

6.4.3 Cornmarket Street (north)

Background

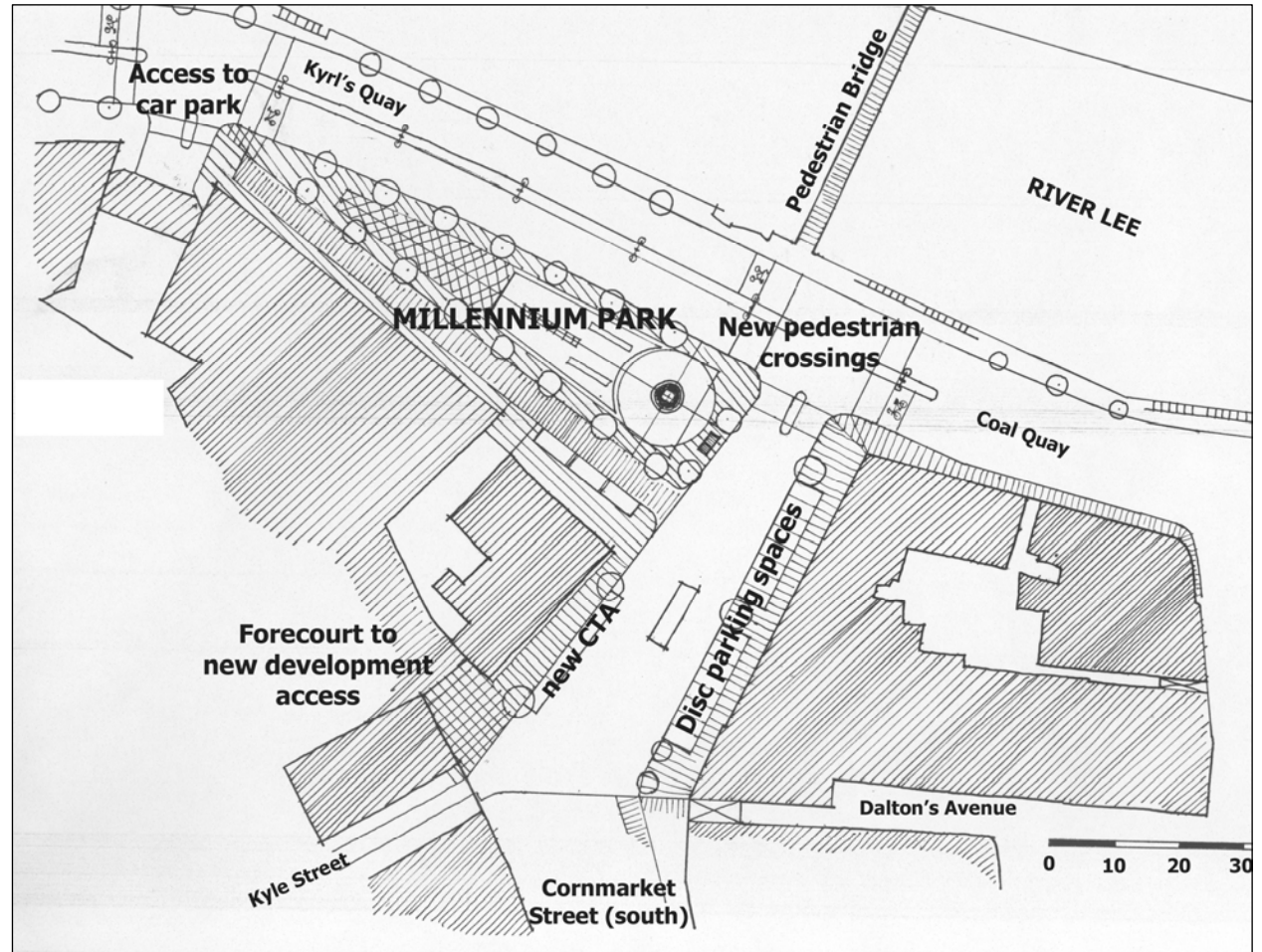
Currently this wide street of 20-30 metres total width is dominated by vehicle circulation, parking and loading / unloading of HGVs and smaller vehicles. There is no footpath on the western side of the street, which is fronted onto by the derelict "Phillip's site".

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)

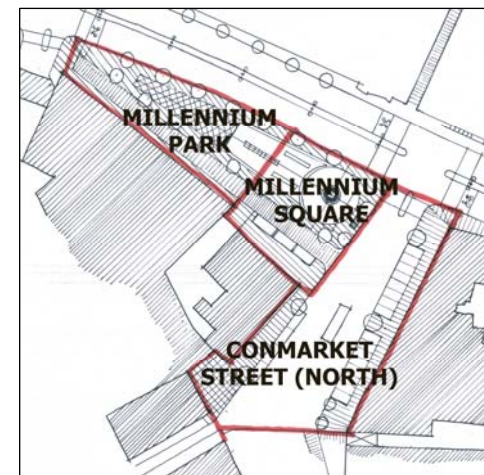
Priority: High	Completed by: 12/07
Cost estimate: €1.4m	Materials: Landmark
Unit cost (psm): €800	Size: 2,000 sqm

Cornmarket Street Bridge Square

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

Kyril's Urban Park (without square)

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



6.4.4 Kyril'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	Very high – 12/05
Landscape priority	High – 12/07
Size	4,000 sqm
Materials	Landmark / transit corridor
Cost	€2m
Unit cost (psm)	€500

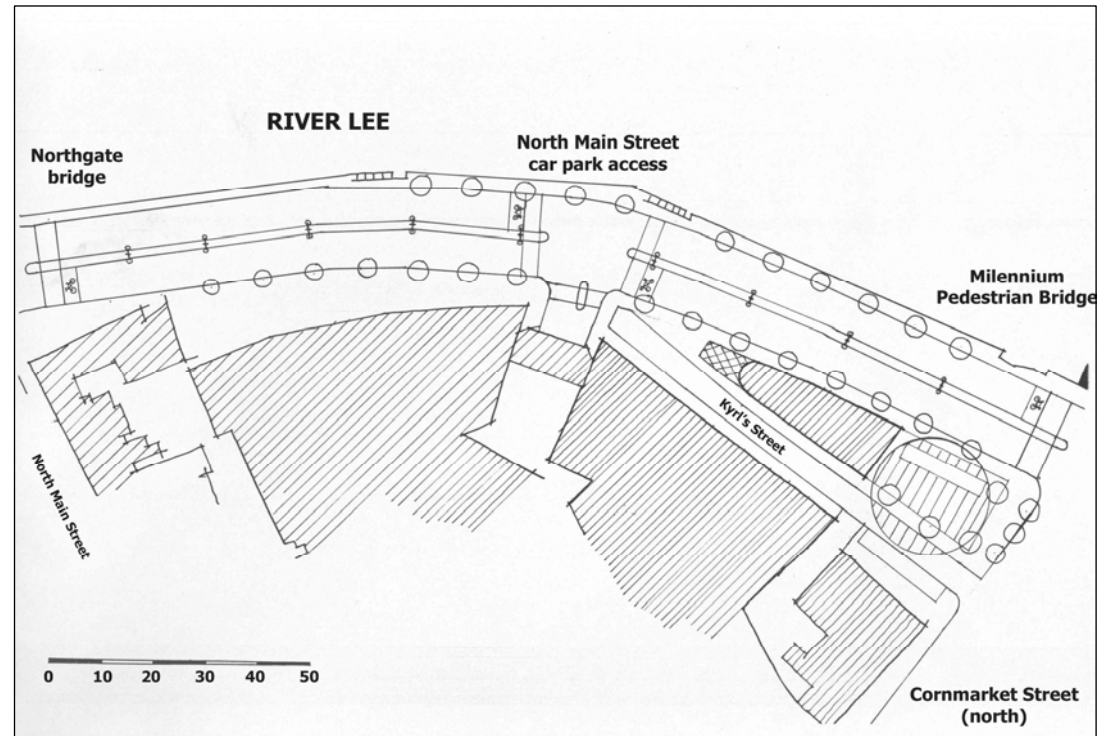
Movement and Accessibility

- 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
- Kyril'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: Kyril's Quay (showing Cornmarket Street Bridge Square/ flat iron building option for Kyril'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

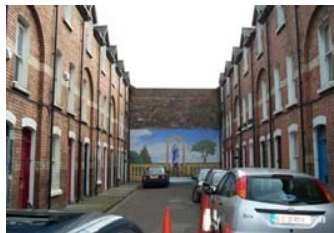
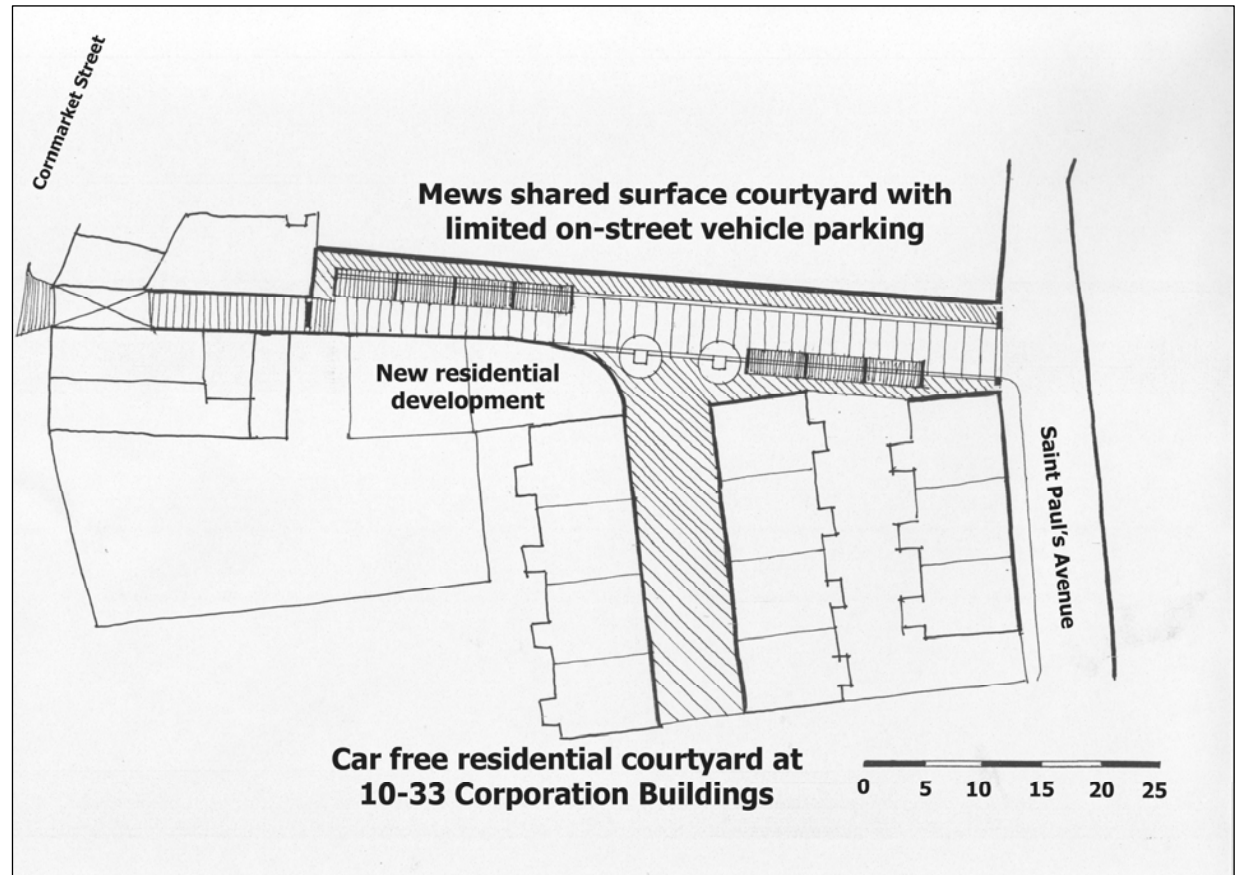
Proposed

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

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

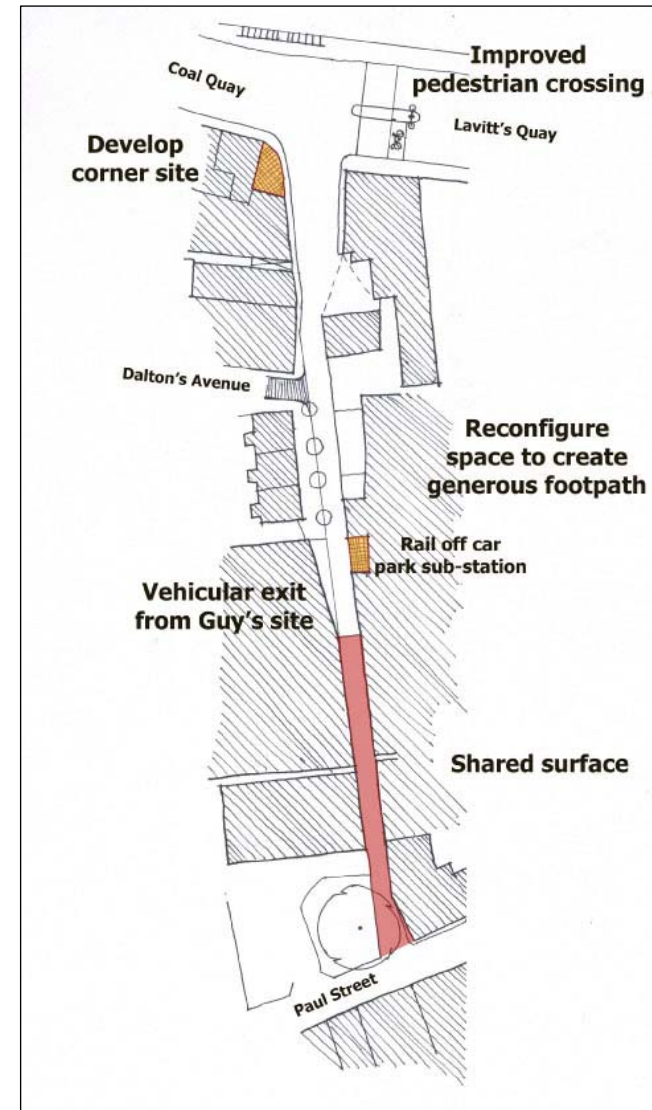
- Development of Guy's site (see section 5.3), Saint Peter & St Paul's Presbytery, and insertion of Paul Street Shopping Centre entrance will provide active frontages
- Link from Guy's site to Paul Street SC / car park
- Single level pedestrian priority space from Paul Street to vehicular exit from Guy's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

Key Facts

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



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