

Tivoli Docks Local Area Plan

Pre-draft Plan Consultation Report



Comhairle Cathrach Chorcaí
Cork City Council

25th September 2017

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1. Introduction

Background

Cork City Council has begun preparation of Local Area Plans (LAP) for the Tivoli Docks and the Cork City Docks on foot of commitments to do so in the Cork City Development Plan 2015-2021.

The purpose of the Tivoli Docks LAP will be to set out an integrated land use, transportation and urban design framework to facilitate the future redevelopment of the area, which is a substantial site of 61.5 hectares, approximately 2.5km east of the city centre.

Pre-Plan Consultation

On 29th May 2017, Cork City Council launched a pre-draft plan public consultation exercise through public notice in the Irish Examiner inviting participation to identify and raise issues that need to be addressed in the local area plans and consider how these dockland areas should be redeveloped in the medium to long term.

Cork City Council also published the Tivoli Docks LAP and the Cork City Docks LAP Issues Papers and issued same to inter alia, prescribed bodies, utility providers and local stakeholders groups (i.e. business, community, recreational/ sport and environmental).

Written submissions were invited from interested parties and stakeholders for the period 29th May - 7th July. In addition, public workshops (involving Technical and Stakeholder groups) were held 20th June 2017 at the Clayton Hotel.

This report summarises the issues raised in the written submissions but also includes additional issues raised in the workshops. A report on the Public Consultation Workshops was published at www.corkcity.ie in early July.

Next steps

Over the coming months, the Planning Policy Team will consider inter alia, national and regional policy and guidance, and the matters/ issues identified during the consultation process and set out in this report, and prepare a draft Local Area Plan in accordance with Sections 18 - 20 of the Planning & Development Acts.

Cork City Council will publish a public notice to make a local area plan in a locally circulated newspaper such as the Irish Examiner and make available copies of the proposed (draft) plan at specified locations including the City Libraries for a period of not less than 6 weeks.

Submissions and observations on the draft plan will be invited during this period and a Chief Executive's report on the submissions and recommended responses will be prepared within 6 weeks and given to Elected Members for their consideration. Members shall make or amend the plan within 6 weeks after the furnishing of the Chief Executive's Report.

Structure of this report

The report is structured as follows:

- An overview/ summary of the issues raised in written submissions
- Key points / themes for each issue
- Appendix 1. Details of Written Submissions
- Appendix 2. Details of the Workshops

2. Summary of Issues Raised

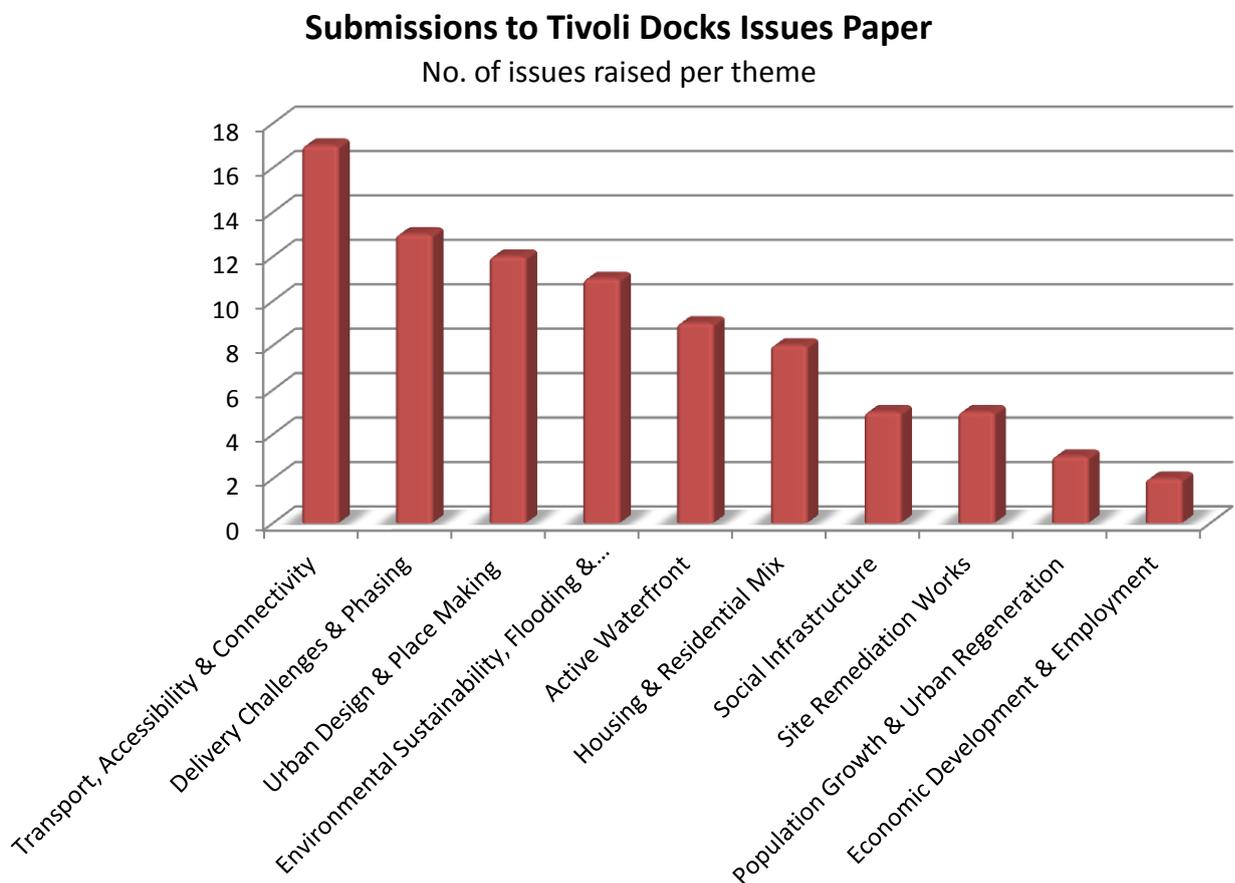
A total of 26 no. submissions were received in relation to Tivoli Docks. Submissions were received from a range of different groups including public bodies, local businesses groups, community groups and individual residents living in the local area. The ideas and issues raised in each submission can be grouped under 10 broader themes, and cover 38 identifiable issues:

Theme	Issues raised within each Theme	No. of times issues were raised
Transport, Accessibility & Connectivity	Accessibility, Connectivity, Capacity of Road Network, Car Usage & Parking, Cycle & Pedestrian Friendly, Links to the City Centre, Location of the Rail Station.	17
Delivery Challenges & Phasing	Infrastructure Delivery, Delivery Challenges, Phasing & Prioritisation.	13
Urban Design & Place Making	Urban Design, Place Making, Designing Neighbourhoods, Accessible design for communities	12
Environmental Sustainability, Flooding & Climate Change	Climate Change, Flooding, Water Quality, SEA & AA, River Management Plan	11
Active Waterfront	Active Waterfront, Waterfront Access, water safety, Rowing	9
Housing & Residential Mix	Housing, Density, Residential Mix, Inclusive Neighbourhoods, Scale & Massing	8
Social Infrastructure	Social Investment, Sports & recreation, Arts, New Hospital	5
Site Remediation Works	Site Remediation	5
Economic Development & Employment	Employment, Tourism	2
Population Growth & Urban Regeneration	Urban Regeneration, Population Growth.	1
Totals	38	82

A wide range of issues were raised within the 26 submissions received. A notable number relate to Transport, Accessibility & Connectivity (20%). Delivery Challenges & Phasing (15%), Urban Design & Place Making (14%) and Environmental Sustainability, Flooding & Climate Change (13%) were also recurring issues.

Other frequent issues raised include the delivery of an Active Waterfront (10%), Housing & Residential Mix (9%), Social Infrastructure (6%) and Site Remediation Works (6%). The number of issues raised in relation to Population Growth & Urban Regeneration (2%) and Economic Development & Employment (2%) were lower.

While the breakdown of issues raised within each submission provides for an interesting overview of public opinion, some of individual issues raised also provide important factors that will need to be considered further during the plan making process.



Further analysis of the nature of issues raised under each of these 10 themes is provided below. Please note that it is not the intention of this document to re-iterate every issue raised word-for-word. Rather, it is an overall summary of the key planning issues raised for the future development of Tivoli Docks. A more detailed summary of each written submission received is included in Appendix 1.

Issues

1. Transport, Accessibility, Connectivity

Accessibility

Nearly half of the issues raised under the Transport, Accessibility, Connectivity theme relate to accessibility, at differing scales.

- 11 no. submissions stated a desire for enhanced rail, within both a local and regional context. Access to the site within an integrated transport network (capitalising on the rail corridor) is strongly encouraged as a central theme of the LAP.
- A number of submissions called for a clearly designed transport strategy with the National Transport Authority and Southern Regional Assembly both stating that an area-based assessment should be developed as part of the local area plan preparation process.
- Other suggestions include the need for accessible and centrally located bus stops that area safe and comfortable and well lit up and for priority measures for pedestrians and cyclists, both locally and to the city centre.

Connectivity

The issue of the sites connectivity was consistently raised with a particular focus on the isolated nature of the existing site and the need for multi modal connections to the wider local area, the City Centre, Little Island and to the emerging redeveloped areas in the North and South Docks.

- 5 no. submissions highlight the need for multi-modal connectivity (rail, cycle, ped) to the city centre by way of an active and attractive extension to the city along the waterfront.
- A number of submissions stated the need for clear and well designed links to the wider local area and the need for direct connectivity to the redeveloped north and south City Docklands and Little Island.
- Other suggestions included the longer term connections to Douglas, Carrigaline and Ringaskiddy

Capacity of Road Network

A number of submission raised issues relating to the capacity of the existing road network, the need for infrastructural investment in strategic road improvements and the issues of road safety

- 3 no. submissions noted that the impact of development generated traffic must be controlled so as not to interfere with the strategic nature of the surrounding road network
- The issue of road safety also arose, with concerns that increasing traffic volumes will impact negatively on the safe entry and egress to existing dwellings and existing residents.

Cycling Network & Pedestrian Friendly

Seven submissions made direct reference to the need for cycling and pedestrian infrastructure to be prioritised, including both internal and external linkages.

- 7 no. submissions stated a desire for cycling and pedestrian links to be prioritised, with permeability being a guiding principle and a green spine (cycle walking) to link with other areas.
- A number of submissions stated that good connectivity for walking/ cycling to local services and public transport is central to the delivery of a new more sustainable urban area.
- Other suggestions include the delivery of pedestrian and cycling access to the employment centre of Little Island and the need for a new waterfront amenity centred on the pedestrians/cyclists.

Links to the City Centre

The need for direct multi-modal links to the City Centre was highlighted in numerous submissions.

- A number of submissions noted that while the site is further east than the other docklands areas, infrastructure led extensions along the waterfront to the city will make it highly accessible
- Other suggestions note that the future uses within Tivoli Docks will need to consider and be mindful of the role of the city centre as the heart of the city

Location of Rail Station

Two submissions make direct reference to the need for a new rail station to service Tivoli Docks and the location of same.

- One submission noted the need to provide a new Rail Stations at both Tivoli and Dunkettle
- One submission notes that Kingsbury Investment site (occupied by HSS) is best location for rail station, due to adequate landholding for interchange and its ability to serve the existing population of Silversprings and Mayfield.

Car Usage & Parking

Four submissions made specific reference to car usage and parking.

- The need for site specific parking standards and design was highlighted in three submissions
- Access to the site within an integrated transport network (capitalising on the rail corridor) is strongly encouraged as a central theme of the LAP

2. Delivery Challenges & Phasing

Infrastructure Delivery

Infrastructure delivery is a detailed issue raised in 12 submissions received. The delivery of primary infrastructure to drive the redevelopment of Tivoli Docks is highlighted in the majority of these submissions including the relocation of the Port of Cork to Ringaskiddy, the upgrade of the M28, the delivery of the Eastern Gateway Bridge, a new rail station, pumping station upgrades, storm water and surface water infrastructure and a light rail interconnector to the City Centre and Little island.

- 5 no. submissions highlight the need for Port of Cork to relocate to Ringaskiddy, which requires an upgrade of the M28 and investment in infrastructure to relocate Seveso sites, as the first and foremost challenge to redevelopment of Tivoli Docks.
- A number of submissions note the need for the LAP to identify all critical infrastructure required including improved western access; provide new eastern access; provision for Rail station; cycling pedestrian links; Bus Rapid Transit connections; and direct access to the Eastern Gateway and City Docks;
- Irish Water note that the future development of Tivoli will need new storm and surface water infrastructure and that the existing pumping station may need to be upgraded to cater for an additional 3000 PE units.

Delivery Challenges

The challenge of delivering the critical infrastructure required to realise the development of Tivoli Docks is noted in many of the submission received.

- 4 no. submissions highlight the challenges of developing the Tivoli Docks due to need to relocate port activities, the lack of infrastructure and the location of Seveso sites on site.
- A number of submissions highlight the challenge of providing adequate public transport services at the local level in tandem with the overall development of the site.
- Other delivery challenges centre on how to relocate the port out of the city in a phased manner and the need to retain some port facilities in future redevelopment of the docklands, such as facilities for cruise liners.

Phasing & Prioritisation

Phasing and prioritisation was highlighted as a significant issue in 10 submissions received, with the need for a clear and realistic phasing programme being the most prevalent concern.

- 6 no. submissions make direct reference to the need for a clear and realistic phasing programme to deliver infrastructure that enables the phased development of Tivoli Docks in a sustainable manner.
- A number of submissions stated the need promote and provide for the development of public transport services, accessibility to services at the local level and the delivery of supporting sustainable transport infrastructure
- The Southern Regional Assembly recommends that a clear phasing programming which identifies “infrastructure packages” to deliver both the overall network of enabling infrastructure, specific infrastructure requirements for each phase of development, inclusive of social infrastructure, may benefit the work of stakeholders to collaborate with the Council and support delivery of this infrastructure.

3. Urban Design & Place Making

Urban Design

The need for high quality Urban Design to be at the centre of the future plans for the Tivoli Docks was highlighted in 9 different submissions. Issues highlighted included the delivery of high quality public realm and urban spaces, attractive architecture and landscaping and place specific design responses.

- 6 no. submissions make specific reference to Urban Design, noting that Tivoli could become an excellent case study for future urban living. A new urban quarter with active waterfront, multi-modal transport links, med-high density, mixed use and comparatively taller buildings
- A number of submissions make specific reference to the need to delivery unique, attractive and multipurpose public spaces including a multipurpose linear riverside park, designed to allow for water attenuation in times of significant weather events.
- Other suggestions note potential uses: cinema, open studios, design workshops and maritime related uses (marina, museums, active riverside areas).

Place Making

Submissions received in relation to place making range from the need to ensure a pedestrian friendly environment to a car free zone. Links to riverside amenities are suggested and the potential to create a unique place through a design competition are also highlighted.

- 5 no. submissions make specific reference to place making through high quality design, delivering functional and unique public realm and providing for a mix of uses to encourage s an exemplary new urban area.
- A number of submissions note the redevelopment of Tivoli offers an opportunity to create a new place with a high Quality of Life in a city.
- Other suggestions include the design of pedestrianised streets, access to the river and cycling facilities that deliver an attractive, alternative way of living to the current norm.

Designing Neighbourhoods

The need to design at the scale of the neighbourhood is noted in a number of submissions, including the need to reconnect this isolated site back into its surrounding local area.

- 2 no. submissions note that Tivoli provides an opportunity to capitalise on brownfield redevelopment to create a new sustainable urban neighbourhood connected to the city
- Other suggestions include the need to think of neighbourhoods at appropriate scales with a mix of uses creating an attractive place to live, plenty of open spaces, trees and playgrounds.

Smart and Accessible Design for Communities

One submission notes that the development of Tivoli should be planned as a sustainable smart village with health care, education and recreational facilities for the elderly, crèche facilities, indoor gym and a place of worship, primary and secondary school, open spaces: passive and active recreation. Energy saving designs including broadband, elderly and disabled person friendly design, being wheelchair accessible throughout are other suggested design responses.

4. Environmental Sustainability, Flooding & Climate Change

Climate Change

Climate Change is highlighted as an issue in 6 no. submissions received. Topics covered include the need to mitigate for climate change through environmental enhancements, the opportunity to move away from unsustainable transportation modes and the need for

specific policies on green infrastructure relating to new buildings in order to help achieved agreed climate change targets.

- A number of submissions highlight the opportunity for changing transportation patterns away from unsustainable modes in order to create an environment without excessive noise, air and dust pollution, caused by increasing traffic volumes.
- 3 no. submissions highlight the need for a Climate Change and Sustainability assessment to be undertaken, fully informing the plan from an early stage.
- One submission objects to redevelopment of Tivoli due to the risk of flooding. Other suggestions include the incorporation of green roofs, rain water collection and attenuation and solar panels in all buildings.

Flooding

5 no. submissions received raise specific issues relating to flooding and flood prevention measures, with two of the submission going into specific detail.

- 4 no. submissions highlight the challenges of the implementation of appropriate flood relief measures, such as flood relief channels.
- A number of submissions highlight the need to view the management of flood defences in the docklands within the context of current flood relief works being proposed throughout the city.
- 2 no. submissions advocate the use of a tidal barrier at Lough Mahon, opposing a defended polder around docks similar to Atlantic Pond

SEA & AA

The Environmental protection Agency (EPA) made a submission highlighting the requirements of a Strategic Environmental Assessment (SEA) to fully inform the plan making process. Details are submitted on how the SEA process can provide opportunities to avoid, reduce and mitigate any significant adverse environmental impacts identified and provide for environmental enhancements. Where an Appropriate Assessment (AA) is required, findings and recommendations should be incorporated into the SEA and the Plan, as appropriate.

Water Quality

Two submissions highlight the issue of water quality, with both referring to the recreational and amenity value that an environment with high water quality can create.

- One submission highlights how good water quality allows for active uses and unique places, such as marine based facilities or the creation of a City beach as an attractive amenity. Ocean Village, Southampton, is highlighted as a good example
- One submission notes how a high water quality needs to be ensured and enhanced to maintain and enhance rowing and other water based activity in the area.

River Management Plan

One submissions requested that a River Management plan be prepared as part of the plan making process.

5. Active Waterfront

Active Waterfront

8 no. submissions relate specifically to the potential of Tivoli Docks Waterfront and the unique opportunity to create a unique and connected environment designed for many users.

- 7 no. submissions refer to the creation of an active waterfront creating a connecting route or Greenway between the city's riverside areas. This active waterfront should be generous in scale and include active and passive uses such as parks, boardwalks and routes for cycling
- 4 no. submissions make reference to marine leisure and water based transport with one submission stating that such an approach would greatly enhance Cork City's prospects for a European Green Capital award.
- A number of submissions highlight the importance of the wider region's marine assets, with opportunities to explore interaction and synergy between the dockland regeneration area and the maritime assets of the wider Cork Harbour area.

Waterfront Access

A number of submissions received raise concerns relating to future waterfront access and the need to ensure that all users are catered for as part of any future redevelopment of the site.

- 3 no. submissions highlight that given the existing uses on the site, there is a unique opportunity to create high levels of access to the waterfront for all users.
- A number of submissions highlight how the design of the Eastern Gateway Bridge should be re-examined so as not to impact on use of river for recreational and marine tourism users.
- One submission notes that due to the relative isolation of new community at Tivoli it is important to provide access to the waterfront and create a counter point to Blackrock harbour by mirroring the successful public spaces there.

Rowing & Water Safety

3 no. submissions received raise specific issues relating to existing rowing activity and rowing clubs in the area.

- Two submissions note that there are five active clubs currently using the River Lee, an historic location for Rowing, with major concerns needing about any increased activity that could hinder access and use of the river.
- One submission states that infrastructural development must consider impact on rowing clubs and the design of eastern gateway bridge should be re-examined so as not to impact on the use of river for rowers.

6. Housing & Residential Mix

Housing was raised in 8 no. submissions. A range of themes were identified included residential mix, density, scale and massing, inclusive neighbourhoods and design. In general, the submissions advocated medium to high density development with a variety of

units, by type, size and tenure, creating walkable, self-contained or inclusive neighbourhoods with local services and community facilities accessible to public transport.

Mix of units

- 2 no. submissions highlight the need for an appropriate variety of unit types, sizes and tenure options capable of responding to the demographic cycle of the population, recognising that Cork has an aging population and is experiencing strong inward migration.
- A mix of flexible modular homes and student accommodation was raised in one submission.

Density

- 2 no. submissions support sustainable 'higher' residential densities to support local educational and healthcare services, recreational amenities and recreational facilities.

Inclusive neighbourhoods

- A 'walkable' urban village/ autonomous or inclusive neighbourhood concept is identified in 3 no. submissions including the provision of local, social and community services and recreational facilities and public transport.

Scale & Massing

- 4 no. submissions relate to residential density, advocating high or higher density developments ranging variously from "3 to 6-storeys" "up-to-5-storeys" "minimum of 5-storeys" to "medium to high density with no prescribed maximums."
- High-rise development has also been put forward in one submission.

Design Quality

- A number of submissions highlight the need for high quality housing design, including energy saving design, broadband and disabled person or wheelchair friendly design standards.

7. Social Infrastructure

The broad issue of social or community infrastructure was raised in 5 no. submissions referring to need to provide typical social/ neighbourhood facilities such as schools, crèche and health centre; sports and recreation interests such as rowing clubs; community arts facilities for youth organisations and the potential to accommodate a new city hospital.

Community facilities

- Health care, education and recreational facilities, crèche facilities, indoor gym and a place of worship, primary and secondary school, open spaces passive and active recreation were listed as required social and community uses and infrastructure to support and complement the proposed housing.

Sports and Recreation

- The importance and potential of the River Lee as a recreational and sports facility was highlighted in 2 no. submissions. The long established competitive rowing clubs and other recreational users of the River Lee should be provided for when considering redevelopment and provision of built infrastructure such as the Eastern Gateway Bridge.
- A novel idea was that a city beach/ lido would be an attractive amenity.

Community/ Youth Arts facilities

- One submission highlighted that there is an opportunity to provide for youth/ community creative arts groups facilities given recent closure of creative spaces in the city (Sample Studios, Camden Palace).

Hospital

- Tivoli is identified as a logical location for a new hospital, or a large medical centre as it is considered accessible to the wider region.

8. Site Remediation Works

Site Remediation Works

- One submission suggested that site remediation works will be an important factor in designing a phasing schedule, (given the past industrial history of the site and the continuing Seveso activity). Identifying remediation processes and effective methods to integrate it within a programme of works may be beneficial at an early stage of the process.

9. Population Growth & Urban Regeneration

Population Growth

- One submission highlights the trend of a growing population, an aging population and net inward migration in Cork, and the relationship in terms of employment creation and supply of an appropriate housing mix.

10. Economic Development & Employment

Economic Development & Employment is referred to in 2 no. submissions, potential sectors included inter alia Tourism, Education, Medicine; technology or start up companies.

Employment

- One submission stated that the redevelopment of Tivoli must include a large employer in the area, e.g. an educational institute or a medical centre, forming an anchor tenant or iconic building/facility to attract people to the area.
- It is important to maintain an emphasis on mixed-use development. It would be reasonable to expect a high level of interest from new, innovative companies

specialising in smart technologies or next-generation tech/ ICT companies, as well as start-ups, acting as the main drivers for employment growth in the area.

- The level of retail development in Tivoli should be restricted to small businesses necessary for the local community, e.g. pharmacies, hair dressers, food services, butchers etc.

Tourism

- Tourism is an important economic driver for the region (contributing €792million to the South West Region in 2015). The inclusion of tourism policies and objectives will enhance the amenity value of the area as a place to work, live or visit.
- Tivoli's redevelopment should include creating a visitor experience in this unique waterfront area. The location of Tivoli Docks between the city centre and Cobh (Liner Berth) requires careful consideration of amenities and linkages required to draw people between these locations.
- It is important that good public transport connections and tourism infrastructure are developed
- The provision of waterfront linkages, i.e. boardwalks, cycling and jogging routes create an amenity for residents and visitors
- Themes such as Cork's rich maritime history should be developed, its an opportunity to further develop maritime amenities of Cork connected to Cobh, Titanic, Spike Island, etc. and help visitors understand Cork's maritime heritage and differentiate Cork from other destinations

3.0 Summary of Additional Issues Raised in the Consultation Workshops

In combination with the publication of the Issues Papers and request for written submissions, Cork City Council also recently undertook a pre-plan consultation event. The event invited stakeholders and interested parties to identify the issues they feel need to be addressed in the proposed LAPs and how the areas should be redeveloped.

Two workshops were held on 20th June 2017 at the Clayton Hotel, Lapps Quay, Cork:

- A Technical Workshop between 2pm-5pm; and
- A Public Consultation Workshop between 6pm-9pm.

A total of 160 participants, from a wide variety of organisations and backgrounds, took part in both workshops (97 technical/63 public consultation). Appendix 2 lists the participants who took part in this event.

Participants were broken up into working groups with individual facilitators asking for individual and group feedback on the following questions:

Q1	What kind of place do you want the City Docks to be? (one word and then full responses)
Q2	What kind of place do you want the Tivoli Docks to be? (one word and then full responses)
Q3	What will the differences be between the City Centre, the Cork City Docks and Tivoli Docks?
Q4	What kind of social, community, cultural, recreational and educational infrastructure do we need in the City Docks and the Tivoli Docks?
Q5	What uses would make the City Docks and Tivoli Docks interesting places to be and bring life to them? What temporary uses should we consider to bring people to the area?
Q6	What should the priorities be for infrastructural investment in the next 10 years?
Q7	How do we ensure that the Cork City Docks and Tivoli Docks are developed as sustainable urban neighbourhoods? How do we ensure that they develop as socially inclusive communities?
Q8	1 Big Idea (each person)
Q9	1 big idea for Cork City Docks 1 big idea for Tivoli Docks

The events provided valuable and informative feedback that will be used as a first step to help inform the preparation of the two statutory Local Area Plans (LAPs) for the Cork City Docks and Tivoli. This section of the report provides a summary of those additional issues / ideas that were raised at the Consultation Workshops which were not raised in the written submission received. A more detailed report detailing the feedback from both events is available to view here:

<http://www.corkcity.ie/media/PhotoReport%20Docklands%20Workshop.pdf>.

The following issues were raised in the workshops in addition to those identified in the written

Submissions and are broken down by theme:

11. Transport, Accessibility & Connectivity

- Link a BRT system to the rail corridor and heavy rail
- A new vision for a car free zone – cycle, ped, water taxi's, etc.

12. Delivery Challenges & Phasing

- Needs an iconic and distinctive anchor
- Designate as a Strategic Development Zone (SDZ)
- Prioritise the key infrastructure for delivery first

13. Urban Design & Place Making

- Develop an environment at a Human scale
- Less an office location
- Soft urban green environment

14. Environmental Sustainability, Flooding & Climate Change

- Use solar power, district heating and green energy as alternatives
- Design as a sustainable Live-Work location

15. Active Waterfront

- Waterfront promenade that's offers day and night time activity
- Build an active waterfront centred on a Maritime hub
- Create a city beach (e.g. Paris & London)

16. Housing & Residential Mix

- Less of an office location more residential for full mix
- A unique mix of residential for lifelong living
- Low rise, but medium density

17. Social Infrastructure

- Avoid problem of retrofitting, especially schools
- Allow for areas of public control and flexible community uses

18. Site Remediation Works

- Address remediation works prior to any development taking place on site

19. Population Growth & Urban Regeneration

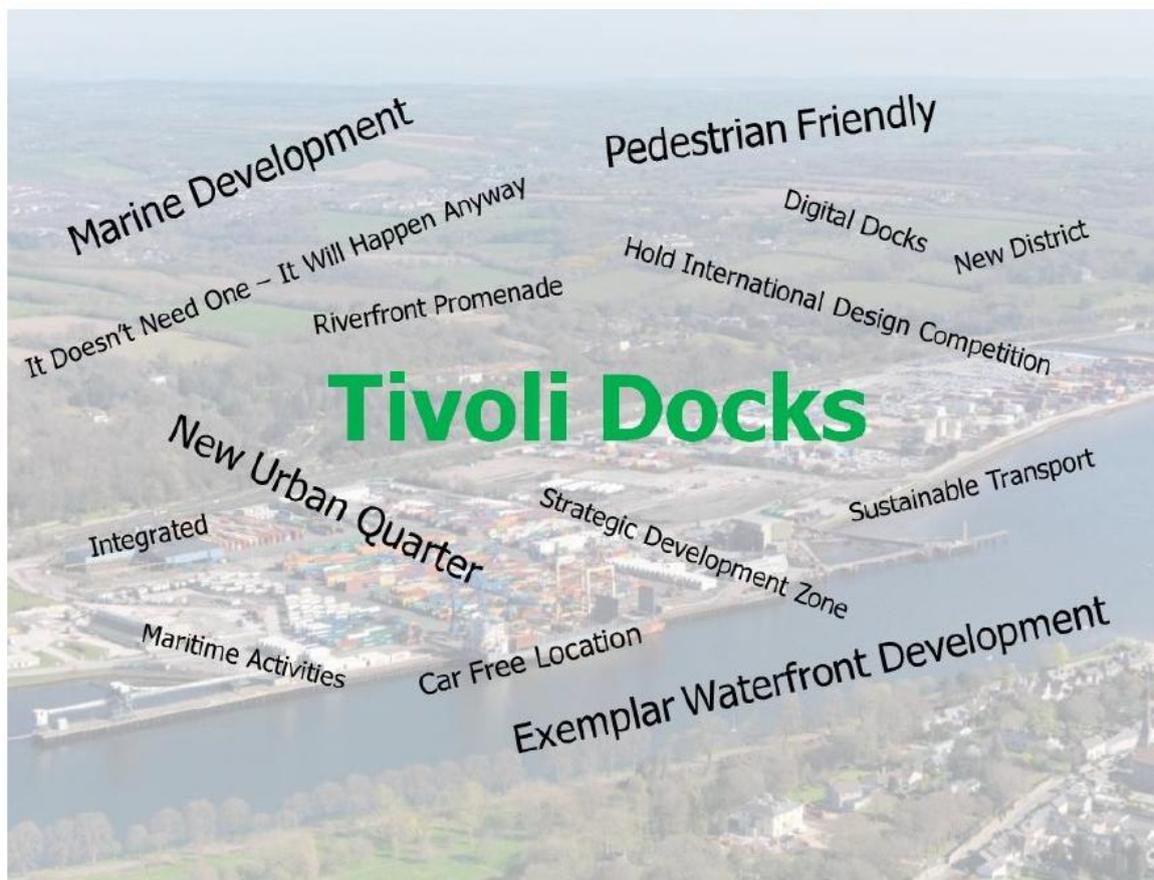
- Pop growth should factor in study of existing assets in wider area
- Develop at a density to function as the gateway to the city
- Rich mix of uses scale that do not cause conflict in with the role of city centre

20. Economic Development & Employment

- Need to grow indigenous industry not just FDI
- A unique employment and education district to foster R&I
- Develop a cultural innovation centre for the region

The two images below provide a snapshot of the big ideas for the redevelopment of Tivoli that were suggested at the workshop (in response to Q8 and Q9 set out above).

Technical Workshop -The Big Ideas



Public Consultation Workshop -The Big Ideas



Appendix 1: Details of Written Submissions

No	Name	Organisation	Submission Themes	Summary	Topics Covered
1	Kevin Burke		Delivery Challenges & Infra	<p>Urban Design & Place Making: A new urban quarter with active waterfront, multi-modal transport links, med-high density, mixed use and comparatively taller buildings</p> <p>Transport, Accessibility, Connectivity: Provide a new rail station at Tivoli and Dunkettle. Longer term connection to Kent, Douglas, Carrigaline and Ringaskiddy.</p> <p>Waterfront: A Riverside Greenway from Kent station to Glanmire to Cobh; overlooking, surveillance and lighting</p> <p>New hospital: A more logical location for a new hospital than a site in Curaheen/Riverstown. Regionally accessible.</p>	<p>Urban Design & Place Making</p> <p>Transport, Accessibility, Connectivity</p> <p>Active Waterfront</p> <p>Social Infrastructure</p>
2	Kieran O'Sullivan	Cork Boat Club	General	<p>Active Waterfront: One of five active clubs currently using the River Lee, an historic location for Rowing, active stakeholders in the area. major concerns need to be addressed with any increased activity that could hinder access and use of the river</p>	Active Waterfront
3	Una Hennessy		General	<p>Social infrastructure: Great opportunity given recent closure of creative spaces in the city (Sample Studios, Camden Palace, etc.). Benefits for economy and tourism, wellbeing and sense of community. Need spaces for underfunded, non funded organisations and young people.</p> <p>Urban Design & Place Making: Invest in spaces for innovative artists to work, connect and play, for creative vibrancy.</p>	<p>Social Infrastructure</p> <p>Urban Design & Place Making</p>
4	Cian O'Mahony	EPA	General	<p>Environmental Sustainability, Flooding & Climate Change: The EPA welcomes the commitment to undertake SEA and state that the plan would appear to exceed the targeted population for which an SEA is required. Details are submitted on how the SEA process can provide opportunities to avoid, reduce and mitigate any</p>	<p>Environmental Sustainability,</p> <p>Flooding & Climate Change</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>significant adverse environmental impacts identified and provide for environmental enhancements. The EPA will provide further input at the SEA scoping and Draft pan stages and welcome the opportunity for further engagement during the plan making process. References to further guidance notes, information sources and references are provided. Details of notices to be given to the environmental authorities is also provided. The relevant AA (Appropriate Assessment) legislation should be taken into account and the National Parks and Wildlife Service (NPWS) should be consulted with regard to screening. Where an AA is required, findings and recommendations should be incorporated into the SEA and the Plan, as appropriate.</p> <p>Delivery Challenges & Phasing: Adequate and appropriate infrastructure should be in place or required to put in place to service any development proposed during the lifetime of the plan</p>	Delivery Challenges & Phasing
5	Robert Fennelly	SRA	General	<p>Population Growth & Urban Regeneration: The SRA welcomes the forthcoming plan and considers the regeneration of c.61.5ha brownfield lands within Cork City will strengthen the critical mass of population and economic activity in Metro Cork, driving wider regional and national economic growth. The SRA welcome the long-term vision set out in the issues paper for a new urban quarter which has potential to be a model for best practice in sustainable urban regeneration. Examples of policies and sections from the SW RPG's (2010-2022) are provided to support this view. The SRA consider that the strategic future role of the docklands, including Tivoli, and delivery of enabling infrastructure will be a key focus of the forthcoming Regional Spatial and Economic Strategy (RSES).</p> <p>Delivery Challenges & Phasing: The SRA welcome the reference to the recent joint Cork City Council and Cork County Council submission to the NPF "Cork 2050:</p>	Population Growth & Urban Regeneration Transport, Accessibility , Connectivity Delivery Challenges & Phasing Housing & Residential Mix Urban Design & Place Making Site Remediation Works Active Waterfront

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>Releasing the Full Potential". The SRA support reference to the regional and national significance of dockland regeneration as a driver for growth in Metropolitan Cork. The SRA have supported the delivery of the M28 Cork to Ringaskiddy Motorway and sustainable development of new port facilities in Ringaskiddy which will facilitate the relocation of port activity from the city centre and progress regeneration plans. A clear phasing programming which identifies "infrastructure packages" to deliver both the overall network of enabling infrastructure specific infrastructure requirements for each phase of development, inclusive of social infrastructure, may benefit the work of stakeholders to collaborate with the Council and support delivery of this infrastructure.</p> <p>Housing & Residential Mix: Recognising long term population trends (including aging cohorts) and attracting inward migration to the region (particularly for employment), it is important that diversity in unit typologies and tenure types are included for inclusive residential communities.</p> <p>Urban Design & Place Making: High quality design, public realm and a mix of uses is encouraged that provides an exemplary Quality of Life opportunity in a city setting to promote Metropolitan Cork and the city centre as a location of choice on a regional, national and international platform. The opportunity for the LAP to promote excellence in innovation, sustainable and creative design and set a high quality benchmark for urban place making is a significant opportunity. The extent of land, unique waterfront setting and gateway context provides an opportunity for a unique city quarter and pilot initiatives. This is encouraged to promote Metropolitan Cork on a regional, national and international platform.</p> <p>Transport, Accessibility, Connectivity: The site is further east than the city centre and docklands but with enhanced rail and ped/cycle connections is considered</p>	

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>centrally located in the regional context with potential to facilitate sustainable, infrastructure led extensions to the city activity along the waterfront. Access to the site within an integrated transport network (capitalising on the rail corridor) is strongly encouraged as a central theme of the LAP. The application of appropriate higher density standards to support public transport infrastructure and a quality public realm is encouraged. While a separate LAP to the City Docks, the potential for longer term complementarity and synergy between a broad range of uses in both dockland regeneration areas and the city centre, particularly where good connectivity between each location is delivered early in phasing programme, is an opportunity. The synergy and connectivity between future uses in each location could be demonstrated across both dockland LAPs.</p> <p>Site Remediation Works: Considering the extent of past industrial activity and SEVESO sites on this site, the process of site remediation may be timely and costly and could influence a phasing schedule. Identifying remediation processes and effective methods to integrate it within a programme of works may be beneficial at an early stage of the process. There may be good national and international practice on brownfield remediation processes to consider.</p> <p>Active Waterfront: Reflecting the waterfront setting and strategic importance of the region’s marine assets, there may be opportunities to explore interaction and synergy between the dockland regeneration area and the maritime assets of the wider Cork Harbour area, particularly under themes of marine leisure, water based transport, synergy between the city centre and tourism/recreation assets in the wider harbor area etc.</p> <p>The SRA will welcome the opportunity for future engagement with the Council on further stages of the process.</p>	

No	Name	Organisation	Submission Themes	Summary	Topics Covered
6	Michael McAree	NTA	Housing Placemaking Delivery Challenges & Infra Climate Change & Sustainability	<p>The submissions notes that the NTA is currently working with City and County Councils on the preparation of a Transport Strategy for the Cork Metropolitan Area, covering the period 2017 to 2036, addressing all land transport modes. The NTA’s general principles for integration of land use and transport planning, including consolidation, accessibility & permeability, are set out. Within this context the following recommendations are given for the preparation of the local area plan:</p> <ul style="list-style-type: none"> • Development location is prioritised, and the sequencing of development informed, by the need to promote and provide for the development of public transport services, accessibility to services at the local level and the delivery of supporting sustainable transport infrastructure; • Strategic transport infrastructure assets, including the national road and rail networks, are protected and their utility optimised, through the appropriate location of development and the provision of complementary network options and modes of transport; • Provision for and management of parking, as a critically important element of transport demand management, is considered in conjunction with other transport objectives; • An integrated approach to land use and transport planning within the local area plan areas is undertaken, to provide a stronger basis for the use of non-car modes, the development of improved public transport services and the provision of supporting infrastructure. This would be best addressed through the preparation of an area based Transport Assessment, as part of the local area plan preparation process. The Cork Metropolitan Area Transport Strategy will provide both a local and strategic context for the achievement of this objective. <p>In relation to public transport service provision, transport network planning and transport investment, a strong focus on the following, is recommended:</p>	Transport, Accessibility , Connectivity Delivery Challenges & Phasing

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<ul style="list-style-type: none"> • The examination of existing transport deficiencies and possible solutions; • The assessment of transport demand arising from proposed development objectives and associated population and employment growth/distribution; • Likely transport investment requirements and priorities over the period of the local area plans and over the longer term; • Bus network planning over the period of the local area plans and over the longer term; • Integration with the existing rail network and the identification of opportunities for improved connectivity through additional stations and bus/rail service integration; • Walking and Cycle network planning <p>The NTA would welcome an opportunity to meet with the Council, to discuss in more detail, a range of transport issues relating to each of these locations and the application of the principles set out above.</p>	
7	Sarah Foley	Cork Chamber	Housing Placemaking Delivery Challenges & Infra Climate Change & Sustainability General	Housing & Residential Mix: Delivery of mixed use urban villages, well served by public transport networks and where residents are within walking distance of employment opportunities, with supporting social and community infrastructure including shops, services, schools, community and leisure facilities. Providing a mix of house types (apartments to townhouse style to add character to the area) along with a mixture of accommodation sizes and a variety of tenure types to provide suitable and viable long term options for families, ensuring a 'Lifecycle Approach'. There must be flexibility as regards apartment sizes with an emphasis on high density and the adjacent creation of amenity green spaces and rooftop spaces conducive to a thriving, healthy and sustainable community (for older and younger people).	Housing & Residential Mix Economic Development & Employment Active Waterfront Urban Design & Place Making Transport, Accessibility , Connectivity

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>Employment: The development of Tivoli must include a large employer in the area, e.g. an educational institute or a medical centre, forming an anchor tenant or iconic building/facility to attract people to the area. It is important to maintain emphasis on mixed use development. It would be reasonable to expect a high level of interest from new, innovative companies specialising in smart technologies or next-generation tech/ICT companies, as well as start-ups, acting as the main drivers for employment growth in the area. Cork Chamber maintains that our city centre should remain the retail and hospitality core of Cork city. Consequently, the level of retail development in Tivoli should be restricted to small businesses necessary for the local community, e.g. pharmacies, hair dressers, food services, butchers etc.</p> <p>Waterfront: The Tivoli site is unique in that it is facing the waterfront. Critical to planning must be to ensure that all development should be pulled 50-100 meters back from the waterfront. The waterfront should be reserved for public use (similar to South Bank in London) and a greenway. This greenway would facilitate both cycling and pedestrian paths, and could have a dual function as a flood protection zone. Such a development would greatly enhance the application of Cork City towards achievement of the European Green Capital award.</p> <p>Placemaking & Accessibility: Tivoli could become an excellent case study for future urban living. Given its location and historic connection with the waterfront, Cork Chamber proposed that a public harbour bath similar to those in existence in Copenhagen is part of Tivoli's future vision. Equally, a section of the Tivoli site could be reserved for river and boating activities, offering vibrancy and uniqueness to the area. Consequently, non-car modes should take centre stage in the planning process. Pedestrianised streets, access to the river and cycling facilities should be prioritised to deliver an attractive, alternative way of living to</p>	<p>Environmental Sustainability, Flooding & Climate Change. Delivery Challenges & Phasing</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>the current norm. Planning must provide for the commuter rail network to linked to any future bus rapid transport routes to allow effective cross city journeys.</p> <p>Delivery Challenges and Infrastructure: The primary delivery and infrastructure challenge for Tivoli falls outside Cork City's existing boundaries. Relocation of the Port of Cork to Ringaskiddy, which requires an upgrade of the M28 and investment in infrastructure to relocate Seveso sites, is the first and foremost challenge. Crucially, this cannot happen without the M28 being delivered and the relocation of the Seveso sites. The Eastern Gateway Bridge is crucial in connecting Tivoli Docks with South Docks and to ensure a fluid movement of people to and from the North of the City to the South of the City, especially in light of future predicted population increases. The bridge should be adaptable to meet future commuter needs and aimed at accommodating private, and public/ sustainable transport in the short to medium term but with appropriate future emphasis on sustainable modes and the ability to adapt this bridge infrastructure to meet future transport modes e.g. possible use as fully Light Rail interconnector. Linkages across the river and the rail way station should be prioritised at an early stage, and the development of a greenway should be among the first priorities. In terms of funding, Cork Chamber recommends Cork City Council to be ambitious and seek alternative avenues of funding, for example through ISIF or EIB, in recognition of the national capital plan having limited scope for additional investment.</p> <p>Climate Change and Sustainability: It is essential for an in depth Climate Change and Sustainability assessment to be undertaken of this area to guide the development plan, ensuring resilience to the 1 in 100 year flood scenario and beyond, and ensuring sufficient distance between development and the river's edge, and the implementation of appropriate measures such as for example, flood relief channels etc. As part of national agenda and regional agenda to meet</p>	

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>Climate Change targets and to increase resilience, emphasis should be on Public Transport with alternatives to private car usage is most appropriate, becoming a pilot project for sustainable living in Ireland.</p> <p>Delivery Challenges & Phasing: Cork Chamber shares the commitment of Cork City Council to promote and support the sustainable economic development and growth of Cork City to meet the current and future needs of the population. As such, Cork Chamber welcomes all future opportunities to engage with stakeholders to fulfil this vision for Cork. It is essential that the local area plan for Tivoli and the City Docks are integrated into future city development plans, regional economic strategies and the forthcoming national planning framework to ensure that all future plans reflect the broader vision of the City at regional and national level. Cork Chamber contends that the Tivoli Docks should not be an extension of, neither a replacement off, Cork city centre, which should remain the centre of activity for retail, bars, restaurants, hotels, festivals and cultural activities. We also suggest that development of Tivoli is approached as an international pilot project for future urban planning incorporating concepts such as living cities initiatives, smart technologies, urban greening, clean energy and green transport.</p>	
8	Mary McCarthy		Placemaking Housing Delivery Challenges & Infra	<p>Urban Design & Placemaking: That the grain and texture of the place reflect its historical usage, combining contemporary and age old materials, with access to river frontage to be maximized. Allow for formal and informal activity spaces environmental friendly lighting seating areas for intergenerational activity. Proposed uses: cinema, open studios, design workshops, creative industries style campus design hybrids</p> <p>Housing & Residential Mix: Provide a mix of flexible and modular style with access to shared resources (ie common rooms, larger hospitality spaces, community</p>	Urban Design & Placemaking Housing & Residential Mix Transport, Accessibility, Connectivity

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>cinema student units) in exchange for engagement with older communities. Provide open workshops (ie repair cafes)</p> <p>Transport, Accessibility, Connectivity: Connectivity with city and with communities to its northern side O Mahoney's Avenue St Lukes etc. Pedestrian connectivity</p>	
9	Mike Spillane		<p>Housing</p> <p>Climate Change & Sustainability</p> <p>Placemaking</p>	<p>Housing & Residential Mix: Potential to be a high-density residential community, with a mixed height including high rise. A liveable environment with green spaces, waterside walkways, cycle lanes and recreational facilities.</p> <p>Environmental Sustainability, Flooding & Climate Change: Increase pedestrian links to the south docs and city centre. Housing should have limited parking and use of car clubs incorporated, with integrated bicycle parking and the public bike scheme. All buildings should incorporate green roofs, rain water collection and attenuation and solar panels.</p> <p>Transport, Accessibility, Connectivity: Improved pedestrian and cycling access to Little Island should be considered, a significant employment location.</p> <p>Urban Design & Place Making: The flat topography the area is ideal for parks, playgrounds and other amenities, designed to allow for water attenuation in times of significant weather events.</p>	<p>Housing & Residential Mix</p> <p>Climate Change</p> <p>Environmental Sustainability,</p> <p>Flooding & Climate Change.</p> <p>Urban Design & Place Making</p>
10	Suzanne Dempsey/ Matthew Collins	Irish Water	Housing Infrastructure	<p>Delivery Challenges & Phasing: Localised infrastructure required. Carrigrennan WWTP has biological capacity for development but stormwater and surface water separation is critical issue for both areas as sites are below 20 foot contour historically used to set the combined sewer overflow levels. Tivoli Rising Main needs to be upgraded before further development in Tivoli. Exiting Pumping</p>	<p>Delivery Challenges & Phasing</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				Station may need upgrading to cater for additional 300PE units if the foul effluent from the proposed development at Ballyvolane wishes to discharge in the Tivoli pumping station. Interceptor sewers of Lower Glanmire Road and Horgans Quay should have capacity for development around Kent Station	
11	Oliver Moran	Green Party	General	<p>Delivery Challenges & Phasing: Moving the port out of the city will mean that for the first time in its 1,000 year history, Cork will no longer be a port city. The impact this will have on the future potential of the city presents an unknown risk and may limit the future potential of the city. If the port is moved, it is recommended the there is some retention of port facilities in future redevelopment of the docklands, such as for cruise liners; and that restrictions be placed on any new bridges up-river from the city island, if there are any, so that they do not prevent navigation of large vessels upriver towards the city island.</p> <p>Environmental Sustainability, Flooding & Climate Change: The LeeCFRAMs Study identified the Tivoli site as being at risk from tidal flooding. We believe it is necessary to view flood defences for these redevelopments in the context of works being proposed to happen throughout the city. Specifically, the Lower Lee Flood Relief scheme proposed by the Office of Public Works. The Green Party remains opposed to the plan put forward by the OPW on the basis that it would fundamentally alter the character of Cork and we do not believe it will work. For this reason, we believe that the three point developed by the Save Cork City campaign should be considered here also here:</p> <ul style="list-style-type: none"> • A tidal barrier to protect the docklands redevelopment while keeping open access to the water; • Upstream measures to reduce fluvial flooding; and • Repair of the quayside landscape. <p>We want to use this opportunity to reiterate our support for examining the potential to build a tidal barrier at the mouth of Lough Mahon.</p>	<p>Delivery Challenges & Phasing Environmental Sustainability, Flooding & Climate Change Urban Design & Place Making</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>Urban Design & Place Making: We also want underline the risks of creating a new and potentially isolated residential community at Tivoli. We recommend appointing an urban design team and suggest holding a competition to invite designs.</p>	
12		Irish Water		<p>Irish Water welcomes the opportunity to review the proposed Tivoli Docks Local Area Plans.</p> <p>Delivery Challenges & Phasing: With regards the scale, localised water network reinforcement will likely be required. Irish water requests further details in relation to proposed housing developments to discuss the submission with the Council and any other issue with respect to the provision of water services within our remit. In terms of waste water, the Carrigrennan WWTP which serves Cork City has biological capacity for the proposed development. However storm water and surface water separation is a critical issue as the proposed developments are below the 20ft contour which was historically used to set the combined sewer overflow levels for Cork City. With the existing pumping station (PS) in Tivoli Industrial Estate pumping to the larger Tivoli pumping station, the rising main will need to be upgraded before any further development in the Tivoli Industrial Estate and Tivoli Docks area. The Tivoli PS may need to be upgraded to cater for an additional 3000 PE units especially if the foul effluent from the proposed development from Ballyvolane was also to discharge into Tivoli PS station.</p> <p>The interceptor sewers along Lower Glanmire Road and Horgan's Quay along with the siphon from Horgans Quay to Kennedy Quay should have capacity for any development around Kent Station. The flows from the city centre island discharge into the siphon at the Port Of Cork sign at the tip of the island so space needs to be preserved around the existing bonded warehouse area for access to this</p>	Delivery Challenges & Phasing

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>intermediate siphon shaft and the pipeline wayleaves.</p> <p>Irish Water are available to discuss the submission any other issue with respect to the provision of water services within our remit and advises that we will only be in a position to confirm water and wastewater availability for site specific new development through Irish Water's pre-connection enquiry process.</p>	
13	Patrick Leader		Housing Delivery challenges and Infrastructure	<p>Housing should be within a planned sustainable smart village with health care, education and recreational facilities for the elderly, crèche facilities, indoor gym and a place of worship, primary and secondary school, open spaces: passive and active recreation. Maximum height of 5-storeys. Energy saving designs including broadband, elderly and disabled person friendly design/ wheelchair accessible Phasing - 1st . relocation of seveso uses, storm water and flood defences, relocate seveso, stormwater and flood defences, smart street lighting and security CCTV waterfront promenade with mooring facilities to enjoy the river light rail access linking Tivoli to South Docks and rail link to Cobh/ Midleton</p>	<p>Housing & Residential Mix</p> <p>Urban Design & Place Making</p> <p>Delivery Challenges & Phasing</p> <p>Social Infrastructure</p>
14	Trish O'Sullivan	Lee Rowing Club	Rowing clubs important stakeholders Infrastructure Design – Eastern Gateway	<p>History of 167yrs. No consideration of competitive rowing clubs or recreational users of river Lee, Infrastructural development must consider impact on rowing clubs. Design of eastern gateway bridge should be re-examined so as not to impact on use of river for rowers.</p> <p>River Management Plan needed</p>	<p>Social Infrastructure</p> <p>Active Waterfront</p> <p>Environmental Sustainability, Flooding & Climate Change.</p>
15	Pat Hyland	Tivoli Residents	Environmental quality, noise and air pollution, industry and traffic impacts	<p>Noise and Air Pollution, Dust, increasing traffic volumes leading to safety issues i.e. Safe entry and egress to dwellings, plan should consider impact on existing residents</p>	<p>Transport, Accessibility, Connectivity</p> <p>Environmental Sustainability, Flooding & Climate</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
			on quality of life; Localised flooding of road		Change. Delivery Challenges & Phasing
16	Yvonne Jackson	Failte Ireland	Outstanding development site Tourism potential	<p>Tourism is an important economic driver for the region (contributing €792million to the South West Region in 2015). The inclusion of tourism policies and objectives will enhance the amenity value of the area as a place to work, live or visit.</p> <p>Tivoli's redevelopment should include creating a visitor experience in this unique waterfront area. The location of Tivoli Docks between the city centre and Cobh (Cruise Liner facility) requires careful consideration of amenities and linkages required to draw people between these locations.</p> <p>It is important that good public transport connections and tourism infrastructure are developed</p> <p>The provision of waterfront linkages, i.e. boardwalks, cycling and jogging routes create an amenity for residents and visitors</p> <p>Themes such as the rich maritime history should be developed, an opportunity to further develop maritime amenities of cork connected to cobh, titanic, spike island etc and help visitors understand Cork's maritime heritage and differentiate Cork from other destinations</p> <p>It is desirable to keep vehicles from waterside reserve for safe family friendly areas</p>	<p>Transport, Accessibility, Connectivity</p> <p>Active Waterfront</p> <p>Environmental Sustainability, Flooding & Climate Change.</p> <p>Delivery Challenges & Phasing</p> <p>Economic Development & Employment</p> <p>Urban Design & Place Making</p>
17	John Crean	Cunnane Stratton Reynolds	Rail station (Public Transport)	<p>Kingsbury Investment site (occupied by HSS) is best location for rail station, due to adequate landholding for interchange and serve existing population of Silversprings and Mayfield.</p> <p>Indicated central Tivoli site cannot accommodate station with necessary ancillary</p>	<p>Transport, Accessibility, Connectivity</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				services	
18	Mary Doran	Meitheal Mara	Important to make access to water a key element	<p>Due to relative isolation of new community at Tivoli it is important to provide access to waterfront to create presence.</p> <p>Create counter point to Blackrock harbour and mirror the successful public space with markets, cafes, etc.</p> <p>Enhance water access with slips, pontoons, piers</p> <p>Cross river link</p> <p>Excavate canals into Tivoli lands as per Ocena Village, Southampton, it adds interest to a place and practical advantages or create an attractive marine based marina facility</p> <p>Facilitate small cruise ships, or heritage boats as common to many cities</p> <p>City beach, lido at south eastern end would be attractive amenity</p>	<p>Transport, Accessibility, Connectivity</p> <p>Active Waterfront</p> <p>Social Infrastructure</p>
19	Henry Kingston	Port of Cork Company	<p>Align with NPF (Strategic Vision)</p> <p>Early capital investment required (Delivery and Infrastructure)</p> <p>PoCC is a commercial entity</p> <p>Phasing implications</p>	<p>PoCC is a commercial entity. LAP should have regard to port operations and that of its tenants and support same through its transition period until relocation completed.</p> <p>Redevelopment depends on relocation of city docks operations and Seveso uses - joint funding initiative required with CCC can support relocation from city docks</p> <p>Strategic Road network and Cobh Rail-line requires upgrade</p> <p>Relocate Seveso under a national strategy including incentives and streamlined policy</p> <p>Capital investment programmes must be timed with Tier 1 port development</p> <p>City Docks and Tivoli to continue operations for medium term</p> <p>Tivoli longer term schedule after delivery of Ringaskiddy 2020, regional road and rail upgrades i.e. M28, transition of current port activities to lower harbour, relocation of Seveso</p> <p>Integrate planning, environmental and foreshore consents processes</p> <p>National Seveso policy</p>	<p>Environmental Sustainability, Flooding & Climate Change.</p> <p>Delivery Challenges & Phasing</p> <p>Transport, Accessibility, Connectivity</p> <p>Housing & Residential Mix</p>

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>LAP should identify critical infrastructure required; improve western access; provide new eastern access; cycling pedestrian links; Bus Rapid Transit connection; ease of access to Eastern Gateway and City Docks; Provision for Rail station.</p> <p>Medium to high sustainable density without prescribed maximums</p> <p>Active use of waterfront and river</p> <p>Iconic buildings of scale</p> <p>Allow for early phase of development at western tip</p> <p>Flexibility, not prescription</p> <p>Identify priority infrastructure and planning principles.</p>	
20	Yvonne Canning	Residents of Tivoli Ridge	Object to redevelopment of Tivoli	Object to redevelopment of Tivoli - risk of flooding	Environmental Sustainability, Flooding & Climate Change.
21	Martin Walsh	Bus Eireann	Public Transportation Services	<p>Need to encourage modal shift through competitive and reliable journey times, range and scope of destinations, attractive frequency of services, convenience.</p> <p>Need bus lanes and bus priority measures -should be integral to planning process</p> <p>Accessible centrally located bus stops, safe and comfortable and well lit up bus stops, wheelchair accessible buses and bus priority measures</p>	Transport, Accessibility, Connectivity Environmental Sustainability, Flooding & Climate Change.
22	Tara Spain	Transport Infrastructure Ireland	Phasing, Delivery & Infrastructure	<p>LAP should be linked to significant road and public transport improvements in accordance with statutory guidance and city region accessibility requirements.</p> <p>PoCC study is non-statutory and is not supported.</p> <p>Impact of development generated traffic must be controlled so as not to interfere with strategic movement of goods and services</p>	Transport, Accessibility, Connectivity Delivery Challenges & Phasing

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				100kpm speed limit close to critical enabler i.e. dunkettle interchange additional connectivity should have regard to Section 2.7 of DECLG Spatial Planning and National Roads Guidelines 2012 TII welcomes discussion on additional connectivity to national road network	
23	Sean O'Muire	RIAI Southern Region	Flood Protection	Advocates a tidal barrier at Lough Mahon, opposes a defended polder around docks similar to Atlantic Pond	Environmental Sustainability, Flooding & Climate Change.
24	Cork Cycling Campaign	Cork Cycling Campaign	Mixed-use development Permeability/ connectivity Housing Waterfront location - enhance access Green spaces Transport Infrastructure	Partly autonomous neighbourhood (self-sufficient, sustainable) mixed uses with local services with good internal permeability High density housing 3 - 6 storeys apartment block as a norm Quality building and urban space design to enhance waterside location. Attractive place to live, plenty of open spaces, trees, playgrounds. Transport infrastructure - advocates high use of public transport, low car ownership and use. Parking standards and design Higher density housing supports public transport services Cycling network - link to city centre and cross river services to Blackrock & Mahon essential Public transport routes must enter and traverse Tivoli lands Park & Ride at eastern end of Tivoli with multi-storey carpark and rail station	Housing & Residential Mix Urban Design & Place Making Transport, Accessibility, Connectivity Delivery Challenges & Phasing
25	Stephen Koch	Transport and Mobility Forum Cork	Transport Housing Connectivity Public Realm	Facilitate alternative transport modes including walking /cycling and enhances public transport services Higher residential densities to support public transport, up to 5-storey housing; high standard design, energy efficient. Good connectivity for walking/ cycling to local services and public transport Permeability should be guiding principle with green spine (cycle walking) to link	Transport, Accessibility, Connectivity Active Waterfront Housing & Residential Mix

No	Name	Organisation	Submission Themes	Summary	Topics Covered
				<p>with other areas. Numerous bridges should be provided to link with Blackrock Mahon and South Docks</p> <p>High quality public realm and urban spaces</p> <p>Quality architecture and landscaping coupled with its waterfront setting. To create an attractive urban area.</p>	Urban Design & Place Making
26	William Martin		<p>Transport</p> <p>Connectivity</p> <p>Public Realm</p>	<p>Develop a cycle way along the north and south banks of the River Lee to obviate the need for (road) infrastructure; a connecting route between the city's riverside areas, driving investment and regeneration and boosting tourism potential. To include boardwalks and a bridge over River Lee at Marina Park/ ESB site;</p>	<p>Transport,</p> <p>Accessibility,</p> <p>Connectivity</p> <p>Active Waterfront</p> <p>Economic</p> <p>Development &</p> <p>Employment</p>

Appendix 2: Details of Workshop Attendees

Technical Workshop Participants

1. Ann Doherty, *CE, Cork City Council*
2. Pat Ledwidge, *DOS SPED, Cork City Council*
3. Tony Duggan, *City Architect, Cork City Council*
4. David Joyce, *DOS E+R, Cork City Council;*
5. Edward Frampton, *AECOM*
6. John Mc Carthy, *Arup*
7. Susan Dawson, *O'Mahony Pike Architects*
8. Brian O Callaghan, *O Callaghan Properties*
9. Margaret Kelleher, *Lisney*
10. Paul Butler, *Butler Cammoranesi Architects*
11. Tony Leonard, *Clarendon Properties*
12. Dave Coakley, *Coakley O'Neill Town Planning*
13. Dave Kirkwood, *Mitchell and Associates*
14. Caroline Massey, *Mitchell and Associates*
15. Mairi Henderson, *McCutcheon Halley*
16. Jim Keogan, *McCutcheon Halley*
17. Helen Wycherley, *Marina Commercial Park*
18. John Breen, *Marina Commercial Park*
19. Patricia Stokes, *Lisney*
20. Paud O'Mahony, *Wilson Architecture*
21. Owen Shinkwin, *NTA*
22. Henry Kingston, *Port of Cork*
23. Harry Walsh, *HW Planning*
24. Robert Fennelly, *Southern Regional Assembly*
25. Sarah Thatt-Foley, *Cork Chamber*
26. Thomas Mc Hugh, *Cork Chamber*
27. Michelle O'Sullivan, *Cork Chamber*
28. Michael McCormick, *TII*
29. Isobel O'Regan, *Savills*
30. Jim Kelly, *Cunnane Stratton Reynolds*
31. Pat Burke, *BAM*
32. John Keane, *Aeon Holdings Limited*
33. Thomas McCarthy, *McCarthy Developments*
34. Tony Walsh, *Freefoam*
35. Michael Kelleher, *O'Flynn Group*
36. Hugh Murphy, *Gas Networks Ireland*
37. Ronan Downing, *Clarendon Properties*
38. Seán Lynch, *A / Senior Engineer, Water Services, Cork City Council.*
39. Emer O'Callaghan, *Parks Dept.*
40. Eoin O'Callaghan, *Parks Dept.*
41. Liam Casey, *Parks Dept.*
42. John Stapleton, *SEE RD+C, Roads and Transportation, Cork City Council*
43. Edith Roberts, *SEE Transportation, Roads and Transportation, Cork City Council*
44. Kevin Lynch, *SP Development Management, SPED, Cork City Council*
45. Dave Ronayne, *Irish Mainport Holdings*
46. Conor O'Connell, *CIF*
47. Andrew Archer, *Systra*
48. William Buttimer, *JW Green & Co Cork Ltd.*
49. Orla O'Callaghan, *Cunnane Stratton Reynolds*
50. John Crean, *Cunnane Stratton Reynolds*
51. Aiden O'Neill, *Coakley O'Neill Town Planning*
52. Karen Ray, *Brady Shipman Martin*
53. Finbarr Barry, *NAMA*
54. Phelim O'Neill, *NAMA*
55. Niall O'Donnabhain, *Cork City Council*
56. Eoin O'Mahony, *AECOM*
57. Billy Healy, *ADM Arcadia Feed Ltd*
58. Alan Kelly, *IKEA*
59. Jean Brennan, *Arts Officer, CCC*
60. David Mc Hugh, *Fehily, Timoney and Company*
61. David Flannery, *STW Architects*
62. Kevin Dunne, *STW Architects*
63. Maria Lombard, *RPS*
64. Frank Maguire, *RPS*
65. Frank Ryan, *Cushwake*
66. Eamonn O'Keefe, *S Tyres*
67. Redmond Keogh, *ARUP (Kent Station PM)*
68. Joanne Hughes, *City Archaeologist*
69. Pat Ruane, *City Conservation Officer*
70. Laura Courtney, *DHPCLG*
71. James White, *West End Agri*
72. John Murphy, *Stevedores, Doyle Shipping Group*
73. Gerry O'Beirne, *CCC R+T*
74. Quentin O'Connor, *Transport Planner, Jacob's Engineering*
75. Christopher Murnane, *Turnkey (student) housing*

76. Seamus Coghlan, *Senior Engineer*,
77. Cian O'Mahony, *EPA*
78. Jack Sheehan, *Jack Sheehan & Associates*
79. Liam McGree, *Southern Regional Assembly*
80. Pacelli Nolan, *McCutcheon Mulcahy (Ziggurat Student Housing)*
81. Martin O'Brien, *JCD Group*
82. Bairbre Moynihan, *Mott McDonald*
83. Michael Coomey, *ESB*
84. Jo Gazely, *AO, Corporate and External Affairs*
85. Ritchie Power
86. Patricia Griffin, *SEP, Planning Policy, Cork County Council*
87. Kieran Coughlan, *Lyonshall Ltd.*
88. Roslyn McCarthy, *Drainage (SUDS)*
89. Eileen Crowley, *Cork City Council*
90. Mick McDonnell, *Cooperative Housing*
91. Maria Minguella, *Social Inclusion Analyst, Cork City Council*
92. Pat O'Brien, *OBOS Ltd.*
93. Stephen Scully, *Cork City Council*
94. Paul Lordan, *Urban Green Private Ltd.*
95. Donal O'Sullivan
96. Niall Sheehan, *Dairygold*
97. Colin King, *O'Mahony Pike*

Public Workshop Participants.

1. Lord Mayor, Councillor Tony Fitzgerald
2. Jesse Dorrington, *Douglas Library*
3. Hugh James Killen
4. Antonio, *Cork City PPN*
5. Polly Magee, *Magee Creedon Kearns*
6. Polly Magee guest, *Save Cork City Group*
7. Denise Cahill, *Healthy Cities Co-ordinator*
8. Donie O'Leary, *Cork City Partnership*
9. Aaron O'Connell, *Cork Simon Community*
10. Dan Boyle
11. John Breen, *Marina Commercial Park*
12. Diarmuid O'Brien, *Marina Commercial Park*
13. Liam Luddy, *ARUP*
14. Rory Mc Carthy, *Fáilte Ireland*
15. Claire Davis, *Cork Smart Gateway*
16. Nodhlaig Barry, *Tuath Housing*
17. Kate Lehane, *Internet Consultation*
18. Denis O'Regan
19. Ciara Gallagher, *Nurture Childcare*
20. Eadaoin Glynn, *Nurture Childcare*
21. Aaron Mansworth, *Cork International Airport*
22. Tricia O'Sullivan, *MPlan, MIPI*
23. Eoin Mac Cuirc, *CSO*
24. Martin O'Donoghue, *Cork Opera House*
25. Conor Keane
26. Lawrence Owens, *CEO, CBA*
27. Oliver Moran, *Green Party*
28. Cllr. Tim Brosnan
29. Steve Browne, *UCC*
30. Claire Hyland
31. Pat Hyland
32. Ann O'Donovan
33. Yvonne Canning
34. Conor Healy, *Cork Chamber*
35. David Joyce, *CCC*
36. James O'Shea, *Douglas Control and Automation*
37. John O'Connor, *Idle Hour pub*
38. Bill O'Connell, *President Cork Chamber*
39. Donal Lynch
40. John Lynch, *Penrose Wharf / Thompson's Bakery*
41. Shane Clarke, *Nano Nagle Place*
42. Frances Lynch

43. Gillian Keating, *Ronan Daly Jermyn*
44. Superintendent John Quilter
45. Keelin Tobin, *Coordinator, Cork Food Policy Council*
46. Noel Cronin
47. Ursula Morrish, *Visit Cork*
48. John Adams
49. Clara O'Neill, *CBA Infrastructure Chair*
50. Mary Doran, *Meitheal Mara*
51. David O'Connell
52. Teresita, *Lee Rowing Club*
53. Michael Fleming
54. Helen Wycherly
55. James Conroy
56. Cllr. John Buttimer
57. Patrick Leader
58. Maire Jenkins
59. Noel Manley
60. Stephen Mulcahy, *St. John's Ambulance*
61. Henry Kingston, *Port of Cork Co.*
62. Darren McAdam-O'Connell
63. Adam D'arcy

* Please note the above participant lists are not definitive and some inaccuracies may occur.

