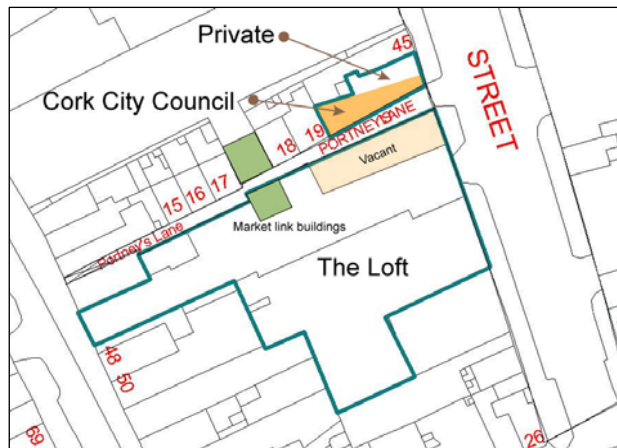


## Objectives

- 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

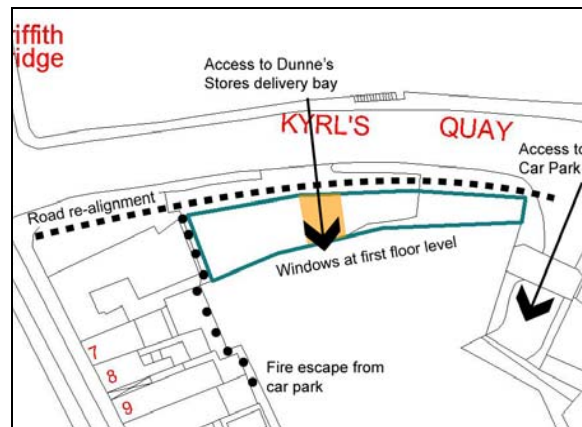
The site occupies a very prominent north-facing frontage onto the northern channel of the River Lee quay (Kyril's Quay). The improvement of this site and formalisation of its function and design are of very high priority due to its location, as this will transform the character of the waterfront.



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.

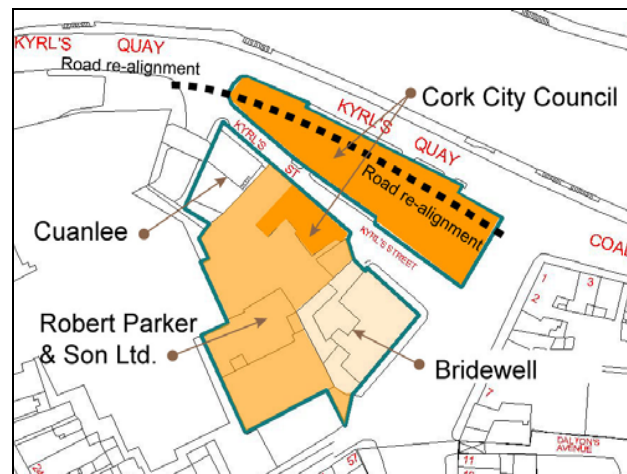
The gross site area is 0.63ha, and has three site components:

- 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

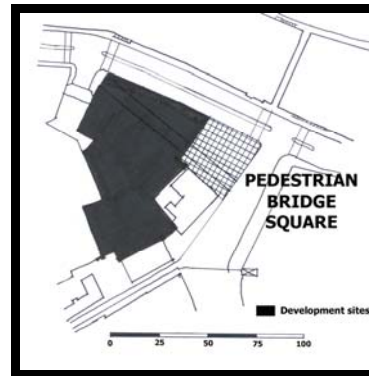
This involves the development of the Kyril's Street site and the creation of a new Kyril's Quay pocket park on the entire Kyril's Quay site (forming a "doormat" to the development). See Figure 6.7 for an illustration of this concept.

## Potential Uses

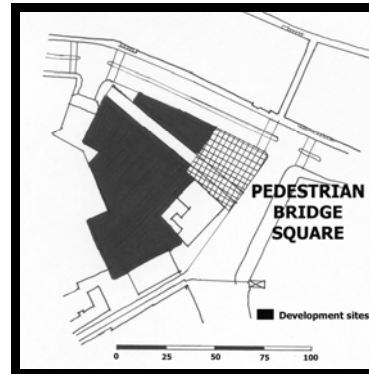
- The site is identified in the *City Plan 2004* as a potential Higher Order Retail site, although the site is unlikely to be viable for this use until the Guy's site is developed and the general character of Cornmarket Street upgraded
- Active uses must be located at ground floor level (e.g. restaurants, 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

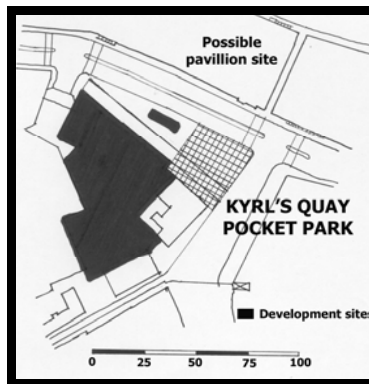
- If Kyril's Street is retained then it will be a no-through route for vehicles, and will service (access / deliveries) the development sites only. It will be designed as a shared surface Pedestrian Priority Area



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

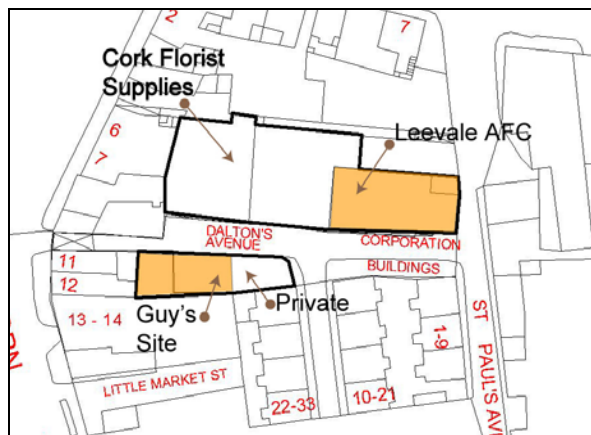
### Building Design

- 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 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

