

Comhairle Cathrach Chorcaí

# CORNMARKET STREET AREA ACTION PLAN



August 2005

Cork City Council



## FOREWORD

Cornmarket Street or the 'Coal Quay' as it popularly known holds a special place in the social and commercial history of the City. Its street market is one of the oldest surviving institutions in the City, dating from the 1820s.

As part of a broader strategy aimed at the redevelopment and regeneration of the City Centre, which has seen several hundred of million euros committed to City Centre renewal projects, the City Council has prepared this Area Action Plan for the Cornmarket area.

The main aims of the Action Plan, which compliment the objectives of the 2004 City Development Plan, are to promote the expansion of the central retail area into the Cornmarket area, to reorganise and expand the market so as to maximise its potential, and to improve the public realm.

The Plan has been prepared as an integrated "vision document" that seeks to address a broad range of issues through a single integrated plan. By providing a framework for the development and improvement of Cornmarket Street and the surrounding area it aims to maximise the potential of the area by building on what's good about it. The Action Plan area extends from the River Lee in the north to Castle Street/Paul Street in the south and from North Main Street in the west to Half Moon Street in the east.

It is the intention of the Action Plan to create a distinctive street market so that it will continue to be a focal point of community activity but will also become a shopping and a visitor attraction that appeals to the widest customer base. The long-term aim is to ensure that the market is busy 6-7 days of the week. In the short term the market will be improved and managed so that it is operating at capacity on Fridays and Saturdays.

The Action Plan also looks to the opportunities for future development while respecting the significant heritage value of the area. It promotes the redevelopment of a number of key sites in the area, including strategic development sites at Cornmarket Street (Guy's, The Loft / Portney's Lane) and the Kyril's Quay group of sites. These have the ability to transform the area in terms of providing commercial confidence and changing the physical appearance and image of the area. Upper floor residential uses are promoted.

The public realm strategy for the area aims to achieve an attractive public realm of streets and spaces. The high quality public realm will complement the proposed developments on adjacent sites and provide the venue for a range of activities. Primary spaces will be designed to a similar specification to that used on other City Centre landmark spaces, such as Oliver Plunkett Street and Saint Patrick Street.

The area is already beginning to show signs of improvement with the City Council holding a very successful design ideas competition for the Kyril's Quay group of sites and work about to commence on the redevelopment of the Guy's Site.

We would like to acknowledge the input of all those who contributed to the preparation of this Plan, both City Council officials and the many stakeholders who participated in the consultation process.

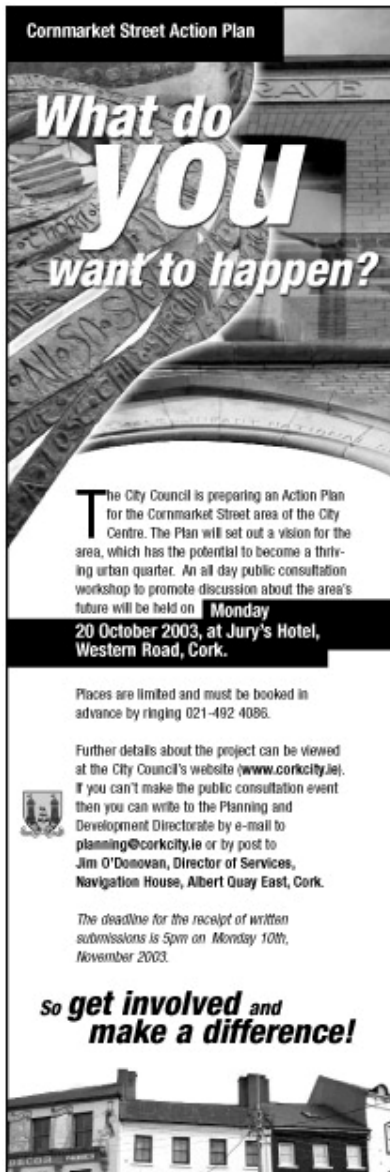


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# Cornmarket Street Area Action Plan

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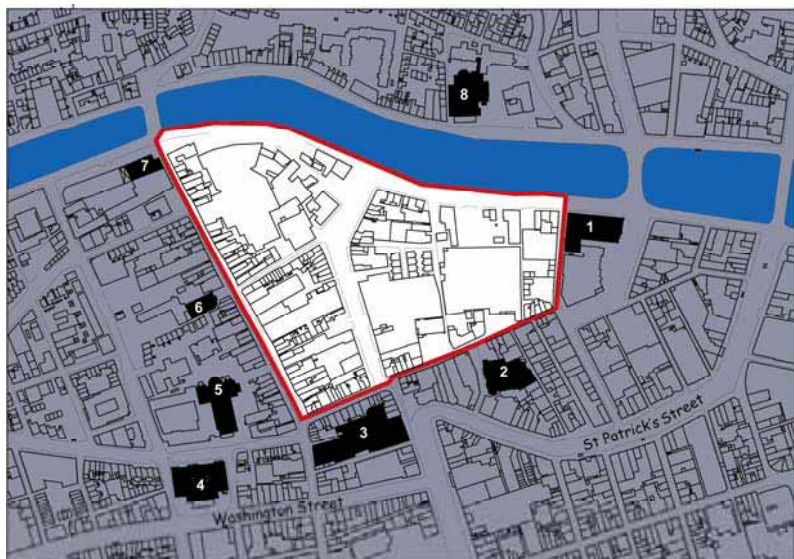
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## 1.1 THE CORNMARKET STREET AREA

The Cornmarket Street area (see Figures 1.1 and 1.2) extends from the River Lee in the north to Castle Street / Paul Street in the south and from North Main Street in the west to Half Moon Street in the east.

Figure 1.1 The Cornmarket Street Area



**Key buildings shown include:**

- |                                     |                            |
|-------------------------------------|----------------------------|
| 1. Cork Opera House                 | 5. Saint Francis RC Church |
| 2. Saint Peter and Paul's RC Church | 6. Cork Vision Centre      |
| 3. Queen's Old Castle               | 7. North Gate Cinema       |
| 4. The Courthouse                   | 8. Saint Mary's RC Church  |

Although the Plan focuses on this area, it is recognised that these boundaries are physically arbitrary and issues affecting the area as a whole will extend beyond them. The Council are also considering the following areas outside of the boundary:

- Those buildings fronting onto the boundary on both sides of streets, as these form part of the boundary spaces
- The western side of North Main Street, insofar as it provides the potential for enhanced pedestrian linkages between the Cornmarket Street and Marsh areas

Cornmarket Street itself is the physical focus for the area, with the blocks to the east and west having an integral relationship to it in terms of physical and functional connection and development potential. They are therefore inextricably linked to the future of Cornmarket Street itself.

The area is approximately 400 metres wide (east to west) by 250 metres high (north to south), and is an area very much at a pedestrian scale.

It is within a short walking distance (5-10 minutes) of Shandon, The Marsh, South Parish, and most of the City Centre island.

The area of the city centre has suffered from commercial decline, dereliction and vacancy, traffic domination, a weak image and poor commercial identity.



Figure 1.2 Ariel View of Plan Area  
(facing southwards)

## 1.2 THE AREA ACTION PLAN

This Area Action Plan has been prepared as an integrated “vision document”. It draws together and addresses issues relating to development, the public realm, and the street market, in a single coherent plan, in order to provide a framework for the development and improvement of the Cornmarket Street area.

Cork City Council is pro-active in its approach to promoting the development and improvement of the City. In the City Centre in the 1990s this took the form of the *Historic Centre Action Plan* (1994) which developed a strategy to regenerate the medieval city, and the *Urban Pilot Project* which sought to implement the actions identified in this strategy.

The City Council intends to prepare local area plans to achieve the objectives contained in the recently adopted *Cork City Development Plan 2004* (hereafter referred to as the *City Plan 2004*) to provide guidance and promote development activity.

### Why an Area Action Plan?

This *Area Action Plan* (“the Plan”) has been prepared specifically with the aim of promoting the development and improvement of the Cornmarket Street area of the City Centre, maximising the area’s potential by building upon its existing special qualities.

The improvement of the Cornmarket Street Area will also have benefits beyond its boundaries. In particular it should assist in:

- Improving the retail offering of the City Centre as a whole by expanding the existing city centre retail area to bridge the gap between Saint Patrick’s Street and North Main Street, providing the means for the gradual expansion of the prime retail area
- Improving the image of the City Centre by providing continuity in the pedestrian and visitor experience of the City Centre
- Changing the image of the north Channel waterfront of the River Lee, by replacing dereliction with high quality developments and linked positive public space

- Enhancing the new pedestrian route to the recently opened Shandon Pedestrian Bridge, so benefiting Shandon and promoting walking for leisure purposes



The plan is complementary to the *City Plan 2004*, which is the statutory planning framework for the city as a whole (see section 1.4). It promotes a holistic view of the area, which goes beyond development plan considerations and embraces urban design issues involving development, public realm, market operation, and area management.

### Status of the Plan

The Area Action Plan is a “non-statutory plan”, which has been adopted by the City Council as a corporate policy document. It includes a specific set of actions in the Implementation Strategy, and otherwise provides a strategy for change and specific briefs to provide guidance on development and improvement of the area.

The Area Action Plan has six parts:

1. A **Broad Strategy** which provides an overview of the various components
2. A **Movement and Accessibility Strategy**, which sets out how movement to and through the area will be improved
3. A **Street Market Strategy**, which sets out the strategy for maximising the potential of the market
4. A **Development Strategy** that sets out the possibilities for the key development sites in the area, as well as a small number of infill sites whose redevelopment would assist in achieving a high quality built environment
5. A **Public Realm Strategy** that sets out how the key public spaces within the area should be improved
6. An **Implementation strategy** that establishes how the City Council will pro-actively seek to deliver a programme of key actions



## 1.3 THE PROJECT PROCESS

The process of preparing the *Cornmarket Street Area Action Plan* commenced in September 2003, under the direction of the Cornmarket Street Area Action Plan Steering Group.

The first stage of the project was a preliminary “issues exploration” to determine the key issues that needed to be addressed in the plan. **Appendix 1** itemises those stakeholders consulted in this first stage of the project while section 1.5 provides an overview of the issues raised in the issues exploration stage.

Following the issues exploration stage of the project, a draft plan was prepared involving extensive consultation with the following stakeholders:

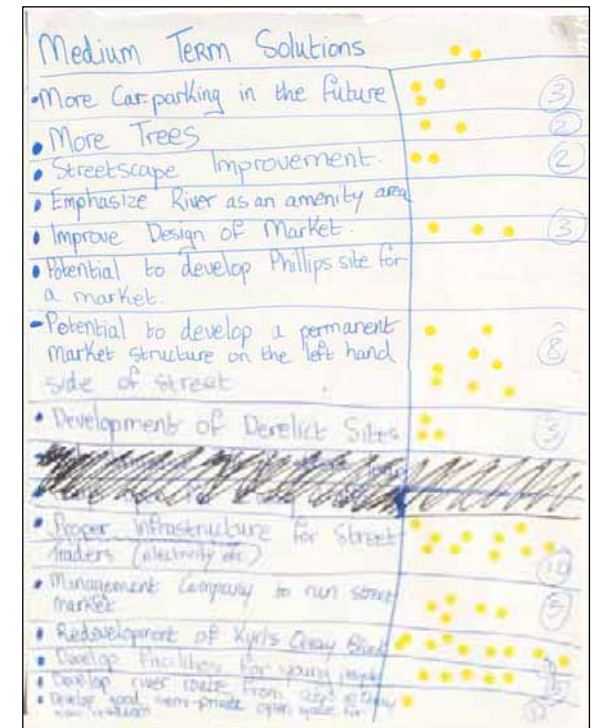
- Key internal City Council stakeholders
- Key external stakeholders (e.g. market traders, trading organisations, property owners and developers)
- A range of area and city-wide stakeholders were brought together to raise and discuss issues at a public consultation workshop held at the Jury’s Hotel on Monday 10 October 2003. (**Appendix 1** lists those stakeholders consulted)

Following public consultation on this document in July and August 2004, the draft plan was amended and recommended for adoption by the City Council in January 2005. The decision to adopt the Plan was deferred to allow further discussion to take place with interested parties. The final plan was adopted with further amendments the City Council in May 2005.

Although the Plan is ‘non-statutory’ it will be used as supplementary planning guidance by the City Council. The Council will now seek to implement the projects according to the targets and milestones set down in the implementation strategy.

### Project Process and Programme

<b>1</b>	<b>September 2003</b> <b>Issues exploration</b> Broad consultation with internal and external stakeholders to identify strategic issues and detailed points.
<b>2</b>	<b>November 2003</b> <b>Draft Area Action Plan preparation</b> Preparation of strategic plan based upon issues exploration and further meetings.
<b>3</b>	<b>July 2004</b> <b>Approval of consultation draft of Plan</b> Based upon findings from the issues exploration and further meetings
<b>4</b>	<b>August / September 2004</b> <b>Public consultation</b> Draft Plan put on display for public comment. Further consultation with key stakeholders.
<b>5</b>	<b>May 2005</b> <b>Plan finalisation and adoption</b> Plan amended in light of public response and adopted by City Council.
<b>6</b>	<b>May 2005 onwards</b> <b>Plan implementation</b> Key projects taken forward to implementation stage.



Photograph of worksheet from public consultation workshop



Photograph of discussion at public consultation workshop



## 1.4 THE STATUTORY PLANNING FRAMEWORK

### 1.4.1 Introduction

The plan is produced within the context of the following policy basis:

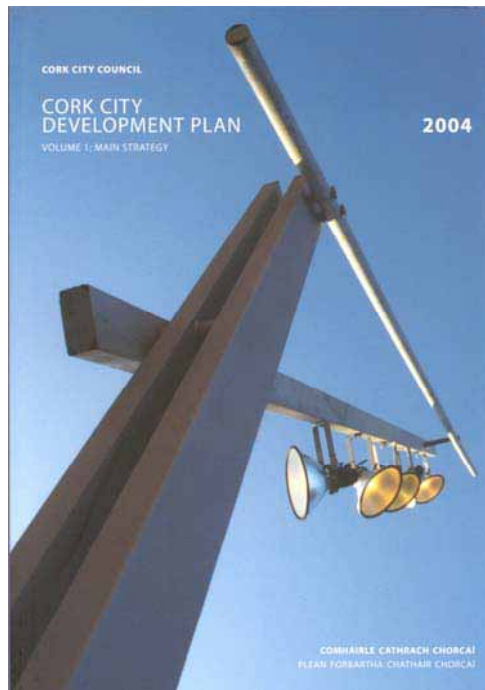
- **National Policies**, particularly those relating to
  - City Centres / retail planning
  - Sustainable Development
  - Conservation
  - Residential Guidelines / Part V Guidelines
- **Cork Area Strategic Plan 2002-2020 (CASP)** developed jointly by Cork City and County Councils as the vision and strategy for the development of the Cork City Region. It projects significant growth in the regional economy and identifies the City Centre and Docklands as the main “driver” for development in the region.
- The **City Plan 2004** is the statutory plan for the city.

With the development momentum established in the city and the projected growth in the metropolitan area defined in *CASP*, the City Centre will need to expand and intensify over the *City Plan* period if it is to become a prosperous and thriving city centre serving the region. In particular the City Centre must accommodate:

- A major expansion of the City centre’s main retail area to provide for the **shopping** demands of the region
- A resurgence of the **office** market and the need to accommodate new and relocating space users within a larger Commercial Core Area, and the potential to create new office districts in the North and South Docks
- The continuing growth in the **tourism and leisure** industries, and the hotels, restaurants, cafes, and pubs
- The creation of new high quality **residential** developments within existing areas and new residential quarters in Docklands, to capitalise upon the latent demand for urban city centre living

- The provision of high quality services and amenities
- A **transportation** system based upon restricting / reducing demand growth in private car use
- A wholesale improvement in the pedestrian experience and the quality of **streets and spaces** that it offers, including the creation of new spaces to cater for the expanding residential population, and all visitors

In line with the above objectives the adopted *City Plan 2004* defines a range of “givens” for the Cornmarket Street area, known as the zoning and development objectives.



### 1.4.2 Zoning Objectives

Figure 1.3 illustrates the zoning objectives for the Cornmarket Street Area, which define the opportunities for the development of the area in terms of land use.

The Commercial Core Area and City Centre Retail Area objectives for the area will allow it to flexibly adapt to new demands (including higher order commercial uses), subject to a small number of constraints:

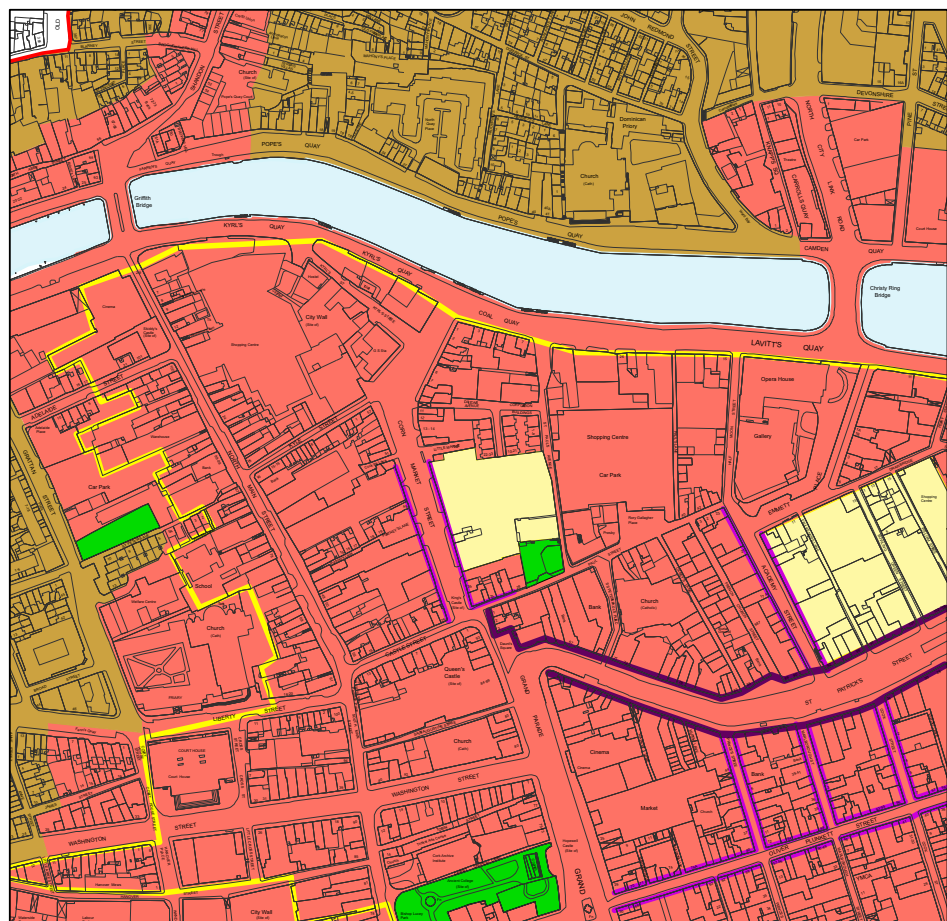
- The Guy’s site is identified as a site for Higher Order Retail development to include a “major multiple store” at the western end of Saint Patrick’s Street, acting as an “anchor”. Ground and first floors levels are reserved for retail use
- The southern portion of Cornmarket Street is a Key Secondary Retail Frontage, which has the effect of restricting new ground floor uses to retail and restaurant uses, with a view to promoting the street as a retail street, and in the medium term of becoming a prime retail frontage
- The Saint Paul’s Churchyard is reserved as a Public Open Space

### 1.4.3 Development Objectives

Figure 1.4 illustrates the development objectives for the area, including the following:

- The North Main Street Area is designated an Area of Special Character (see Section 5.2)
- Kyril’s Quay is identified for a road widening scheme to provide relief to Saint Patrick’s Street (see Section 3)
- Most of the streets south of Kyril’s Quay are identified as Pedestrian Priority Areas
- The Guy’s site should be developed to include a pedestrian access to the site via Saint Paul’s churchyard
- Focal public spaces are identified at Rory Gallagher Place and Cornmarket Street, with a view to seeing these spaces improved to fulfil their potential as people-friendly spaces

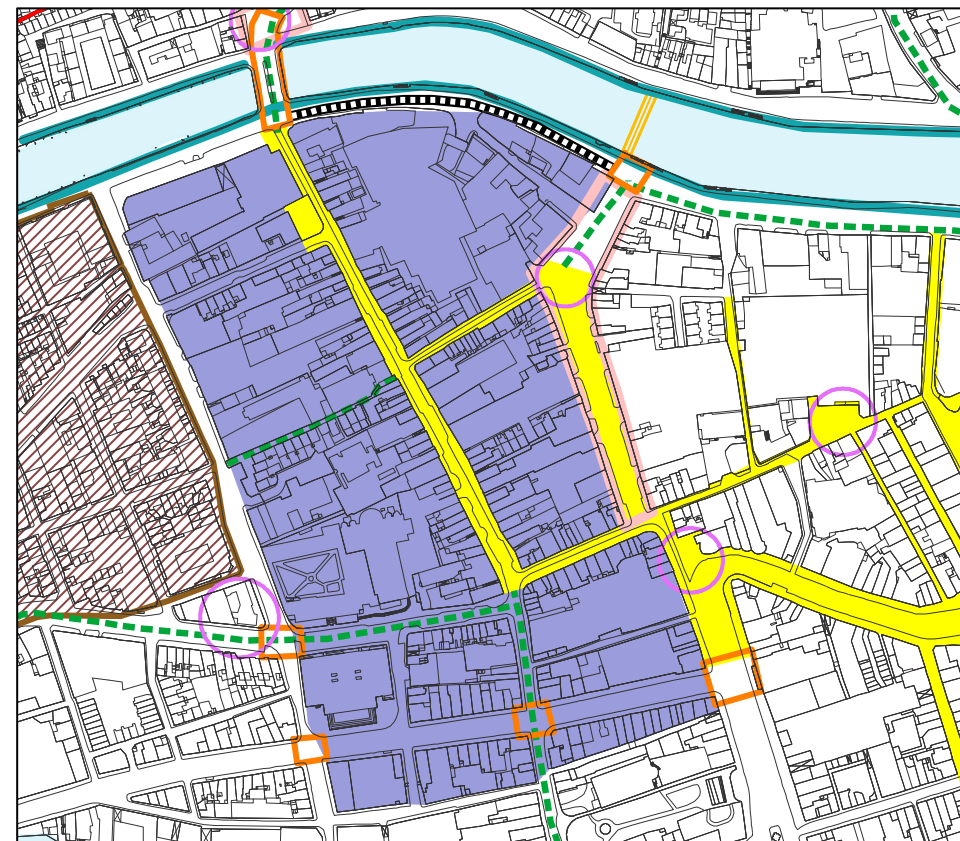
Figure 1.3 City Plan 2004: Zoning Objectives



**Legend**

- City centre retail area
- Higher order retail development sites
- Inner city residential neighbourhoods
- Primary Retail Frontages
- Public open space
- Commercial core area
- Key secondary retail frontages

Figure 1.4 City Plan 2004: Development Objectives



**Legend**

- Focal public space improvement
- Pedestrian junction improvement
- Strategic pedestrian linkages
- Areas in which through-traffic should be minimised
- Quayside amenity area
- Improved commercial street
- New city pedestrian bridge
- Area of special character
- River lee
- City road improvements
- Pedestrian priority area



## 1.5 THE AREA NOW

### 1.5.1 Strengths and Weaknesses

The Cornmarket Street area is currently in a state of flux. Until recently it suffered from extensive dereliction and under-use as a result of remoteness from the business and commercial core of the city and proximity to North Main Street, which provides greater interest to pedestrians.

Previous large-scale developments at the North Main Street Shopping Centre (and car park) and Paul Street Shopping Centre (and car park) were a product of civic objectives to regenerate the area by way of anchor developments. New developments are currently under construction on Lavitt's Quay driven by market forces to provide office accommodation. Planning permission for the redevelopment of the Guy's site has been granted and work is to commence shortly.

The issues exploration process has identified the following perceptions of the strengths and weaknesses of the area. The *Photoreport of the Area Public Consultation Workshop* (and summary) can be viewed on the Council's internet site.

Although not everybody has the same view as to how the area should be renewed, all agree that the area must be developed and improved. The strategy specifically seeks to build on the area's strengths and turn its weaknesses into opportunities.



#### The Strengths

The area has many positive attributes:

- The location of the area is a huge asset, being accessible from Saint Patrick Street, the Huguenot Quarter and from the existing car parks;
- The area is accessible to vehicles coming from both the northern and southern areas of the city
- The area has a built fabric of great architectural quality
- The varied network of streets and spaces of human scale
- The historical and archaeological heritage
- Its relationship to the River Lee
- There is a good supply of public car parking within the Paul Street and North Main Street car parks
- The new Millennium Bridge will improve accessibility to the area and help in promoting tourism
- The street market is rooted in the historical development of the area, and is important to the character of the area. The market is important for social, cultural, as well as commercial reasons



#### The Weaknesses

The area also has a number of problems:

- Currently the area has a mixed role and purpose without a clear commercial message
- The area is blighted by a significant amount of vacancy and dereliction that adversely affects the image of the area
- Many buildings have vacant upper floors
- The street market is underperforming and also needs to be physically improved
- The quality of the public realm is poor
- There are a significant number of lower grade uses that are generally incompatible with the aspirations to develop the area for shopping
- Accessibility to and through the area for pedestrians is poor
- Kyril's Quay has a very poor frontage onto the river;
- A number of the lanes have a distinct lack of active frontages



## 1.6 URBAN QUALITIES

### 1.6.1 Character Areas

The area has five broad character areas (illustrated in Figure 1.5 opposite), although there will be a degree of overlap between adjacent character areas:

- Cornmarket Street
- North Main Street (the medieval city)
- The quays
- The shopping lanes (Castle Street / Paul Street)
- The quiet lanes

Appendix 2 provides a general description of each character area.

At the moment only North Main Street and Castle Street / Paul Street can be described as active urban spaces, although Cornmarket Street (south) is active at specific times (i.e. on Saturdays), and has pockets of activity.



Figure 1.5 Character Areas

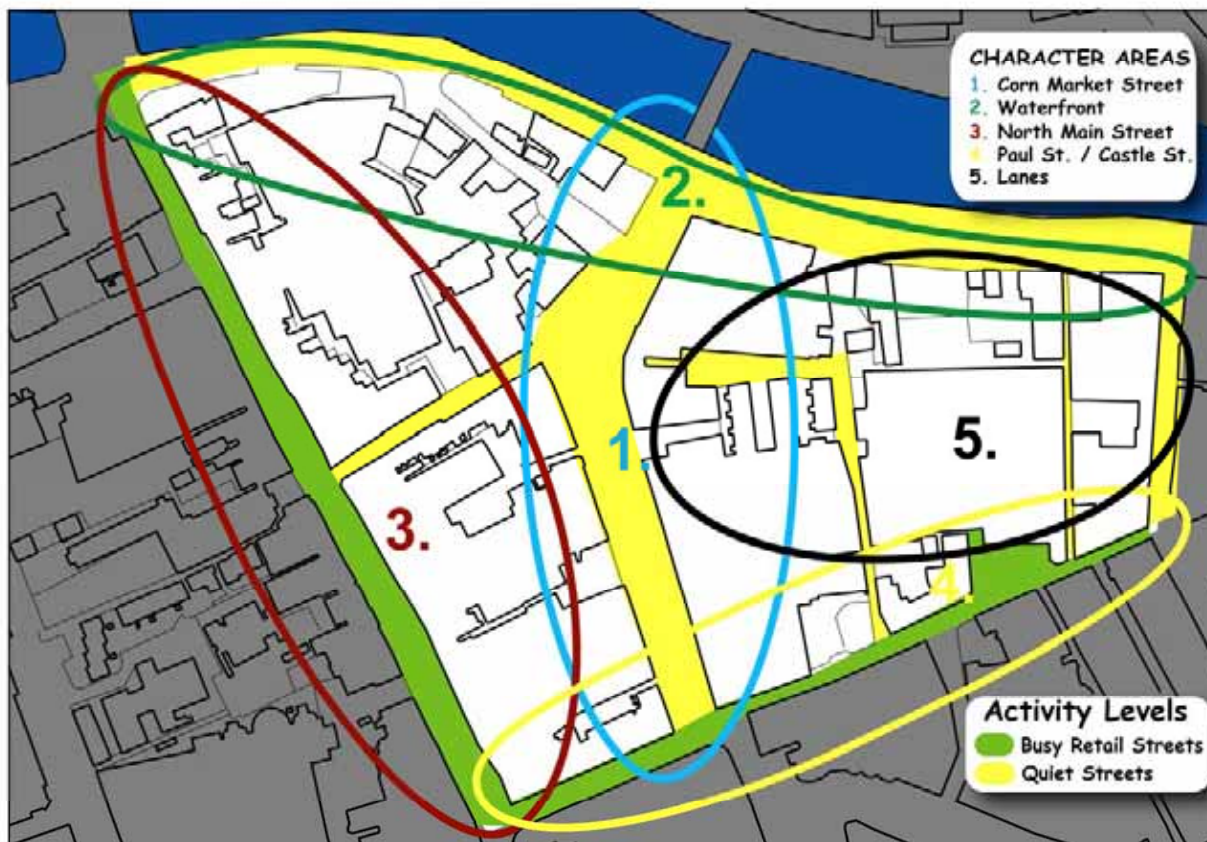
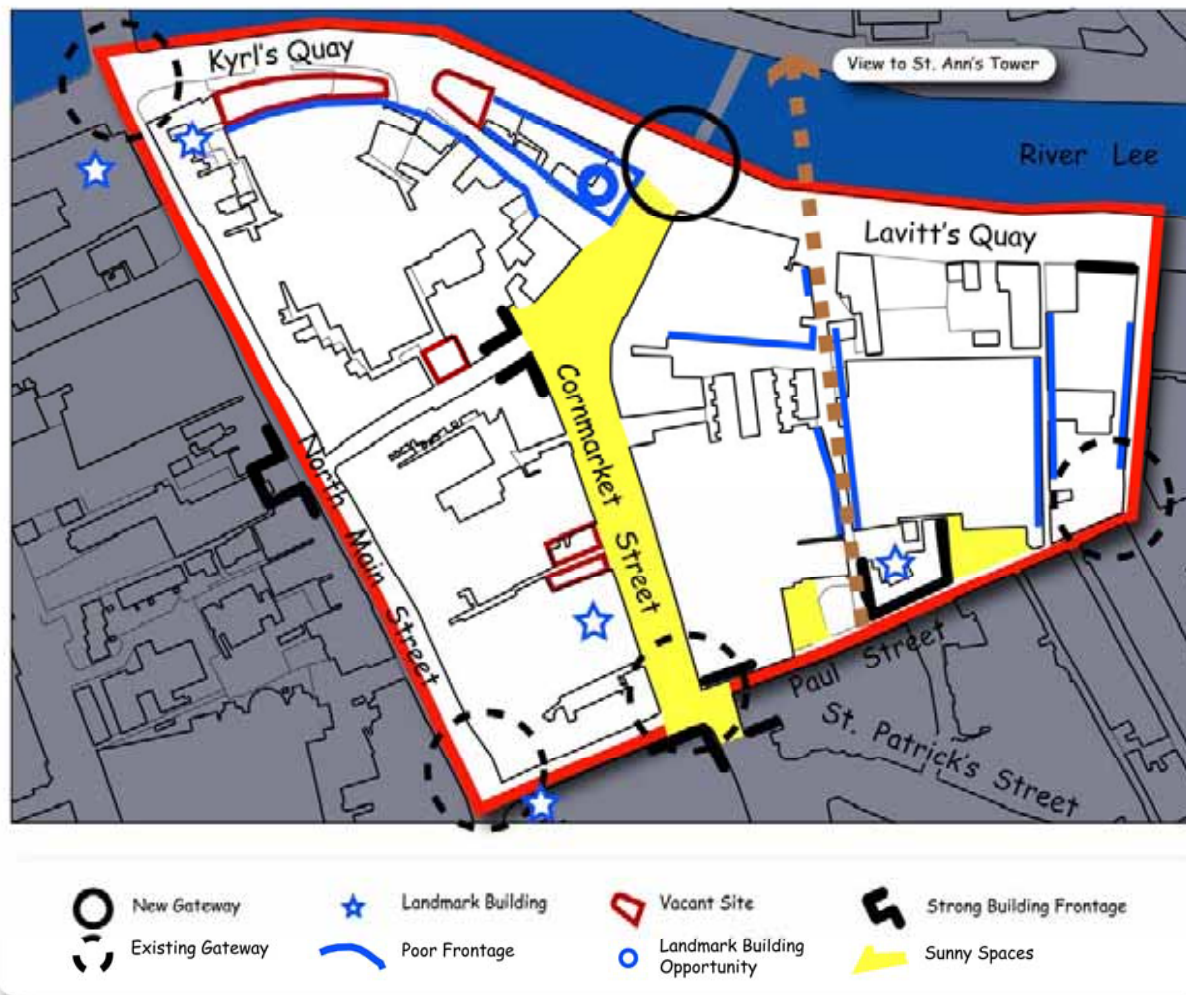




Figure 1.6 Urban Analysis Diagram



## 1.6.2 Legibility of the Urban Environment

One of the main factors that will assist people in understanding and navigating the Cornmarket Street area will be its urban qualities.

The area has many positive characteristics:

- The existing gateways to the area are all well defined by the buildings that frame them
- There are a number of visual landmarks (e.g. Saint Peter and Saint Paul's Presbytery)
- The gateways form a number of natural focal spaces. In addition, Rory Gallagher Place acts as a focal space
- The majority of the public realm is well defined by strong building frontages
- Due to the orientation of streets and spaces Cornmarket Street is one of the few usable sunny spaces

The area has a few negatives that will need to be addressed in the strategy:

- There are a number of vacant sites with development potential
- There are currently a large number of streets defined by poor quality building frontages. The strategy will need to address this issue by identifying development sites and their potential
- Cornmarket Street has the potential to be the visual and functional heart of the area
- The Cornmarket Street Pedestrian Bridge provides a new pedestrian point of access to the area at Cornmarket Street (north). This is a poor point of arrival, with poorly defined public spaces and derelict sites on the western side of the street. This space needs to be defined as a new "gateway"
- The North Main Street Car Park is an unattractive building, visible from the north and east

## 2.1 INTRODUCTION

This section of the plan provides an overview / context for the more detailed sections that follow. The broad strategy is supplemented and explained in more detail in the following sections of the Plan.

### Broad Strategy

#### A Movement and Accessibility Strategy

A **Street Market Strategy**, which sets out the strategy for maximising the potential of the market

A **Development Strategy** that sets out a built environment framework and identifies the possibilities for the key development sites in the area

A **Public Realm Strategy** that sets out how the key public spaces within the area should be improved in the context of the proposed developments

An **Implementation Strategy** that establishes how the City Council will pro-actively seek to deliver a programme of key actions within the remit of the City Council, and objectives for the redevelopment of sites in private ownership

## 2.2 THE VISION

The Cornmarket Street area has the potential to become a thriving mixed use urban quarter, with Cornmarket Street at its heart, linking the North Main Street area to the Saint Patrick Street / Grand Parade area. The street also links the riverside area to the city centre. The success of Cornmarket Street is in itself critical to the success and role of the area as a whole, in terms of function, role and linkages.

### 2.2.1 Aims

The strategy aims to maximise the potential of the following:

- **The Image of the Area**

The area's image is affected by all of its qualities, the activities and uses, quality of the environment, accessibility and community characteristics. The area's image will largely be defined by its commercial role and people's experience of the various character areas. The character of Cornmarket Street itself will be critical to the image of the area.

- **The Activities and Uses in the Area**

The two primary uses in the area, in new developments, will be retail and residential, complemented by commercial leisure, community services, and offices. Retail uses will expand from the existing city centre retail area to include Cornmarket Street (south), Saint Paul's Avenue and Kyle Street, with the retail offering on Castle Street, Paul Street and the Paul Street Shopping Centre moving up the chain. The primary use on Lavitt's Quay will be general offices. Most ground floors will have active uses fronting onto them, except those on the residential lanes. The narrow lanes between Paul Street and Lavitt's Quay will be perceived as an extension to the Huguenot Quarter.

Complementary activities will include the street market on Cornmarket Street, urban heritage and culture related tourism, recreation and leisure. Apart from the market, specific visitor attractions are unlikely and the area will form part of a general city centre experience.

- **The Quality of the Environment**

This will be improved by both the Development and Public Realm Strategies. Development will be of a human scale and character at ground floor level, no matter where it is located. The scale of buildings will relate to their context seeking to reinforce the existing character of the area. Buildings of a larger scale will be appropriate fronting onto the waterfront, and may be considered where they will serve a landmark role





- **The Accessibility of the Environment**

Generally the streets and spaces will have pedestrian priority, although vehicular access will be allowed on streets and spaces on a dynamic basis. Strong pedestrian links will be developed within the area. Public car parking activities will be predominantly located in the multi-storey car parks, although some evening on-street parking will animate the area.

- **Community / Sociability**

This will be promoted by the creation of high quality public spaces, continuity provided by the market and other existing businesses, and enhancement of residential amenity. Community facilities will be incorporated into developments, where appropriate.

### 2.2.2 Objectives

As part of the strategy the following key objectives have been established for the area:

- To promote retail and residential uses
- To maximise the accessibility of the area to all, giving priority to green modes of transport (Movement and Accessibility Strategy)
- To maximise the potential of the street market (Street Market Strategy)
- To promote the development of vacant or underused sites and buildings (Development Strategy)
- To improve the quality of the public realm, giving priority to pedestrians (Public Realm Strategy)

## 2.3 THE FRAMEWORK FOR CHANGE

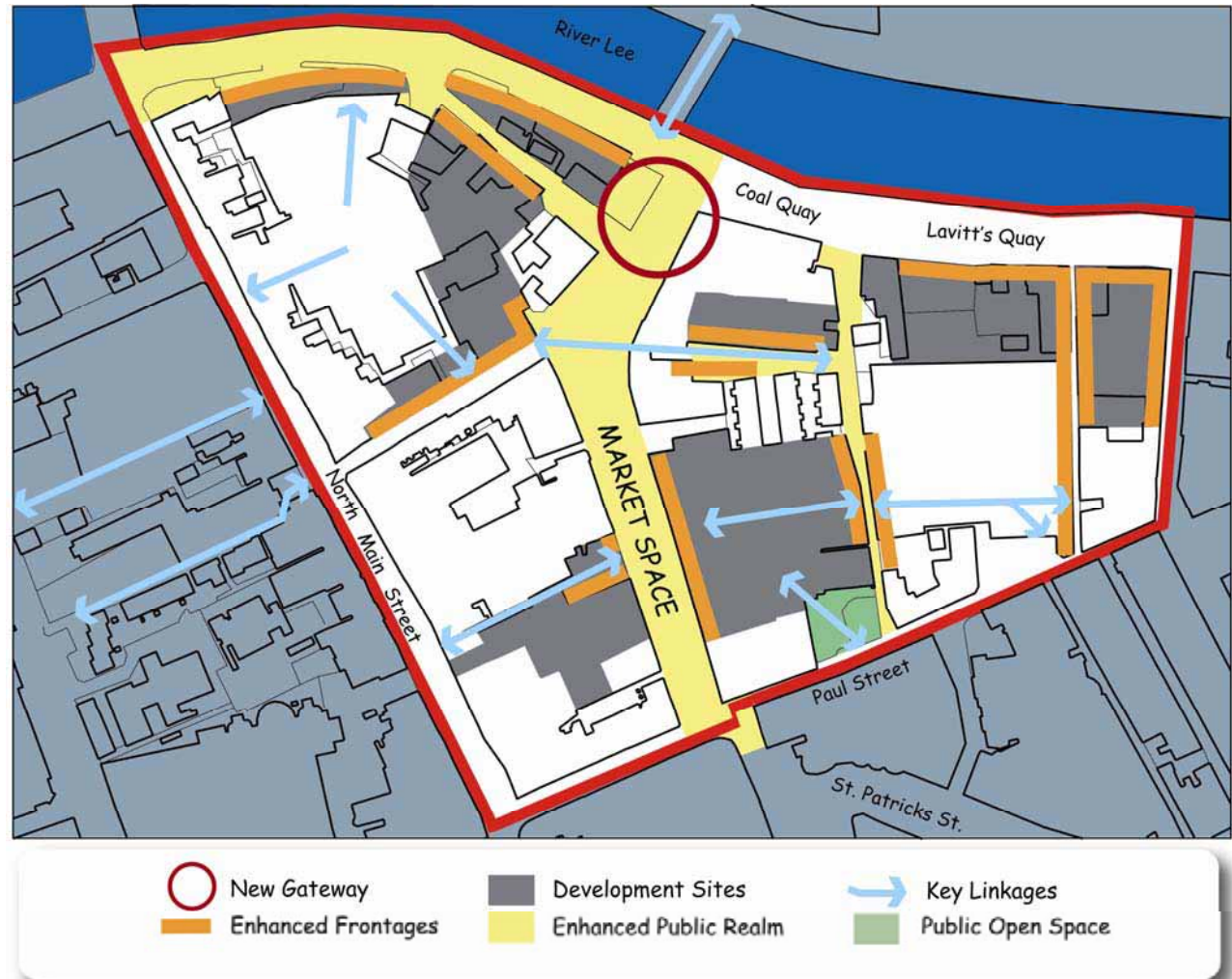
### 2.3.1 Key Elements

Consistent with the above strategic objectives the following elements for the development of the area have been identified (see Figure 2.1):

- Development sites creating new positive frontages
- Improved public spaces

- The improvement of the market space
- The improvement of key pedestrian linkages to, and through, the area
- The creation of two new public open spaces

Figure 2.1 Area Action Plan Framework Diagram



More specifically, the following three measures are highlighted as being necessary to define the character of Cornmarket Street (north), which is a new gateway into the area as a result of the opening of the Shandon Pedestrian Bridge.

- This gateway is enclosed by high quality buildings on its eastern side but high quality new buildings are required on its western side
- The opportunity exists for a visual landmark building on the Kyril's Quay site. This site is visually prominent from the north, east, west, and from Cornmarket Street itself
- The opportunity exists to create a new public square between the Bridewell Station and the Millennium Pedestrian Bridge, emphasising the "gateway" status of this space

### Catalysts

The three key drivers for change in the area will be:

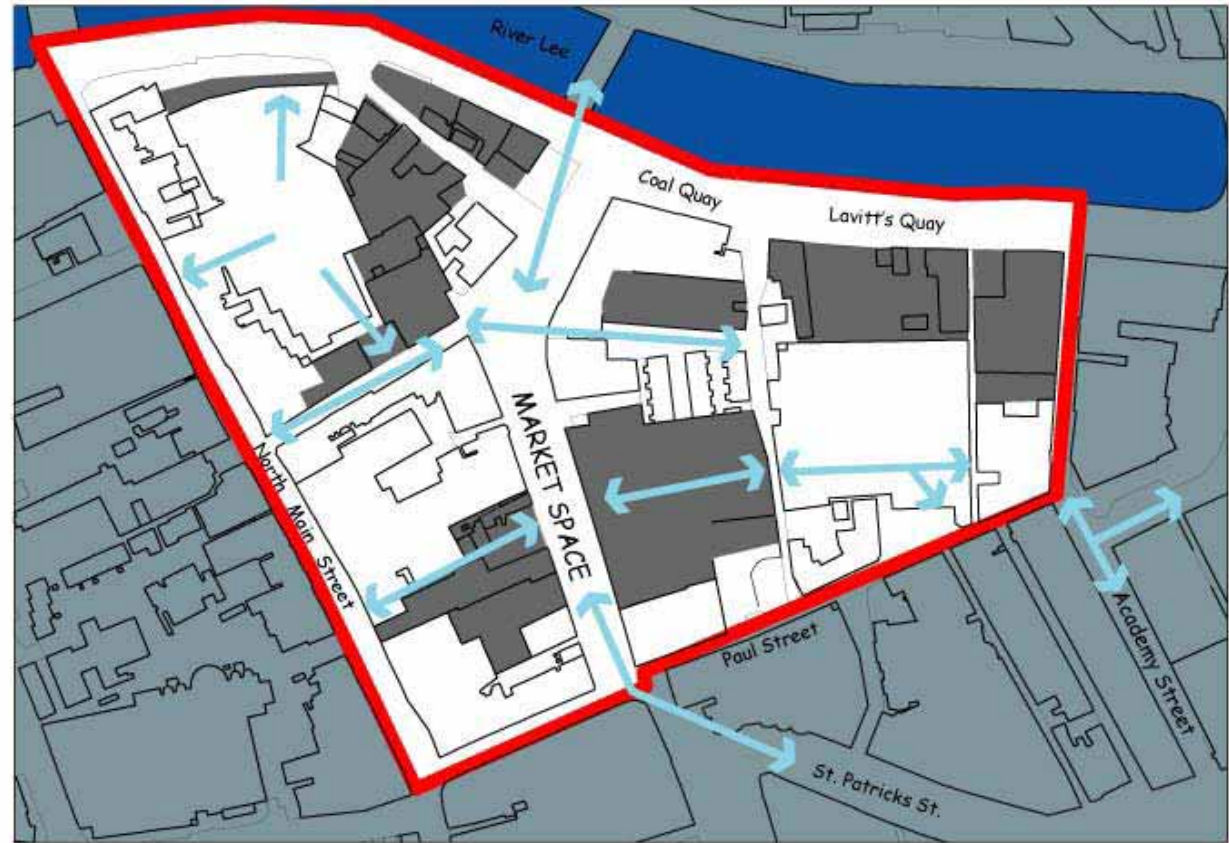
- The recently opened Shandon pedestrian bridge
- Developing the Guy's site for higher order retail (see 5.3), which is due to commence shortly
- Improving Cornmarket Street and maximising the potential of the street market (see sections 4 and 6.4.2)

The latter two projects in particular will provide clarity and certainty to the future of the whole area, and should also catalyse wider development and improvement.

### Retail Development

A core objective of the Action Plan is the expansion of the central retail area into the Cornmarket Street Area. Central to this is the identification of new retail development sites in the area such as Guy's. Of equal importance is the creation of clear and safe pedestrian linkages, particularly from St. Patrick's Street and Grand Parade, to attract shoppers into the area (See Figure 2.2) The redevelopment of the Guy' site along with the reconfiguration of Paul Street Shopping Centre and the proposed retail development at Academy Street will also create an important new linkage in terms retail movement.

Figure 2.2 Retail Development



LEGEND

- Development Sites
- ➔ Key Linkages



## 2.4 TRANSFORMING THE FIVE FIVE CHARACTER AREAS

### Cornmarket Street

Cornmarket Street will see dramatic change:

#### Strategic Objective

The opportunity exists to promote the wholesale improvement of Cornmarket Street (south) to redefine its character as the focal space in the area. This will involve promoting the development of large sites and buildings with significant frontages, improving the public realm and maximising the potential of the street market. Cornmarket Street (north) will become a new gateway space with a new landmark building.

#### Key Connections

- Linking from Saint Paul's Avenue to North Main Street via the Guy's site, Cornmarket Street and Portney's Lane
- Potential for new access to an extended North Main Street Shopping Centre adjacent to the Bridewell

**Street Market** dramatically improved.

#### Development of

- the Guy's site (see 5.3 site 1)
- The Loft / Portney's Lane (see 5.3 site 2)
- Kyle Street (north) and Kyril's Quay sites also enhance the space

**Public Realm** The improvement of:

- Cornmarket Street (south)
- Cornmarket Street (north) (see Section 6)

### The Quays: (Kyril's Quay / Coal Quay / Lavitt's Quay)

This area will see dramatic change:

#### Strategic Objective

The opportunity exists to redefine and create a positive frontage onto the River Lee. This involves developing all sites between Cornmarket Street and Northgate House, and reconfiguring Kyril's Quay to become an attractive transit / waterside corridor.

#### Key Connections

- Potential for new linkage into North Main Street Shopping Centre from Kyril's Quay (west)
- Improved pedestrian environment on Kyril's Quay

#### Development of

- Kyril's Quay (west) (see 5.3 site 3)
- Kyril's Quay (east) (see 5.3 site 4)
- Existing permissions on Lavitt's Quay / Half Moon Street

**Public Realm** The improvement of:

- Kyril's Quay upgraded (see 6.4.4)

### Paul Street / Castle Street

This area will undergo small-scale change:

#### Strategic Objective

This area currently works very well but the opportunity exists to enhance its retail role by promoting increased pedestrian permeability, key developments and upgrading the public realm.

#### Key Connections

- Enhanced connectivity from Paul Street to North Main Street via new Saint Paul's Avenue exit

#### Development of

- Saint Peter's Church (part of Guy's site)
- Saints Peter and Paul's Presbytery

**Public Realm** Rory Gallagher Place recently upgraded

### North Main Street

This area will undergo small-scale change:

#### Strategic Objective

The opportunity exists to intensify the levels of activity in this area by infill development primarily, but also the creation of new active frontages on Kyle Street, which connects Cornmarket Street to North Main Street.

#### Key Connections

- Enhance the role of Portney's Lane and Kyle Street;
- Enhance the role of Saint Peter's Church Lane and Coleman's Lane
- New pedestrian crossing at Northgate Bridge

**Development of** Kyle Street (north)

**Public Realm** Saint Peter's Lane, Coleman's Lane and Portney's Lane

### The Lanes

This area will undergo significant change:

#### Strategic Objective

The opportunity exists to introduce positive frontages onto the lanes in this area by development, and to consolidate the residential amenity of Corporation Buildings by promoting further residential development.

#### Key Connections

- Enhanced connectivity from Paul Street to North Main Street via new exit onto Saint Paul's Avenue

#### Development of

- Guy's site (onto Saint Paul's Ave)
- Dalton's Avenue sites
- Paul's Lane shopping centre frontage and Saint Paul's Ave car park recess

**Public Realm** The improvement of:

- Dalton's Avenue
- Saint Paul's Avenue
- Paul's Lane

## 3.1 INTRODUCTION

This section sets out the objectives relating to movement and accessibility identified in the *City Plan 2004*, and a set of additional specific local objectives.

## 3.2 DEVELOPMENT PLAN OBJECTIVES

The *City Plan 2004* provides the transportation planning context for the city as a whole, and establishes a specific set of aims for the City Centre, including:

- Reducing the number of cars accessing the city centre
- Increasing the proportion of people accessing the city centre by sustainable modes of transport
- Making the public realm friendlier to pedestrians

The following specific objectives apply to the Cornmarket Street area:

### 3.2.1 Pedestrians

- The concept of “dynamic traffic management” will be employed to create Pedestrian Priority Areas in the area on Cornmarket Street and Saint Paul’s Avenue
- The creation of a new pedestrian route along the recently opened **Shandon Pedestrian Bridge**
- The **Quayside Amenity Area** on Lavitt’s Quay / Kyril’s Quay which aims to assist in creating an attractive pedestrian environment along the quays to encourage leisure walking along the river corridor walking (see 6.4)
- Pedestrian junction improvements are identified at North Gate Bridge and at the northern end of Cornmarket Street to connect to the new pedestrian bridge
- Saint Peter’s Lane is identified as a strategic pedestrian linkage from Cornmarket Street to the west via the Marsh area

### 3.2.2 Cycling

The City Council commissioned consultants to prepare the *Cork Cycle Study*, which was finalised in April 2004. This document was adopted as Council policy in July 2004.

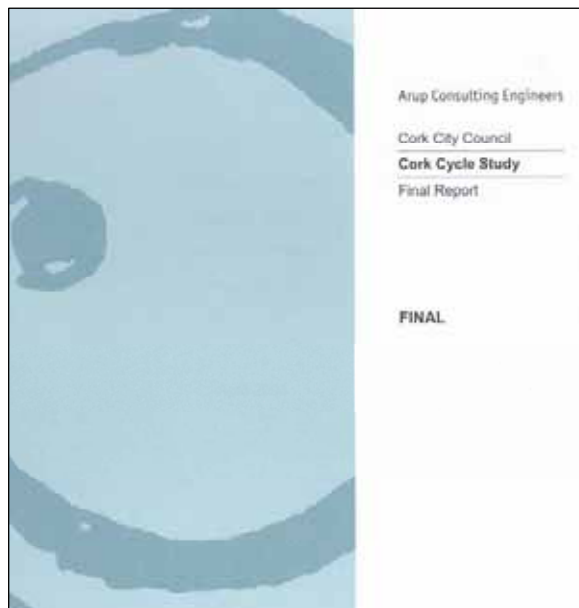
It is an objective of the document to create a strategic cycle route called the *Orbital Cycle Rout* along Lavitt’s Quay / Coal Quay / Kyril’s Quay to help cyclists circumvent the City Centre.

### 3.2.3 Public Transportation

Bus routes currently serve the area from Washington Street and Saint Patrick’s Street. There are no bus routes that penetrate into the area or to its northern side along the quays.

### 3.2.4 Private Vehicles

As part of the traffic management plan for the City Centre it is proposed to make Saint Patrick’s Street a Pedestrian Priority Area, excluding private cars from the street for a core period each day. In order to achieve this it will be necessary to increase the capacity of alternative vehicular routes, including the Kyril’s Quay / Bachelor’s Quay / Grattan Street. This will involve the widening of Kyril’s Quay between Cornmarket Street and North Main Street.



## 3.3 THE STRATEGY

The Cornmarket Street area is a compact area of the city centre and therefore the strategy for the area is straightforward.

The overriding goal is to achieve a sustainable strategy based upon the following transportation hierarchy:

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

### 3.3.1 Pedestrians

#### Aims

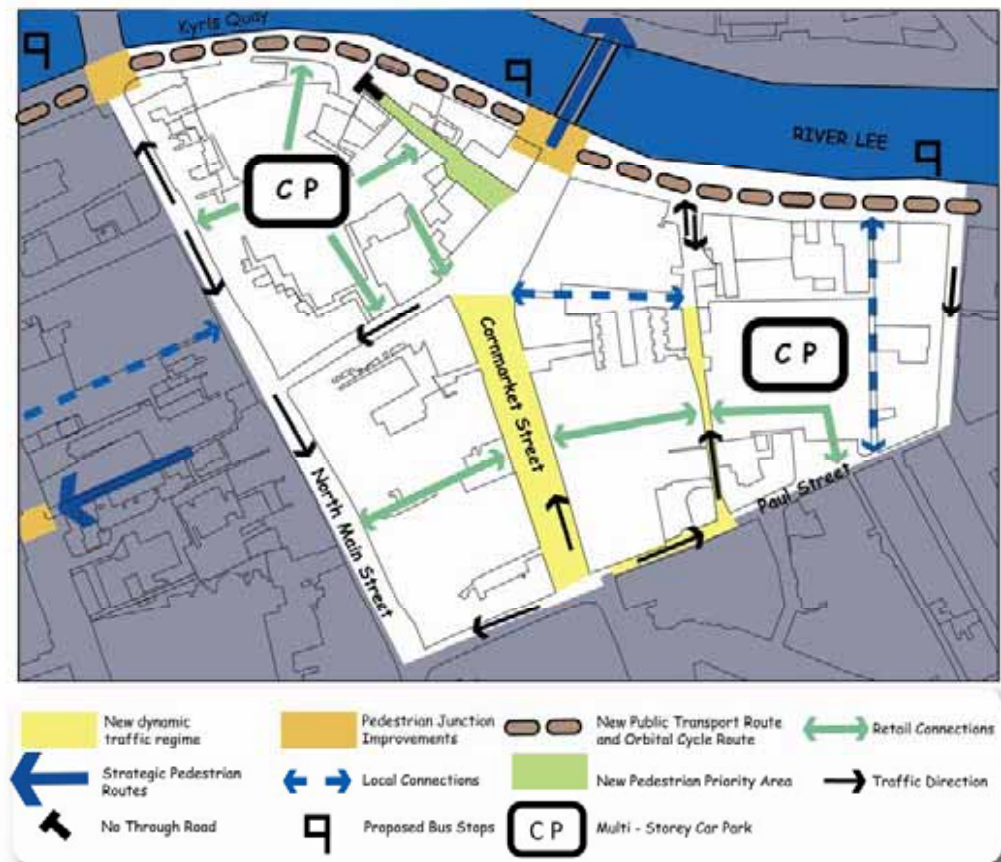
- To establish a clear and legible network of pedestrian routes, complementing the Historic Spine and Emmet Place to Mardyke strategic routes established in the *Cork Historic Area Action Plan*.
- To establish a pedestrian priority areas on all streets south of the quay as this becomes possible, and in the long term removing through-traffic.

#### Objectives

The following routes will benefit from improvement (see Public Realm Strategy in Section 6) and development that articulates and animates streets and spaces (see Section 5)

- New City Centre Strategic Pedestrian routes - along Cornmarket Street (connecting the Millennium Bridge to Daunt Square), Kyril's Quay (waterfront boulevard)
- Retail connections – these connections provide pedestrian links to, and through, the retail streets in the area improving overall permeability and increasing footfall to the benefit of the area as a whole and its businesses
- Local connections – These local streets and lanes will be important pedestrian routes as the area is developed (e.g. Saint Peter's Avenue and Dalton's Avenue)
- Pedestrian junction improvements – These will be redesigned to give added priority to pedestrians seeking to cross busy traffic-dominated routes (e.g. Grattan Street St. Peter's Avenue Junction)

Figure 3.1 Movement and Accessibility Strategy





## Pedestrian Priority Area Objectives

### Design

To reconfigure the public realm to give more space to pedestrians and less for vehicle parking and circulation.

### Vehicular Access

#### Short term

Cornmarket Street to be open to traffic all week, except on Sundays for selected time periods in conjunction with the development of a new specialist markets, with traffic flow when the street is open to traffic being one lane in a south-to-north direction. The northern end of the street (north of Little Market Street) will be two-way, whilst the street is open, to enable deliveries to the retail development on the Guy's site. It will be one-way on Saturdays to allow sufficient space for the specialist food market in the Northern Trading Area.

The objective to close the street on additional days remains, and this will be achieved on an incremental basis. These will be added as the street becomes busier due to the success of the market and / or new retail developments on the street. To complement this added vibrancy and the increased pedestrian flows that it will bring, the space would be closed dynamically giving priority to pedestrians in the same way that it is to be closed on Sundays.

#### Medium term

Consider making North Main Street two-way, providing alternative access from the south

#### Long term

To make the area into a local traffic cell (only) with the support of a high-quality public transportation system

## 3.3.2 Cycling

### Aim

- To maximise cycling accessibility and safety in the area.

### Objectives

- To create a strategic cycling route along Lavitt's Quay / Kyril's Quay
- To provide adequate cycle parking facilities in the public realm (see Section 6)
- To design spaces to reduce potential conflict between cyclists and vehicles

## 3.3.3 Public Transportation

### Aim

- To maximise public transport accessibility to the area

### Objectives

- Widen Kyril's Quay to provide catalyst for demand assessment for routes
- Establish a bus corridor along quayside from Bachelor's Quay to Saint Patrick's Street, accommodating new services or redirected services (e.g. the 5, 8 or 14 bus)
- Bus stops to be located close to North Main Street, Cornmarket Street and Emmet Place to serve the area
- Consideration will be given to the introduction of bus priority at traffic lights and bus lanes

## 3.3.4 Private and commercial vehicles

### Aims

- To reduce levels of traffic in the City Centre
- To minimise through traffic
- To minimise the impact of vehicles on streets and spaces, whilst enabling essential vehicular access to service uses in the area
- Standardise dynamic traffic management closure regime with that of other city centre streets to provide clear message to public

## Objectives

- Public car parking will be predominantly located in the Paul Street and North Main Street shopping centre car parks, with smaller amounts being located on-street
- To introduce Pedestrian priority Areas on Cornmarket Street (south) and Saint Paul's Avenue, with detailed traffic controls designed as part of the individual spaces
- Consideration will be given to on-street short stay car parking / loading bays on Cornmarket Street (north), as part of the detailed design of the street
- Consideration will be given to public car parking on the quays in the evenings (after 6pm) following the road - widening scheme, utilising a single yellow line parking regime
- Regulate and control parking at Dalton's Avenue / Corporation Buildings







## 4.1 INTRODUCTION

Cornmarket Street has historically been the city's markets street dating back to the seventeenth century when it was a quay for the landing of goods outside of the city walls. The street market itself is one of the oldest surviving institutions in the city, dating from the 1820s (see map opposite).

In the nineteenth century the market was primarily for the sale of wares (non-food goods) to the poor. This role continued until the 1970s when its reason for existence was undermined by wider changes in the economy and retailing. During the 1960s the market was also a vegetable wholesaling market, extending along the quay to the Opera House.

The decline of the street and the market was recognised in 1994 in the *Historic Centre Action Plan*, and efforts to revitalise the market under the auspices of the *Cork Urban Pilot Project* (1994-1998) saw a surge in activity and a new lease of commercial life. However, this level of activity declined. A small cluster of market stalls also exists on Kyle Street. Currently, of the 371 market trading slots available from the 53 trading pitches, only 140 (approximately) are used per week.

The City Council recognises that the market is widely perceived as being a poor market at the moment, particularly by a number of local businesses. In response to this the City Council intends to make the Cornmarket Street market a good market that will be an asset to the area and also to the Cork Metropolitan Area. It also recognises that if it is to have the support of a wide range of stakeholders in the area, it needs to demonstrate that it can run the market properly on Fridays, Saturdays and Sundays before the market can be expanded to other days of the week.

The City Council will implement the following Street Market Strategy to improve the market.

## 4.2 THE STRATEGY

### Aim

To maximise the potential of the street market so that it serves the needs of the city within a pedestrian-friendly space

### Objectives

- To complement the vision for the street as a whole
- To provide a rich and interesting mix of high-quality merchandise for sale to the public
- To create four distinctive trading areas, one of which will be for specialist markets
- To continue the market tradition of trading by local people, serving all socio-economic groups, and being a focal point of community activity
- To develop the market as a shopping and visitor attraction.
- To maximise the use of the available space

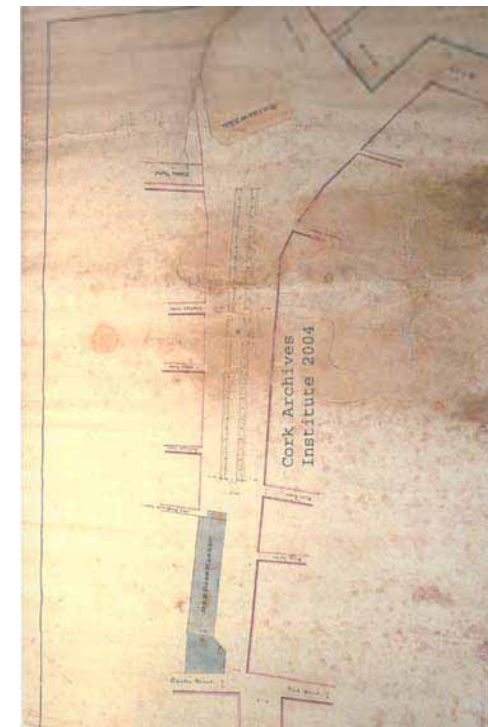
### 4.2.1 Street Market Concept

The long-term aim is to ensure that the market is busy on 6-7 days of the week. In the short term the market will be improved and managed so that it is operating at (or near) capacity on Fridays, Saturdays and Sundays, with additional days being added as demand arises. A small extension to the market will be created on busy trading days (Fridays and Saturdays) adjacent to the Bridewell Station on Cornmarket Street (north).

The new market concept involves upgrading the uses / function of the market by creating four distinctive trading areas within the street in order to make the market more vital and vibrant and appeal to the widest possible range of customers, whilst still serving the traditional market customers. Developing specialist theme market concepts will form an integral part of the market development strategy. The market will complement the merchandise mix available at the English Market, meeting the latent demand from potential market traders from the city and its region.

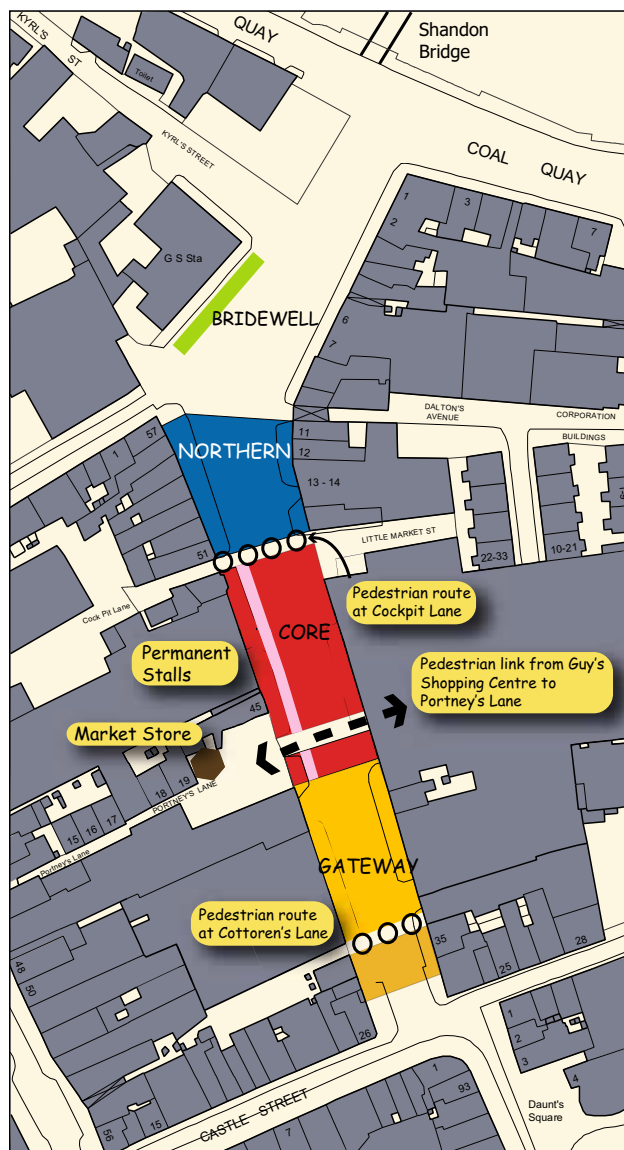


Coal Quay in 1910 (Postcard). (Source: City Street Market, 2004)



Thomas Kearns Deane's street plan, 1828

Figure 4.1 Street Market Layout Concept



The market also has the potential to provide opportunities for small businesses within the city and region, offering the potential to highlight the city's cultural diversity.

The specialist markets currently being considered are:

- arts and crafts
- antiques
- records and books
- ethnic foods
- a hot food court

As the reputation for individual specialist markets grow they will be given specific trading days. Due to the very strong latent demand from potential arts and crafts traders it is proposed that there would be a market for these traders each Friday. The market on Sunday also has the potential to accommodate a mix of specialist merchandise, including arts and crafts and food. A hot foot courtyard use may also be an exciting use to animate the street in the evenings, particularly during spring and summer.



The four trading areas are:

- The Core Trading Area (the middle section)
- The Gateway Trading Area (the southern section)
- The Northern Trading Area
- The Bridewell Trading Area

Figure 4.1 shows the four trading areas and the street market layout concept. Figure 4.2 (overleaf) illustrates the proposed usage for each of the four trading areas

### 4.2.2 The Core Trading Area

This middle area is the heart of the street market as it is the street's "permanent" market (i.e. it will be busy 5-6 days per week). Capable of accommodating 15-20 stalls, it is based on the area of the Traditional Traders (i.e. those claiming "charter" rights with a historical family link to one specific location).

Figure 4.2 Street Trading Area Usage

	MON to THURS	FRIDAYS	SATURDAYS	SUNDAYS
<b>Bridewell</b>	Disc Parking	Vehicle Trading	Vehicle Trading	Disc Parking
<b>Northern</b>	Vehicle Trading	Vehicle Trading	Food Market	Vehicle Trading
<b>Core</b>	Traditional and Daily Traders	Traditional and Daily Traders	Traditional and Daily Traders	Traditional and Specialist
<b>Gateway</b>	Pedestrian Space	Arts and Crafts Market	Mixed Market	Specialist

Key features of the strategy for this area will be:

- Permanent market structures fronting onto a central space;
- The space will exclude vehicles
- A new pedestrian link across the market connecting Portney's Lane to the Guy's Shopping Centre entrance
- The capacity to accommodate "day traders" in permanent market stalls when space exists, so giving the market a dynamic character

The potential for a market store to provide for those operating in the core area will be explored (see 4.2.11).

### 4.2.3 The Gateway Trading Area

This gateway trading area of 10-14 stalls forms the pedestrian access, or "gateway", to the market from Daunt Square on busy days. The aim of this trading area is provide a heightened level of interest at the entrance to the market, raising customer footfall and maximising the potential of the space.

Key features of the strategy for this prime trading area will be:

- A vehicle free higher density market space on busy market days
- Apart from on Saturdays the market in the space will be for a range of other specialist themes on a rotating basis. The range of goods sold in this area will be restricted to enable the area to have a distinctive character
- An open high quality pedestrian space on non-busy trading days
- A pedestrian route across the street opposite Cottoren's Lane

### 4.2.4 The North Trading Area

This area will provide the venue for the food market on Saturdays and a range of existing traders who trade a good variety of merchandise, including clothing and footwear. Key features of this area will be:

- The space will be designed to accommodate traders requiring vehicles



- The area will also accommodate “day stalls” on quiet days when capacity exists, adding interest and dynamism to the merchandise mix in the market as a whole

### 4.2.5 Bridewell Trading Area

This area will only be a Casual Trading Area on Fridays and Saturdays to provide additional capacity for traders requiring their vehicles. Priority will be given to those relocating from the existing market when vehicle trading rights are removed.

### 4.2.6 Merchandise Mix

The Core and North trading areas will accommodate stalls selling a range of product types, including:

- Traditional Traders (have sanction to an unrestricted range of product types)
- Prepared food for consumption
- Clothes and footwear
- Records and books (Fridays in themed area)
- Speciality / miscellaneous (e.g. plants)

The specialist food market will include butchers, fruit and vegetables, dairy & eggs, and miscellaneous. Priority will be given to traders on the following basis:

1. Sale of organic produce
2. Sale of food from the region
3. Owner / operated businesses

### 4.2.7 Management and Promotion

#### Markets Supervisor

In order to maximise the potential of the market the following needs to be undertaken in relation to the market:

- **Management** – to ensure the smooth running of the operation (e.g. issuing day licences, enforcement, etc.)
- **Development** - to develop the market so that as many of the 350 licence slots per week are filled as possible (including the development of specialist markets)
- **Promotion** - to promote the market as a tourist and visitor attraction

This role could be completed by the City Council or be procured from the private sector.

#### Amendment of the Bye Laws

The market operates under local Cork City Council bye-laws created in 1995 (and the *Casual Trading Act 1995*).

The City Council will update the bye-laws to reflect the agreed Street Market Strategy (see Implementation Strategy in Section 7). The Bye-Laws will be updated to address the following (and other) issues:

- The merchandise mix
- The four trading areas
- The types of licence available for traders (in order to facilitate the market being used more intensively)
- Vehicle parking / vehicle parking permits
- The day-to-day running of the market (including waste, cleansing, set-up times, enforcement, stalls, etc.)
- Maximum stall sizes
- Half-size pitches

In order to make and implement new Bye-Laws, the statutory amendment process must be followed (see opposite).

### 4.2.8 Design of the Market Space

The physical improvement of the market space and the market stalls is crucial to its success. The Public Realm Strategy includes a brief and concept scheme (see Section 6.2) for the improvement of Cornmarket Street (south). This includes the following elements:

- The creation of an area designed to give pedestrian priority
- The redesign of the street itself to create a high quality public space to provide a high quality venue for the street market
- New permanent market stalls / structures in the Core Trading Area
- The exclusion of vehicles from the majority of the market space

### Bye Law Amendment Process

#### 1. Press Notice

To publicise draft bye-law amendments. When a local authority announces its decision to make bye-laws under the Act, it must give at least one month for inspection of the *proposed* bye-laws.

#### 2. Submissions

After this one month period (it can be longer than one month) there is a period of two weeks for people to submit comments to the City Council.

#### 3. Amendment/ Adoption of Draft Bye-Laws

The City Council considers any submissions, and if any changes are deemed necessary these are made. The Manager’s Report will then go to the City Council for adoption.

#### 4. Appeal Procedure

After this period (i.e. at least one month and two weeks), if a person is aggrieved by the proposed bye-laws, they may appeal to the District Court.

In addition the following will also be necessary:

- The installation of a gateway feature at the southern entrance to the market space and/or
- The installation of navigation aids to signal the presence of the market (e.g. in Daunt Square)



## 4.2.9 Market Stall Design

New high quality permanent market stalls will be installed in the Core Trading Area. These will be demountable to allow for street cleaning and special events. In the other trading areas tables / umbrellas / stalls will be erected by market traders (or stalls provided and erected for a fee), subject to a dress code. Permanent stalls will form an integral part of the identity of the market. They will be bespoke and will be designed to:

- Be unique to Cornmarket Street
- Be a modular contemporary response in form and materials to the requirements of a permanent market stall
- Provide the potential for dual aspect trading
- Combine individual stalls to provide a continual structure that provides good shelter for traders and the public
- Be ergonomic for traders and incorporate essential services (electricity and lighting)
- Have a strong visual identity
- Allow for weaving between the stalls

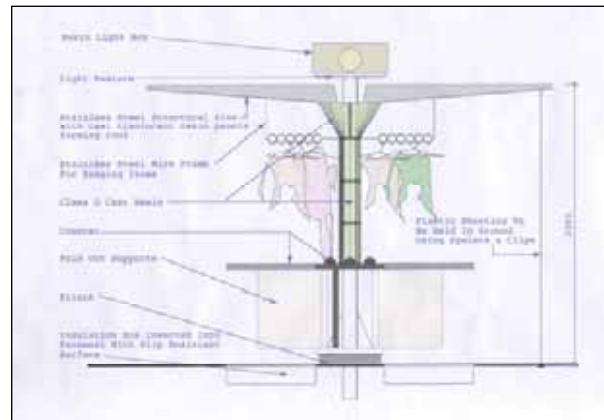
Figures 4.3 and 4.4 illustrate a stall design concept procured by Cork 2005 from Maud Cotter and Andrew Lane for Cornmarket Street. The City Council will need to procure its own bespoke stall design.

## 4.2.10 Vehicles

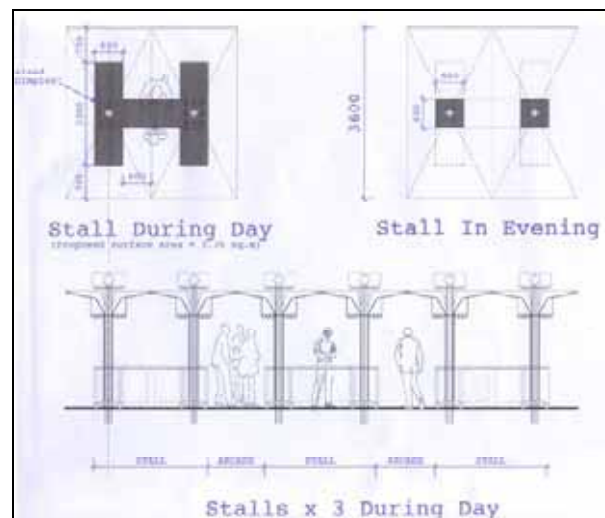
The strategy for accommodating vehicles in the market is set out below, including the exclusion of vehicles from the Core and Gateway Trading Areas. However, this will be achieved in a phased basis, including:

- New CTA licences for the two areas will not allow entitlement to accommodate vehicles in the two areas
- Existing traders will be allowed to retain their vehicles within the spaces until works to upgrade Cornmarket Street (south) are finished (see 6.4.2)

The strategy for the market requires that vehicles will be located outside of the Gateway and Core Trading areas, which will be pedestrian-only spaces with high quality surfaces, although the spaces will incorporate areas for unloading.



Figures 4.3 and 4.4 Lane / Cotter Stall Design Concept



On quiet trading days (Monday to Thursday) traders vehicles will be able to park in the northern trading area, adjacent to the core trading area, providing vehicles are being used for the purposes of casual trading (in order to meet the requirements of the Traffic Regulations).

On busy days cars and vans less than the maximum height at the multi-storey car parks (2.0 metres and 2.1 metres) will park outside of the market space at the owner's discretion. Possible locations include the multi-storey car parks.

In order to provide close parking for large trader's vehicles, consideration will be given to:

- Allowing the Phillip's site for CTA traders vehicle parking (until the site is redeveloped / incorporated into Kyril's Quay)
- Allowing the Kyril's Quay (west) site CTA vehicle parking (until the site is developed or improved)
- Designating a Casual Trading Area (CTA) to the front of the Bridewell Garda Station on busy days, to provide additional areas for vehicle trading

## 4.2.11 Market Store for Daily Traders

The Council will explore the potential for providing a ground floor storage facility as part of the mixed- use development of its Portney's Lane site. This should remove the need for vehicle parking for those trading on a daily basis.





## 5.1 INTRODUCTION

This section defines a strategy for the way that the area should be developed in the future. This includes a built environment framework, which incorporates:

- statutory designations
- a conservation strategy
- built form guidelines

Section 5.3 provides site-specific development briefs for the key development sites in the area (see Figure 5.1).

## 5.2 BUILT ENVIRONMENT FRAMEWORK

### 5.2.1 Introduction

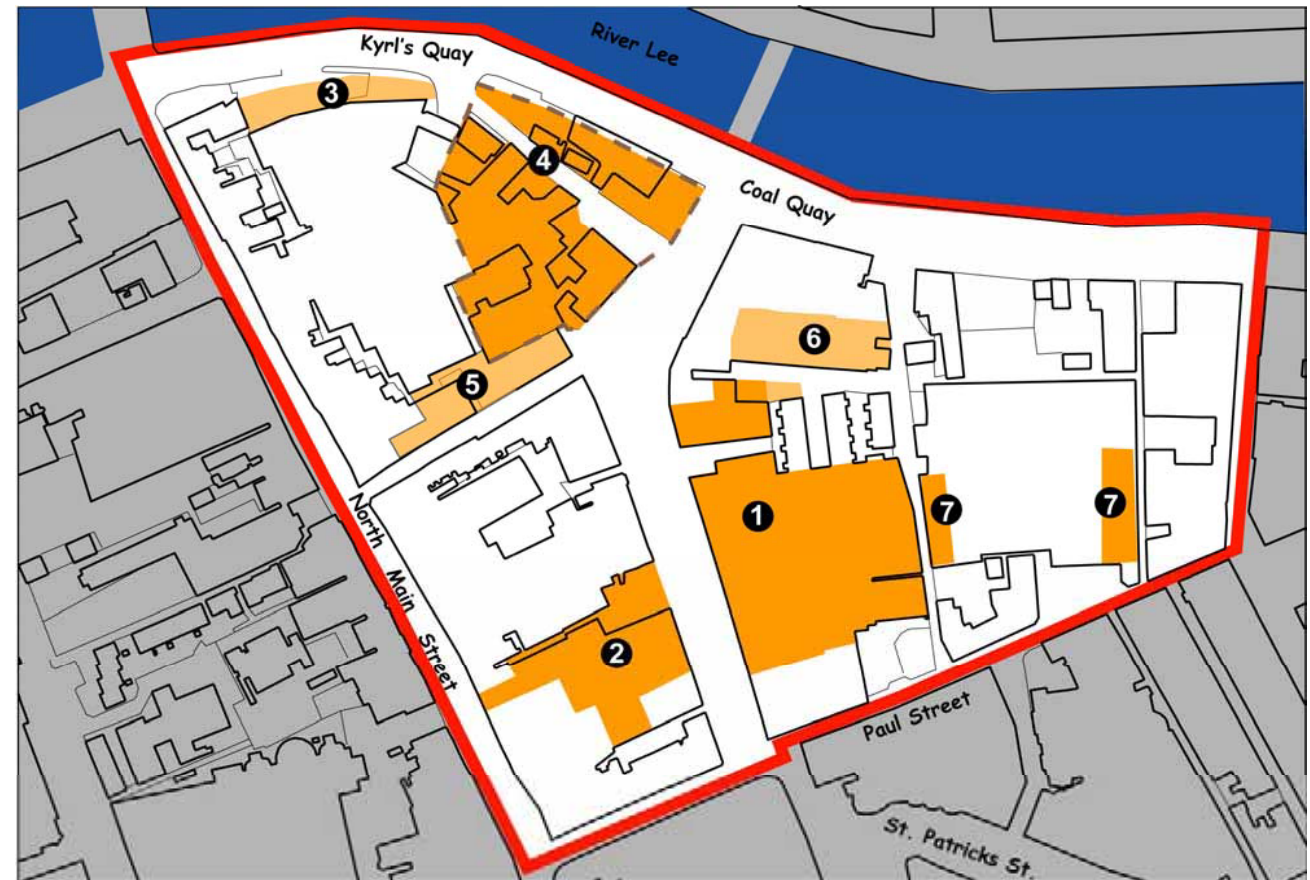
The Cornmarket Street area is literally built upon its own history and is therefore of significant heritage value. This is recognised in the level of statutory protection that the area is given.

The aim of this strategy is to identify all heritage assets in the area worthy of conservation, and where appropriate suggest interventions. However, the biggest challenge and opportunity is fusing the elements of significance from the past with the future: in allowing the area to change so that it takes on an evolving role, whilst still retaining and adapting all that is good about its existing character.

Historically the area has developed as four distinct sub-areas (see Appendix 2):

- The **Medieval City** area (west of Cornmarket Street)
- The **foreshore** area (now Kyril's Quay / Kyril's Street)
- The **walkabout** area east of Cornmarket Street developed from 1725 onwards
- **Cornmarket Street**, formerly a quay and focus for trading, it was filled in the eighteenth century, and evolved to become the focus for many of the city's markets

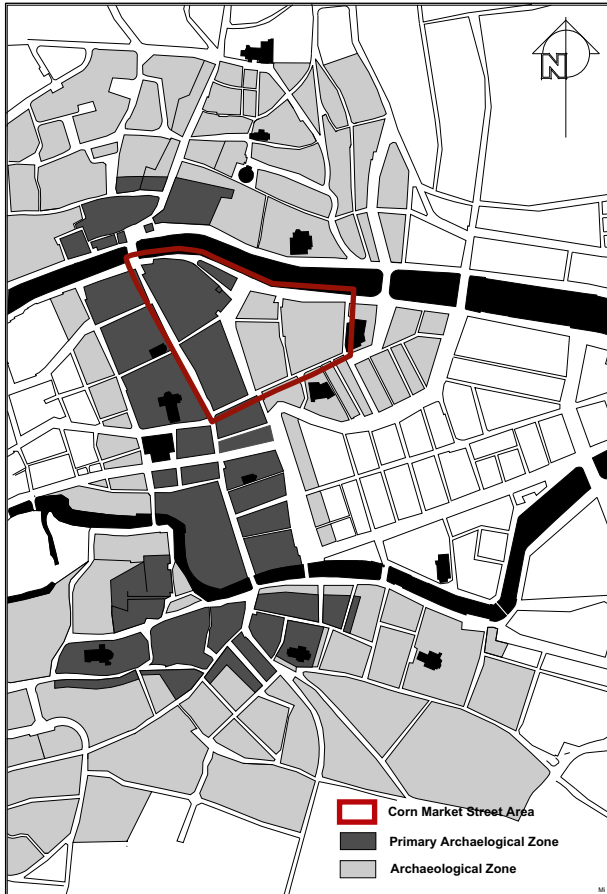
Figure 5.1 Key Development Sites



- |   |   |
|---|---|
| Site 1 - <b>Guy's site</b>                | Site 5 - <b>Kyle Street (north)</b>               |
| Site 2 - <b>The Loft / Portney's Lane</b> | Site 6 - <b>Dalton's Avenue</b>                   |
| Site 3 - <b>Kyril's Quay (West)</b>       | Site 7 - <b>Saint Paul's Avenue / Paul's Lane</b> |
| Site 4 - <b>Kyril's Quay (East)</b>       |   |



**Fig 5.2 Area of Archaeological Potential**



## 5.2.2 Statutory Protection

The area's statutorily protected heritage assets include:

- Area of Archaeological Potential
- Protected Structures
- North Main Street Area of Special Character

### Area of Archaeological Potential

The area is of historical and archaeological significance (see **Appendix 2**). The archaeological resource lies mostly below ground, although there is some above ground archaeology. For example, elements of the city wall exist above ground, and there may be remaining industrial archaeology in the area.

Potential constraints on development will arise from the need to preserve archaeological features in-situ or the excavation of sites to preserve the information by record and thus further our knowledge of the history of Cork.

The medieval city wall and associated castles (mural towers) occur on the western side of Cornmarket Street. The wall was demolished in the 18<sup>th</sup> century and truncated remains lie immediately below the modern surface, running parallel to Cornmarket Street beneath the street fronting facades of the existing buildings.

The city wall is a recorded monument. The 17<sup>th</sup> century artillery fort stood at the north-eastern end of Cornmarket Street. The below ground remains are also a recorded monument.

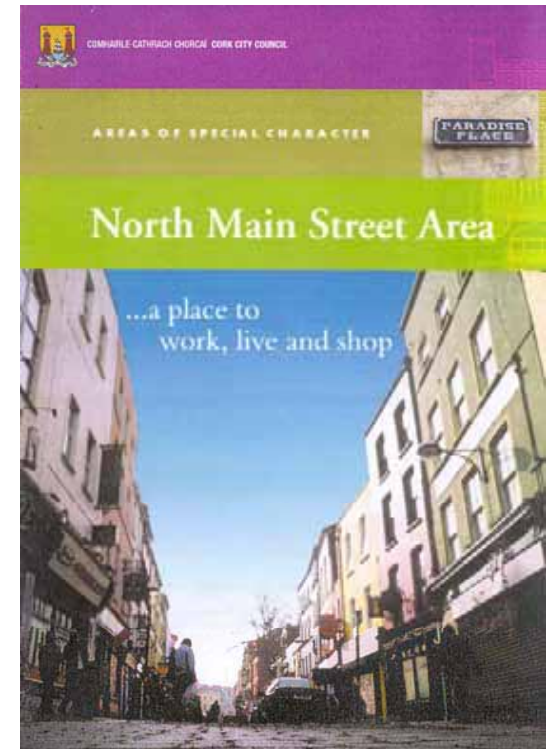
Figure 5.2 opposite illustrates the Area of Archaeological Potential, highlighting the Cornmarket Street area and the area of primary archaeological significance, which is the extent of the medieval city. All sites within the area are within the Area of Archaeological Potential. Sites to the west of Cornmarket Street are located within the Primary Archaeological Zone, and to the east in the Archaeological Zone. Please refer to paras. 11.92 and 11.93 of the *Cork Plan 2004* for the implications of this designation for developments.

### Protected Structures

The area is rich in buildings of architectural / historic value. These structures, mostly buildings, are identified in the *City Plan 2004*, and are illustrated in Figure 5.3.

### North Main Street Area, Area of Special Character (ASC)

The North Main Street ASC (Architectural Conservation Area) is identified in the *City Plan 2004*. Its boundary reflects the limits of the former medieval city, and includes a range of 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> century buildings of interest and value (see boundary at Figure 1.4). Designation gives the City Council additional powers to preserve and enhance the character of the area, and through the development control process, the character of individual buildings.



## Street Pattern

In addition, Cork's historic street pattern is protected by Policy BE7 of the *City Plan 2004*, which also seeks to preserve and enhance the historic street pattern within any new developments.



Gate illustrating street pattern of medieval Cork

## 5.2.3 Conservation Strategy

In addition to the statutorily protected heritage assets the conservation strategy for this area also includes the following components:

- Protected Structures requiring repair and investment;
- Urban frontage / townscape improvements
- Buildings of significance
- Historic streetscape
- Heritage strategy

### Protected Structures Requiring Repair and Investment

The following buildings have been identified as requiring significant investment in order to bring the buildings up to a reasonable standard of repair:

- 13-15 Cornmarket Street and Saint Paul's Church – see 5.3 Site 1
- The Bazaar market (The Loft) – see 5.3 Site 2
- 51-57 Cornmarket Street.

The facades to the former Saint Peter's Market (Bodega / Mahers Sports) are currently listed. However, this is a very special building that should be protected in its entirety, and it is therefore proposed to amend the schedule to include the whole building.



## Urban Frontage / Townscape Improvement Projects

These are small-scale projects to improve the appearance of the townscape in the Cornmarket Street area. Two examples of such projects are identified below.

### Urban Frontage Improvement

#### Great Outdoors / 23 Paul Street

To recreate the enclosure to the northern side of Daunt Square by rebuilding the upper storeys / roofs of the buildings to their original height of four storeys, whilst providing a viable use for the space created. The new-build should match the historic design of the buildings. Photographic evidence is available to assist.

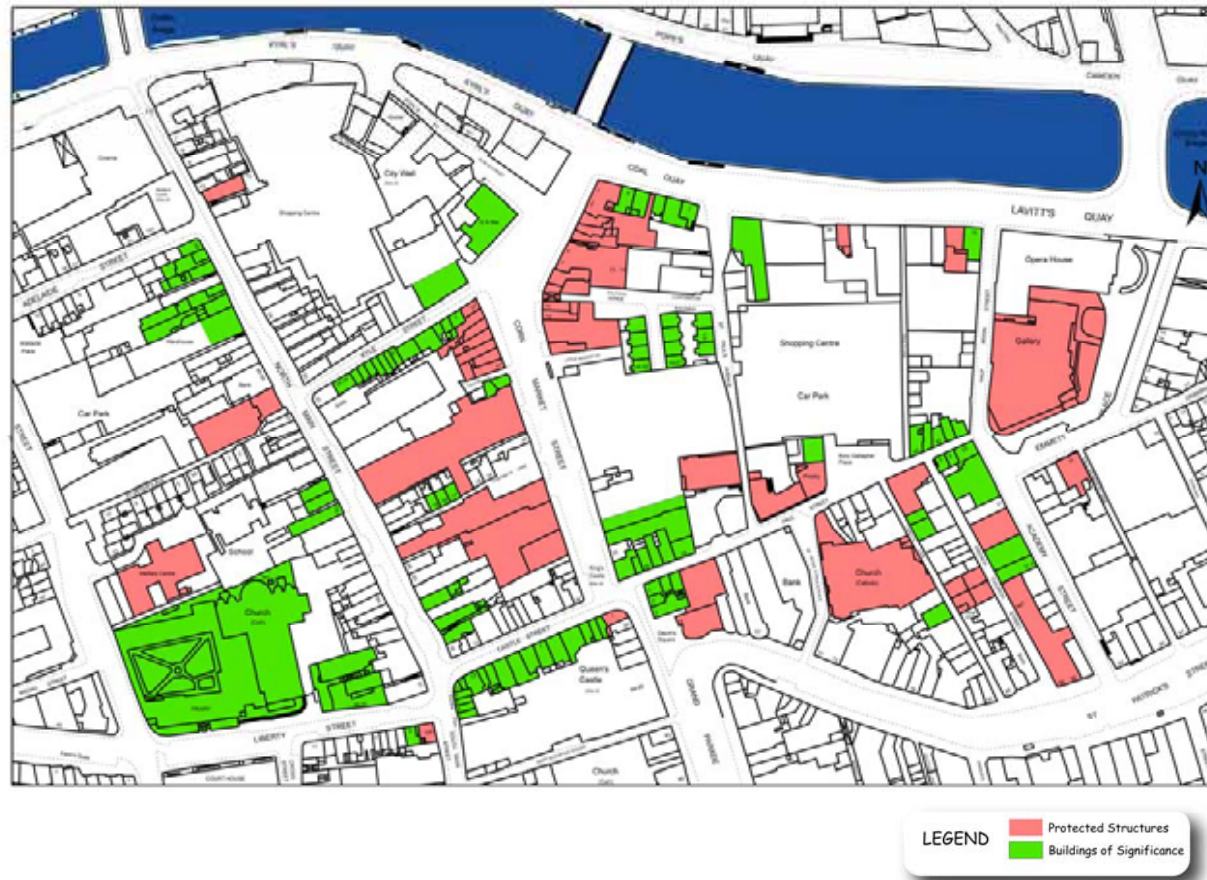
#### Cummins Sports, North Main Street

This building has a very poor frontage above ground floor level, with a sheet corrugated metal frontage which has a negative impact on the street. The upper floors to the building should be reconstructed reflecting the historic design of the building.





Figure 5.3 Protected Structures and Buildings of Significance



### Buildings of Significance

These buildings are not currently identified in the Record of Protected Structures (RPS), but are considered to be of local, regional or national architectural / historic (or other) significance. These are illustrated in Figure 5.3 (opposite). The RPS will be amended to include these buildings (see Section 7). **Appendix 3** provides a schedule of the buildings.





## Historic Streetscape

The area has a rich streetscape heritage due to the history of streets and lanes, and historic surfaces. It is important that these are responded to in an appropriate way in order to ensure that the historic value of the streets and spaces in the area is not diminished.

The significance of historic configurations and materials will therefore be an important part of the process of designing new spaces and resurfacing existing areas (see the Public Realm Strategy in Section 6).

## Tourism and Heritage Strategies

The interpretation of the area's history and significance, and its promotion and marketing, will also form an integral part of the tourism marketing strategy being developed by Cork City Challenge and SWRTO (under Objective 7C of the *Integrated Strategy*). The interpretation of the area's heritage will form part of a wider City Centre or city-wide heritage strategy that will be developed by the City Council in partnership with other agencies.



## 5.2.4 Built Form Guidelines

Proposals for will be assessed against the policies contained in *Chapter 6* of the *City Plan 2004*, which establishes a policy framework based upon a widely recognised set of urban design objectives. The following table summarises the urban design policy framework set out in the *City Plan 2004*.

### City Plan Policies

Policy	Title / subject
BE21	Local distinctiveness
BE22	City views and City Prospects
BE23	Tall buildings
BE24	Building layout – vitality and safety
BE25	Street layout
BE26	Identity and legibility
BE27	Density
BE28	Adaptability
BE29	Mixed uses
BE30	High quality building design
BE31	Energy efficient design
BE32	Design of the public realm
BE33	Public art

In addition to the above policies, the following principles will also apply:

### Planning and Design Statements

Full statements must be submitted with applications to address the pertinent planning and design issues, explaining the design process and rationale. The impact of proposals must be illustrated by contextual elevations, sections through the site and related spaces, realistic photo montages taken from agreed positions, and a model.

### Tall Ground Floors

Floor to ceiling heights at ground floor level should be at least 4 metres, apart from in exceptional circumstances, in order to create durable and adaptable buildings capable of taking on new commercial ground floor uses (see Policy CC1 of *City Plan 2004*)

## Upper Floor Uses

The preferred upper floor use is residential, as this provides a presence of people outside of normal trading hours, enhancing the natural surveillance of the area. Other uses that have similar benefits of providing a presence of people outside of trading hours include hotels and hostels.

## Local Distinctiveness

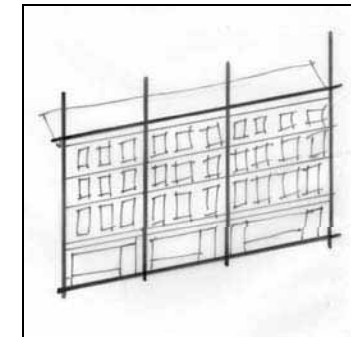
The following amplify guidance contained in Policy BE21 of the Plan:

- New buildings should respect their **urban context**, including their immediate neighbours
- **Form and detail** should reinforce local distinctiveness
- Facades should be articulated to reinforce the **historic grain** of the City – typically 7-9 metre frontages
- **Elevations** should read as windows in walls rather than continuous glazing

## 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

## Medieval Grain:



Plot widths 7-9 metres



Pope's Quay with similar grain

## 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
- Stepped rooflines improve sunlight access to north-facing public spaces such as those found on the quays
- Skylines strongly influence perceptions of scale and bulk. Therefore, attic floors and dormers should be encouraged
- Attic floors should be set-back at a minimum of 45 degrees from the top of parapet

## Materials

The predominant finish material should be render using colours currently found in Cork, although ground floor elevations should preferably be stone clad. Other materials will be considered on their merits where they form part of a coherent design concept.

## Car Parking Requirements

Area for which One Parking Space is required

DEVELOPMENT	UNIT
Shopping Retail Floor Space	50sq.m.
Offices: Gross Floorspace	100 sq. m.
Banks: Gross Floorspace	100sq. m.
Surgeries / Clinics / Group Medical Practitioners	Consulting Room
Public-houses (including Hotel Bars) Public Area	25 sq. m.
Restaurants (including Hotel Restaurants) Public Areas	50 sq. m.
Hotels (excluding Public Areas)	2 Bedrooms
Dance-halls: Public Area	25 sq. m.
Cinemas, Theatres, Stadia	25 seats
Churches, Church-halls	25 seats
Hospitals/Nursing homes	Bed
Manufacturing Industry/Light Industry: Gross Floorspace	200 sq. m.
Warehousing: Gross Floorspace	300 sq. m.
Showrooms: Gross Floorspace	150 sq. m.
Amusement Centres/Entertainment : Gross Floor Space	100 sq. m.
Conference Centres: Public Area	50 sq. m.
Schools	Classroom
Crèches	1 space / 6 students
Leisure Centres	50sq.m.
Retail Warehouses	

## Design Quality Competitions

The City Council would like to promote competitions to ensure that buildings of excellence are procured. The City Council has itself previously procured buildings by competition (e.g. at the Northgate site, see opposite), and also procured the design of public spaces by competition (e.g. St Patrick's Street).

The City Council will seek to hold competitions for a number of sites each year. Within the Cornmarket Street Area a competition was recently held for the Kyril's Quay group of sites, forming a small part of the Cork 2005 programme (see Sites 3 and 4, below). This is a site of great significance due to its prominent location on the waterfront, and potential to define the character of the northern part of Cornmarket Street.

In addition, a competition will be held for the City Council's Grattan Street site, which will play a role in redefining Coleman's Lane as a viable laneway.



Active ground floors with uses colonising public space

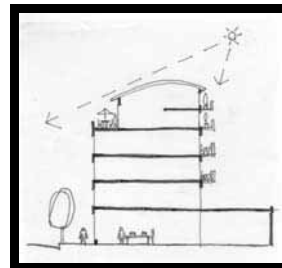
## Buildings Procured Through Competition



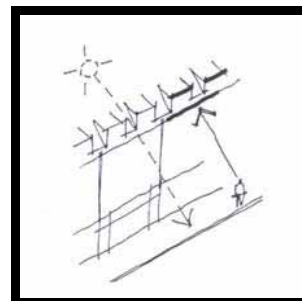
Northgate House, Bachelor's Quay



UCC Gallery designed by Glucksmann



Mixed use building with attic floor set-back from main elevation to allow sun penetration



Stepped rooflines allowing sun-penetration

## 5.3 KEY DEVELOPMENT SITE BRIEFS

### Site 1 The Guy's Site

#### The Site

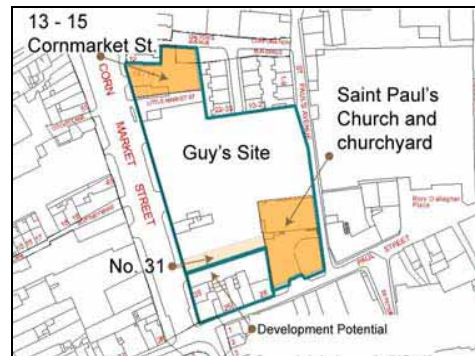
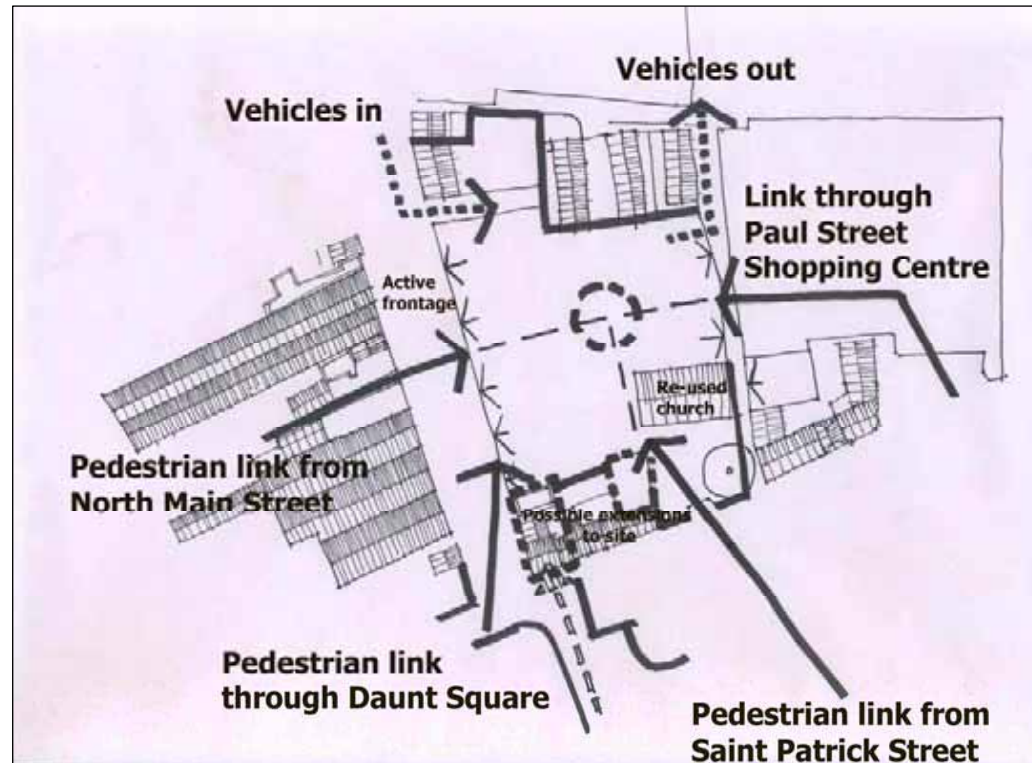
The site area is 0.66 hectares; is in the ownership of Rockwell Investments and includes the former Musgrave / Guy's printworks buildings, 13-15 Cornmarket Street, Saint Paul's Church and 31 Cornmarket Street. The coherency of the overall development would be significantly enhanced if the following were achieved within the additional parcel of land to the south (highlighted in the diagram):

- Development of the western side of the Saint Paul's Church yard to provide additional active frontage onto this public open space
- Extension of the site to the Daunt Square frontage to give it greater commercial presence and footfall

#### Objectives and Opportunity

- To create an "anchor" retail development at the western end of Saint Patrick's Street capable of providing momentum to the extension of the City Centre Retail Area into Cornmarket Street
- To re-use Saint Paul's Church (Protected Structure) and create a public space in the churchyard
- To have a neutral impact on the amenity of residents at Corporation Buildings and Saint Paul's Avenue, particularly in terms of daylight and overshadowing
- To create a high quality development that successfully knits itself into the surrounding urban context of streets and spaces in terms of linkages, building design, and positive ground floor frontage
- To create a direct pedestrian link at ground floor level through the site from Saint Paul's Avenue to Cornmarket Street (on alignment with Portney's Lane and a new access to the Paul Street Shopping Centre), and a point of access via the churchyard

Figure 5.4 Guy's Site Development Concept





## Potential uses

- Higher order retail at ground and first floor levels onto Corn Market Street and Saint Paul's Avenue
- The preferred upper floor use is residential or hotel
- Residential use fronting onto Dalton's Avenue
- Church yard will be a public open space

## Public realm

- Direct pedestrian link on east-west axis connecting Saint Paul's Avenue and Paul Street Shopping Centre to Cornmarket Street
- Positive frontages at ground floor level on all public frontages, including access point to 13-15 Cornmarket Street apartments from Dalton's Avenue
- The churchyard must be reserved as a publicly accessible open-space (i.e. a square enclosed by the existing historic walls accessible via the gateway). The western side has the potential to accommodate a live edge if redeveloped. The tree in the churchyard should be preserved
- The development should not compromise proposed improvements to Cornmarket Street
- Little Market Street is most likely to become a service access to the site
- Development should not have a significant negative impact on the daylight and sunlight of public spaces, primarily Cornmarket Street, Saint Paul's Avenue, and Corporation Buildings / Dalton's Avenue



## Movement and accessibility

- Deliveries to the site should be via Little Market Street and subject to the traffic management regime in place (see Section 3)
- Deliveries will be restricted to the traffic management regime in place for the street
- There should be no on-site "public" parking as this will have a negative effect on the primary objective of creating a pedestrian friendly environment. Parking already exists at the adjacent Paul Street Shopping Centre Car Park and at North Main Street
- Basement level private residential parking will be considered providing this does not compromise the Dynamic Traffic Management proposals for the area
- Private operational parking will be discouraged

## Built Environment Issues

- Site located in **Area of Archaeological Potential**

## Saint Paul's Chapel

- Protected Structure. Conservation report and access to building required to inform proposals
- Utilise existing / former openings in the building / boundary wall to gain access
- The preferred use for the building is retail or bar / café / performance space
- New development adjacent to the building should benefit from visual distinctiveness and physical separation
- Utilise existing floor levels – lower ground and upper ground. The preferred approach to the first floor is to reinstate a gallery to the extent of the original, leaving a large double height void
- The chapel should be put to a new use and conserved in an appropriate way. The new use should relate strongly to the use concept for the whole site

## Building design

Any scheme must be designed to the highest quality, with development that successfully knits itself into the surrounding urban context of streets and spaces in terms of building design and positive ground floor frontage, particularly by responding appropriately to:

- The scale and character of the buildings, streets and spaces to which the development relates, avoiding over-dominating buildings of a traditional scale
- The grain of development in the area
- Local views and strategic views across the City Centre



## Scale and character

Buildings in the immediate locality are between 2 and 4 storeys high. In particular, the following key issues must be responded to appropriately:

- New buildings must respect the amenity of Corporation Buildings
- New buildings must respect Saint Paul's Church, and not have an adverse impact on its setting
- Saint Paul's Avenue must not be dominated by overbearing buildings as it has already suffered negatively from the inappropriately scaled multi-storey car park

## Grain of development

It is undesirable that the site is developed as a single superstructure. It should be designed as a group of organised components, in order to give the development a human scale, add interest to the urban environment, and to respect the grain of the site's context.

## Local and strategic views

- The site is highly visible from the north. The development should not include a tall east-west building that will block views from north-to-south across the city centre
- Views of St. Anne's Tower, visible along Saint Paul's Avenue and from Grand Parade, should be preserved

## Massing

In light of the above, the following massing guidelines are considered appropriate. The impact of proposals must be illustrated by contextual elevations, sections through the site and related spaces, photo montage and a model

**Cornmarket Street frontage** – 14.5 metres parapet height (GF retail 4.5m, FF retail 4m, SF and TF commercial 3m), stepping down to Little Market Street. One / two attic storeys set-back at 45 degrees

**Saint Paul's Avenue** – very narrow space. In order to avoid over dominance (canyon effect) the existing parapet height should be maintained, with one / two floors recessed at 45 degrees

**Saint Paul's Church Courtyard** – to the height of the church or lower (subject to sun penetration)

**Centre of site** – To Cornmarket Street parapet height

Planning permission was granted towards the end of 2004 for a significant retail / residential development that generally meets the objectives outlined above. With work due to commence shortly two of the key drivers of change in the area (the redevelopment of Guys for retail use and the opening of a new pedestrian link to the Shandon area will be completed.



Proposed redevelopment of Guy's Site



## Site 2: The Loft / Portney's Lane

### The Site

This site has the potential to shape the future of the western side of Cornmarket Street (south) in tandem with the renewal of the public realm / street market. The redevelopment of this site must be redeveloped to coincide with the completion of the Guy's site at the very latest (it should be brought on stream following a commitment on the Guy's site).

The Loft is a former market building dating from the 1840s (part of the façade may be from an eighteenth century cornmarket building). It is also a Protected Structure and landmark building on Cornmarket Street. There are five residences on its northern side of Portney's Lane and vacant sites are used for surface car parking. Mahers Sports use the historic Meat Market entrance on the northern side of the lane as a goods entrance.

The Loft building / southern site has a 32.5 metre frontage onto Cornmarket Street and is 0.22 hectares in size, the historic market building being 2,000 square metres (approx.). The northern site has a frontage of 7 metres (approx.) and is 147 square metres

## Objectives

- To ensure the long term future of the Bazaar Market building by giving it a higher order retail use, reflecting the development of retail on the Guy's site
- To ensure the sensitive repair of the Bazaar Market building's fabric
- To develop the derelict Portney's Lane corner sites fronting onto Cornmarket Street
- To create active and positive street frontages onto Cornmarket Street and Portney's Lane
- To maintain the amenity of existing residents on Portney's Lane
- To ensure that Portney's Lane is a pedestrian route connecting Cornmarket Street to North Main Street



Land parcels and ownerships



## Preferred Uses

- The Loft building must be redeveloped for higher order retail use
- The Cornmarket Street frontages of the corner sites must also be in retail uses at ground floor level. The preferred upper floor use is residential. Other upper floor uses will be considered on their merits
- Portney's Lane contains existing residential uses and therefore any new uses must respect the amenity of residents. Upper floor uses should be residential. Any commercial activity opposite nos. 15-19 should be low intensity uses in terms of their impact on the lane. There is the potential for live/ work units on this site, combining residential with ground floor commercial use
- There is a demand for a Street Market storage facility for daily traders (see Section 4). This should be incorporated into the redevelopment of the site on the northern side of Portney's Lane, occupying a portion of the ground floor of a mixed use building

## Public Realm and Frontages

- Portney's Lane is a narrow lane of variable width, the narrowest point being the western access of 1 metre
- New buildings on the northern side of the lane should accord with the historic building line
- New buildings on the southern side of the lane should be set-back 1.5 metres from the historic building line to enable the creation of a wider footway, a greater degree of sun penetration, and separation between opposite residences

## Movement and Accessibility

- The redevelopment of the site will be car free
- Businesses will be serviced from Cornmarket Street and North Main Street, and be subject to the Dynamic Traffic Management regime in place
- Both Portney's Lane and The Loft building provide the potential for high quality pedestrian linkages from North Main Street to Cornmarket Street

## Built Environment Issues

- The site is within the medieval city Area of Archaeological Importance, and contains the below-ground remains of the city wall at the edge of Cornmarket Street
- The Loft building is a Protected Structure and any alterations affecting its elements of significance / character will require permission
- Existing residential amenity / rights to light on Portney's Lane

## The Loft Building

The building is a protected structure. This imposes a requirement for careful consideration of the approach to development.

- The historic building must be developed within its existing volume retaining its 19<sup>th</sup> century market structure and fine stone façade, as well as the link building across Portney's Lane
- Redevelopment of the related sites and non-historic buildings fronting onto Portney's Lane to extend The Loft will be considered on their merits
- The introduction of a mezzanine floor across part of the building will be considered appropriate, providing significant voids / double height spaces are left to allow for the appreciation of the buildings original scale (e.g. at the building entrances)

## Building Design

The following requirements are identified:

- Three storeys on the northern side of Portney's Lane and three plus attic fronting onto the Cornmarket Street to the north of the lane
- Two storeys with an attic storey set-back at 30 degrees on the southern side of the lane, in order to preserve rights to light of existing residents
- Active uses should not front onto existing residences, while windows should provide natural surveillance
- The new building on the southern side of Portney's Lane should be either two (high) commercial storeys or three storeys (with one ground floor commercial)
- The corner buildings could be designed to emphasise the access to the lane
- Portney's Lane should not be built over at its gateway from Cornmarket Street in order to ensure its legibility as a route



## Sites 3 & 4 Kyril's Quay (West & East)

### Introduction

The Kyril's Quay area occupies a prominent north-facing frontage onto the North Channel of the River Lee. It consists of two separate but interrelated sites and while they are presented here in two separate sections both sites should be considered in an integrated fashion.

### Kyril's Quay West

#### The Site

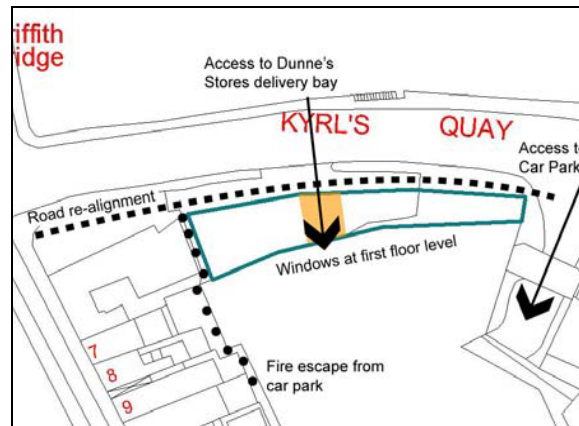
The site occupies a very prominent north-facing frontage onto the northern channel of the River Lee quay (Kyril's Quay). The improvement of this site and formalisation of its function and design are of very high priority due to its location, as this will transform the character of the waterfront.



The land currently used as a public loading bay and it is located adjacent to and directly affected by:

- Northgate House to its west, which has windows on its eastern elevation
- Dunnes Stores / North Main Street SC to the south, with a central loading bay, dummy windows at ground floor level, and active windows at first floor level

The site is in the ownership of the City Council. Its area is 450 sq.m (approx), minus 75 sq.m to allow access to the loading bay area.



Site development constraints

### Objectives and Opportunity

- To create a positive built frontage onto the riverside, masking the façades of the Dunnes Stores and the North Main Street Car Park
- To create an active ground floor frontage onto the street of human scale
- To establish a new entrance into Dunnes Stores from Kyril's Quay
- To consolidate the loading bays relating to Dunnes Stores
- To create a building of very high architectural quality by competition
- To create a positive public space on Kyril's Quay, incorporating the desired space for the planned road-widening and improving pedestrian areas and the Quayside Amenity Area

### Potential uses

- The ground floor should be commercial, forming part of a continuous commercial frontage onto Kyril's Quay from Northgate Bridge to Cornmarket Street. The preferred commercial use is retail
- Small commercial units must occupy the western portion of the site to ensure active frontages
- Retain access to Dunnes Stores loading bay
- Upper floors should be residential
- Potential to link into Dunnes Stores at eastern end of site, with possible extension

### Public Realm

- Active frontage at ground floor level
- If the site is not developed then it could be developed as a high quality public space

### Movement and Accessibility

- Pedestrian access to buildings from Kyril's Quay
- Possible new access into Dunnes Stores
- Car free development
- Loading bay access from Kyril's Quay

### Built Environment Issues

- Within area of area of Archaeological Potential (see 5.2.2) and North Main Street Area of Special Character.

### Building Design

- Single aspect buildings east of loading bay on tapering site.
- Dual aspect at western end of site with vertical emphasis to reinforce the medieval grain of the City
- Balconies provide private space. Possibility of roof garden;
- Elevations to be stone clad or rendered, with strong glazing elements
- Four storeys with one recessed storeys on the western site. Three storeys with one recessed storey on the eastern site

## Kyrl's Quay (East)

### The Sites

This group of sites located at the northern end of Cornmarket Street and the eastern end of Kyrl's Quay, together comprise a strategic development site capable of accommodating a flagship development with the potential to shape the character of Cornmarket Street (north) and Kyrl's Quay. The new pedestrian bridge will provide a steady flow of pedestrians passing the site, improving commercial viability and the attractiveness of the site.

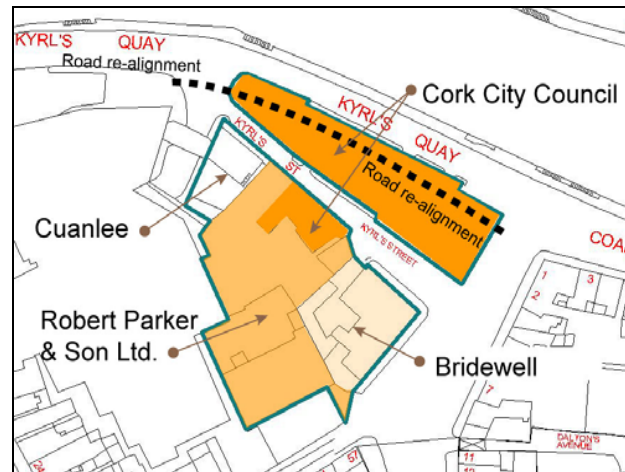
The gross site area is 0.63ha, and has three site components:

- Kyrl's Street block – This substantive development site of 0.386 ha is in four different owner-ships
- Kyrl's Quay block (known colloquially as the "Phillip's site"), is reduced in size to 0.251ha due to the Kyrl's Quay re-alignment
- Kyrl's Street itself (of 0.03ha size)

There is also the potential to link this site with the development of Kyle Street (north) and to either extend or provide a link into the North Main Street Shopping Centre. The creation of public spaces on Kyrl's Quay / Cornmarket Street (north) are an integral part of this development (see sections 6.4.3 and 6.4.4).

### Objectives and Opportunity

- Prestige development fronting onto the river
- Built form to screen multi-storey car park
- Active uses at ground floor level
- High quality public space onto Kyrl's Quay
- To conserve the elements of standing medieval city wall present on the site and celebrate the alignment of the wall in site configuration
- Creation of a landmark building
- Respond appropriately to Buildings of Significance
- Creation of a pedestrian friendly gateway to the city centre from the pedestrian bridge
- Create access to site from Cornmarket Street (north) adjacent to Bridewell Station / corner warehouse



Land parcels and ownership

### Development Factors

The development of the site will be strongly influenced by the following factors:

- The Kyrl's Quay site is significantly narrowed by the proposed road re-alignment, resulting in a site with a reduced developable area and impact on feasibility
- The area immediately north of the Bridewell Garda Station will become a new square opposite the Millennium Bridge. This is based upon the area that can not be built on due to a below ground main drainage sump
- The development of the site should be dealt with comprehensively in order to maximise the value of the site as a whole
- The retention (or not) of Kyrl's Street as an important element of street layout (dating from the mid C18)
- The presence of the medieval city wall (partially above ground) and below ground archaeology
- The Bridewell Station is highly unlikely to come forward for development, and its continued operation will need to be accommodated in any development. However, part of the Cornmarket Street frontage west of the building should be incorporated into an access to the larger development site, if possible

Whilst it is preferable to retain Kyrl's Street due to its historic and movement value, it is recognised that the narrowing of the Kyrl's Quay site does reduce development feasibility. If Kyrl's Street is closed and subsumed into the development site then this may be considered favourably where the medieval city wall is a defining characteristic of the design of the development, as the wall is of much greater archaeological significance than the street itself.

The retention of the street would result in very interesting architectural forms due to the "flat-iron" configuration of the block.

## Development options

The above factors result in three basic development options (see diagrams opposite):

### Option 1 Comprehensive development

This involves the assembly of the land parcels into a single entity, closure of Kyril's Street, development as a single scheme, and creation of a new square.

### Option 2 Development of sites separately

This involves the development of the Kyril's Street site, the development of a flat-iron building on the majority of the Kyril's Quay site, and creation of a new square. See Figure 6.8 for an illustration of this concept.

### Option 3 Kyril's Street site / Millennium Park

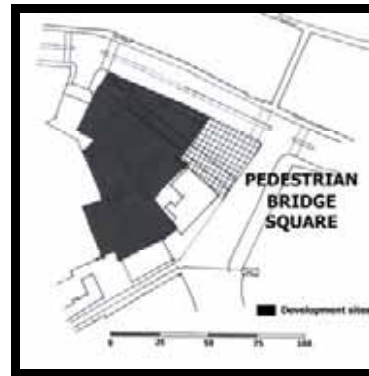
This involves the development of the Kyril's Street site and the creation of a new Kyril's Quay pocket park on the entire Kyril's Quay site (forming a "doormat" to the development). See Figure 6.7 for an illustration of this concept.

## Potential Uses

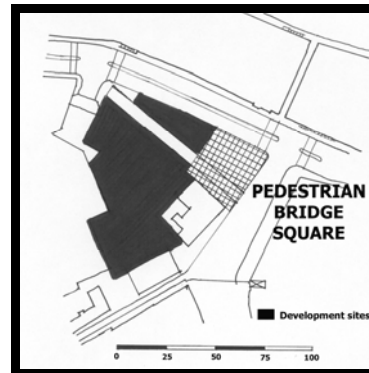
- The site is identified in the *City Plan 2004* as a potential Higher Order Retail site, although the site is unlikely to be viable for this use until the Guy's site is developed and the general character of Cornmarket Street upgraded
- Active uses must be located at ground floor level (e.g. restaurants, boutique hotel)
- Upper floors uses should be residential, hotel, or similar to increase the people presence in the area outside of trading hours
- There is the potential to develop a tourism related visitor attraction
- If a park is developed then a pavilion building with active uses would be appropriate
- Other uses will be considered on their merits

## Movement and Accessibility

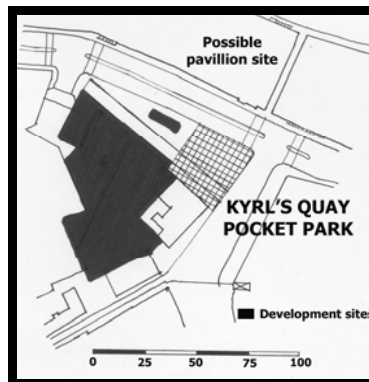
- If Kyril's Street is retained then it will be a no-through route for vehicles, and will service (access / deliveries) the development sites only. It will be designed as a shared surface Pedestrian Priority Area



OPTION 1



OPTION 2



OPTION 3

- Any parking should be provided at basement level.
- No public parking on the site
- Private car parking will be required according to that specified in Tables 11.3 and 11.4 of the *City Plan 2004*. Car free developments will be acceptable

## Built Environment Issues

- Above ground / standing building archaeology (the medieval City Wall / existing industrial structures)
- Below ground archaeology
- The site is located in the North Main Street ASC / ACA
- Conservation Assessment of structures on the site will be essential prior to consideration of planning applications
- Any development would need to respect the significance of building of local significance, including the Bridewell Station and the Kyril's Street corner warehouse
- The potential that the City Wall gives to the site should be maximised. It must be incorporated into the configuration of the site and should form part of an arcade extending from Cornmarket Street (north) across the site

## Building Design

- Roof profiled to allow sun penetration to Kyril's Quay area
- Five floors facing the waterfront stepping down to four floors adjacent to Bridewell Garda Station
- Retail linkages must be designed as glazed arcades
- The site is a visual pivot, and is therefore very important to the legibility of the city. The corner building should therefore be designed as a "landmark" to emphasise this corner. A tall building will not be appropriate on the site

## Implementation

As part of the Cork Capital of Culture 2005 programme, Cork City Council held an International Architectural ideas Competition for this Kyril's Quay group of sites. Over 80 entries in total were received and the top four in particular illustrated a range of exciting ideas for the redevelopment of the area. The City Council will work in association with the property owners in the area and potential developers to secure a high quality redevelopment of these sites based on the guidance given above.



## Site 4 Kyle Street (North)

### The Site

Kyle Street has the potential to play an important role in the renewal of the Cornmarket Street Area as a key link between Cornmarket Street and North Main Street. However, much of the northern side of the Street suffers from underuse and provides a visually poor street frontage. The Dunnes Stores loading bay is currently in limited use (as the site is served primarily from Kyril's Quay). The corner warehouse houses the ESB sub-station to the North Main Street Shopping Centre.

The site area is 0.098 hectares; of which 310 square metres is the footprint of the corner warehouse.

### Objectives and Opportunity

- Comprehensive development of the site
- Positive continual frontage onto Kyle Street with active ground floor uses connecting Cornmarket Street to North Main Street
- Relocate existing Dunnes Stores loading function to Kyril's Quay
- Linkage into North Main Street Shopping Centre (probably via double-height arcade) to increase footfall in the area, providing improved connections to and through the block
- Built form to screen multi-storey car park
- To mend the fabric of this narrow urban street
- Redevelop corner warehouse building by providing new use, involving relocation of ESB-substation

### Potential Uses

- Retail uses at ground floor level
- Residential uses on upper floors
- New community building (for Judo Club) at first floor level above existing Judo club building
- New entrance to Dunnes Stores

### Public Realm

- Kyle Street was upgraded under the *Historic Centre Action Plan*
- A new access into the North Main Street Shopping Centre / Dunnes Stores is very desirable
- Active ground floor uses essential to give critical mass to function of street

### Movement and Accessibility

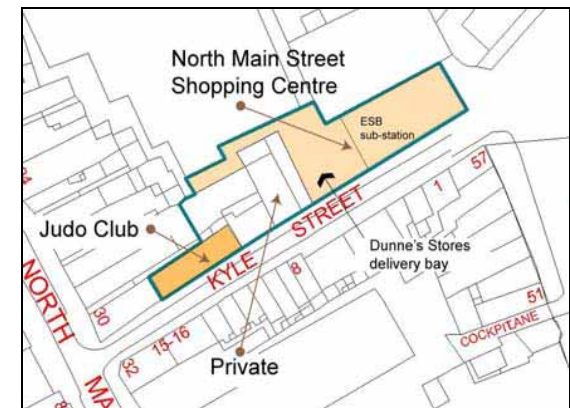
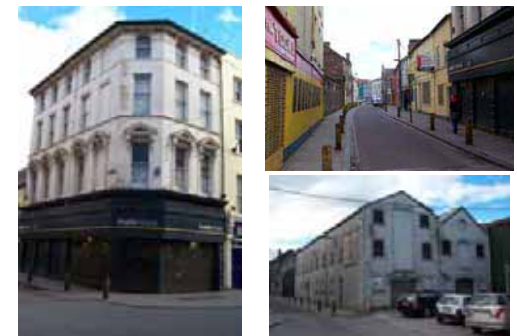
- The current traffic management regime is not proposed for change on Kyle Street
- The development of this small site should be car free in order to maximise the potential of the street frontage and ground floor

### Built Environment Issues

- Below ground and possible above-ground archaeology
- This site is within the North Main Street ASC
- The corner warehouse is identified as a Building of Significance (in section 5.2.3, above). The re-use of this building is therefore appropriate
- Conservation assessments of structures will be necessary

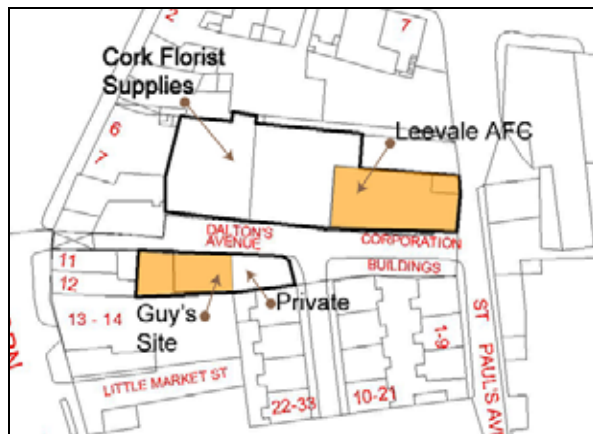
### Building Design

- Development should respect the traditional plot -width of buildings in the medieval city
- The Judo club building replacement should be two storeys only due to the context and narrowness of the site
- Other buildings should be three storeys. Additional recessed attic storeys will be considered on their merits
- Development of the corner warehouse must involve the relocation of the ESB-sub-station and the adaptation of the building's fabric whilst respecting its elements of significance.
- A new arcaded access to the North Main Street Shopping Centre / Dunnes Stores should front onto Kyle Street, with retail units fronting onto it
- The potential exists to combine the development of this site with the Kyril's Quay group of sites



Land parcels and site ownership

## Site 5 Dalton's Avenue



Land parcels and site ownership

### The Site

Dalton's Avenue connects Cornmarket Street to St. Paul's Avenue. The space currently has a poor environmental quality, poorly defined and under-utilised, with the predominant use being car parking and unloading. Residential amenity could be significantly improved.

The size of the site north of Dalton's Avenue is 435 square metres. It is currently occupied by utilitarian buildings in mixed commercial / community use. The small site to the south of Dalton's Avenue is currently used for private surface car parking / loading, and is 155 square metres.

### Objectives and Opportunity

- To redefine the character of the space as a high quality residential courtyard / mews
- To create a high quality public space as a focus for the buildings with positive frontages onto it
- To ensure that residential amenity is improved and that natural surveillance of the space is facilitated by appropriate development
- To ensure that the Guy's site has a positive impact on these spaces

### Potential Uses

- The primary use will be residential
- Commercial / active ground floor uses will be considered on their merits according to their level of impact on residential amenity (excluding bars)
- A high quality hard landscaped courtyard will be developed

### Public Realm

- Section 6 includes a landscape scheme for the space
- Buildings should be designed with frequent access points onto the street, and to overlook the public realm in order to provide passive surveillance of the space
- The positioning of windows will be equally important

- The primary access to the upper residential floors of 13-15 Cornmarket Street should be from Dalton's Avenue

### Traffic, Parking and Servicing

- Dalton's Avenue will be reconfigured to include a limited supply of on-street Disc Parking spaces (see 6.5). Residents permits being given to the residents of Corporation Buildings.
- New housing should preferably be car free but proposals for basement level parking will be considered on their merits.

### Built Environment Issues

- The site is within the Area of Archaeological Potential
- The site is to the rear of the protected structures at 1-15 Cornmarket Street
- 1-7 Coal Quay and Corporation Buildings are identified as Buildings of (historic /architectural) Significance in Figure 5.3 / Appendix 3
- Corporation Buildings are late 19<sup>th</sup> century triplex terraced model housing of 2.5 storeys

### Design

- Corporation Buildings are gable-on to the space, therefore the narrowness of the space will not cause overlooking
- On the northern side of Dalton's Avenue buildings should be 3 storeys high
- On the southern side any new buildings should be 2 storeys with recessed storey in order to minimise loss of sunlight and daylight to the space and the amenity of Corporation Building.
- The design of buildings should respond to the grain of development in the area and the design cues provided by adjacent buildings of significance
- Residences should incorporate private amenity space in the form of private yards, roof gardens, / balconies
- A mix of houses and apartments are appropriate
- Building access points must be located on the north side at the eastern corner and opposite the courtyard

## Site 7 Laneway Briefs

### The Lanes

- Saint Paul's Avenue
- Paul's Lane

### Identity

Paul's Lane is a semi-private lane with only two antiques businesses providing activity. Elsewhere the lane is characterised by blank frontages. New active ground floor uses fronting onto the lane have been incorporated into the redevelopment of sites at the northern end of the lane at Lavitt's Quay.

Saint Paul's Avenue is wider than Paul's Lane yet still relatively narrow. It has blank frontages along its entire length with the exception of the Corporation Buildings



### Objectives and Opportunities

- To improve the vitality and image of both these lanes.
- To ensure that both lanes become key pedestrian routes enhancing the area's permeability from the quays
- To ensure that the lanes are redeveloped and upgraded to a high standard.
- To reinforce both lanes as a retail streets and positive public spaces

### Potential Uses

- Primarily ground floor retail uses
- Active ground floor frontages will be provided on Saint Paul's Avenue with redevelopment of Guy's site and the creation of a new entrance into Paul Street Shopping Centre
- Single level pedestrian priority space from Paul Street to vehicular exit from Guy's site on Saint Paul's Avenue
- Active ground are to be provided at northern end of Paul's Lane as part of the redevelopment of sites on Lavitt's Quay
- Potential also exists for the creation of a new entrance into Paul Street Shopping Centre from Paul's Lane

### Built Environment Issues

- Area of Archaeological Potential.

### Design

- Active ground floor uses
- The design of buildings should respond to the grain of development in the area and the design cues provided by adjacent buildings



### Movement and Accessibility

- Both lanes will facilitate pedestrian access to area from Lavitt's Quay
- A new Paul Street shopping centre access will be created on Saint Paul's Avenue opposite the access to the Guy's shopping centre
- Car free development
- Saint Paul's Avenue will provide new link from Guy's site to Paul Street SC / car park





## 6.1 INTRODUCTION

This section provides a description of the City Council's proposals in relation to the treatment and character of the public realm in the Cornmarket Street area. This is key to the consideration of the identity of the area.

### Public Realm: Key Principles

- To contribute directly to the creation of a lively, safe and attractive public realm comprising streets and spaces with active frontages, high quality landscaping and priority for use by pedestrians, cyclists and public transport users
- To create a positive identity based upon the strengths of the area and reflects its function as a major new urban quarter
- Support an integrated network of high quality, safe, public spaces and public routes into the surrounding areas that will draw people to and through the area;
- Maximise and extend the ecological diversity in existing and new spaces (based upon Policy BE32 of the City Plan 2004)

## 6.2 STRATEGIC CONTEXT

Two documents provide the policy context for this Area Action Plan in relation to the design of the public realm:

- *Cork City Development Plan 2004*
- *The Public Realm in the City Centre* (Cork City Council, 1996)

The *City Plan 2004* has specific objectives to make the City Centre more pedestrian friendly, to reduce the number of cars entering the City Centre and increase the number of green modes (see Movement Strategy and Chapter 9 of the City Plan 2004). The main functions of streets are:

- Circulation for vehicles and pedestrians
- Public space for human interaction and sociability
- Storage space, especially for vehicles (i.e. parking)

- Access to buildings, and the provision of light and ventilation for buildings
- A route for utilities

Getting the balance right between these functions is extremely important, as this is fundamental to the character of spaces, i.e. their role and visual appearance. Given that the City Council is committed to shifting the priority towards pedestrians (and other green modes) away from cars, this provides the opportunity to change the priorities for the configuration and design of individual spaces within the City Centre, including the Cornmarket Street area.

This philosophy will allow for the reduction in space for the circulation and parking of vehicles, and for the creation of attractive and functional City Centre spaces, helping to change its identity and making it a successful place.

Whilst the balance may be changed, vehicles will continue to be essential to the successful operation of the area and also provide activity and passive surveillance to the spaces within the area outside of peak hours when there are less people around.

Policy BE32 of the *City Plan 2004* identifies the objectives for the design of the public realm, and specifically recognises that all streets and public areas should be designed to the highest standards.

*The Public Realm in the City Centre* (Cork City Council, 1996) provides generic guidance on the design, implementation and maintenance of the public realm. It is an objective of the City Council to update this guidance in the form of a public realm design code.



## 6.3 KEY PUBLIC REALM DESIGN PRINCIPLES

The area forms a small but significant part of the City Centre island, and has a rich urban structure of streets, lanes and spaces. The majority of spaces in the area require physical improvement to make them attractive and safe, and to reflect the priorities for public spaces. Although the area is exclusively hard landscaped, there is the potential to soften the area's character by tree planting and to extend ecological diversity. The following design principles are based upon the strategic context and international best practice from a variety of sources, including *Paving the way: how we achieve, clean, safe and attractive streets* (CABE / ODPM, 2002) and the Project for Public Spaces ([www.pps.org](http://www.pps.org)).

### Design Solutions for Successful Streets

- Sympathetic to local character and activity context, in design and detail
- Safe for pedestrians and the disabled
- Designed to accommodate a wide range of functions, and not be dominated by any one function
- Visually simple, and free of clutter (including signage and advertising)
- Designed to be easily maintained and well cared for;
- Designed to make provision for access, deliveries and storage of vehicles (i.e. parking)
- Designed with materials to differentiate zones
- Designed to integrate a street furniture palette that reflects the nature of the space

### 6.3.1 Local character

The public realm forms the setting to statutorily listed Protected Structures, the North Main Street ASC, as well as other buildings of significance. *Streets, as much as buildings, reflect local tradition in layout, materials and features, all of which merit respect in alterations and new designs* (CABE,2002,p31).

### 6.3.2 Layout

Of particular relevance to the area is the historic network of streets and lanes, and the consequent detailing that this has resulted in the kerb / footpath layouts.

The network will need to be acknowledged in the design of streets and spaces either in retaining kerb lines inset within new surfaces or in the form of plaques to signify the location and name of lanes (as has been successfully implemented on North Main Street).

### 6.3.3 Materials

In Cork the following palette of materials were traditionally used:

- stone setts (mainly in grey sandstone)
- sandstone drainage channels
- limestone kerbs
- sandstone flags

The model promoted by the 1996 *Guidelines* promoted a pragmatic model based upon a particular set of circumstances, including traditions, budget constraints, and the perceived value of the public realm. The palette included concrete flags, limestone kerbs / drainage channels / detailing, setts, concrete (flags / in-situ), and setts (excluding cobble-lock / brick).

Whilst this is still the appropriate model for secondary and tertiary spaces, it is no longer the model being used for primary spaces. This reflects the increased value given to the public realm.

Today the quality of the public realm is seen as critical to defining the character and identity of the City Centre. With this change the palette of materials and street furniture available for primary spaces has expanded to create a separate identity that respects the role of these spaces.

The design of streets and spaces will need to respond appropriately to the approach taken to the design of:

- Primary spaces at Daunt Square / Saint Patrick's Street / Grand Parade (designed by Beth Gali and employing non-traditional Cork materials, such as grey and pink granite and brick).

- Those spaces designed with the philosophy of the 1996 Guidelines model (i.e. those in the Historic Centre of the city at North Main Street, Castle Street, Kyle Street)
- The Huguenot Quarter (employing a mix of the 1996 model, and other models, such as the new scheme for Rory Gallagher Place)

### 6.3.4 Public Art

An integrated programme of Public Art will be created which responds to the character and context of the Cornmarket area. The programme shall focus on a mix of arts forms, resulting in both temporary and permanent art works. It shall take the existing built environment, proposed developments, the community of traders and residents in the area as its starting point.

As stated in the Report of the Steering Group in the Public Art Research Project, published by the Dept of the Environment, 1996; *'Initiatives should be taken to diversify the nature of public art through pilot schemes and experimental projects. Such initiatives should be co-operative and seek the involvement of all parties with a contribution to make to the evolution of public art.'*

Cork City Council will create a Cornmarket Public Art fund from its own resources, national funding available through the Per Cent for Art Scheme and commitments from developers in the area. A Public Art Curator will be appointed to lead 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*, pg 29.



## 6.3 PUBLIC REALM: IMPROVING SPACES AND PLACES

The strategy proposes improvements to the following hierarchy of spaces (see figure 6.1):

### Public Realm Improvements

#### 1. PRIMARY (LANDMARK) SPACES

- Daunt Square extension. This project will extend the focal space and link Saint Patrick Street to Cornmarket Street
- Cornmarket Street (south) – A space of strategic importance due to its role as key pedestrian shopping and market street, it will support a range of shops, cafes and bars
- Cornmarket Street (north) – This focal space at the northern gateway to the area from the new pedestrian bridge will form the setting to a revitalised commercial street
- Kyril's Quay – A waterfront space and transit corridor

#### 2. SECONDARY SPACES

These smaller scale streets are of importance to the development of related sites and also of significance to the accessibility of the area:

- Saint Peter's Avenue
- Dalton's Avenue

#### 3. THE LANES

These lanes are small-scale spaces that have strategic significance to the accessibility of the area:

- Portney's Lane
- Saint Peter's Lane
- Paul's Lane
- Coleport Lane

Each of these spaces is different in function and character. The scale, quality, design treatment of each of these spaces will reflect their intended function. Further guidance in relation to the treatment of each space is provided below.

Figure 6.1: Public Realm Projects





## 6.4 PRIMARY LANDMARK SPACES

### 6.4.1 Daunt Square Extension

#### Background

The extension of Daunt Square from the scope of the Beth Gali scheme to the Cornmarket Street gateway is essential because it connects Saint Patrick Street to Cornmarket Street.

#### Identity

- A focal space
- A functional and perceptual link between the Saint Patrick's Street prime shopping area and the Cornmarket Street / North Main Street area (providing major benefits)
- A natural extension to the Saint Patrick's Street scheme that reflects the true extent and character of the Daunt Square focal space;
- An intersection between north-south and east-west routes
- A point of orientation
- A busy and well used space that people will pass into and through, a meeting place and a space that will become a focus for street entertainment

#### Key Issues

- This space is an extension to the existing scheme and is relatively uncomplicated;
- Implicit control of vehicle movements through space;
- The Daunt Square scheme is to be designed to the design of Beth Gali with a reinforced concrete foundation to allow emergency vehicles through the space.

#### Design Guidelines

The design of the space will need to respond appropriately to the design of the adjacent spaces (Beth Gali scheme, Paul Street and Castle Street) and provide a link to Cornmarket Street (south).

Figure 6.2 Daunt Square Extension Concept Scheme



#### Key Facts

Priority:	<b>Very high</b>	Size (sqm):	<b>500</b>
Completed by:	<b>Mid 2006</b>	Unit cost (per sm)	<b>900</b>
Palette:	<b>Primary</b>	Cost:	<b>€450,000</b>

## 6.4.2 Cornmarket Street (south)

### Background

Currently this wide street is dominated by vehicle circulation and parking.

### Identity

- A wide sunny space tightly defined by the buildings that front onto it
- A central area-wide destination. Most pedestrian routes feed into this space
- A highly active space supporting a vibrant mix of uses and activities during the day and evening
- The city's street market space, with a permanent market in the Core Trading Area
- Vehicle free from seven days per week during the day time
- A space for people to linger and enjoy

### Movement and Accessibility

- Open to traffic all week, except on Sundays from 7am-7pm, with traffic flow when the street is open to traffic being one lane on a south-to-north direction
- Cycle stands to be incorporated into the public realm
- Space north of Cockpit Lane / Little Market Street for use by market traders with vehicles during the day, and for car parking after 6pm
- Deliveries to businesses outside hours of closure

### Key Issues

- To identify the locations of historic laneways in the contemporary design of the space (e.g. with laneway name plaques / surfaces, as applied to North Main Street)
- To create opportunities for outdoor seating for the public and associated with cafes / bars / restaurants
- To create opportunities for street trees to soften the street

### Key Facts

Priority: **High**  
 Completed by: **End 2007**  
 Size: **3,000 sqm**  
 Unit cost: **€850 per sqm**  
 Cost estimate: **€2.4m**  
 Materials: **Flagship**

### Market Stalls

Priority: **Very High**  
 Completed by: **Mid 2005**  
 Cost: **€500k\***

\* this cost excludes the cost of drainage / electrical services installation



Figure 6.3: Cornmarket Street (south) Concept



## Specific Requirements

- Kiosk (e.g. coffee / newspapers) at southern end to animate space, as well as way-mark vehicular route through space / define edge of market space. This should be the re-used tram hut
- Market gateway feature at southern end of street;
- Trees to soften the appearance of the street
- Inclusion of market stall ties in the design of the space

Figure 6.4: Sections through Trading Areas on market days

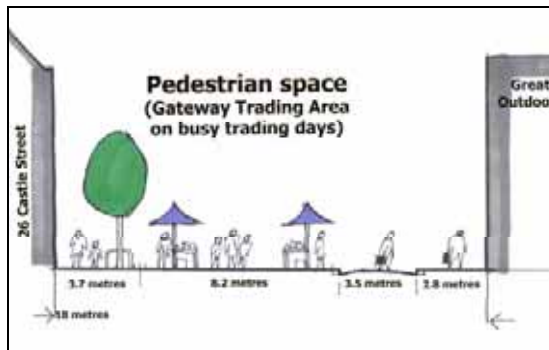
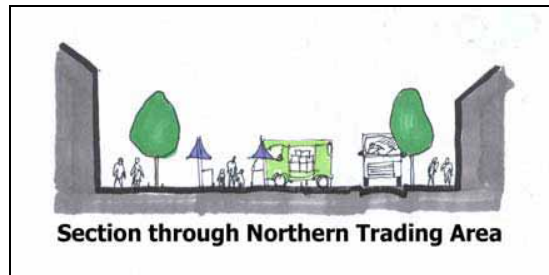
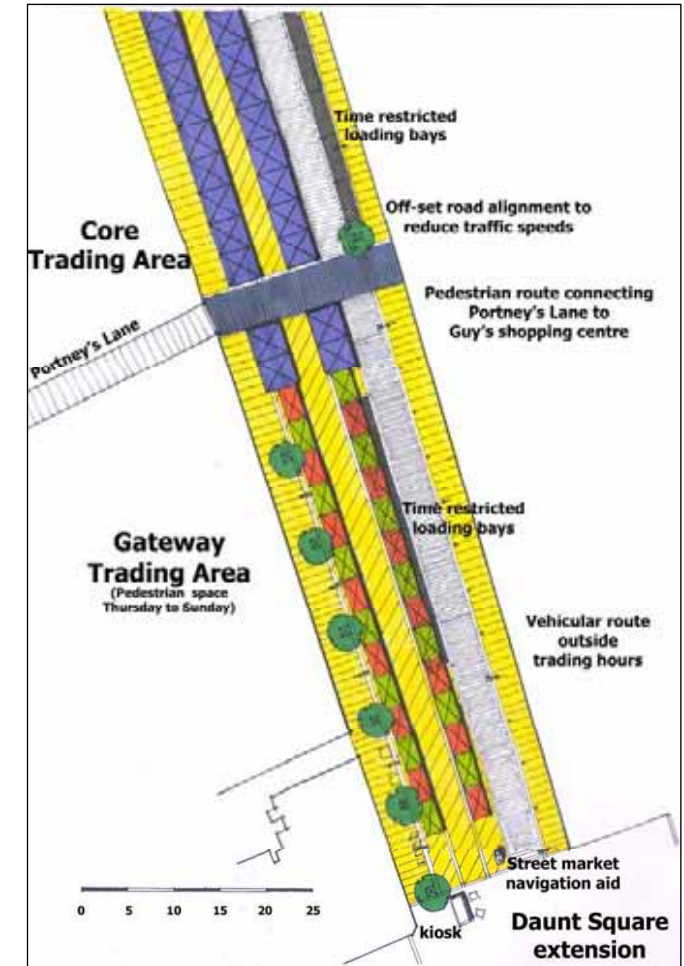


Figure 6.5: Cornmarket Street (south), Northern Section concept



Figure 6.6: Cornmarket Street (south) Southern Section concept





## 6.4.3 Cornmarket Street (north)

### Background

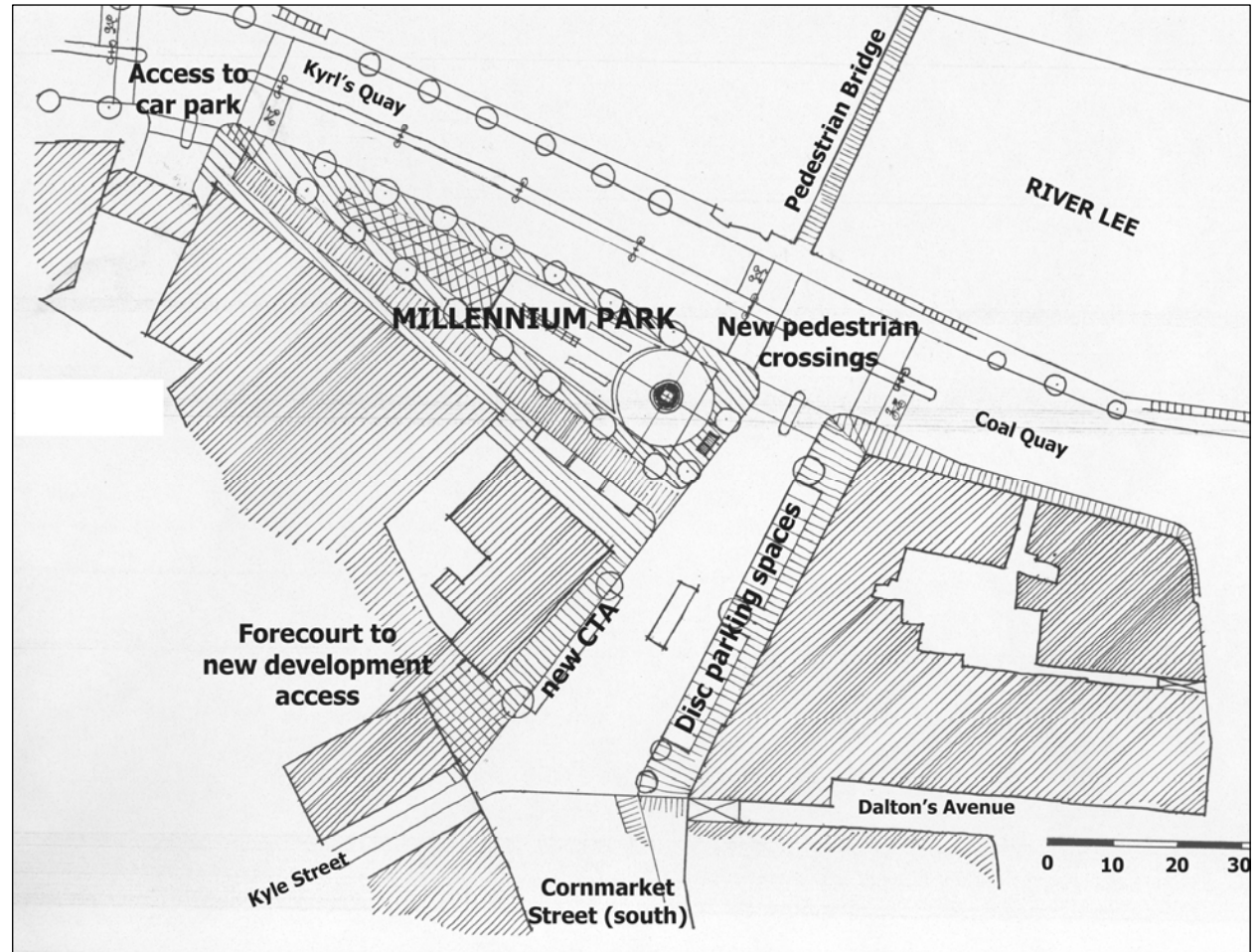
Currently this wide street of 20-30 metres total width is dominated by vehicle circulation, parking and loading / unloading of HGVs and smaller vehicles. There is no footpath on the western side of the street, which is fronted onto by the derelict "Phillip's site".

### Identity

- A busy and well used city street which people will pass into and through on foot and by car, defined by an intact group of historic buildings on its eastern side
- Point of arrival from the Shandon Pedestrian Bridge
- Strategically important pedestrian route to / from City Centre to Shandon and the city north of the Lee for pedestrians
- Pedestrian square opposite Shandon Bridge, north of the Bridewell Garda Station
- Setting to the development proposed for the Kyril's Quay group of sites
- A wide sunny space adjacent to the river
- An extension to the city's street market space on busy trading days
- A space for people to linger and enjoy



Figure 6.7: Cornmarket Street (north)  
showing possible Pocket Park on Kyril's Quay site (see section 5.4, Sites 3 & 4)



## Movement and accessibility

- Strategic pedestrian route to/from City Centre
- Cycle link from new Orbital Cycle Route
- No public transportation access
- Access to Cornmarket Street area / local traffic cell for private vehicles servicing businesses and the street market (primarily)
- Requirement for car parking and delivery bays (disc parking) to serve local businesses
- Access to the Bridewell Garda Station (and its cells) and Kyril's Quay group of sites
- Accommodate large HGVs (parking and turning) in the short term until Parker & Sons is redeveloped
- Medium term objective to exclude HGVs larger than 7.5 tonnes

## Key Issues

- Kyril's Street will become a no-through road providing vehicular to the Kyril's Quay group of sites only OR will form part of development site (see Section 5.3)

## Design Features

- Tree planting to soften and define edge of space
- Millennium Square from Kyril's Quay to Bridewell façade
- Generous footpath on eastern side of Phillip's block in the short term to connect bridge to Bridewell, see Action B, section 7.4, in advance of square
- Articulate proposed pedestrian entrance to Robert Parker site west of Bridewell onto CMS (north)
- Create opportunities for outdoor seating
- Create opportunities for public activities to animate the park (e.g. petanque / skateboarding) for the public
- High quality lighting
- Opportunity for outdoor performance space and/or public art / water feature
- Kiosk (e.g. coffee / newspapers) within plaza to provide activity and define space
- Provide public toilets (fixed within building or cubicle)
- If landmark pavilion on "Phillip's site" this would contain active uses on ground floor (e.g. restaurant)

## Options

There are three options for the public realm on this site (see Section 5.3 Sites 3 & 4):

1. Improvement of Cornmarket Street (north) / Kyril's Street AND creation of Millennium park, or
2. Improvement of Cornmarket Street (north) / Kyril's Street AND creation of Millennium Square, or
3. Improvement of Cornmarket Street (north) AND creation of Millennium Square (incorporating part of Kyril's Street)

## Key Facts:

The following provide key facts relating to the three sub-areas (as per diagram opposite):

### Cornmarket Street (north)

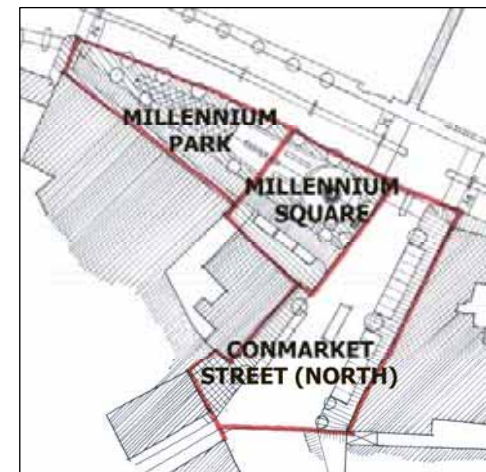
Priority: <b>High</b>	Completed by: <b>12/07</b>
Cost estimate: <b>€1.4m</b>	Materials: <b>Landmark</b>
Unit cost (psm): <b>€800</b>	Size: <b>2,000 sqm</b>

### Cornmarket Street Bridge Square

Priority: <b>Very High</b>	Completed by: <b>12/06</b>
Cost estimate: <b>€850k</b>	Materials: <b>Landmark</b>
Unit cost (psm): <b>€850</b>	Size: <b>1,000 sqm</b>

### Kyril's Urban Park (without square)

Priority: <b>High</b>	Completed by: <b>12/07</b>
Cost estimate: <b>€850k</b>	Materials: <b>Landmark</b>
Unit cost (€/psm): <b>850</b>	Size: <b>1,000 sqm</b>





## 6.4.4 Kyrl's Quay

### Background

This area has long been blighted by road widening proposals and a lack of positive frontage onto the quay. The implementation of the road-widening provides the opportunity to redefine this area as a high quality boulevard environment.

The land take associated with the proposed road widening should be restricted to the minimum possible in order to leave feasible development sites, whilst still achieving a quality transit corridor (generally 20 metres).

### Identity

- A generous waterfront boulevard, fronting onto the River Lee and views to Shandon
- Enclosed by new buildings / active uses on south
- City street to function as a transit corridor, providing a relief route for Saint Patrick's Street, a future bus route, strategic cycle route, and access to car park and local traffic cell
- Emphasise linear nature of the space by means of tree planting, visually strong architectural lighting columns, and pedestrian refuge
- Quayside amenity area on northern side of street with opportunities for outdoor seating and complementary boardwalk
- Positive public space to north of Dunnes Stores in advance of development

### Key Facts

Road widening priority	<b>Very high – 12/05</b>
Landscape priority	<b>High – 12/07</b>
Size	<b>4,000 sqm</b>
Materials	<b>Landmark / transit corridor</b>
Cost	<b>€2m</b>
Unit cost (psm)	<b>€500</b>

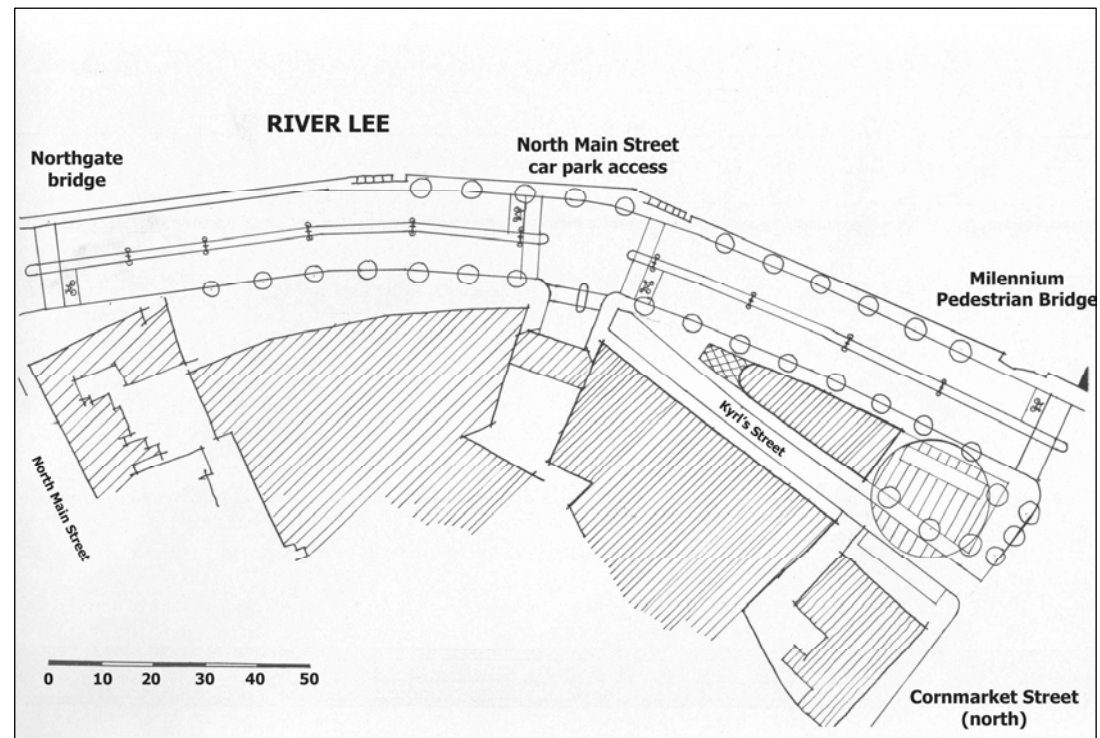
### Movement and Accessibility

- Pedestrian route along quay from bridges and CMS area
- Enhanced pedestrian crossing facilities at North Gate Bridge, the new Shandon Pedestrian Bridge, and access to NMS car park
- City Centre Orbital Cycle Route
- New bus route with bus stops within road space
- Vehicular access to CMS area and NMS car park
- Evening parking on widened quay road to provide activity in the area in the evening

### Design guidelines

- The development of a treed boulevard with protected 2-lane routing for through traffic (4 no. 3.5 metre lanes)
- Advanced stop lines for cyclists / buses will be provided at junctions. Enhanced signal controls
- Generous footways and a 2 metre central reservation;
- Advanced stop lines for bicycles (and buses)
- Hard landscape with street trees
- Kyrl's Quay (west) site to be improved in advance of site development (short term use for parking by market traders vans on Fridays and Saturdays)

Figure 6.8: Kyrl's Quay (showing Cornmarket Street Bridge Square/ flat iron building option for Kyrl's Quay site)





## 6.5 SECONDARY SPACES

### 6.5.1 Dalton's Avenue

#### Identity / Design Issues

Present

- Access road to Corporation Buildings and other uses
- Car parking / service yard to surrounding businesses
- Vehicular route from CMS to SPA

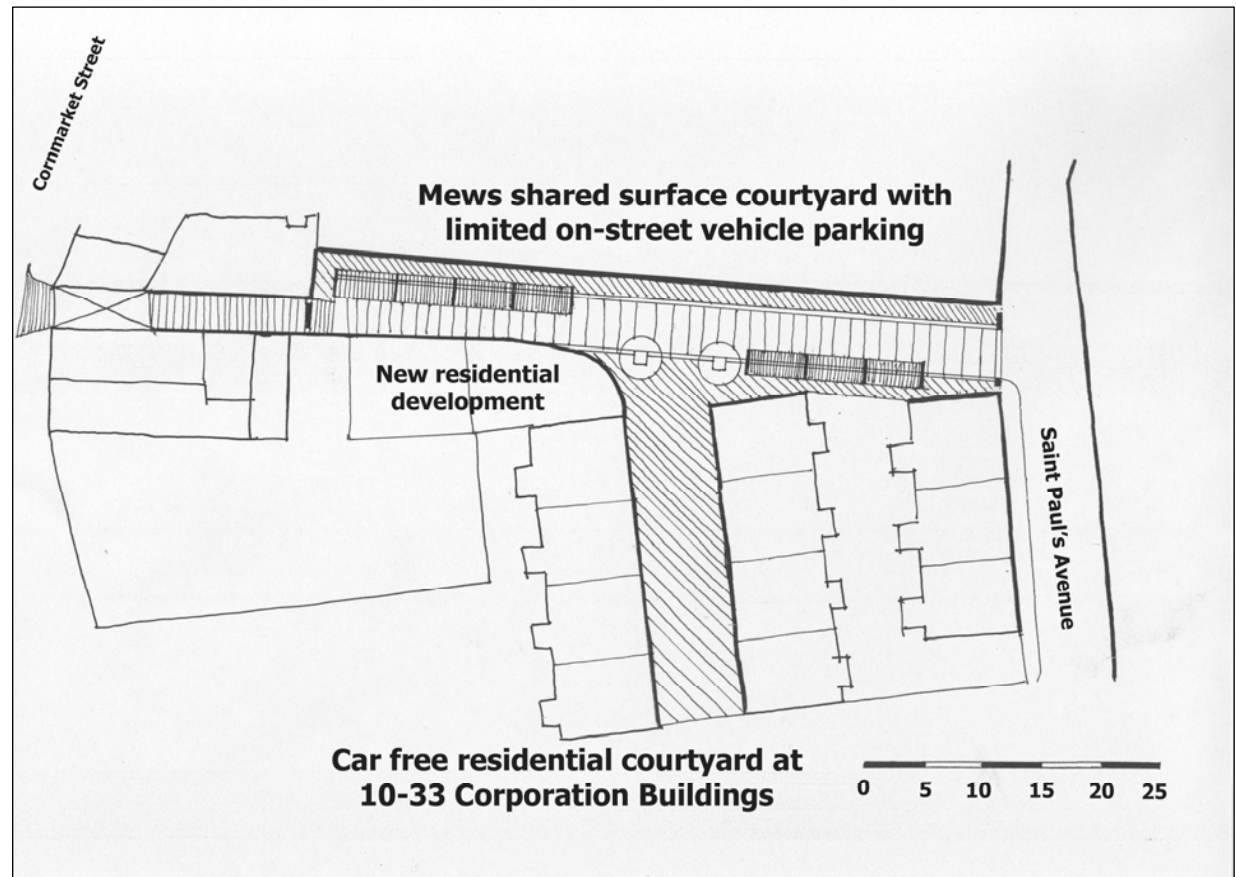
Proposed

- Car free courtyard to 10-33 Corporation Buildings
- Key pedestrian linkage from Cornmarket Street to Saint Paul's Avenue
- High quality residential "courtyard" (mews) to existing and new residential uses (see Section 5.3 site 5)
- Designation of Disc Parking Zone
- No-through-route for vehicles (close at Cornmarket Street end)
- It may be necessary to set-back building lines on southern side slightly if ground floor uses residential

#### Key Facts

Priority: <b>High</b>	Completed: <b>12/08</b>
Cost estimate: <b>€390k</b>	Materials: <b>Secondary</b>
Unit cost (psm): <b>€500</b>	Size: <b>775 sqm</b>

Figure 6.9: Dalton's Avenue Improvement



## 6.5.2 Saint Paul's Avenue

### Identity / Design Issues

#### Present

- Narrow vehicular lane on axis with St. Anne's Tower;
- Blank frontages along entire length except Corporation Buildings.

#### Proposed

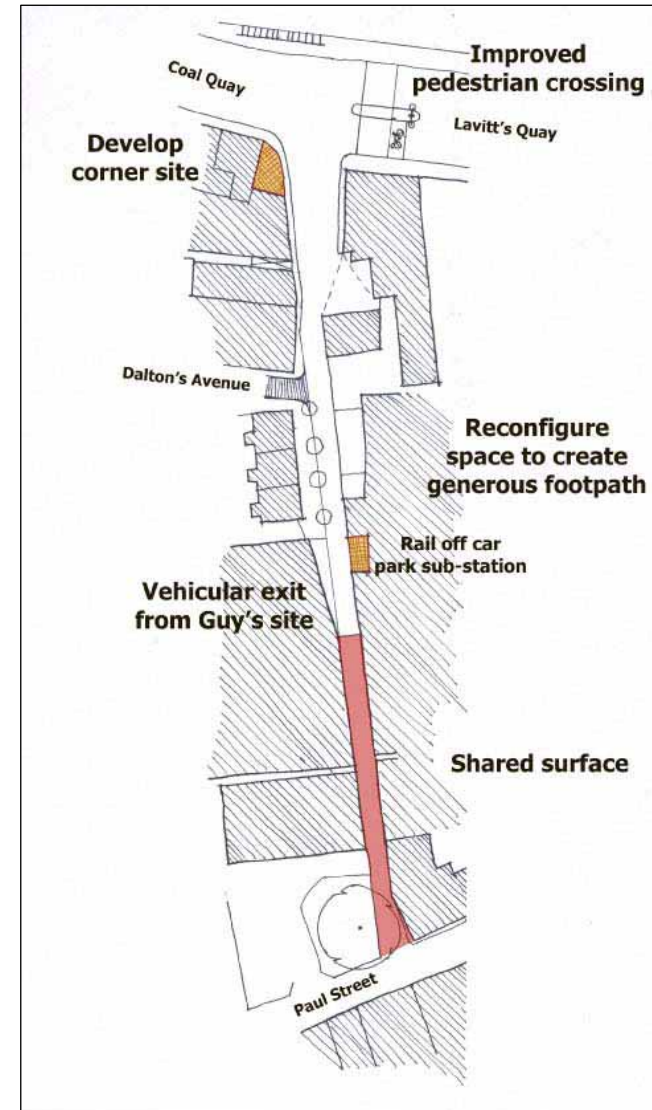
- Development of Guy's site (see section 5.3), Saint Peter & St Paul's Presbytery, and insertion of Paul Street Shopping Centre entrance will provide active frontages
- Link from Guy's site to Paul Street SC / car park
- Single level pedestrian priority space from Paul Street to vehicular exit from Guy's site
- Infill recess to car park (exit / generator access) or rail off

### Key Facts

Priority: <b>High</b>	Completed: <b>12/07</b>
Cost estimate: <b>€500k</b>	Materials: <b>Secondary</b>
Unit cost (psm): <b>€500</b>	Size: <b>1,000 sqm</b>



Figure 6.10: Saint Paul's Avenue Pedestrian Priority Area



## 6.6 THE LANES

### 6.6.1 Portney's Lane

#### Identity / Design Issues

Present

- Currently not legible as a laneway / linkage
- Residential / servicing function

Objectives

- Key pedestrian linkage from Cornmarket Street to North Main Street
- Ensure visual legibility of route from Cornmarket Street
- Creation of a high quality "mews" space for benefit of residences and pedestrians
- Improve gating / lighting / surfaces / planting



Portney's Lane



Saint Peter's Lane



### 6.6.2 Paul's Lane

#### Identity / Design Issues

Present

- Semi-private lane with only two antiques businesses providing activity, otherwise blank frontages
- Closed after trading hours
- New commercial uses proposed on northern end of lane will improve vitality / image

Objectives

- Open up eastern side of Paul Street shopping centre to provide active frontage onto lane
- Explore options for relocating extraction flues
- Resurfacing and lighting to create viable and attractive lane
- Ensure constant public access by removing gates



Paul's Lane



Coleman's Lane

### 6.6.3 Saint Peter's Lane

#### Identity / Design Issues

Present

- Strategically important pedestrian link connecting the Marsh /Mercy Hospital to North main Street
- Suffering from antisocial behaviour (due to kink)

Objectives

- Upgrade environmental quality of lane and level of supervision
- Improve safety / antisocial behaviour by installing mirrors on bend, new lighting, and explore additional policing and new public toilets in general vicinity
- Explore option of lockable gates after dark

### 6.6.4 Coleman's Lane

#### Identity / Design Issues

Present

- Strategically important pedestrian link passing through surface car park / depot
- Suffers from lack of passive surveillance and poor environment

Objectives

- Promote redevelopment of car park to define lane and provide overlooking / natural surveillance, and active frontages onto Grattan Street
- Upgrade surfaces and street furniture to ensure legibility and safety



## 7.1 INTRODUCTION

The chief aims of the Cornmarket Street Area Action Plan are to promote the expansion of the City Centre Retail Area into Cornmarket Street and its environs; to reorganize and expand the traditional market; and to improve the public realm. The Implementation Strategy will set out the programme of actions that the City Council will undertake to achieve these aims. These actions can be grouped under the sections of the Plan:

- Section 3 Movement Strategy
- Section 4 Street Market Strategy
- Section 5 Development Strategy
- Section 6 Public Realm Strategy

The actions proposed under each of the headings are detailed in Section 7.5 below.

## 7.2 SHORT-TERM PRIORITIES

The key drivers for renewing the Cornmarket Street area will be:

- The new pedestrian route established with the recent opening of the Shandon Bridge
- The development of the Guy's site (see 5.3 site 1)
- The improvement of the street market (see section 4) and Cornmarket Street (south) (see 6.4)

The development of the Guy's site, due to commence shortly, will not be completed until late 2006 at the earliest. The upgrading of Cornmarket Street (south) is unlikely to be implemented until after construction works at the Guy's site are completed, depending upon the funding source for the project.

However, whilst these projects will be the primary forces for change in the area other projects have been prioritized and can be implemented in the short term (0-2 years) to have a positive impact on the area and its image. These include the following indicative projects some of which have already been completed (please note the prioritisation / implementation programme for projects may be modified):

### Progress to Date

- The installation of Shandon Bridge
- The provision of a signalized pedestrian crossing / new footpath on the western side of Cornmarket Street, linking to the new Bridge
- The provision of an improved pedestrian crossing between North Main Street and North Gate Bridge
- The granting of planning permission for the Guy's Site
- Architectural competition for the Kyril's Quay group of sites - Kyril's Quay (east) and (west)

### Projects for 2005

- Improvement of the street market, including the installation of new market stalls
- Improvement of Saint Peter's Lane
- The adoption of the proposed protected structures under the Plan
- Kyril's Quay widening
- Setting in place a framework for special development contributions

### Projects for 2006

- Extension of Daunt Square to Cornmarket Street
- Creation of a new Pedestrian Bridge Plaza at Cornmarket Street (north) / Kyril's Quay
- Upgrade Portney's Lane
- New bus route along Kyril's Quay

## 7.3 PROJECT COSTS

The table opposite summarises the main project costs, most of which relate to the implementation of the public realm strategy.

PROJECT	COST ESTIMATES
<b>MOVEMENT STRATEGY</b>	
Shandon Bridge	2,200,000
<b>STREET MARKET STRATEGY</b>	
Street Market Stalls (excl. services)	500,000
Market navigation aids	50,000
<b>DEVELOPMENT STRATEGY</b>	
Site acquisition	To be confirmed
<b>PUBLIC REALM STRATEGY</b>	
Daunt Square extension	450,000
Cornmarket Street (south)	2,400,000
Cornmarket Street (north) / Square	2,105,000
Millennium Park (residual of block)	850,000
Kyril's Quay	2,200,000
Dalton's Avenue	390,000
Saint Paul's Avenue	500,000
Portney's Lane	105,000
Paul's Lane	140,000
Saint Peter's Avenue	150,000
Coleman's Lane	180,000
<b>TOTAL</b>	<b>12,270,000</b>

## 7.4 PROJECT FUNDING

Funding for the above projects will come from public sources and also private sources levied under the general Development Contributions Scheme (DCS), and special contributions.

The DCS assumed that public realm projects in the Cornmarket Street Area for the period of the scheme would cost €7 million, including the pedestrian bridge. The eligible Project Costs outlined above exceed this amount by approximately €5m (not taking into account possible site acquisitions). The City Council will therefore charge special development contributions on major developments taking a direct benefit from the projects proposed. A framework for fixing levies will be formulated by the Council.

## 7.5 SCHEDULE OF PROJECTS

<b>3. MOVEMENT STRATEGY</b>		
Action ref	Project	Completion target
A	Install Millennium Pedestrian Bridge (Shandon Bridge)	Complete
B	Install new footpath on Phillip's site connecting bridge to Bridewell	Complete
<b>3.1</b>	<b>Pedestrian junction improvements</b>	
C	Improve North Gate Bridge pedestrian crossings	Complete
D	Improve junction at Shandon bridge on Kyril's Quay	Complete
<b>3.2</b>	<b>Pedestrian retail connections (as part of development implementation)</b>	
E	Guy's site connection	2006
F	New access to Paul Street Shopping Centre on Saint Paul's Ave	2006
G	Kyril's Quay / Kyle Street block	2008
<b>3.3</b>	<b>Lane reinforcement</b>	
H	See public realm strategy	
<b>3.4</b>	<b>Cycling measures</b>	
I	Orbital Cycle Route (as part of Kyril's Quay widening scheme)	2006
J	Public cycle stands	Ongoing
<b>3.5</b>	<b>Public transportation</b>	
K	Establish new public transport routes along Kyril's Quay (following widening of the street)	2006
<b>3.6</b>	<b>Pedestrian Priority Areas Traffic Management Regimes</b>	
L	Cornmarket Street (south) (Implemented in synchronisation with public realm improvements)	2006 onwards
M	Saint Paul's Avenue Implement following completion of works to Daunt's Sq	2006
N	Kyril's Street Implement following completion of works to plaza	2007
<b>3.7</b>	<b>Commercial vehicles</b>	
O	Implement freight management new policy emerging from strategy	2005
<b>3.8</b>	<b>Car parking regimes</b>	
P	Implement Dalton's Avenue Disc Parking Zone	2005

<b>4. STREET MARKET STRATEGY</b>		
Action ref	Project	Completion target
<b>4.1</b>	<b>Update bye-laws to reflect strategy</b>	
A	Amend, consult and adopt bye-laws	2005
B	Implement bye-laws following their adoption	2005
<b>4.2</b>	<b>Market fee structure review</b>	
C	Prepare new transparent fee structure based upon costs	2005
<b>4.3</b>	<b>Full time markets supervisor</b>	
D	Define role of markets supervisor, consider procurement options and appoint	2005
<b>4.4</b>	<b>Install new permanent market stalls in Core Area</b>	
E	Installation of stall prototype	2005
F	Installation of 20 stalls in Core Trading Area	2005
<b>4.5</b>	<b>Enforcement strategy</b>	
H	Enforce existing Casual Trading Area (CTA) bye-laws and other relevant regulations relating to unlicensed use of footpaths for trading (Roads Control);	Ongoing
I	Enforce new bye-laws	2005
<b>4.6</b>	<b>Off-street parking for Friday and Saturday trading</b>	
J	Secure parking on Phillip's site and Kyril's Quay (West)	2005
<b>4.7</b>	<b>Market traders store</b>	
K	Develop ground floor store for daily traders in Portney's Lane (north) as part of mixed-use building on City Council site	2006
<b>4.8</b>	<b>Designate additional CTA to front of Bridewell</b>	
L	Prepare, consult and adopt new CTA for additional van trading	April 2005

<b>5. DEVELOPMENT STRATEGY</b>		
Ref	Project	Completion target
<b>5.1</b>	<b>Promoting development</b>	
A	City Council take proactive steps to achieve development of key sites	Ongoing
<b>5.2</b>	<b>Guy's Site</b>	
B	Implement redevelopment of site	Sept 2006
<b>5.3</b>	<b>The Loft/Portney's Lane</b>	
C	Implement redevelopment of sites to synchronise with Guy's Site	Sept 2006
<b>5.4</b>	<b>Kyrl's Quay (west)</b>	
D	Procure design for site by Cork 2005 design competition	Complete
E	Planning permission and implementation by	2008
<b>5.5</b>	<b>Kyrl's Quay (East)</b>	
F	Procure design for site by Cork 2005 design competition	Complete
G	Site assembly, planning permission and implementation by	2009
H	Demolish buildings on "Phillips Site"	2005
<b>5.6</b>	<b>Kyle Street (north)</b>	
I	Site assembly, planning permission and implementation	2008
<b>5.7</b>	<b>Dalton's Avenue</b>	
J	Planning permission promote redevelopment and seek planning applications (likely to follow Guy's completion)	2006
<b>5.8</b>	<b>Rear of Saint Peter and Saint Paul's Presbytery</b>	
K	Implementation following on from Guy's permission	2006
<b>CONSERVATION STRATEGY</b>		
<b>5.9</b>	<b>Buildings of significance</b>	
L	Add Other Buildings of Significance to Record of Protected Structures	2005
<b>5.10</b>	<b>Lane plaques</b>	
M	Commission and install heritage lane plaques (public realm works)	ongoing
<b>5.11</b>	<b>Living Over the shop</b>	
N	Promote tax incentive regime and seek project implementation	end 2004
<b>5.12</b>	<b>Street frontage repair projects</b>	
O	Promote relevant development projects	Ongoing
<b>5.13</b>	<b>Heritage Strategy</b>	
P	Local heritage strategy and projects (e.g. storyboards)	Ongoing
Q	Expose and interpret archaeological finds for public benefit.	Ongoing

<b>6. PUBLIC REALM STRATEGY</b>		
Ref	Project	Completion target
<b>6.1</b>	<b>Programme funding sources</b>	
A	Identify funding sources for projects and prepare framework for levying special planning contributions	2005
<b>6.2</b>	<b>Primary landmark spaces</b>	
B	<b>Daunt Square extension</b> – finalise concept, procure detailed design and implement.	2006
C	<b>Cornmarket Street (south)</b> Finalise concept design, procure detailed design and implement scheme.	2007
D	<b>Cornmarket Street (north) / Bridge Square / Kyrl's Park and street</b> Finalise concept, procure detailed design and implement following completion of Cornmarket Street (south)	2007
E	<b>Kyrl's Quay</b> Implement road widening / reconfiguration of space / pedestrian crossings	2006
F	<b>Kyrl's Quay</b> Implement comprehensive upgrade of surfaces, street furniture, etc.	2007
<b>6.3</b>	<b>Secondary spaces</b>	
G	<b>Dalton's Avenue</b> Finalise concept, procure detailed design and implement (following Guy's).	2006
H	<b>St. Paul's Avenue</b> Finalise concept, procure detailed design and implement (following Guy's).	2006
<b>6.4</b>	<b>The Lanes</b>	
I	<b>Saint Peter's Avenue</b> Implement improvement project to resolve anti-social problems	2006
J	<b>Paul's Lane</b> Implement improvements as adjacent developments are brought forward	2006
K	<b>Portney's Lane</b> Implement improvements as part of Portney's Lane redevelopment	2006
L	<b>Coleman's Lane</b> Implement improvements as part of Grattan Street redevelopment	2006
<b>6.5</b>	<b>Signage strategy</b>	
N	Develop pedestrian signage strategy (LEGIBILITY STUDY) AS part of integrated city-wide legibility / pedestrian / walkway strategies	2006
O	Implement local signage	2006





## APPENDIX ONE STAKEHOLDERS

### External Stakeholders

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#### Public consultation workshop participants

(20<sup>th</sup> October, 2003)

1. Finbarr Barry, Cunnane Stratton Reynolds
2. Kathleen Barry, Coal Quay Traders
3. J. Boyle, Bo Ya
4. Pat Buckley, SS Rotor (Saint Peter & St Paul's Church)
5. J Bourke, The Bodega Bar, Cornmarket Street
6. James Burke, RIAI (Chair) / James Leahy & Associates
7. Kieran Burke
8. Brid Cantillon, Coal Quay Bar
9. Orla Clarke, Paul Street
10. Coleen, Klockwork Colour
11. Maud Cotter, Middle Parish Community Association
12. Alan Cronin, Bridewell Garda Station
13. Angela Crowley, Thomas Crosbie Holdings
14. Con Dennehy, City Publican / Cornmarket Street Traders
15. Diane Feehly, North Main St.
16. Jim Fitzgerald, I.T.C
17. Lim Bim Hamg, Giftware, Castle Street
18. Brendan Harte, Coal Quay, Twomey's
19. John Holford, CCTU Centre for the Unemployed
20. Mark Hosford, Food (Market) Trader
21. Conrad Howard, The Bodega Bar, Cornmarket Street
22. Tienn Huamg, Chinese Acupuncture
23. Kevin Hurley, An Taisce Corcaigh
24. Dermot Kelly, (chair) North Main St. Traders
25. Margaret Kiely, Footwear Stall, Coal Quay
26. Colin Kingston, Klockwork Colour
27. Dermot Lucey, North Main Street Traders
28. Sam Mansfield, Cornmarket Street Traders / Paintwell
29. Anne McCarthy, Pauls Lane
30. Liz McEvoy, Cork City Challenge
31. Jim McNamara, City Resident
32. Catherine McSweeney, The Mulberry tree
33. Andy Moore, 25 Paul Street

34. Rachel Murphy, Coal Quay Traders
35. Seamus O' Flynn, Fuschia Aromatherapy, Cornmarket St.
36. Paul O' Mahony, Coal Quay Trader
37. Robert Parker, RH Parker & Sons Ltd, Kyril's Street
38. Ger O' Riordan, ICD Firkin Crane
39. Colleen Phillips, Andean Spirit/St. Trader
40. Seamus Quaim,
41. Vera Ring, City Trader
42. Caroline Robinson, Food (Market) Traders
43. Rose Scally, North Main St.
44. Helen Stone, Cork Craft Network
45. Yvonne Sung, Giftware, Castle Street
46. Teresa Twohig, Public
47. Alan White, Cornmarket Street Market Traders Association

### Formal Submissions on Public Consultation Report

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1. J Bourke / Conrad Howard (The Bodega)  
Re: Improvements to Cornmarket Street
2. Maud Cotter, Re: Street market
3. Cornmarket Street Traders Organisation  
Re: Street market
4. Joe Noonan, Re: Pedestrian Priority Areas
5. Cork Craft Network, Re: Craft market
6. North Main Street Traders Association Re: Various
7. Cornmarket Street Business Association  
Re: Various

### Internal Stakeholders

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#### Movement Strategy

Jeremy Ward, Planning Policy  
Noel Tummon, Traffic  
Pat Casey, Traffic

#### Street Market Strategy

Alison O'Rourke, Property  
Dominic Donovan, Street Cleansing  
Jeremy Ward (CHAIR)  
Martin Fagan, Property  
Mary Hegarty, Law Agent

#### Development Strategy

Ann Bogan, Planning Policy  
Jeremy Ward, Planning Policy  
Maurice Hurley, City Archaeologist  
Pat Ruane, Conservation Officer  
Pat Casey, Traffic Division  
Paul Hickey, Planning Policy  
Ronnie McDowell, Development Control  
Sean Boyle, City Architects

#### Public Realm Strategy

Ann Bogan, Planning Policy  
Dan O'Sullivan, Roads Control  
Jeremy Ward, Planning Policy  
Noel Tummon, Traffic  
Pat Casey, Traffic  
Paul Hickey, Planning  
Tom Droney, Roads Design  
Tony Fleming, Roads Design

## APPENDIX TWO HISTORICAL CONTEXT

The Cornmarket Street area is described in section 1.1. Cornmarket Street itself is the physical focus for the area, with the blocks to the east and west having a direct relationship to it in terms of physical and functional connection, and development potential. They are therefore inextricably linked to the future of Cornmarket Street itself.

Historically the area has developed as four distinct sub-areas (see Figure 1.5)

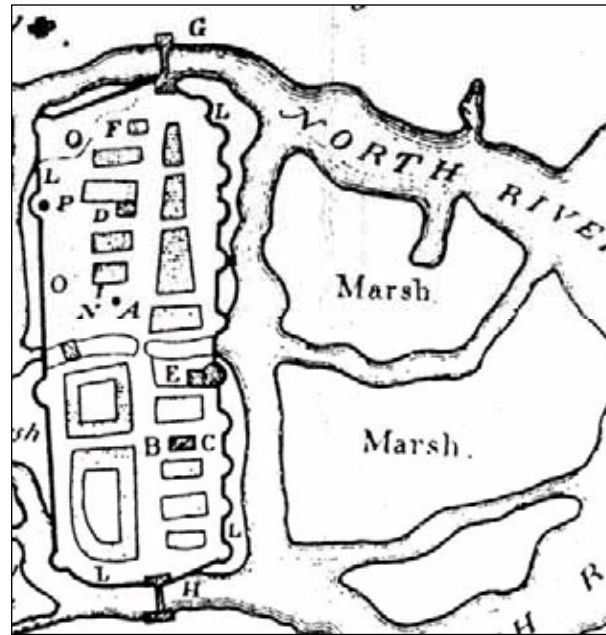
- The **Medieval City** area (west of Cornmarket Street)
- The **foreshore** area (now Kyril's Quay / Kyril's Street)
- The **walkabout** area east of Cornmarket Street developed from 1725 onwards
- **Cornmarket Street** itself is the focus for the area as a whole, with each of the development areas fronting onto it. With its wide space, it was formerly a quay and focus for trading and the markets

### The Medieval City

This area of the city is clearly defined by the extent of the Medieval City Walls (see Map 1)

### Cornmarket Street

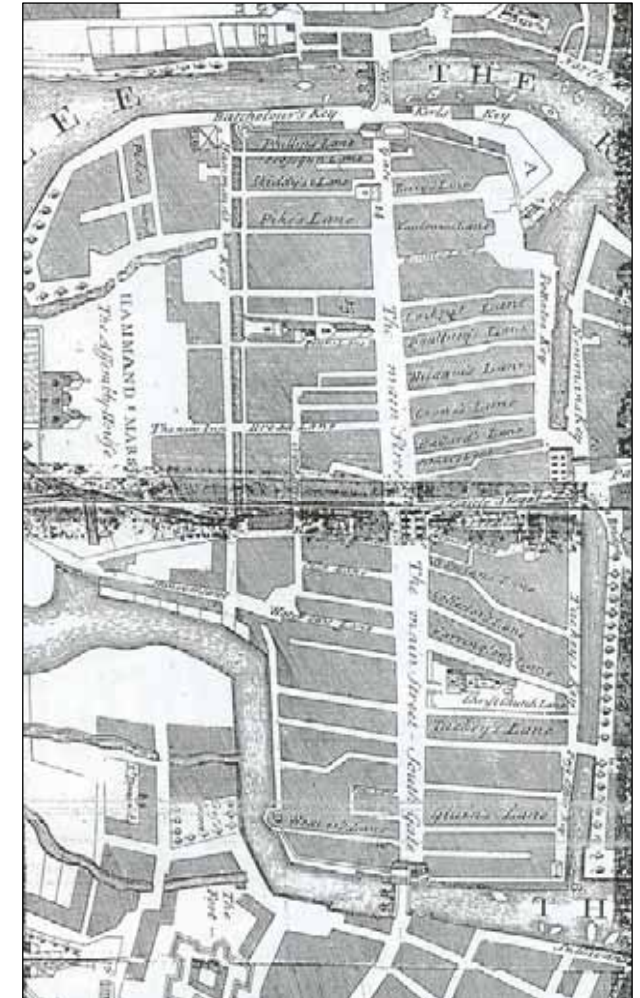
The space where the present day Cornmarket Street exists was formerly a quay, known variously as Newenhams Quay (later Newman's Quay), Potato Quay and Coal Quay. From the 12<sup>th</sup> century until the 18<sup>th</sup> century the location of the quay just outside the Medieval City Walls, ensured its growth and allowed it to host much of the import/export trade of the city, as well as being the home to various markets.



1545



1610



1750



In the 18<sup>th</sup> century, Newman’s Quay was filled in to provide a civic space and street that was wide enough to cater for the growing markets and capable of accommodating the ongoing expansion of the city. A Corn Market building was constructed at the southern end of the street, located centrally in the space. The street became known as Cornmarket Street in the 19<sup>th</sup> century. By the late 19<sup>th</sup> century, Cornmarket Street itself became synonymous with the open-air trading known locally as the Coal Quay Market.

### The “Foreshore”

The present-day Kyril’s Street and Kyril’s Quay area was traditionally known as the “Foreshore”, lying outside the City walls. It was used as a landfill site to raise the ground level for a time but after the river channel was filled in it became incorporated into the Cornmarket Street Area and mainly functioned as a transport link between Northgate Bridge and Cornmarket Street and the quays. Its importance as a route is still in evidence today as Kyril’s Quay carries large volumes of traffic.

### The “Walkabout” area

This area to the east of Cornmarket Street was as an amenity walk for the citizens of the City by 1602 and beyond to develop into a residential area in the 17<sup>th</sup> century, a process which gathered momentum in the 18<sup>th</sup> century due to the economic boom. Extending from Cornmarket Street to Emmett Place, the narrower streets and laneways and smaller plot sizes are legacies of its historic residential function.

### Layering of Development

Whilst the basic street pattern of the area is established by history, the structure and phases of plots and buildings have changed greatly over time.

The medieval city was largely rebuilt by 1800, although some fabric of the medieval city does remain integrated into the buildings of today. Whilst the area would have been developed as domestic urban vernacular on a plot structure of 7-9 metres width, the nineteenth century saw the incision

of larger non-domestic building types, which changed the grain of the area, particularly affecting Cornmarket Street. This included the development of the market buildings in 1843, and the Musgrave buildings on the eastern side of Cornmarket Street in the 1920s.

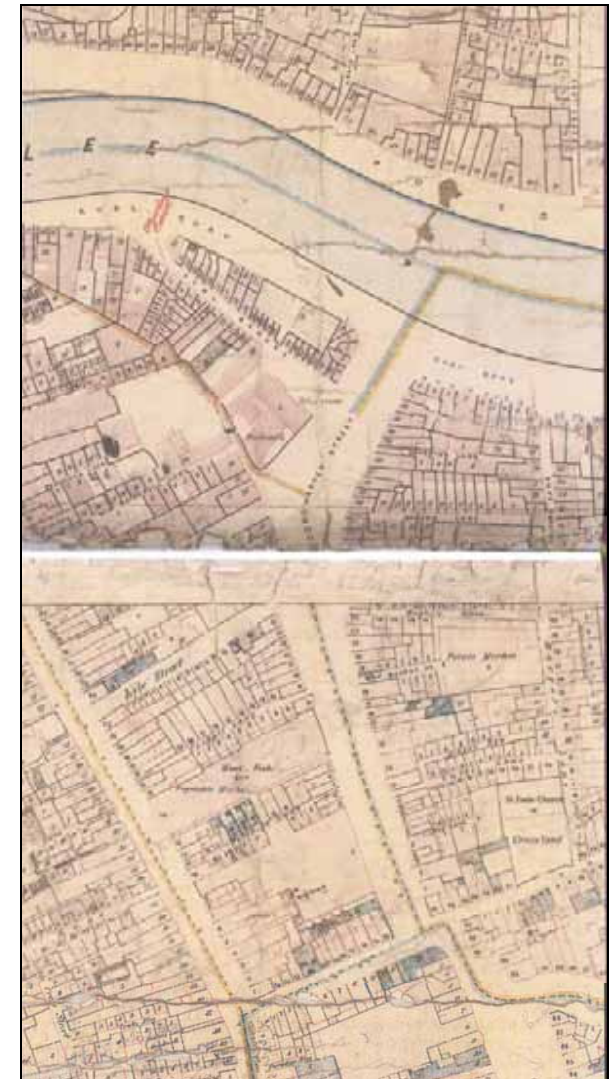
The character of the area was dramatically altered by the physical process of “slum clearance” that resulted in the loss of much of the residential function and older buildings on the laneways from the 1950s to the 1970s.

The 1980s and 1990s saw the incision of larger developments that amalgamated blocks as well as plots, these being the Paul Street Shopping Centre and the North Main Street Shopping Centre.

The former began the commercialisation of Paul Street and the Huguenot Quarter, and the latter was a development intended to reverse the decline of the North Main Street Shopping Centre by providing an “anchor” at its northern end.

The 1990s and 2000s have seen Cornmarket Street itself began to show signs of an upturn in fortune, attracting some developer interest in reusing the historic building stock.

Lavitt’s Quay has also seen a dramatic transformation in this period, with major planning permissions for the development of large office / commercial / residential developments that will transform the appearance of this portion of the City Centre Island’s waterfront, involving the clearance of historic buildings and plot amalgamation.



1850

## APPENDIX THREE BUILDINGS OF SIGNIFICANCE

### Buildings east of Cornmarket Street

#### **Brown Street / Rory Gallagher Place**

Connolly's bookshop

#### **Coal Quay – Nos 1-7**

This is one of the last remaining intact historic waterfronts on the city centre island. Combined with the Cornmarket Street frontage this is a special group of buildings.

#### **Cornmarket Street**

31-34 (Art deco building part of which is occupied by Paddy Power Bookmakers)

#### **Dalton's Avenue - Corporation Buildings (nos. 1-33)**

This development of 1900 is a very rare example of triplex public housing designed to read as a terrace of houses.

#### **Daunt Square**

Nos. 1, 2, 3

#### **Lavitt's Quay**

William Clarke building

#### **Paul Street**

Nos. 2 and 3 (between Carey's Lane and Half Moon St)

Nos. 24, 25, 26, 27, 28

Nos. 40, 41, 42, 43 and 44 (between Paul's Lane and Half Moon Street)

Hale Bop building (jewellery)

Poco Loco building (vacant)

### Buildings in the North Main Street Area of Special Character

#### **Adelaide Street**

Nos. 14, 16, 17 and 21

#### **Castle Street**

Nos 2-13

Catholic Young Men's Society (CYMS) (1-7 Paradise Place)

#### **Cornmarket Street**

No.50 (Bridewell Garda Station)

#### **Kyle Street**

Warehouse at north-eastern corner

Nos. 1-16

#### **Liberty Street**

St Francis Church and Friary

Nos. 2 and 18-20 (old registry office)

#### **North Main Street**

52, 54 and 55

78/ 79 / 80 (Munster Furniture)

#### **Portney's Lane**

Nos. 15-17 (early C19)

### Huguenot Quarter Buildings of Significance adjacent to Paul Street

#### **Academy Street**

Nos. 17A, 18, 22, 23

#### **Carey's Lane**

Yesterdays (ornaments)

Other realms (books / games)

Equinox (jewellery)

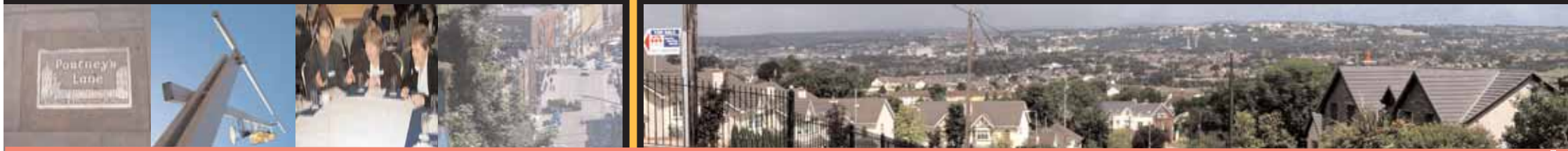
#### **French Church Street**

Meadows & Byrne (also on Academy Street)

Mercier (books)

Jeff Devine (hairdressers)

# URBAN RENAISSANCE



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