station in the future, if the National routes are relocated from Parnell Place Bus Station. Development of the existing station car park site will provide a new built edge to Lower Glanmire Road, with live ground floor uses. Kent Station is a Protected Structure and a local landmark building. The setting and key views of the structure should be preserved by new development. In addition, the impact of development on views of Saint Patrick's Church will have to be considered.

Identity

- Positive interaction with the Lower Glanmire Road
- Retention and appropriate consideration of Protected Structures
- Potential uses include National Bus Station, small scale commercial and residential
- Key local views protected.

4. Horgan's Quay

This primarily residential neighbourhood will extend from Horgan's Quay Square to Water Street, with 90 per cent of floor-space being proposed for residential use, the balance being in live ground floor uses, local services and community uses.

- Blocks must be narrow to allow frequent views through the site to the River Lee from the north as well as the northern ridge from the south, and to allow for the creation of a permeable environment (See Section 4.2.3 for further details).

- Careful consideration should be given to the Water Street frontage in order to ensure that a positive public realm is created, with active uses at ground floor level. A landmark / corner building is considered appropriate to provide a strong statement
- Ground floor uses fronting onto the New National Road must be non-residential (i.e. commercial, community, civic or other services)
- Ground floor frontages onto secondary streets should generally be residential while those fronting onto the quay will generally be non-residential



Existing Station car park



Docklands light rail, London



5.3.3 Movement and accessibility

The new Kent Station will cater for a fivefold increase in the number of passengers using the station from 2,000 to up to 10,000 per day between 2000 and 2020.

Kent Station will be accessible to pedestrians from both Station Square and Lower Glanmire Road. A direct pedestrian route through Kent Station is considered to be essential to enhance integration and permeability between the Lower Glanmire Road area and the new development areas along the quayside. The will facilitate pedestrian access from Lower Glanmire Road to Station Square, the neighbourhood centre and the other amenities that will be located on the southern side of the station. The route will not be a public right of way but should be accessible to all during normal station operational hours, and will be managed by Iarnród Éireann.

The Station Square will incorporate a new pedestrian desire line on its western-side (to the west of the Goods Depot). In the event that a large footprint building is developed then this route could be incorporated into a private atrium / arcade building.

To facilitate public transport users 8 bus set-down bays for services from public transport providers will be included within the Alfred Street extension / Kent Station access road. These will be located to the west of Station Square in order to ensure that the pedestrian realm and connection to Station Square is given priority.

The new station will require a 500-700 space station-related car park. The preferred location for such a facility is at basement level, in order to make the most efficient use of the available land. Parking related to other development will be subject to the maximum parking standards set out in the *City Plan 2004*.

The City Centre Events / Conference Centre will be accessible to a range of transport modes, including train, bus, car, cycling and walking. Any development will be subject to a Mobility Management Plan to ensure it is highly accessible to non-car modes. The development will include car parking provision to the *City Plan 2004* standards of 1 space per 25 seats.

This would yield a requirement for 200 on-site car parking spaces for a 5,000 seater venue, plus provision for other ancillary uses.

The new secondary streets between blocks (identified as Key New Streets / Linkages in the *City Plan 2004*) will provide:

- Vehicular access to individual streets
- Disc car parking
- Access to basement level car parking contained within each block
- Pedestrian / cycle routes

The current vehicular access to the Iarnród Éireann operational lands at Kent Station from Water Street is likely to be relocated due to the development of the Water Street Bridge and the proposed traffic control regime on Water Street itself. If the access has to be relocated then a new access will be agreed in consultation with Iarnród Éireann. One possible location for the access is from the proposed new national road.

The section on New National Road below provides further detail on access constraints.

5.3.4 Integrated and balanced community

In order to ensure that the Kent Station / Horgan's Quay Precinct is both integrated and balanced, the following must be provided by any development.

- A new Neighbourhood Centre including a range of commercial and non-commercial services
- A new pedestrian bridge connecting the Horgan's Quay Square to Lower Glanmire Road
- An appropriate mix of housing type, size and tenure
- A range of employment opportunities
- A direct pedestrian route through the railway station connecting Lower Glanmire Road to Station Square
- A new community centre providing for a range of local needs



"In local and regional terms this is the largest surviving station complex dating from the early years of the GS&WR". C. Rynne (2002) An Industrial Archaeological Appraisal. 2,000



Horgan's Quay



Bristol Dock, Central promenade



5.3.5 Public Realm Framework

1. Station Square

This new city square is the focus for a new city quarter and the new Kent Station, whilst also signalling arrival to Cork City Centre.

Identity

- A focal space of city-wide significance
- A point of orientation for those entering the city centre by rail or road, announcing the access to a world class city
- The focus for a new extension to the city centre and its related activities and buildings
- A space that connects the station to the river and to the pedestrian routes into the City Centre
- A bustling space with activity generated by the expanded and reconfigured Kent Station and the new commercial activities at its edge
- A transport interchange for people to transfer to / from trains
- The commercial focus for the North Docks Neighbourhood Centre, and also the gateway to it from the City Centre
- A place for people to pass through, linger, and sit informally or at the commercial uses that will front onto it

Key design issues

- The re-used Goods Shed will dominate the space in terms of area and also provide a strong built frontage and active uses at the base of its facades
- The space is of national significance and therefore its design should be procured by design competition
- Incorporates the Alfred Street extension, and the traffic movements that this brings. Need for clear pedestrian priority between the Station and Station Square
- New National Road to be kept to the edges of the space, with right angles to reduce traffic speed
- 50 bicycle parking bays should be provided to the front of the station, and be housed under a purpose-built shelter
- Need for strong simple design with high quality lighting

Key facts

Priority:	Very high
Completed:	2008
Palette:	Primary
Size:	2,000
Unit cost:	750 (tbc)
Cost estimate:	€1.5m (tbc)
Responsibility:	Developer

2. Horgan's Quay Square

This, the only green space in the Horgan's Quay area of the North Docks, is the recreational space for the residents of the north docks, and the focus for crèches and children's play. In terms of quantitative open space requirements, the functionality and design of the square will need to be able to provide for the recreational needs of the residents of up to 1,500 residential units.

The size of Horgan's Quay Square is therefore to be extended to 0.6 hectares in size, slightly larger than the 0.54ha site zoned in the *City Plan, 2004*. Despite this increase, there will still be a net gain for the developers of the Horgan's Quay site, given the increases in plot ratio from that conceived in the *CDDS 2001* to that set out in the *City Plan, 2004*.

This Square will accommodate 0.1 hectares for crèche outdoor space provision and 0.5ha for public open space, 60% of which should be passive and 40% active. The active space will accommodate a Neighbourhood Play Area, to provide for toddlers and children and two Multi-Use Games Areas (MUGAs) to cater for all ages.

It is considered reasonable to allow the developers of the site to include an area of 5 metres of the proposed 10 metre Horgan's Walk within Horgan's Quay Square



Lapp's Quay



Street Life



Identity

- A focal space for the North Docks community
- A predominantly green space providing visual relief from the hard City Centre environment
- A space for informal and formal recreation:
- 0.1ha reserved for outdoor play areas for crèches
- 0.04ha for Neighbourhood Play Area
- 0.16ha for 2 MUGAs
- 0.3 for green passive recreation area
- An area of 5 metres of the proposed 10 metre Horgan’s Walk may be within the park
- A route to Lower Glanmire Road via the new pedestrian bridge
- The focus for water-based activity on Horgan’s Quay, and complementary cafes / restaurants and possible facilities for boating (e.g. managed pontoons and boat houses)
- Ground floors will be active, and include all crèche facilities for the area which will front onto the green space
- Defined by strong buildings at its edge

Key design issues

- 2 MUGAs to accommodate sports use
- 2 crèches with outdoor play space
- Neighbourhood Park accommodating Neighbourhood Play Area
- Central feature to provide the venue for seating and activity
- Roads at the edge of the space
- Integration with Horgan’s Walk

Key Facts

Priority: High (in advance of development)
 Completed: 2009
 Palette: Park with primary hard materials
 Size: 6,000sqm (excluding streets)
 Unit cost: 300 (average)
 Cost estimate: €1.8m (tbc)
 Responsibility: Developer

3. New National Road

This new city street replaces the existing Horgan’s Quay road corridor. The space will be defined by the Kent Station buildings / yard wall on its northern side and strong building frontages on its southern side, and will accommodate a two-way road and a generous pedestrian realm. Works on this new national road must be designed to comply with National Roads Authority standards and will be subject to prior approval by the NRA.

Identity

- A City Centre street with active uses fronting onto it at ground level
- A two-way National Road accommodating large traffic volumes, including Heavy Goods vehicles
- A wide street providing access to the Horgan’s Quay development for vehicles
- Emphasise the linear nature of the space by means of tree planting and visually strong architectural lighting columns
- High quality to reflect the ambitions of city

Key design issues

- The new street will be 16 metres wide (3 metres wider than the existing corridor), including:
- A footpath of 2 metres wide on the northern side, accommodating frequent street trees to soften the wall
 - Two carriageways of 3.5 metres each
 - A central turning lane of 4 metres width
 - A southern footpath of 3 metres width, including frequent street trees
 - As well as the traffic-controlled junctions at Water Street and Station Square there will only be two controlled junctions (with turning lanes) along the New National Road, providing access to streets from the eastbound lane
 - All streets will be accessed from the westbound lane
 - Between traffic-controlled junctions on-street parking will be provided, where possible, for the servicing of businesses fronting onto the street. Secondary streets will also provide on-street parking

- The potential for a slip-road, enabling access to all streets from both directions, should be explored but this is not a requirement
- The boundary wall to the Kent Station yard will be animated with suitable public art installations
- Roundabouts are not considered appropriate on city centre streets as they disadvantage pedestrians and cyclists.

Key Facts

Priority: Very high
 Completed: Developed in stages as blocks are developed. Water Street block should be developed first to enable two-way traffic to be implemented on Lower Glanmire Road.
 Palette: Secondary
 Size: 10,000 (tbc)
 Unit cost: 500 (tbc)
 Cost estimate: €5m
 Responsibility: Developer



Bus Priority Measures



4. Alfred Street Extension

This new street extends the McCurtain Street / Alfred Street axis to the reconfigured Kent Station and the New National Road.

Identity

- A major new physical axis extending McCurtain Street to Kent Station, which in time will become a retail axis as the City Centre extends
- The new Kent Station facade will form the vista to the new axis, and be key element in the legibility of the City Centre
- A new route to the station to cater for green modes and vehicles dropping-off passengers

Key design issues

The new street will be 18 metres in width in order to accommodate two-way traffic:

- eastbound for green modes only
- westbound for set-down / car parking on the Kent Station site and access to Alfred Street / Railway Street / Lower Glanmire Road.

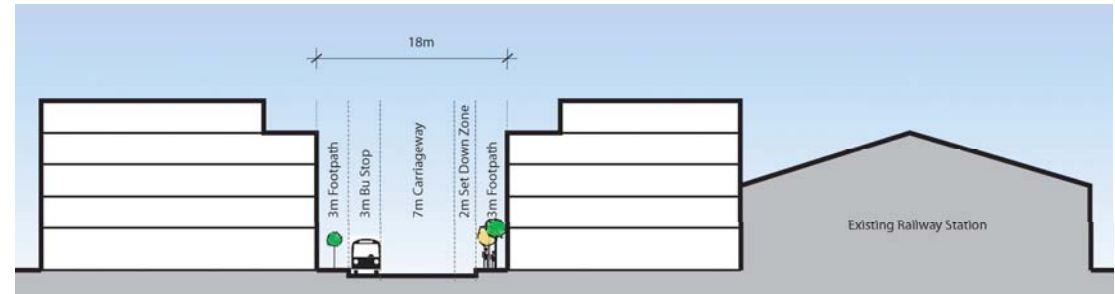
The 18 metres will be allocated to the following functions:

- Carriageway (2x3.5m); Footpaths (2x3 metres); Pull-in bays for set-down (2m); Bus parking bays / taxi rank (3 metres)
- Along its length the street will be broken by a large pedestrian crossing area connecting the station to the Station Square
- The street will form part of Station Square
- The street will be defined by active ground floor uses
- The street will not be a through-route for cars but is intended to be a drop-off area only (explore potential for installation of bus gate)
- When Lower Glanmire Road is made two-way the exit from the westbound Alfred Street section will be subject to traffic-control in order to provide a disincentive to those using the route for other than set-down purposes.

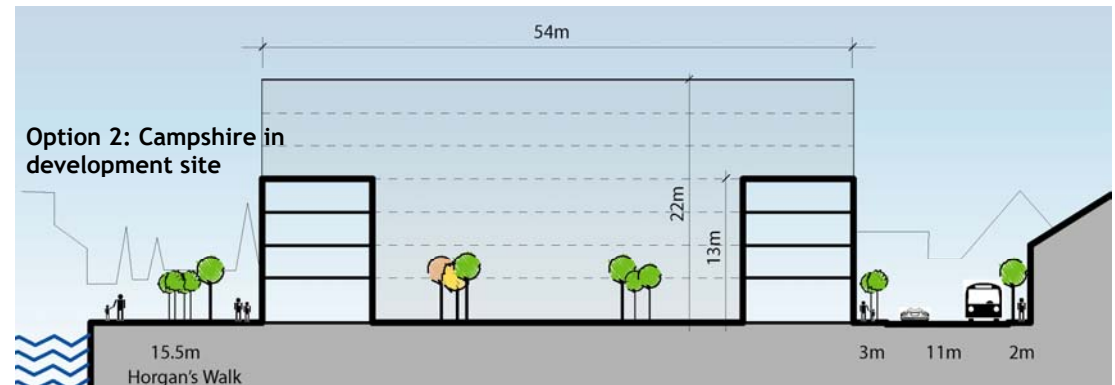
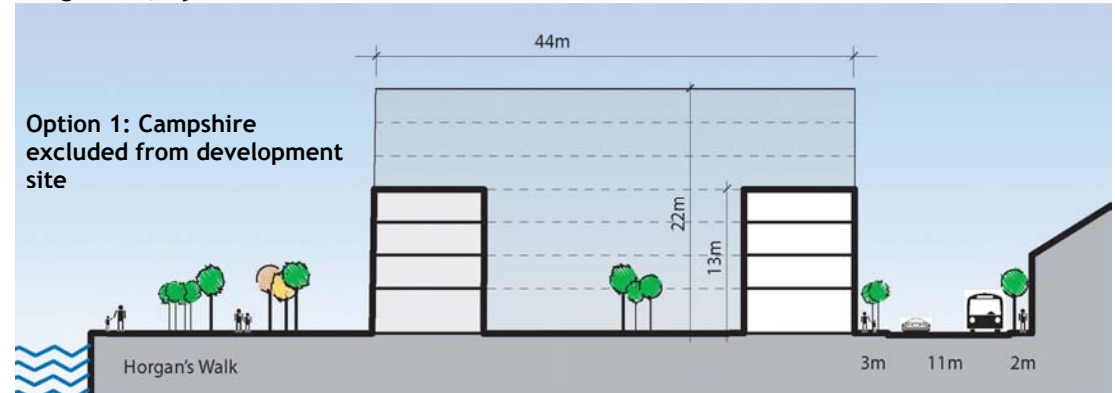
Key facts

Priority:	Very high
Completed:	In conjunction with redevelopment of station
Palette:	Primary
Size:	2,000
Unit cost:	750
Cost estimate:	€1.5m
Responsibility:	Developer

Alfred Street Extension Section



Horgan's Quay Sections



5.3.6 Conservation

This sub-area includes the following elements of significance, which should be retained, reused and enhanced in any development:

- The Kent Station group of buildings and structures, of national significance (Rynne, 2002), including the goods depot, carriage shed, remnant of the 1860 GS&WR Cork terminus, the 1890s Kent Station, and other sheds. These are of interest primarily due to their value as elements of industrial archaeology
- The Quay Walls on Horgan's Quay, which should be retained and /or reconstructed using original stone
- The Railway yard boundary wall, which should be recorded and the stone reused in any redevelopment

The Goods depot is a fine structure and should form a key component of any redevelopment due to its location at the centre of Station Square, both in terms of urban design and conservation. As a building its facades will be of urban design value as defining features of Station Square and the frontage onto the river.

As a heritage structure both its roof and cast iron supporting framework are also of significance, and therefore adaptation of the building to a new use will need to respond to these valuable elements. The building might be put to a mix of uses, including: retail, cafes, multi-purpose events space, markets, etc.

The significance of the carriage shed is two-fold, in that it has a strong architectural character as well as being of archaeological significance. Any redevelopment of this structure should retain the facades of the building. The surviving elements of this building should be incorporated into any redevelopment proposal.

The remnant of the 1860s railway station is extremely important from an industrial archaeological viewpoint as it is the earliest and only surviving side entry railway terminus building in Ireland. Its significance is that it provides invaluable evidence of the layout of the original railway station. The implications of its significance need to be further considered in any redevelopment of the site. The central range of 5 rooms forming the Station Masters Office remain (Rynne, 2002) of the former station.

Objective ND 22: KENT STATION / HORGAN'S QUAY

Proposals for development of the area between Railway Street and Water Street shown on Figure 5.4 will be required to:

1. Encourage and support the remodelling of Kent Station and the planned rail and interchange service improvements
2. Contribute positively to the regeneration of the area and provide the streets and public spaces described below
3. Provide a neighbourhood centre at Station Square to serve the needs of the North Docks, including shopping and other local services
4. Provide social and affordable housing in accordance with policies ND6 and ND7
5. Provide appropriate social and recreational facilities commensurate with the need arising from the development, including a community centre, 2 MUGAs, A Neighbourhood Play Area and passive amenity areas
6. Provide crèche facilities commensurate to the need generated by the development, fronting onto Horgan's Quay Square
7. Provide a new pedestrian bridge between Lower Glanmire Road and Horgan's Quay Square
8. Land will be reserved for the following streets and public spaces which are considered essential:
 - a. New National Road to replace Horgan's Quay
 - b. Horgan's Quay Square
 - c. Horgan's Walk
 - d. Station Square
 - e. Alfred Street Extension
9. Land will be reserved for the following infrastructure which is considered essential:
 - a. Water Street Bridge
 - b. A Permanent Marina

5.3.7 Infrastructure

Proposals for the redevelopment of this sub-area will need to respond to the existing location of services on Horgan's Quay and the new stormwater culvert that crosses the existing railway lands (See figure 4.7). It is highly likely, in order to enable an increased developable area, that services will be relocated to the New National Road, at the developer's expense. However, this is not a requirement.

5.3.8 Implementation

Objective ND22 sets out the requirements of any development of the Kent Station / Horgan's Quay site. The developer will be required to provide and fund those elements specified directly as they are essential to ensure that the development provides for the proper planning and sustainable development of the area. The rationale for each of the elements required is set out in Sections 4 and 5.3 of this Local Area Plan.



Illustrative Sketch of Quayside



5.4 Water Street

5.4.1 Introduction

This precinct is approximately 4 acres and is comprised of the former Harbour Commissioners works depot and the Barry's timber yard. In the *City Plan, 2004* it lies within an area zoned as 'Inner City Residential Neighbourhood'.

The strategic importance of this site lies in its location at a busy gateway to the City and the fact that it is one of the first major development opportunities to arise in Docklands. As such it has an important influence in setting a benchmark for the future development of Docklands. Development proposals for the site are currently being assessed.

5.4.2 Development Framework

The Council is of the view that development proposals for the site should strive to meet the following objectives:

Goals and Opportunity

- Create a high quality urban environment designed to take account of the quayside location.
- Retain and re-use historic structures and features.
- Provide for a quayside amenity walk as identified in the *City Plan, 2004* and in the *CDDS 2001*.
- Provide for the main vehicular access to be from Water Street.
- Provide for a mix of uses with active uses on the ground floors of buildings.
- Formulate a design strategy that takes into account the location and the views from the South Docks towards the northern hillside.
- Provide for pedestrian linkages to the Lower Glanmire Road.

5.4.3 Main Development Issues

- It is envisaged that the primary use of the site will be residential with additional small-scale uses associated with local services and leisure activities.
- A mix of live ground floor uses in buildings will be required.
- A mix of unit sizes is required.
- The key visual elements: the slipway, stone warehouse, Harbour Masters and the quayside will dictate the form of development.
- The slipway should be the central focus of the development offering potential for marine orientated uses.
- The general building heights fronting onto the River should be 22 metres maximum (including set-backs). The exception to this may be a tall landmark building at the eastern end of the water street precinct to mark the eastern gateway into the city. Assessment of any proposal for such a building will be guided by the criteria set out in the *City Plan, 2004* (ref. Policy BE23). The likely uses for this landmark building could be residential, hotel or a mix of uses.
- The overall impact (overshadowing/overlooking) on residential properties along the Lower Glanmire Road and at Castleview Terrace Lower will need to be assessed as will the impact on views from the South Docks.
- Overall any proposed development should seek to maximise the locational attributes with contemporary quality design in the architecture, landscaped open space and in the public realm detailing.

5.4.4 Movement and Accessibility

In terms of access and movement, the following will be important.

Water Street Bridge

The strategy for the Docklands area, as set out in the *City Plan, 2004* includes for the construction of a new bridge across the River Lee (ref. Policy CC17). This is predicated by the potential level of development and associated capacity within the Docklands and current access and routing limitations. A bridge crossing has been identified via the Water Street corridor.

The technical specification and possible land requirements of the proposed bridge are under investigation by consultants specifically appointed by the City Council. This may have land take and phasing implications for the layout of any proposed development. A potential alignment has been identified with a setback of 3.7m for construction/maintenance purposes shown on the next page.

Vehicular Access

The primary access to the site will be from Water Street although the precise location will be determined by the details of the bridge study. The use of the existing access point off the Lower Glanmire Road will be for exit/emergency purposes.

Pedestrian Access

Three opportunities exist for pedestrian access from the Lower Glanmire Road to give permeability to the site:

- In the longer term it is envisaged that the amenity walk will be accessed from Castleview Terrace Lower.
- In the short term pedestrian access should be provided east of the existing stone warehouse.
- In addition, a new pedestrian crossing will be established opposite Blair's Hill to facilitate access from the Montenotte area.
- Potential for pedestrian access also exists at the derelict site fronting onto Lower Glanmire Road.



5.4.5 Public Realm Strategy

This precinct has two essential public realm projects:

- Horgan's Walk
- A public plaza focused on the existing Slipway

It is fundamental that any proposed development takes into account the Policy CC12: Quayside Amenity Areas, set out in the *City Plan, 2004*.

Horgan's Walk

The key elements of Horgan's Walk are outlined in detail in Section 4. The following general objectives should be met in relation to development in the Water Street precinct:

- Be 10m in width, where practicable
- Be an accessible and positive public space for both pedestrians and cyclists
- Provide an attractive and direct link between the site and the City centre via Horgan's Quay.

It is an objective of the City Council to seek to acquire the houses at Castleview Terrace Lower with a view to completing Horgan's Walk. While the total area would be more than the 10 metres required for the Walk, it is proposed that the area would be developed as a focal public space marking the beginning / end of the Walk and providing a focus for water-based activities. Both of the existing slipways and the ship grid will be incorporated into the design of this space.

Slipway Plaza

The slipway itself will be established as an enlivened water feature as well as a focus for the overall quayside amenity area. The *Docklands Development Strategy, 2001* notes "It is envisaged that the area around the Harbour Commissioners slipway would become a destination through the retention of its existing character of boatyard activities, supplemented with new uses." (para.5.23).

To help establish the creation of an active, vibrant, public area focused on the slipway, the following will be required:

- Live ground floor uses in buildings set back from the slipway
- A pedestrian bridge across the slipway located to create a direct route for the quayside amenity walk
- The bridge should be designed so as to be capable of opening to enable boat access from the slipway to the River.
- The slipway retained for active water-based uses
- The potential for flexible pontoons along the quayside also merits consideration, if practicable.

5.4.6 Integrated and Balanced Community

In order to help create a balanced and integrated community in the North Docks the following will be required:

- Public access to Horgan's Walk and the Slipway Plaza
- A mix of housing tenures and sizes

5.4.7 Conservation

The stone warehouse / workshop fronting onto Lower Glanmire Road is listed in the Record of Protected Structures. A number of uses could be considered in its refurbishment. Given the previous use of the site and the historic and present relationship between the City and the sea the building would be ideal for marine based uses such as a training and cultural centre for maritime related crafts, heritage and water based activities or even a museum with a marine orientation. Another innovative variation would be the incorporation of combined work/live units into the building. These are units with a dedicated workspace in addition to living accommodation.

The former Harbour Masters house, also of historic interest and listed in the Record of Protected Structures, is to be retained with potential uses being both residential and office.

The precinct contains many other elements of importance with regard to the City's maritime history. These include the patent slipway (a protected structure), and the ship grid including the adjoining slipways.

Objective ND 23: WATER STREET

The City Council will:

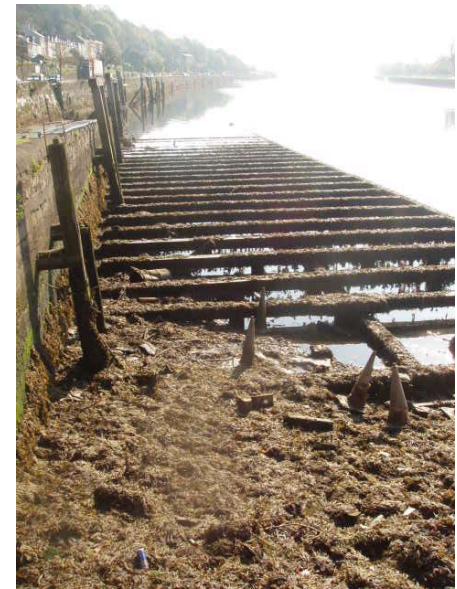
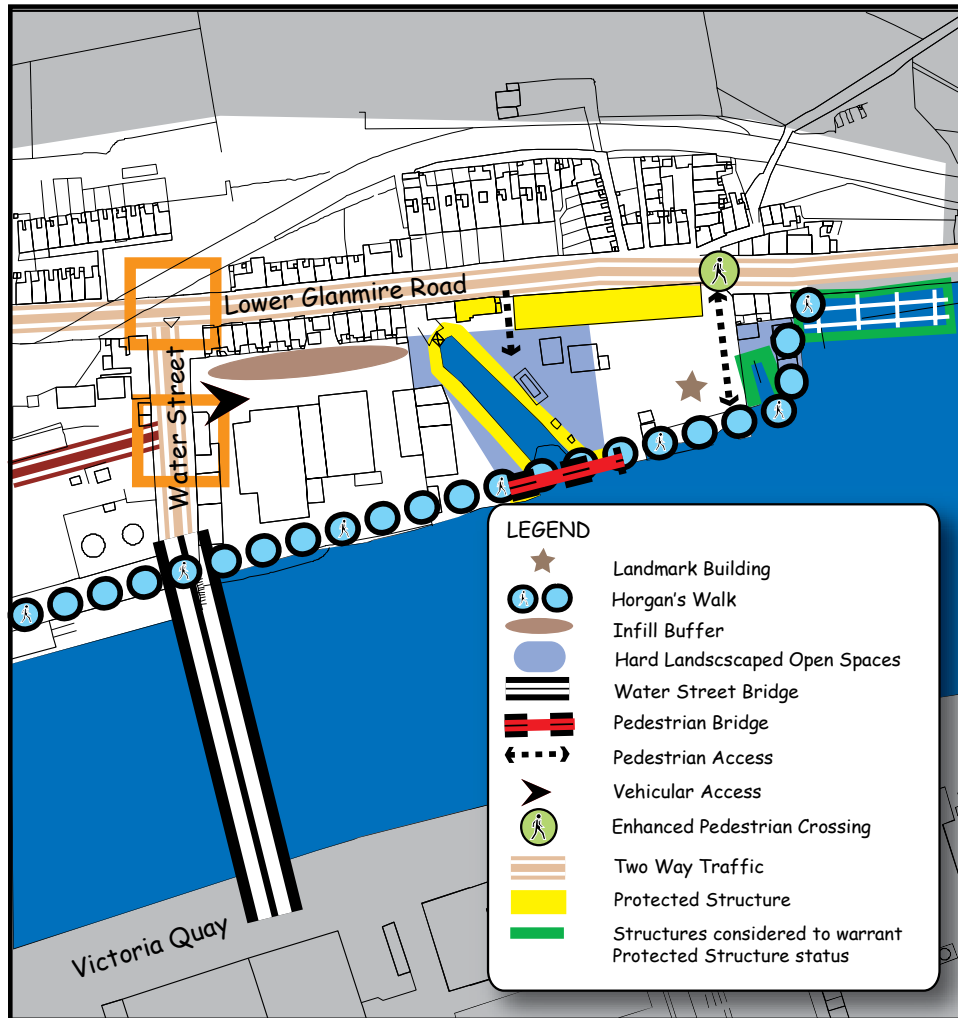
1. Require the provision of a terrace of low rise residential units on the land directly to the rear of nos.11-21 Lower Glanmire Road
2. Require the provision of a quayside walk as per the requirements of the *City Plan, 2004*
3. Encourage the use of the former Patent slipway as a public space surrounded by live ground floor uses.
4. Require the creation of pedestrian links from the Lower Glanmire road
5. General building heights will not to exceed seven levels with sufficient variation for visual interest. A Landmark building will be assessed as per the *City Plan, 2004* Policy BE23



Water Street Bridge



Figure 5.5 Water Street



Timber Ship Grid



Water Street

5.5 Lower Glanmire Road

5.5.1 Introduction

The existing pattern of development along the Lower Glanmire Road requires the adoption of a planning strategy distinct from those for other parts of the Plan area. The area raises different issues and challenges, and thus requires a different set of objectives to inform the planning approach for the area. In addition, there is an established community along the road whose concerns and aspirations need to be reflected in the objectives for the area.

It is an area with hidden character and a diverse historic heritage that is largely unappreciated. Despite its close proximity to the City Centre, the area suffers from poor accessibility and a poor visual image with extensive car parking and through traffic serving only to amplify the impression of a poor quality urban environment.

There is concern among local residents with regard to a growing trend towards apartment development as it is seen to be undermining the established residential character and impacting on existing businesses in terms of parking and other traffic problems. It is considered that the cumulative effect of such development is having a negative impact on the area's established residential character.

5.5.2 Development Framework

The LAP aims to build on the objectives outlined in the *City Plan, 2004*, which has zoned the greater part of Lower Glanmire Road as an "Inner City Residential Neighbourhood". The objective of this zoning is to reinforce the residential character of existing inner city residential neighbourhoods by:

Zoning Objectives

- Resisting the conversion of existing housing stock to other uses
- Resisting the sub-division of existing dwellings
- Seeking the redevelopment of vacant and derelict site for residential use or small-scale employment
- Ensuring that new non-residential developments serve a local or civic need

5.5.3 Main Development Issues

- At least one-third of all new housing in this zone should be family type homes (i.e. townhouses or larger apartments)
- The continuation of existing non-residential uses is permitted
- The expansion of institutional, civic and community uses is allowed provided they are compatible with residential amenity
- New residential developments will have to be of an appropriate scale and design having regard to the established pattern of development on the road. In general, 2-4 storeys will be appropriate
- There are a number of infill opportunity sites where it is considered the sensitive restoration of existing terraces is appropriate

5.5.4 Access / Movement

There are a number of important access and movement considerations on the Lower Glanmire Road:

- It is a national primary route and plays an important role in the City's traffic system
- One-way traffic is a defining problem for the area leading to higher speeds, particularly along the section approaching and beyond the Railway Bridge
- One-way traffic is a major contributing factor to the poor quality of the residential environment with a significant number of articulated lorries using the road to access the South Docks

Building on the framework established in the Cork Docklands Development Strategy, 2001 and the *City Plan, 2004*, the LAP proposes a comprehensive set of measures which will make a positive contribution to the vitality of the street, the effectiveness of area's traffic system, the quality of the pedestrian experience and the residential environment as a whole. These include:

- The re-introduction of two-way traffic between Water Street and Brian Boru Street
- The creation of a new national road to the rear of development along Horgan's Quay



Lower Glanmire Road



New apartment development, Lower Glanmire Rd.



Protected terrace on Lower Glanmire Road



- Street Junction improvements, particularly at the western end of the Lower Glanmire Road between Railway Street and McCurtain Street, which will involve improving pedestrian crossing priorities
- A new pedestrian crossing at Blair's Hill to facilitate access to the proposed Horgan's Walk at Water Street

Pedestrian Measures

The strategy for pedestrians focuses on two interrelated objectives:

- Enhancing pedestrian movement within the plan area
- Enhancing pedestrian linkages to other areas

Pedestrian movement across the Lower Glanmire Road is difficult. One-way traffic creates a barrier, hindering pedestrian movement, integration and accessibility. A series of measures including junction improvements, parking restrictions and pedestrian crossings, introduced in conjunction with the re-introduction of two-way traffic should help improve the pedestrian experience.

Of critical importance to realising the objective of making the area an extension of the City Centre is the creation of pedestrian linkages. This will involve, in addition to other measures, improving the pedestrian experience at junctions at the western end of the Lower Glanmire Road. These improvements are detailed in the Alfred Street / Penrose Quay section.

There are a number of pedestrian access points to the Montenotte / St Luke's area providing the potential for better integration with the wider area. The LAP's strategy will be to enhance integration with the surrounding area by:

- Improving the pedestrian linkage at Clifton Terrace
- Improving the pedestrian linkage at Blair's Hill
- Improvements will involve making these linkages safe and useable through better lighting, surfaces and security.

5.5.5 Public Realm Strategy

There is a need for investment to improve the area's public realm. Public realm improvements in this precinct centre around two main objectives:

- Improvement of the public realm along the Lower Glanmire Road

- The provision of pocket parks at Grattan's Hill Lower and Castleview Terrace

1. Lower Glanmire Road

Streetscape Restoration and Improvement

The upgrading of the Lower Glanmire Road will also involve the restoration of the historic streetscape of terraced housing. The redevelopment of infill sites identified along the Street on figure 5.6 provides an ideal opportunity to achieve this objective. The City Council will prepare development briefs for each of these sites to identify both opportunities and constraints and provide firm and clear guidance on the design and scale of development considered appropriate. In general, new development should be in line with the scale, height and design of adjoining buildings. Uses should generally be family orientated residential units although some small scale retail / commercial are considered acceptable on ground floors.

The following improvements will also make a positive contribution to the quality of the pedestrian experience and the public realm on the Lower Glanmire Road.

Public Realm Improvements

- The creation of a focal public space (Kent Plaza) on part of the existing Kent Station car park fronting onto the Lower Glanmire Road around the existing pedestrian crossing
- The provision of an outbound cyclelane forming part of the radial route identified in the Cork Cycle study
- The removal of some on-street parking on the northern side of the Road
- The replacement of existing street lighting with new high quality, energy efficient public lighting to enhance the appearance of the street and improve visibility and safety at night
- Street planting at various locations to contribute to the greening of the area and new street furniture such as seating, bins and bollards where necessary
- Encouraging active ground floor uses in applications for infill development scheme along the street



Lower Glanmire Road



Lower Glanmire Road



Castleview Terrace



2. Former Railway Line Parks

It is proposed to establish and improve three parks along the former Railway Line to the north of Lower Glanmire Road.

- Clifton Terrace Pocket Park
- Grattan's Hill Lower Park
- Grattan's Hill Park
- Castleview Terrace Pocket Park

a. Clifton Terrace Pocket Park

This site, shown opposite, is located on the former railway line over the railway tunnel, between Lower Glanmire Road and Clifton Terrace. It is currently in a derelict, overgrown condition and its redevelopment as a small pocket park will improve the visual image of the area as well as providing amenity space for the local community.

Clifton Terrace Pocket Park: Actions

- Acquire site
- Create a new access from the Clifton Terrace Pedestrian Bridge
- Develop a passive amenity space in the area east of the bridge
- Consider infilling to raise the level of the park
- Provide new seating and lighting
- Remove three visually obtrusive services poles and re-route services to Summerhill North
- Provide entrance gates and secure park by night

Both sides of the Clifton Terrace Railway Brick Embankment are identified on Figure 4.6 for inclusion in the Record of Protected Structures. The City Council will also seek to have them cleaned / maintained and the advertising hoardings removed. In combination with the creation of the park this should dramatically improve the appearance of the area.

The measures proposed to improve the Old Youghal Railway line area (in the vicinity of the proposed Clifton Terrace Park) will be addressed in the detailed design of the park.

b. Grattan's Hill Lower Park

The upgrading of the existing park at Grattan's Hill Lower will include

Grattan's Hill Lower Park: Actions

- Resurfacing and landscaping
- The creation of a Multi Use Games Area (MUGA)
- A new entrance
- New seating and railings
- Seek to acquire the grassed plot of land immediately east of the park to ensure it remains as open space to improve the safety and surveillance of the park

c. Grattan's Hill Park

It is also recognised that an adjacent site on the opposite side of Grattan's Hill Lower has excellent potential for redevelopment as a public park. The size and character of the site is such that it could accommodate a MUGA or a community facility such as a crèche. Much of the site is currently occupied by a plant depot which contributes to its poor overall appearance and condition.

The park area / community uses on the site will be secure and include boundaries constructed to ensure the privacy and security of adjacent properties.

The City Council will seek to acquire the site. General actions will include:

Grattan's Hill Park: Actions

- Seek to acquire the site
- The development of a MUGA or community / crèche facility
- The possibility of land contamination will have to be investigated
- Secure the privacy and security of adjacent / adjoining properties
- Tree planting and landscaping



a. Clifton Terrace Pocket Park



b. Grattan's Hill Lower Park



c. Grattan's Hill Park



d. Castleview Terrace Pocket Park

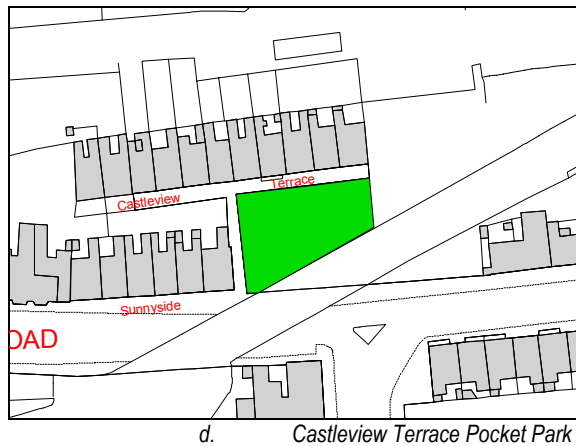
This site is located to the front of Castleview Terrace adjacent to the railway line. It is in the ownership of Iarnrod Eireann and currently in an overgrown state. It is proposed that the area be redeveloped as a small pocket park to serve the residents of the terrace.

Castleview Terrace Pocket Park: Actions

- Acquire site
- New railings and entrance to secure site and ensure safety
- New seats and landscaping

Together, these four parks will provide a cluster of green amenity spaces for the area's community. Linkages and accessibility to new amenity spaces created along the quayside will be a crucial element of amenity proposals for the area as a whole. It is an objective of the LAP to make these spaces accessible to residents along the Lower Glanmire Road.

In addition, recognising the need for additional public open space, particularly to serve existing residential areas in the Lower Glanmire Road area, further opportunities to acquire suitable space such as an area east of Mahony's Avenue, will be explored



5.5.6 Conservation

A great part of the character of the area is given by its stock of architecturally significant historic buildings. Some of the structures along the Lower Glanmire Road date from the late 18th Century. There are a number of protected structures along the Lower Glanmire Road, all west of the Railway Bridge.

Although many of the terraces are listed and have considerable character, their large size, maintenance costs and the poor quality of the environment around them has made them unattractive to owner-occupiers. It is still considered important, from a conservation point of view, to maintain the integrity of these terraces.

The LAP's strategy is to support the sensitive refurbishment of existing 18th and 19th century housing in the area and to resist their subdivision into apartments unless this can be done in a way that retains the external and internal character of the buildings. This will also help to promote a mix of housing tenures in the area.

Objective ND 24: LOWER GLANMIRE ROAD

The City Council will:

1. Require that a least one third of all new residential units are family type dwellings
2. Ensure that new development, including the re-development of vacant / derelict buildings and sites, is designed to have regard to the pattern and scale of existing development.
3. Re-introduce two-way traffic flows on the Lower Glanmire Road between Water Street and Brian Boru Street.
4. Ensure the redevelopment of sites at Castleview Terrace, Clifton Terrace and Grattan's Hill Lower for use as public parks.
5. Carry out public realm improvements along the Lower Glanmire Road
6. Improve north-south pedestrian accessibility to the new quayside amenity walk on Horgan's Quay at Kent Station, Water Street and Grattan's Hill Lower
7. Improve the existing pedestrian routes at Clifton Terrace and Blair's Hill and investigate the creation of new linkages



Grattan's Hill Lower



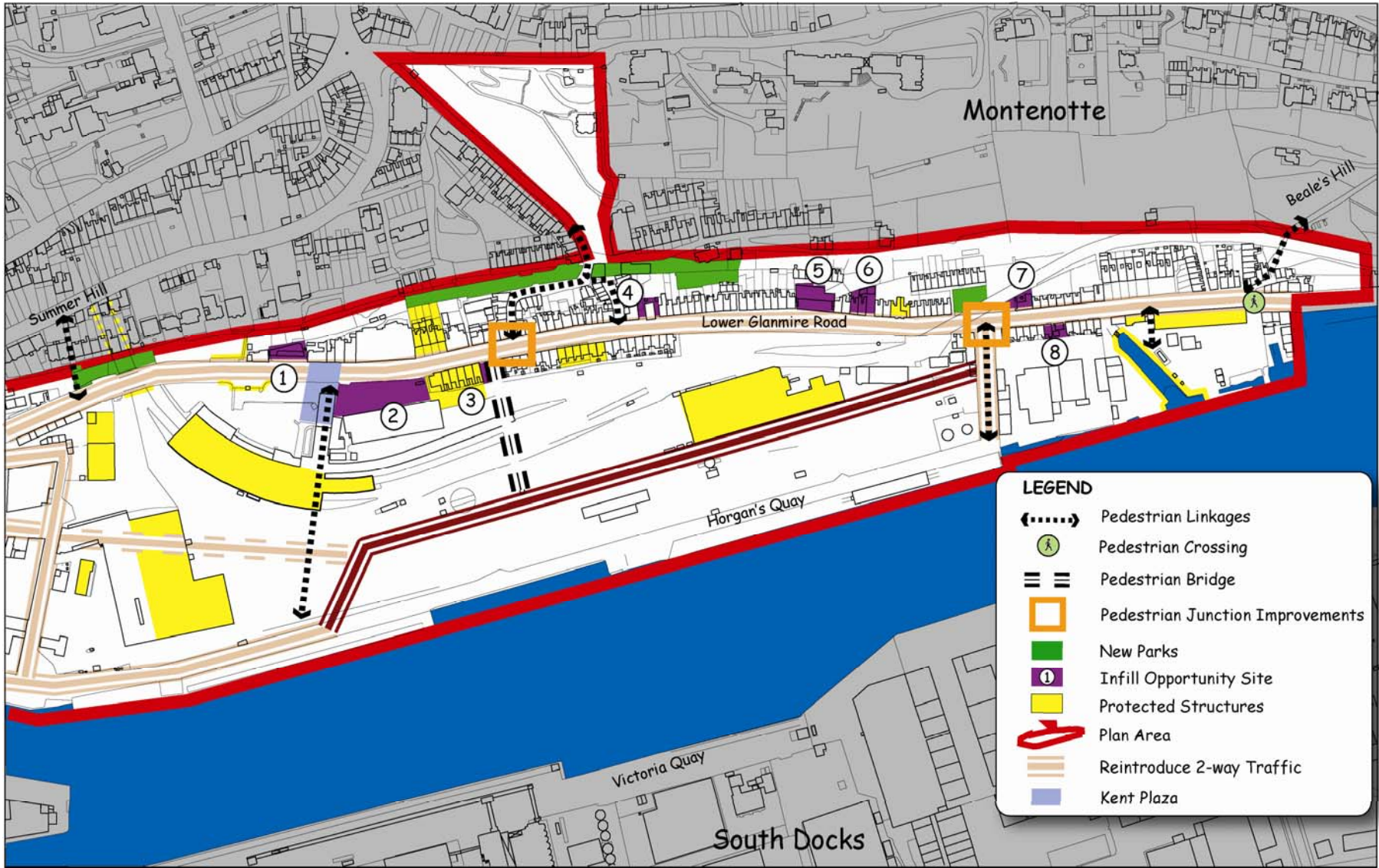
Existing Park at Grattan's Hill Lower



35-38 Lower Glanmire Road



Figure 5.6 Lower Glanmire Road



6.0 Implementation Strategy

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6.1 Introduction

This Local Area Plan has set out an extensive and ambitious strategy for the creation of a new North Docks Quarter that has strong relationships with both the City Centre and the Lower Glanmire Road areas. Whilst the Plan provides a strategic overview, a balanced approach to development is advocated and designed to reflect the potential for substantial commercial gains to underpin the provision of beneficial infrastructure and facilities.

For this reason, the LAP sets out clearly what is to be provided by the private sector as development gain. In relation to the Kent Station / Horgan's Quay Precinct this is in advance of the sale of land, and is therefore timely.

The Docklands and Special Projects Office was created in recognition of the importance of the project to Cork City and its region. Its role is to spearhead the project and co-ordinate its delivery. It will actively encourage, influence and facilitate the provision of proposed development for the new urban quarter. The office will be a "one stop shop" for developers and will be the focal point for all matters related to the development including land use, planning discussions and provision of infrastructure.

In addition, to help promote a consensus approach to the redevelopment of the docklands as a whole the City Council will establish a Stakeholder Forum, consisting of the major stakeholders in the area, including residents, landowners, the Port of Cork and C.I.E. This forum will be co-ordinated by Cork City Council's Docklands Office and will provide the medium through which discussion and debate on the redevelopment of the area can take place. In particular, major infrastructural projects, such as the Water Street Bridge, will require close liaison between all parties.

The policies and proposals in the Local Area Plan will not be implemented in their entirety during the lifetime of the Plan. Between 2005-2010 the short term priorities (see 6.2.1, opposite) should be either committed or implementation commenced, including the reconfiguration of Kent Station and the commencement of the Station Square / Horgan's Quay development.

6.2 Delivery

The Implementation Strategy will set out the programme of actions that are necessary to achieve the plan's aims and objectives. The majority of the proposals in the plan will be implemented by the private sector, although the State and the City Council will have a key role to play in delivering many of the necessary improvements to the area.

6.2.1 Key Drivers

The **key drivers** for renewing the North Docks area will be:

- The redevelopment of the Horgan's Quay railway lands
- The reconfiguration of Kent Station onto the River Lee, improvement of train services and connections to it
- The development of a Conference / Events Centre
- The redevelopment of the Water Street site
- The redevelopment of the Brian Boru Street block
- The Water Street Bridge, which is of importance both as a symbol of confidence in the Docklands project, and an iconic / gateway feature

The reconfiguration of Kent Station (to front onto an extended Albert Street) is likely to co-incide with the first phases of the redevelopment of the Horgan's Quay sites in 2006-2008. There is a planning permission on the Brian Boru Street block site for office / retail use, and a decision is expected imminently from An Bord Pleanala on the Water Street site. The Water Street Bridge is likely to be implemented by 2010-2012.

However, whilst these projects will be the primary forces for change in the area, other projects have been prioritised and can be implemented in the short term (see 6.2.2).



Water Street Bridge



Example of a contemporary station



High quality public spaces

6.2.2. Short Term Priorities

A number of short term priorities have been achieved in 2005:

2005

- Penrose Quay bus lane improvements completed
- Planning permission on Brian Boru Street block
- Buildings of significance added to Record of Protected Structures
- Water Street oral hearing

The following list of projects have been prioritised for implementation in the short-term, and been given indicative targets for 2006-2008. These will have a positive impact on the area and the public perception of the Cork Docklands Project (please note that the prioritisation / implementation programme for projects are subject to change).

2006

- Establishment of Cork Docklands Stakeholder Forum
- Water Street Bridge feasibility Study to be completed
- Harley Street Pedestrian Bridge Design Competition
- Horgan's Walk design procurement (possibly by competition)

2007

- Construction of Water Street site commences
- Lower Glanmire Road Radial Cycle Route
- Acquisition of Clifton Terrace Park, Grattan Hill (lower) parks
- Acquisition of Castlevue Terrace (Lower)

2008

- Reconfiguration of Kent Station to front onto the Alfred Street extension
- Improvement of quay east of Brian Boru Bridge

6.2.3 CIE Projects

The following CIE projects will be central to the redevelopment of the North Docks.

- Re-orientation of the railway station and its redevelopment in conjunction with a new access road from Alfred Street.
- In parallel with this initial phase the implementation of the new route between Water Street and Penrose Quay could proceed to facilitate the development of the railway station and allow for traffic improvements. This will be implemented by the private sector

6.2.4 Cork City Council Projects

City Council actions are proposed under each of the following section headings, and are detailed in Section 6.3, below. Cork City Council will be responsible for delivering the following key projects using development contributions and public funds:

Strategic projects

- Water Street Bridge
- Rehabilitation of the water supply network in the Shandon area

Penrose Quay / Alfred Street

- Extend Horgan's Walk to Brian Boru Bridge
- Harley Street Pedestrian bridge
- Improvement of pedestrian realm between existing Kent Station and Brian Boru Street
- Physical improvement of Lower Glanmire Road, Brian Boru Street, Ship Street, Alfred Street, Railway Street, and Penrose Quay
- Penrose Quay bus lane

Lower Glanmire Road

- Castlevue Terrace Pocket Park
- Grattan Hill (Lower) parks
- Clifton Terrace Park
- Castle View Terrace Lower Square
- Lower Glanmire Road improvement

6.2.5 Private Sector delivery

The private sector will be responsible for delivering the following infrastructure elements on-site, in addition to that required under the General Development Contribution Scheme and Special Development Contribution Scheme:

Penrose Quay / Alfred Street

- Widening of eastern footpath to Brian Boru Street

Kent Station / Horgan's Quay

The development must provide the following key elements of infrastructure:

- Newly reconfigured Kent Station
- New National Road
- Horgan's Walk along Horgan's Quay
- Horgan's Quay Square
- Lower Glanmire Road pedestrian bridge
- Station Square
- Albert Street extension

Water Street

- Horgan's Walk
- Slipway Plaza
- Boat slipways at Castlevue Terrace (Lower)

6.3 Schedule of City Council Projects

Ref.	Project	Approx Cost	Target
STRATEGIC PROJECTS			
SP1	Establishment of Stakeholder Forum	TBC	End Q2 2006
SP2	Establish Employment Task Force Group	TBC	
MOVEMENT AND ACCESSIBILITY STRATEGY			
MA1	Pedestrian junction improvements between existing railway station access and City Centre	TBC	Early 2007
MA2	Radial Cycle route along Brian Boru Street / Lower Glanmire Road	TBC	2009-2010
MA3	Two-way traffic reinstated on Lower Glanmire Rd / Horgan's Quay / New National Rd	TBC	2009
BUILT ENVIRONMENT STRATEGY			
BE1	Buildings of significance added to Record of Protected Structures	n/a	Completed
BE2	Add outstanding Buildings of Significance to Record of Protected Structures	n/a	Mid-2006
BE3	Conservation Grants targeting to support regeneration aims	€50k pa	2006-2010
PUBLIC REALM STRATEGY			
PR1	Docklands Public Realm Design Strategy	Tbc	Mid-2006
PR2	Explore options for provision of additional public park north of Lower Glanmire Road	TBC	End Q1 2006
INFRASTRUCTURE STRATEGY			
I1	Completion of Water Street Bridge / quayside improvement beneath bridge	€30m	2010-2012
I2	Shandon area water network rehabilitation project	€5m	2006

Ref.	Project	Approx Cost	Target
AREA-BASED PROJECTS			
ALFRED STREET / PENROSE QUAY			
AP1	Penrose Quay reconfiguration	€0.75m	Dec 2008
AP2	Penrose Quay boardwalk	€2.25m	Tbc
AP2	Alfred Street / McCurtain Street axis reconfiguration	TBC	After station
AP3	Ship Street improvement	TBC	Tbc
AP4	Brian Boru Street improvement	TBC	Tbc
HORGAN'S QUAY / KENT STATION			
	None		
WATER STREET			
WS1	Acquire / CPO Castlevew Terrace Lower	TBC	2007
LOWER GLANMIRE ROAD			
LG1	Improve pedestrian link at Clifton Terrace (bridge / terrace)	TBC	2006
LG2	Improve pedestrian environment at Blair's Hill	TBC	2006
LG3	Acquire small site adjacent to existing Grattan Hill park	TBC	2006
LG4	Upgrade park at Grattan's Hill Lower	TBC	Mid-2007
LG5	Implement Castlevew Terrace pocket park	TBC	Mid-2007
LG6	Acquire / CPO Clifton Terrace Park and Grattan Hill Lower Parks	TBC	Dec 2007
LG7	Implement Clifton Terrace and Grattan Hill Lower Pocket Parks	TBC	2008
LG8	Streetscape improvements (as set out in section 5.5.5)	TBC	2008

7.0 Environmental Appraisal

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7.1 Introduction

The *Planning and Development Act 2000* Section 19(4) (a) states that “a Local Area Plan shall contain information on the likely significant effects on the environment of implementing the Plan”. The appraisal process provides a checklist to help ensure:

- That the full scope of environmental considerations are identified in the Local Area Plan
- That the appraisal assists in informing decisions and actions to minimise any negative environmental affects

The appraisal process has also had regard to the *EU Strategic Environmental Assessment Directive (2001/42/EC)* and to the Planning Guidelines (November 2004) from the Department of the Environment, Heritage and Local Government: *Assessment of the Effects of Certain Plans and Programmes on the Environment*. The SEA Directive applies to plans for which the formal preparatory action is taken on or after 21 July 2004, and therefore does not apply to the *North Docks Local Area Plan* as the public notice for the Stage One Consultation for the Plan was placed in newspapers on 17 June 2004.

Whilst the SEA Directive does not apply to the Plan, the environmental appraisal of the plan is structured using the same Environmental Categories set out in Table 4B of the *Guidelines*, and also the same approach to the Assessment / Matrix set out in paragraphs 4.24-4.26 of the *Guidelines*.

The appraisal process included for a number of key steps as follows:

1. Defining the scope and purpose of the appraisal
2. Identification of strategic environmental goals
3. Scoping of the policies in the Plan to ensure that the full range of environmental issues has been covered
4. Appraising the overall goals and aims of the Plan in terms of their impact on the environment

7.2 Environmental Aims

The strategic environmental aims, which have been identified, are:

- The promotion of a sustainable and equitable transport system
- The encouragement of energy efficiency
- The promotion of renewable resources
- The enhancement and protection of the built physical environment including quality, character and distinctiveness
- The overall effect on human well being and health

The purpose and value of carrying out environmental appraisals of plan policies and proposals allows for the understanding of the wider implications and linkages between environmental, social and economic strategies and their likely subsequent impacts.

7.3 Criteria

The criteria for carrying out the appraisal have been based on the following:

- The physical environment as existing and proposed changes
- Biodiversity impacts
- Social requirements and general well being
- Economic considerations
- Resource requirements and alternatives
- Sustainability assessments

As a general conclusion it is acknowledged that the overall impact of the policies and proposals contained in the Local Area Plan will be extremely significant both for the immediate area and for the City at large. The issues arising from social and economic concerns have been addressed in a rational and sound manner with a clear focus on the wider benefits arising. The main geographical areas of the Plan are currently under-utilised and contribute little to the City in social, economic and environmental terms.

The diversity of policies will allow for developments and detailed proposals that will positively contribute to the future development of Cork City as a “Gateway” location.

The realisation of the Local Area Plan will allow for the accessibility of the area and its local and City-wide functions to be greatly enhanced, through improved physical accessibility, integration, linkages and opportunities.

7.4 Detail

A key element in the Local Area Plan is the acknowledgement that the future of the area lays in the diversity of uses and a careful planned approach that avoids an over-reliance on any particular element. Because of its pivotal location the proposals for Kent station are essential as a key to unlocking the wider development opportunities identified in the LAP.

Whilst the tenet of the policies and proposals is therefore positive it is accepted that the process of development taking place will carry on beyond the Plan period and may be disruptive over a long period of time with consequent environmental implications. This however needs to be understood within the context of the wider development process and the gradual realisation of beneficial impacts.

Furthermore, the crucial elements of the LAP, namely the new rail station and its associated mixed use development, are intended to modernise the basic operational infrastructure of Cork in a manner appropriate to long term strategies. Particular care also has been taken not to include uses which would adversely affect existing businesses particularly in the Penrose Quay/Alfred street area.

The review and monitoring of the environmental impacts of the Local Area Plan will continue during the Plan period as more detailed guidance on the methodology of environmental appraisal becomes available. This will include the on-going appraisal of policies and proposals as well as the refinement of measurable indicators of environmental change and the actual scope of monitoring.

✓ Positive × Negative ○ Neutral ? Uncertain

Objective Ref	Section	Page		Biodiversity	Population	Human Health	Flora / Fauna	Water	Soil	Air Quality	Climatic Factor	Material assets	Cultural Heritage	Landscape
Objective ND1	4		MIXED USE	○	✓	✓	?	○	○	○	×	○	✓	○
Objective ND2	4		RETAIL DEVELOPMENT	○	✓	✓	○	○	○	○	×	○	✓	○
Objective ND3	4		EXHIBITION CENTRE	○	✓	✓	?	○	○	○	×	○	✓	✓
Objective ND4	4		MOVEMENT / ACCESSIBILITY	○	✓	✓	?	○	○	✓	○	○	○	✓
Objective ND5	4		TWO-WAY ROUTING	○	✓	✓	?	○	○	×	×	○	○	○
Objective ND6	4		DWELLING MIX	○	✓	✓	?	○	○	○	○	○	○	○
Objective ND7	4		BALANCED COMMUNITIES	○	✓	✓	?	○	○	○	○	○	✓	○
Objective ND8	4		NORTH DOCKS COMMUNITY CENTRE	○	✓	✓	?	○	○	○	○	○	✓	○
Objective ND9	4		PUBLIC OPEN SPACES	✓	✓	✓	✓	✓	✓	✓	✓	○	✓	✓
Objective ND10	4		HORGAN'S WALK	○	✓	✓	✓	○	○	✓	○	○	✓	✓
Objective ND11	4		MUNICIPAL MARINA	○	✓	✓	○	○	○	○	○	○	✓	✓
Objective ND12	4		PUBLIC ART	○	✓	✓	○	○	○	○	○	○	?	✓
Objective ND13	4		PUBLIC LIGHTING	○	✓	✓	○	○	○	○	○	○	✓	✓





Wildlife at Water Street Dry Dock

✓ Positive * Negative ○ Neutral ? Uncertain

Objective Ref	Section	Page		Biodiversity	Population	Human Health	Flora / Fauna	Water	Soil	Air Quality	Climatic Factor	Material assets	Cultural Heritage	Landscape
Objective ND14	4		SURVEYING AND MONITORING	○	○	○	○	○	○	○	○	○	✓	✓
Objective ND15	4		ARCHAEOLOGICAL INTEREST	○	○	○	○	○	✓	○	○	○	✓	✓
Objective ND16	4		CONSERVATION	○	○	○	?	○	✓	○	○	○	✓	✓
Objective ND17	4		REFURBISHMENT	?	○	○	?	○	✓	○	○	○	✓	✓
Objective ND18	4		INFRASTRUCTURE	○	*	○	?	○	*	*	○	○	○	✓
Objective ND19	4		SUSTAINABLE BUILDING PRACTICE	✓	✓	✓	✓	✓	✓	✓	✓	○	○	✓
Objective ND20	4		ENVIRONMENTAL PERFORMANCE ASSESSMENT	○	○	○	✓	✓	✓	✓	✓	○	○	○
Objective ND21	5		AFRED STREET	○	✓	○	○	○	*	*	*	○	✓	✓
Objective ND22	5		KENT STATION	○	✓	○	○	○	*	*	*	○	✓	✓
Objective ND23	5		WATER STREET	○	✓	○	○	○	*	*	*	○	✓	✓
Objective ND24	5		LOWER GLANMIRE ROAD	○	✓	✓	○	○	○	○	○	○	✓	✓



Appendices

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1 Initial Pre-Draft Submissions

No	Submitter	Submission Issues
1	Coras Iompair Eireann	Retail development at Kent Station
2	Social Inclusion Unit	Promotion of a balanced, sustainable and inclusive community Tenure and type of housing Community infrastructure Provision of good quality public transport
3	Sidney Park Residents Association	Amenity facilities Pedestrian measures Retail development Adequate parking
4	Summerhill / St Luke's Heritage Preservation Association	High-density development. Conversion of houses to flats
5	Fourem	Two-way traffic and integration on Lower Glanmire Road Sustainability and conservation Reduction of noise pollution Lack of open space
6	City Architect	Collaboration between the planning and architects departments.
7	Recreation Amenity and Culture Directorate	Quality landscaping / Street furniture in both private and public domain Safety and attractiveness of public areas Creation of a local pocket parks Development of the waterfront to provide public amenity/ recreational facilities
8	Port of Cork	Value of the Port to the region's economy Commercial viability of the Port activities Commercial return on Quays in Port's ownership

No	Submitter	Submission Issues
9	Myrtelhill Residents Association	Health / community / leisure / commercial facilities Amenity Areas Utilisation of the river
10	Vera Ryan	Access to amenities. Existing Park on Grattan Hill Lower. Interests of owner-occupiers.
11	Tom Spadling	Appreciation of opportunity to be involved in the preparation of the plan.
12	RPS McHugh on behalf of Aldi	Discount foodstore
13	Physical & Sensory Disability Project Office	Barcelona Declaration Access and Mobility. 16 lifetime homes standards Part V social housing
14	Justine Finn	Water street bridge Landowners on Horgan's Quay Lower Glanmire Road Ridge Protection Policy
15	Tom Phillips & Associates on behalf of Manor Park Homes	Appropriateness of mixed use development Neighbourhood centre zoning is inappropriate Provision of a convention centre Removal of the Terminal Building from the RPS.
16	Vera Ryan	Consultation
17	RPS McHugh	Commitment of key stakeholders Urban Design Delivery of the plan. Risk management



2 Consultation Draft Submissions

No	Submitter	Submission Issues
1	Cllr. Mairin Quill	Infill housing & regeneration
2	James Jordan	Building heights & views
3	Cork City Childcare	Childcare facilities
4	Cunnane Stratton Reynolds	Water St. lands
5	Summerhill Heritage Preservation Group	Pocket Park & proposal for CPO at Clifton Terrace
6	Thomas Kerrigan	Pocket Park & proposal to extend the area
7	NRA	Compliance with NRA manual
8	Murray O' Laoire Architects	Clarification on area of pocket park at Grattan Hill
9	Vera Ryan	Parking & Transport issues
10	Failte Ireland	Tourism issues
11	Moynihan's Bar & B&B	Clifton Terrace Pocket Park
12	Denis Cullinane	Clifton Terrace Pocket Park
13	Tony Herbert	Pocket Park at Clifton Tce., Events Centre
14	Pat Ledwidge	Accessibility & integration issues
15	Helen Farrell	Pockets parks, parking, building heights and conservation

No	Submitter	Submission Issues
16	Pat o' Connell	Skating Plaza
17	Geraldine O' Riordan	Building heights and capacity
18	Margaret Corcoran	Car parking & re-zoning
19	Margaret Corcoran	Car parking & re-zoning
20	John Wallace	More water based activities & development of boating facilities
21	Mona Creedon	Increase size of family apartments, parks development & boardwalk
22	John Dineen	Community & Events centres, Parking & apartment size
23	Cunnane Stratton Reynolds	Neighbourhood centre & retail planning guidelines
24	Cork Chamber of Commerce	Retail, traffic and walks issues
25	Niall Grogan	Neighbourhood centre and retail zoning
26	Iarnród Eireann	Bridge & other access issues and supplementary letter on 26/08 re: extension of Alfred Street
27	Justine Finn	Apartment /park sizes and closing of Horgan's Quay



No	Submitter	Submission Issues
28	Finian Matthews	Environment appraisal
29	Donal Crowley	Detailed submission
30	Tom Phillips & Associates	Detailed submission
31	Mrs. Evelyn Montague	Green areas/trees
32	Padraig O' Duinnin	Creation of a boat yard and maritime culture centre
33	Pat Ledwidge	RAPID area unemployment

3. Submissions on Amendments Consultation

No	Submitter	Submission Issues
1	The Office of Public Works	Flood Risk
2	Tom Phillips & Associates on behalf of Manor Park Homebuilders Limited and CIE / Iarnród Éireann	Horgan's Quay Square, Pedestrian Bridges, Station Neighbourhood Centre, Alfred Street Extension
3	Councillor Tim Brosnan	Municipal Marina
4	Murray Ó Laoire Architects on behalf of Peter and Ann Louise Hayles	Grattan Hill Pocket Park



Coppinger Court, Pope's Quay



1. Introduction

The Cork City Development Plan 2004 provides the general policy context for the North Docks Local Area Plan while further design guidance is contained in the Dockhands Development Strategy 2001. Taken together this guidance provides the policy framework to promote and encourage high quality developments in the Local Plan area. When dealing with development proposals the following considerations will act as an assessment checklist:

Key standards of the *City Plan, 2004* applicable to sites in the LAP area

STANDARD	NON-RESIDENTIAL	RESIDENTIAL
Good townscape and architectural design	See ND LAP / Chapter 6, 8, 9, and 11 of <i>City Plan, 2004</i>	See ND LAP / Chapter 6, 8, 9, and 11 of <i>City Plan, 2004</i>
Design statements	Yes (see paras 11.2-11.4)	Yes (see paras 11.2-11.4)
Car parking standards	See Table 11.4 / 11.100 / Chapter 4	Table 11.3 / 11.26-11.29 (City Centre standards apply)
Cycle parking standards	See Variation No.2 to the <i>City Plan, 2004</i>	See Variation No.2 to the <i>City Plan, 2004</i>
Space provision:		
• Public	No specific requirements	See ND LAP / paras. 11.19-11.22.
• Private	No specific requirements	See ND LAP / Table 11.2 / 11.23-11.24
• Communal	No specific requirements	See ND LAP / Table 11.2 / 11.23-11.24
Adequate privacy and daylight considerations	Chapter 6 and 11 of CP2004	Chapter 6 and 11 of <i>City Plan, 2004</i>
Site coverage and plot ratio	No specific requirements	Table 11.1 / 11.17 -11.18 and Chapter 6
internal space in a development	See Variation No.2 to the <i>City Plan, 2004</i>	See Variation No.2 to the <i>City Plan, 2004</i>
Dwelling Mix	n/a	See ND LAP / Variation No.2 to the <i>City Plan, 2004</i>
Housing Tenure Mix	n/a	See ND LAP and Chapter 5 of <i>City Plan, 2004</i>

2. Architectural Design

In terms of detailed design guidance, the following key principles should be incorporated in detailed development briefs for specific sites:

- The legibility of a place should be enhanced by the urban structure of the site, building types, scale / height, massing and bulk of buildings, and elevational treatment;
- A range of building types is essential to creating a robust and adaptable built fabric. Ideally buildings should be designed in a manner that would enable them to be durable, flexible and permit their adaptation to new uses over time
- The character and scale of buildings should reflect the use of the building. Commercial buildings should be treated distinctly different from say hotel buildings, which are more likely to have a wall-dominated architecture. The facades should be articulated with balconies, bay windows or minor set backs to reinforce the verticality of the building
- The ground floors of all buildings should be clearly expressed in architectural treatment through the use of shopfronts, different materials or colonnades. They should have a floor-to-ceiling height of at least 4 metres;
- The primary access to buildings should be from the street. There should be frequent access-points onto the street (e.g. best practice suggests that doors should be no more than 15 metres apart). The entrances of all buildings should be reflected both in scale and form to establish a clear identity to the building. This should be achieved by use of vertical elements which project beyond the building set back line, different façade treatments or larger opening on the façade
- The entrances of all buildings should be reflected both in scale and form to establish a clear identity to the building. This should be achieved by use of vertical elements, which project beyond the setback line, different façade treatments or larger openings in the façade; and
- Where existing stone buildings are demolished, all attempts should be made to incorporate the stone in new features on the building. Alternatively, the City Council will stockpile this stone for use in the design of public spaces and other elements of urban architecture.

3. Sustainability & Environmental Impact Appraisal

A number of key sustainability principles will be considered when assessing development proposals:

Adaptability Designing for 'long life – loose fit' buildings At the design stage there is scope to bring flexibility of use to developments giving the opportunity to prepare a building for many different demographic groups, ensuring that refurbishment for a change of use is avoided. In addition, the provision of live-work spaces can be a way of removing the need to travel to work, improving the local sustainability of communities. Incorporating the consideration of future



maintenance costs into the design of buildings can prove beneficial in the long-term. The location of services and stairs are the most critical features in determining the flexibility of a building, as these are the most difficult and expensive to relocate.

Combined Heat and Power (CHP) In large developments, and where power generators are conveniently available, the wasted heat from power generation can be used directly for space and water heating (Combined heat and Power, CHP).

Crime Prevention The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and add to community interaction and overall quality of life. Designing out crime can lead to the creation of a safe and secure environment in which to work and live. However it is important to avoid the 'fortress' approach that creates gated communities and increases segregation within communities. Maximising surveillance, providing shared access routes and designing appropriate road and pedestrian networks are all part of creating a built environment which is safe and gives residents a feeling of security.

Ecology: Brownfield sites and historic structures / buildings are often rich in wildlife and habitats than are unsympathetically managed greenfield sites.

External space External amenity areas should be located to take maximum advantage of privacy, direct sunlight, good daylight, and attractive natural features. Car parking areas and other external spaces, which do not require good light, sunlight or privacy, can be located within less favoured parts of the development, for example adjacent to the north elevation of a building.

Embodied energy The materials used in the construction and refurbishment of property affect the embodied energy of a building. The embodied energy of a building can be reduced in a number of ways: using local supplies to reduce the energy used by transport; using materials that require low energy for manufacture or using recycled materials.

Heating and lighting energy management systems These provide effective heating controls, and allow zoning and timing of all heating appliances. They reduce wastage, using power only when and where it is needed.

Improved levels of insulation of walls, floors, roofs, doors, windows, and window frames should be included. Windows should be double glazed, or even triple glazed and low emissivity glass can also be used to reduce heat loss. Timber window frames have better thermal efficiency than do steel or aluminium.

Lighting Developments should seek to ensure that window size and outlook provide adequate natural lighting for the rooms they serve. Roof lights can be used to light single storey buildings, or the top floors of buildings. Compact, energy efficient fluorescent lighting systems are the most

economical of the artificial lighting options. There are however health implications related to fluorescent lighting.

Microclimate Careful design of the site can help enhance the local microclimate. This is important for comfort in open spaces, which need to be protected from wind, but retain solar access. Shelter from cold northerly and prevailing winds can be provided by vegetation. Any planting should be appropriate to the site and type of development.

Avoid long uninterrupted road passages that may channel wind. Buildings can be arranged in an irregular street pattern to avoid wind channelling.

Natural ventilation / air conditioning Developments should include windows that can be opened, to provide natural and easily controlled ventilation. This may cut down on the need for air conditioning, which is expensive in terms of the energy it consumes. Air conditioning should be avoided if possible, but if it must be used, then a low energy system should be used to minimise energy demand. Part F of the Building Regulations requires certain standards in relation to ventilation.

Overshadowing Consideration needs to be given to overshadowing by trees, by walls or proposed or existing buildings. The losses caused by overshadowing can however often be counterbalanced in higher density development, such as terraced properties or flats, through reduced heat loss from the building envelope, greater thermal massing, increased potential for Combined Heat and Power and other measures. The following principles should generally be followed:

- Garages should be sited away from southerly elevations.
- In mixed height developments taller properties should generally be sited to the north.
- Higher density properties (i.e. terraced properties) should generally be placed north of detached properties, since they cast a greater shadow.
- Care should be taken when planting trees within 30 degrees of the southerly aspect. Deciduous trees can, however, be useful for providing shading from glare and overheating in summer, whilst the bare branches will allow solar access during the winter.
- Building Forms should be aimed at avoiding long uninterrupted spaces and short gaps between buildings, so as to minimise the impact of wind. Terraced or flatted forms of buildings will reduce heat loss in comparison to detached or semi-detached forms of buildings, by minimising the wall surface/building volume ratio.

Passive Solar Design (PSD) The principle objective of passive design is to provide a building with a comfortable and healthy indoor environment at low energy cost. PSD allows for better day lighting, improves solar gains and provides natural ventilation reducing the need for costly mechanical ventilation. The following principles should be followed:



- The main rooms, with maximum occupancy should be on the south side of the building to make best use of solar gain. The north side of the building should be taken up by rooms with lower occupancy such as toilets, cloakrooms and storage space that require less heating. However, these considerations must be balanced with the need for good surveillance of public spaces.
- Kitchens can be situated on north facing façades where overheating is less likely. This is also true of rooms containing machinery that generates heat.
- Glazed sunspaces such as conservatories can be used to regulate the heat of the rest of the house. However excessive glazing can lead to summer overheating and net loss in winter and should be avoided.
- The use of buffer zones and draught corridors such as porches, stairwells and adjoining buildings can significantly reduce heat loss if those areas are not heated themselves.
- The mass of a building will affect its ability to store heat through thermal massing.
- Basements can provide additional accommodation without effect on the perceived building mass. Semi basements can do the same with little effect on the building mass, and will provide better natural lighting. The inclusion of lobbies at all external doors will assist in reducing heat loss.

Passive Solar Gain Whilst site selection within the City may be limited, sites on southerly facing slopes have a greater potential for the capture of passive solar gain in buildings rather than those which are north facing. Solar gain may also be affected by the proximity of tall buildings which lead to overshadowing. To maximise solar gain buildings should be generally orientated with the longest face within 30 degrees of south. South easterly orientation is generally preferable to south westerly as this maximises early morning gains and reduces the likelihood of overheating in the afternoons. Roads should as far as possible be orientated east to west, ensuring that the main windows of buildings are orientated to face to the south. Windows on north elevations should be minimised.

Providing for Integrated communities Developments should seek to provide for cohesive well-balanced communities contributing to their long-term viability and providing for a greater sense of place. Site selection is of critical importance here. Good links to transport nodes, leisure amenities and shopping facilities will increase a developments long-term viability and the likelihood of social inclusion. The development should contain a mix of house types allowing people at different stages of life to live in the same community and also encourage their interaction. Consultation with local people can benefit a development by given it a higher degree of acceptance in the locality.

Provision of social and affordable housing This helps to sustain local communities by including people of all social and economic backgrounds in residential developments.

Provision for all Residential development schemes can contribute to provision of housing accommodation for all sectors of society through catering for example for the special needs of people with disabilities and for elderly people and through the provision of 'lifetime homes'.

Renewable energy measures Heat pumps and heat exchangers extract heat, often from expelled air or gases, which can be recycled, and they can also reclaim heat from the ground or from water bodies. Use of photovoltaic cells or active or passive solar technologies can be considered (usually placed on south facing roof slopes) for water heating.

Re-use of buildings The conversion of existing buildings is a more sustainable option to total redevelopment. In such cases consideration will need to be given to the need to improve the energy efficiency of the building and the removal of hazardous materials such as asbestos.

Thermal Mass In buildings where a consistent temperature level is required, the inclusion of a volume of masonry, or another heat holding medium, located within the core of the building (thermal mass), can be used to store heat between the periods when it may be readily available (possibly from renewable resources) and releasing it slowly throughout the day or the night.

Transport is the fastest growth area for energy use in Ireland. Developments which locate in areas that minimise the need to travel and encourage cycling, walking and public transport use can lead to significant energy savings. Major developments in the Centre and Docklands are supportive of the CASP Transport strategy. Within the City as a whole a new kind of mobility needs to be considered, one which mitigates against the negative effects of road congestion, promotes economic growth and enhances people's quality of life in the urban environment.

Using Energy Efficiently Appliances are major consumers of energy. Therefore the careful choice of appliances in both domestic and non-domestic buildings can reduce energy demand and therefore costs significantly. Consideration should be given to the following:

- Energy and water efficient white goods. The European Union energy labels classifies the energy rating of goods from A (most efficient) to G (most inefficient).
- Energy efficient lights can save money in both running costs and maintenance
- Energy efficient boilers for heating and hot water demands can also reduce costs
- In larger buildings a Building Energy Management System (BEMS) can be useful
- Ventilation can be provided naturally or if this is not possible an energy efficient ventilation system can be used.

Water runoff and flood risk Sustainable drainage systems should be incorporated into new developments to reduce the risk of flooding. Porous hard standings can help water infiltrate soils and return to groundwater where it is naturally cleaned. This can also help reduce pressure on sewage systems, reducing the likelihood of flood. These types of solutions may not always suit local geology, but should be investigated.





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