

Coburg Street and St. Patrick's Hill Area Action Plan

July 2007



Cork City Council
Comhairle Cathrach Chorcaí



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This document was prepared by the Planning Policy Section of the Planning and Development Department. The project team responsible for preparing the plan included:

- Brigh Ryan (Assistant Planner)
- Jeremy Ward (Senior Executive Planner)
- Ann Bogan (Senior Planner)
- Maire Harrington (Senior Executive Technician)
- Michael O'Leary (Chief Technician)
- Michelle O'Flynn (Assistant Staff Officer)

The **Coburg Street and St. Patrick's Hill Area Action Plan Working Group** includes the following contributors:

Chair:

Kevin Terry (Director of Services, Planning and Development)

Roads and Transportation:

Noel Tummon (Senior Executive Engineer, Traffic)

John Stapleton (Senior Executive Engineer, Roads Design)

Recreation, Amenity and Culture

Liam Casey (Senior Executive Parks Superintendent)

Planning and Development

The Project Team (see above)

Pat Ruane (Conservation Officer)

Additional contributions were made by:

Planning Policy

- Ciara Brett (Executive Archaeologist)
- Niamh Twomey (Heritage Officer)

Coburg Street and St. Patrick's Hill Area Action Plan

The Coburg Street and St. Patrick's Hill Area Action Plan has been prepared to provide an impetus for the development and improvement of the area over the next 5-10 years. The plan covers an area of approximately 9.6 hectares with the boundary extending along the River Lee to the south, Bridge Street and St. Patrick's Hill to the east, along Bell's Field and Lady's Well to the north and the North City Link Road to the west. It includes the central area focused around Coburg Street, Leitrim Street and Devonshire Street as well as the main development opportunity sites in the area (Hegarty's, the Heineken staff car parks and Statoil Service Station) and public spaces such as Bell's Field, Lady's Well and St. Patrick's Hill.

The Area Action Plan is a "non-statutory" local area plan which forms a corporate policy document amplifying the existing planning policy framework and providing a vision for the future development and improvement of the area.

The Aim

To promote the regeneration of the Coburg Street and St. Patrick's Hill area through the enhancement of its physical fabric, development of opportunity sites and transformation of its image so that it becomes an attractive place for all those living, working and visiting the area.

Some of the key features of the plan include:

- A framework for the development of key large and infill sites within the area
- The protection and enhancement of the built environment and heritage of the area
- A focus for upgrading aspects of the public realm which are in need of improvement
- Furthering the tourism potential of the area so that it becomes an attractive place to visit
- Providing guidance for the development of key sites within the area- Hegarty's, the Heineken car parks and the Former Circuit Court House



View of Coburg Street from St. Ann's Shandon



Camden Place



Devonshire Street



Development Strategy

The plan sets out a built environment framework and establishes some key principles for the redevelopment of large and infill sites in the area. It outlines some key aspects of good urban design and also details how the development of infill sites should conform to the existing character and pattern of development within the area.

Conservation Strategy

The plan aims to protect, manage and enhance the area's built and natural heritage, including the recommendation of structures of significance for inclusion in the Record of Protected Structures.

Public Realm Strategy

The public realm strategy aims to create a network of well-designed and attractive public spaces which are lively, safe, functional and strengthen the existing character of the Coburg Street and St. Patrick's Hill area. St. Patrick's Bridge, Bridge Street and St. Patrick's Hill Lower are seen as key spaces as part of the city centre as a whole and are addressed as part of the plan.

Tourism Strategy

This section aims to develop and improve the tourism potential of the area. It includes a proposal for a tourist walking trail leading from the city centre to Bell's Field via St. Patrick's Hill and also linking into other tourist attractions nearby.

Sub-Areas Strategies

Three key development opportunity sites are identified which include:

Hegarty's Site- this site is currently occupied by Hegarty's building and civil engineering contractors, containing their offices and staff car park. The plan outlines proposals for its redevelopment including a key corner building at the junction of the North City Link Road and Leitrim Street.

Heineken Car Park and Statoil Service Station Site- this site is currently underutilised and presents a valuable opportunity to provide an attractive urban edge along the North City Link Road. Proposals for this are outlined.

Former Circuit Court House- this site includes a complex of former warehouse buildings and is listed as a protected structure under the *City Plan*. The emphasis of redevelopment should therefore be on retention of important architectural and historic elements and how new development can respect its character.

Delivery

The private sector will contribute to the development and improvement of the Coburg Street and St. Patrick's Hill area, however the City Council will play an active role in promoting and delivering some of the key projects proposed. A project team will be established to ensure delivery of key projects.





Fig 1.1 Plan Boundary

1.1 Introduction

Cork City Council has prepared an Area Action Plan for the Coburg Street and St. Patrick's Hill area of the city, to guide development and change over the next five years. This is in response to a request from the members of the City Council, to prepare a plan which would provide an impetus for the improvement of the area, which has become degraded in recent years.

Plan Aim

To promote the regeneration of the Coburg Street and St. Patrick's Hill area through the enhancement of its physical fabric, development of opportunity sites and transformation of its image so that it becomes an attractive place for all those living, working and visiting the area.

1.2 Overview

The plan area is located at the edge of the City Centre, just north of the River Lee. It has a rich built heritage, with many buildings dating from the early to mid-nineteenth century. It combines retail and commercial uses with a residential function. Despite its prime location near the City Centre, it is considered that the area has failed to take full advantage of this given the number of low value uses and its run-down appearance at present. Other areas in the vicinity such as Blackpool have been upgraded but the area around Coburg Street and St. Patrick's Hill is in need of a plan to set out a strategy for its development and improvement.

It is clear that there are a number of potential development sites in the area such as Hegarty House and associated car park and the Heineken staff car parks. A strategy is required to ensure these are developed in a coherent and attractive way. Recent developments



include a mixed use scheme at 5 Camden Quay, an apartment development at 13-16 Pine Street and a mixed use development at 16 and 17 Leirim Street. There is a need to ensure the area is upgraded to the highest standards while retaining some of its existing character and built heritage. With the completion of the North City Link Road, there is a particular need to provide a decent urban edge along this road.

A residential facility for the homeless is currently under construction at 34 Leirim Street by the Cork Simon Community in partnership with Cork City Council. This has raised concerns among local residents and business people regarding the potential impact that it may have on the area. It is considered crucial that the area continues to have a vibrant and mixed residential community and variety of commercial uses into the future.

A Views and Prospects variation has been made to *The City Plan 2004*. There are a number of key views in the area including one of the most impressive views in the city from Bell's Field. Linear views of St. Anne's Church in Shandon are also included along Hardwick Street and Coburg Street.

The area also has potential for leisure and tourism development. The tourist potential of the area could be enhanced by linking it into the City Centre and Collins Barracks' Museum via a tourist trail taking in the viewing point at Bell's Field.

1.3 The Coburg Street and St. Patrick's Hill Area

The plan area, illustrated in Figure 1.1 includes the central area focused around Coburg Street, Leirim Street and Devonshire Street as well as the main development opportunity sites in the area

(Hegarty's, the Heineken staff car parks and Statoil Service Station) and public spaces such as Bell's Field, Lady's Well and St. Patrick's Hill. It covers an area of approximately 9.6 hectares with the boundary extending along the River Lee to the south, Bridge Street and St. Patrick's Hill to the east, along Bell's Field and Lady's Well to the north and the North City Link Road to the west.



1.4 Role of the Area Action Plan

The AAP is a "non-statutory" area plan which forms a corporate policy document providing a vision for the future development and improvement of the area. It amplifies the existing policy framework set out in the *Cork City Development Plan, 2004 (City Plan 2004)*.



The purpose of the AAP is:

- To provide a framework for the development of key large and infill sites within the area
- To protect and enhance the built environment and heritage of the area
- To provide a focus for upgrading aspects of the public realm which are in need of improvement
- To further the tourist potential of the area so that it becomes an attractive place to visit

A key feature of the AAP will be the focus on implementation. It will seek to:

- Protect areas sensitive to change
- Stimulate the redevelopment of key sites in the area
- Focus on the delivery of sustainable development and comprehensive improvements

Plan Structure

The Coburg Street and St. Patrick's Hill Area Action Plan is set out as follows:

Section 1 Introduction- introduces the plan and outlines the plan's role

Section 2 establishes the strategic context

Section 3 Area-wide Strategies- Looks at a number of important issues that are addressed on an area-wide basis. These include issues of development and urban design, conservation and heritage issues and public realm improvements and tourism

Section 4 Sub-area Strategies- Looks at site specific issues for key development sites in the area

Section 5 Implementation Strategy- This section addresses the main City Council implementation issues and sets out targets for achieving them

Project Process

The plan was prepared according to the following broad process.

Issues exploration & draft plan preparation – March 2006 to March 2007

Following a preliminary issues exploration and work by the Coburg Street and St. Patrick's Hill AAP Working Group, the draft plan was prepared by the Planning Policy Section of the Planning and Development Department.

Public consultation – April to May 2007

A 6-week period of public consultation was held in April and May, during which the public were invited to make written submissions and meetings were held with key stakeholders.

Plan adoption – 9 July 2007

The Manager's Report on submissions received was considered by the Planning and Development SPC and the Plan adopted by Cork City Council.

Next Step – Implementation

It is proposed to set up a project team, which will be responsible for bringing forward the implementation of projects outlined in the plan (see Section 5.0) according to the agreed timescales.



2.1 The Area Action Plan is a ‘non-statutory plan’, which forms a corporate policy document, expressing particular issues and areas of concern while also providing a vision for the future improvement and development of the area.

2.2 The plan falls within the context of the following planning policy hierarchy:

National Policies, including documents such as

- *The National Development Plan (2007 – 2013)*
- *The National Spatial Strategy (N.S.S.) 2002 – 2020*
- *Sustainable Development: A Strategy for Ireland, 1997*
- Ministerial Guidelines and Directives such as *The Residential Density Guidelines 1999*

Regional Policies

- *South West Regional Planning Guidelines 2004*
- *Cork Area Strategic Plan 2002-2020 (CASP)*

Local Policies

- *Cork City Development Plan 2004*

National Spatial Strategy

The National Spatial Strategy (NSS), prepared in 2002, is a 20 year national planning framework designed to achieve a better balance of social, economic and physical development, and population growth between regions. It provides a context for regional guidelines and local authority development plans.

Cork City is identified as the National/International “Gateway” for the South-West Region, providing the necessary scale of infrastructure and services to increase the economic attractiveness of the region.

The Cork Area Strategic Plan 2002-2020 (CASP)

The CASP provides a vision and strategy for the development of the Cork City sub region to 2020. It was adopted in 2001 by Cork City Council and Cork County Council and has been endorsed by both the South West RPGs and the NSS. The vision outlined in CASP is reflected in the Cork City Development Plan, 2004. It provides a framework for the integration of land use, transportation, social, economic and environmental elements for the Cork area.



Cork City Development Plan 2004

Most of the plan area is located within the City Centre sector as defined in the *Cork City Development Plan 2004*, which is the statutory plan for the City. Part of the Heineken car park and Lady’s Well are located in the Northeast sector. The Plan puts forward a



vision for the development of the city from 2004 to 2009 and beyond. It seeks to develop and improve the economic, social, cultural and environmental health of the City. Some of the objectives for the City Centre include:

- An expansion in the economy and the areas necessary to accommodate commercial activities
- The promotion of good quality design in order to maximise the benefits of development and the contribution that development makes to improving quality of life and creating a distinctive identity for Cork City
- The conservation of those elements of the historic environment that are of significance to the City and to the State
- The creation of high quality residential neighbourhoods within and close to the City Centre
- Promoting the development of key derelict sites and buildings, including the appropriate repair and reuse of historic building stock
- Promoting the development of strategic sites
- Improving the quality of the public realm, and the pedestrian/cycling experience

LEGEND	
Development Objectives	Zoning Objectives
Area of special character	Inner city residential neighbourhoods
Improved commercial street	Commercial core area
Pedestrian junction improvements	Public open space
Pedestrian priority area	Ridge protection zone
Quayside amenity area	Landscape protection zone
Strategic pedestrian linkages	Sports grounds
Two way traffic	Residential community & local services
	City centre retail area
	Primary retail frontages
	Key secondary retail frontages
	Existing walkways/cycleways



Fig 2.1 Zoning and Development Objectives



3.1 Introduction

This section of the plan focuses on issues that impact on the plan area as a whole and hence policies and objectives outlined will be applied throughout the plan area. The area-wide strategies set out in this section include:

1. Development Strategy- sets out a built environment framework and establishes some key principles for the redevelopment of large and infill sites in the area
2. Conservation Strategy- addresses the promotion, preservation and enhancement of buildings of significance and the historic character of the area
3. Public Realm Strategy- looks at key spaces and how aspects of public space should be improved
4. Tourism Strategy- looks at how the tourism potential of the area could be enhanced

3.2 The Vision

To re-establish the Coburg Street and St. Patrick’s Hill area as a thriving City Centre district, which is an attractive place to live, work and visit with a much enhanced built environment and public realm. Its image will be transformed, while not compromising its existing character as a distinctive and historic part of Cork City. The existing retail and commercial character of Coburg Street will be strengthened and an expansion in the residential population will help invigorate the area with exciting new development opportunities on key sites. The historic built fabric will be strengthened and improved public spaces will encourage the local community to interact and provide an attractive destination for visitors to the area.

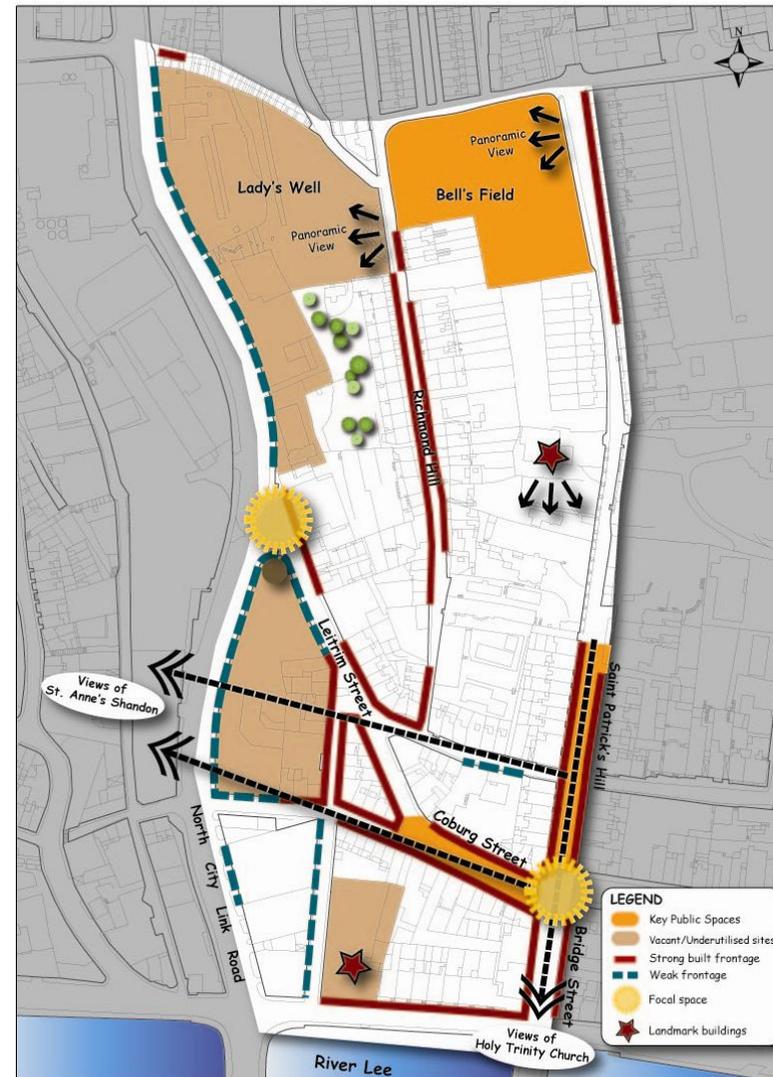


Fig 3.1 Urban Analysis



3.3 Development Strategy

Objective

To seek the development of the area in a way which injects new activity, improves its urban character and provides a vibrant mix of uses while conserving its historic built fabric.

Introduction

This section provides a strategy for future development in the area. While much of the Coburg Street and St. Patrick's Hill area is well established with a number of historically and architecturally important buildings and streetscapes, there are some relatively large, vacant or underutilised sites, which could be developed. There is also a need for guidance regarding the development of smaller infill sites. It will be necessary therefore to outline some key urban design principles, which should be incorporated into any new development.

Section 4.0 provides site-specific development briefs for the key development sites in the area.

Aim

To promote a high quality of design in the development of the area, with sustainable communities and a vibrant mix of uses.

Strategic Context

Much of the southern section of the plan area is zoned as part of the *City Centre Commercial Core Area* in the *City Plan*. This permits all uses including residential and offices except comparison retail, which are restricted to the *City Centre Retail Area* unless they serve

a local need only. Active ground floor uses are promoted in all new-build development and should be designed to accommodate higher order retail uses except where it is not practical or appropriate (*Policy CCI*). Bridge Street and part of Coburg Street are zoned as part of the *City Centre Retail Area*, which is the main focus for retail activity and is the priority location for higher order retail development within the City Centre (*Policy CC2*).

Most of the northern part of the plan area is zoned with an *Inner City Residential Neighbourhood* objective. *Policy CC 10* outlines the need to reinforce the residential character of such areas by resisting the conversion of existing housing stock to other uses, resisting the sub-division of existing dwellings and seeking the redevelopment of vacant and derelict sites for residential use or small-scale local employment. In existing inner city areas at least one-third of all new housing should be for family-type homes and non-residential developments should serve a local or civic need.

The *City Plan* also provides guidance on key urban design principles in *Chapter 6*. Of particular relevance is *Policy BE 21* which outlines how new development should take account of the locally distinctive character of a site including the pattern of buildings, plots, blocks, streets and spaces, the palette of local traditional building materials, styles and detailing, the scale and proportion of existing buildings, building lines, massing and height of buildings in relation to the street and relationship to topography, building heights, views, vistas and landmarks.



Blackpool and Shandon Integrated Area Plan

The Coburg Street area was included in the *Blackpool and Shandon Integrated Area Plan* under the *1999 Urban Renewal Scheme*. Some of the developments constructed under the scheme include an apartment development at 13-16 Pine Street as well as a mixed-use development (29 apartments and 4 retail units) at 16-17 Leitrim Street. Other major recent developments in the plan area include a multi-storey car-park at Carroll's Quay and a mixed-use development also at 5 Camden Quay, which was not constructed under the scheme.



Residential development at 13-16 Pine Street



Mixed-use development at 16-17 Leitrim Street

Existing Situation

- The Coburg Street and St. Patrick's Hill area was largely developed between the early to mid 19th century
- Many of the original buildings are still present and have become degraded in recent years, however these should be retained and sensitively restored
- The predominant land use at the southern part of the land area is commercial with some residential at upper floors. Commercial uses are particularly evident along Camden Quay, Bridge Street and Coburg Street

- By contrast the northern part of the plan area is predominantly residential in character with mainly residential dwellings along Richmond Hill and the northern parts of St. Patrick's Hill/Audley Place
- With the completion of the North City Link Road, an attractive urban edge should be provided on sites which are presently vacant and under-utilised such as the Heineken staff car parks and the Hegarty car park
- Any infill sites which exist should be developed to the highest standards and respect the historic nature of the area

Larger Development Sites

All the development sites in the area should be designed and developed to the highest standards. In this regard a Design Statement as described in *Chapter 11 Development Control Standards* of the City Plan should be prepared by the developer at an early stage in the design process/pre-application stage. Details of good urban design practice are outlined below.



Key Aspects of Good Urban Design:

- **Places for People-** for places to be enjoyed and actively used, they must be safe, comfortable, varied and attractive, distinctive and offer variety, choice and fun
- **Enrich the Existing-** new development should enrich the qualities of existing urban places and respond to its setting
- **Make Connections-** places should be easily accessible and integrated physically and visually with their surroundings taking into account the needs of pedestrians, cyclists, public transport and the car; in that order
- **Work with the Landscape-** A balance needs to be struck between the natural and man-made environment and a site's resources utilised- including climate, landform, landscape and ecology- to maximise energy conservation and amenity
- **Mix Uses and Forms-** stimulating and interesting places meet the needs and demands of a wide range of people and also weave together different building forms, uses, tenures and densities
- **Manage the Investment-** Developments must be economically viable, well managed and maintained
- **Design for Change-** Developments should be flexible and respond to future changes in use, lifestyle and demography. They should be designed for energy and resource efficiency, contain flexibility in terms of use and introduce new approaches to transportation, traffic management and parking.

Source: *Urban Design Compendium*, English Partnerships, 2000



Public Seating, Leeds



Pedestrian Space, Fakenham



Sustainable Building Practice

Sustainable development is located at the heart of Ireland's national planning policy framework under the *Planning and Development Act 2000* and will help meet Ireland's commitments to reduce carbon emissions under the Kyoto Protocol. Sustainable building is also a key aspect of good design in terms of working with the landscape, managing the investment and designing for change. In this regard, major new developments in the plan area will be required to show that they will have an overall positive effect in terms of sustainable and energy planning, as compared to current practices. This should be demonstrated by indicating how at least 10% of its annual expected energy consumption is to be supplied from renewable resources. The 10% target relates to basic building services such as lighting, heating and appliances.



Solar Panels- Bedzed, Surrey

Small (infill) development

The area has a distinctive sense of place and strong physical and architectural character. This should be protected and enhanced by

promoting infill development sensitive to the surrounding area. The Conservation Strategy of this plan suggests a number of buildings which merit inclusion in the Record of Protected Structures, however it is considered that there are other buildings or groups of buildings which are locally important or important to the character of the area as a whole. It is therefore considered that the retention and refurbishment of the existing historic building stock is generally favoured over demolition and rebuild. The area does however have potential for infill development on small sites, which are currently vacant or underused backland areas. Infill plots include individual plots between buildings capable of accommodating one or two buildings. All infill development will be required to conform to the general characteristics of the area in terms of:

- Building height
- Building line
- General scale and proportion of existing buildings
- Urban grain
- Design. The palette of materials and details of facades and other surfaces should generally conform. High quality, contemporary designs will be encouraged where there is already a mix of styles in the area. Replicas of existing buildings should only be considered where there is a need to restore the character of a unified terrace.

Ridge Protection Zoning

It is considered that the tree belt forming a backdrop to the Heineken car-park/Statoil site on the North City Link Road should be considered for rezoning as a *Ridge Protection Zone* in the next *development plan*, extending the existing Lady's Well Ridge Protection Zone.



3.4 Conservation Strategy

Introduction

This section deals with the historic fabric of the area and issues of conservation and heritage.



Old photograph of Hardwick Street

Historical Overview

The Coburg Street and St. Patrick's Hill area is situated outside the walled medieval

city of Cork, which was situated a short distance to the southwest on the north and south islands in the River Lee. The plan area developed from the mid 18th century when the land bounded by Carroll's Quay, Leitrim Street, Coburg Street and the River Lee was reclaimed and subsequently laid out with streets and buildings. Cartographic sources from the 18th and 19th century show the development of the plan area.

In the early 18th century the area was known as Green's Marsh. By the 1770's however it had been renamed Devonshire's Marsh. Leitrim Street was known as Lady's Well Street and is named on both John Rocque's Map (1754) and Joseph O'Connor's Map (1774). The early configuration of streets known today as Hardwick Street (Roger's Folly) and Coburg Street (Coals Dock) are also evident. A windmill, which probably forms part of the present day Bruce College and a holy well indicated and named as Lady's Well are also visible on O'Connor's Map.

In the 19th century this part of the city developed as a quayside. The quay walls and St. Patrick's Bridge are evident in Beaufort's Map (1801) and there were many warehouses situated on Camden Quay and Carroll's Quay and on a normal tide ships would have easily accessed these quaysides. The present-day street layout including Pine Street, Devonshire Street and St. Patrick's Hill are also evident. By 1832 (Holt's Map) the street layout appears much more formalised and resembles its current form including the development of the lower part of Richmond Hill and St. Patrick's Hill/Audley Place.



Old photograph of Devonshire Street



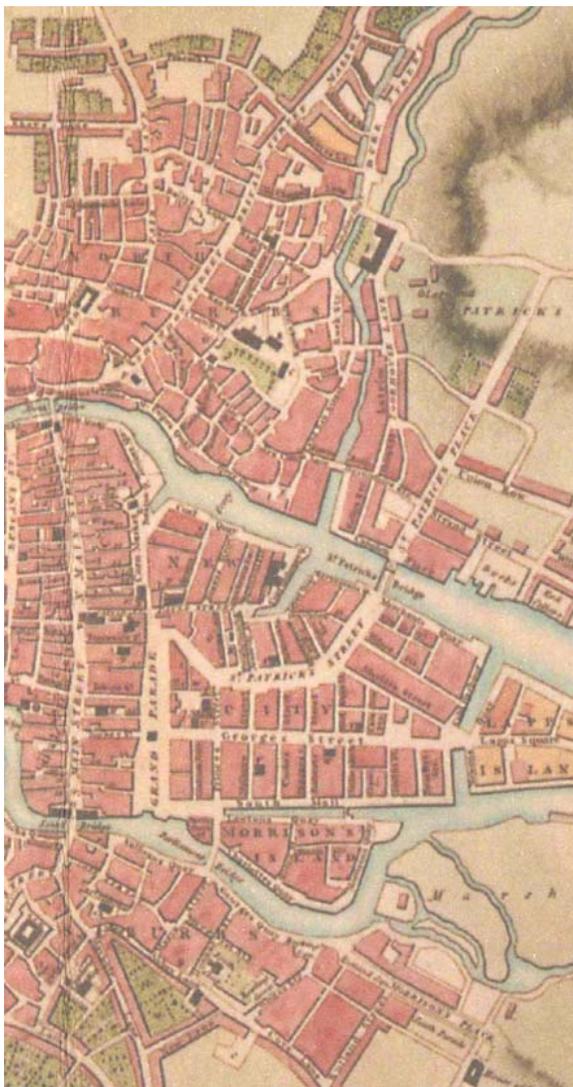


Fig 3.4.1 Detail from Beaufort's Map (1801)

Archaeology

The plan area is situated partially within the Zone of Archaeological Potential (ZAP) for Cork City (CO074-122). There are a number of potential development sites within the area, therefore all large-scale development proposals will require an archaeological assessment. The assessment should include archaeological testing where appropriate and should establish what, if any, archaeological remains are existent on the site and to what degree ground works would impact on such remains.

The Record of Monuments and Places (RMP) provides a list of all known monuments and places of archaeological interest as outlined by the National Monuments Service (NMS), Department of the Environment, Heritage and Local Government. The NMS has the statutory responsibility for the protection of all archaeological monuments and places under the National Monuments Acts 1930-2004. A holy well (CO074-062), situated at Lady's Well at the northern boundary of the plan area, is listed in the RMP and is indicated within the Zone of Archaeological Potential for Cork City. The site of the holy well was excavated in 2000. The purpose of the excavation was to locate the site of the well, which was associated with a grotto that was demolished in the 1990's. A roughly paved layer of sandstone flags surrounding a cast-iron basin was revealed. This lowest level of the well was not excavated but left *in situ*. As part of a landscape project initiated by local residents and the City Council, the interior of the well was backfilled and the surrounding walls, i.e. the remains of the grotto were consolidated. The well is currently in a poor condition due to vandalism. It is recommended that the well be retained within any proposed developments for the Lady's Well area.





Lady's Well

Previous archaeological testing within the plan area at Camden Quay revealed a well, probably of eighteenth century date. Immediately to the west of the plan area in Knapp's Square archaeological testing revealed a number of *in situ* timbers c1700 in date. The nature of the timber suggests they formed a small walkway running to the waters edge.

Buildings on the Record of Protected Structures (RPS)

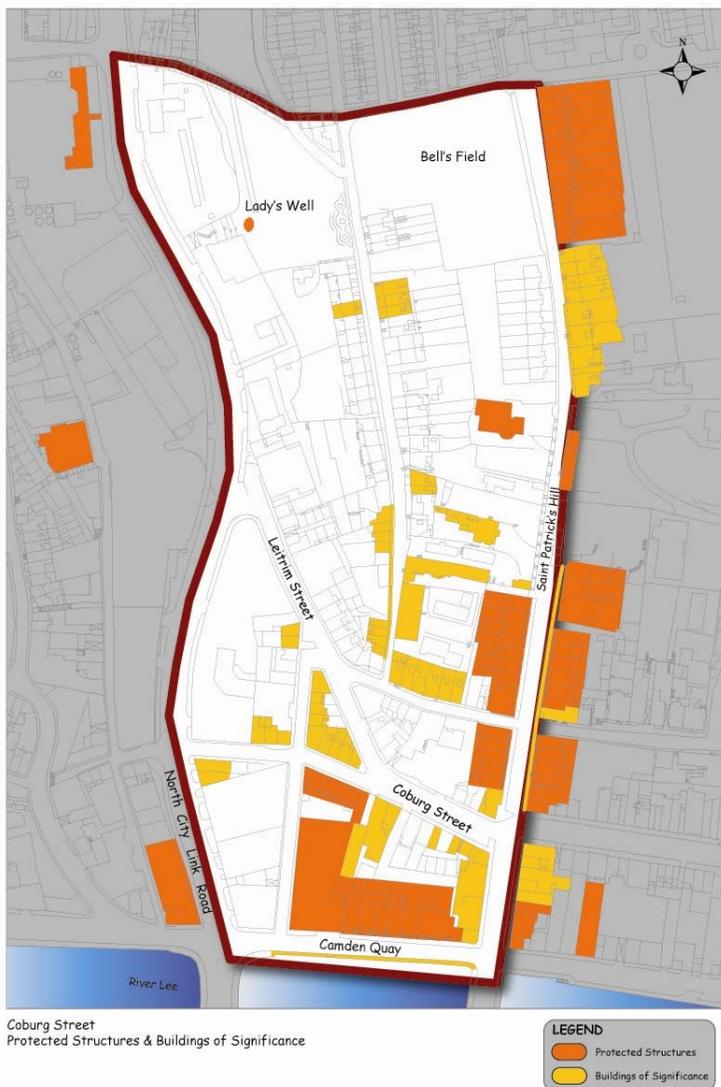
The following buildings are on the Record of Protected Structures and therefore benefit from protection under the *Planning and Development Acts 2000-2002*, and the relevant policies contained in the *City Plan 2004*.

RPS Ref	Name	Location
PS008-011	Nos. 6-9 Bridge Street	Bridge Street
PS012-019	Nos. 1-8 Camden Place	Camden Place
PS020	Former McKenzies/Circuit Court	Camden Quay
PS063-069	Nos. 1-7 Devonshire Street North	Devonshire Street
PS162	Lady's Well	Leitrim Street
PS418	Audley House	St. Patrick's Hill
PS379-409	Nos. 1-31 St. Patrick's Hill	St. Patrick's Hill
PS477-487	Nos. 1-11 Audley Place	St. Patrick's Hill



Camden Place





Protected Structures Requiring Repair and Investment

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

- Nos. 6-9 Bridge Street

Buildings of Regional Significance

A number of buildings within the plan area have been identified as being of regional architectural, historic or other interest. These buildings are not currently identified in the Record of Protected Structures (RPS), but are considered to merit inclusion.

The first schedule (overleaf) contains buildings which are mentioned in the *National Inventory of the Architectural Heritage (NIAH)* survey for Cork City. The survey was carried out in 2003 on behalf of the *Department of the Environment, Heritage and Local Government* and local authorities are required to include such structures within the *Record of Protected Structures* of their relevant *Development Plans*.

The second schedule (overleaf) contains structures which were either not included in the survey but are considered to merit inclusion or those which are located outside of the geographical scope of the survey (which did not cover the entire plan area). These structures were assessed through visual inspection while visiting the area.



Buildings of Significance listed on the NIAH, which are not included in the Record of Protected Structures (RPS)	
Name	Location
Nos. 1-5 and 10-17	Bridge Street
Ashlar limestone quay walls	Camden Quay
Nos. 1-3	Carroll's Quay
Nos. 1-3, 9 and 21	Coburg Street
Four-storey former warehouse	Coburg Street
Nos. 15-21	Devonshire Street
Nos. 11-16	Hardwick Street
No. 42	Leitrim Street
No. 1, 19 and 20	Pine Street
Remains of limestone kerbing	Richmond Hill
Nos. 7-9, 49 and 52	Richmond Hill
Ursuline Convent	St. Patrick's Hill
St. Angela's College	St. Patrick's Hill
Carriage Arch	St. Patrick's Hill
Limestone steps and kerbing	St. Patrick's Hill
No. 12 A	St. Patrick's Place

Buildings of Significance which are not listed in the NIAH	
Name	Location
Nos. 5 and 8	Coburg Street
Nos. 2 and 3	Pine Street
Nos. 1-4, 10 and 48	Richmond Hill
Nos. 1-3 Gordon Terrace	Richmond Hill
Nos. 1-4 Lansdowne Terrace	Audley Place, St. Patrick's Hill
Nos. 16-19	Audley Place, St. Patrick's Hill



Nos. 7 and 8 Richmond Hill



Limestone kerbing, Richmond Hill





Nos. 1-2 Pine Street

Area of Special Character

The plan area is considered to merit designation as an Area of Special Character/Architectural Conservation Area, which is a means of guiding the evolution and protection of areas with special characteristics. The area has a distinctive character in terms of its historic street layout and the number of architecturally and historically important structures present. The effect of such a designation would mean that external works materially affecting the character as defined by the Planning Authority will require planning permission. Consultation will take place (before designation is considered) with local residents, property owners and local business interests to assess the level of local support for the initiative.

Painting Grants Scheme

It is proposed to introduce a scheme of painting grants for external painting and decorating of buildings within part of the plan area to enliven the streetscape and improve its neglected appearance. This type of scheme has already been successfully tried and tested in Shandon and Blackpool. The scheme would provide a grant and advise service to property owners and thus incentive to paint their properties. The following factors would need to be taken into account when assessing applications for the scheme:

- The proper treatment of natural materials such as stone slate or brick which should be left unpainted
- The extent to which colours of the natural materials should influence the scheme
- The amount of diversity to be allowed and the degree of conformity to be retained
- Tone and colour
- The use of good quality, breathable paints
- The elements to be emphasised or suppressed
- The treatment of details such as string course, fascias and reveals

It is proposed to designate the following streets within the plan area:

- Coburg Street
- Devonshire Street
- Leitrim Street
- Pine Street
- Hardwick Street
- Richmond Hill
- St. Patrick's Hill



3.5 Public Realm Strategy

Introduction

This section of the plan addresses issues relating to the public realm in the area. The public realm consists of all public spaces including hard landscaped areas such as streets, squares and quaysides and soft landscaped spaces such as parks and green areas. The public realm has been largely overlooked and neglected in the plan area over the years. It is therefore crucial to look at the treatment and role of its public spaces and to outline objectives to upgrade them. Key public spaces are looked at in detail, while broad objectives are identified for other spaces.

Aim

To create a network of well-designed and attractive public spaces which are lively, safe, functional and strengthen the existing character of the Coburg Street and St. Patrick's Hill area.

Strategic Context

The policy context for the design of the public realm is outlined in *Policy BE32* of the *City Plan 2004*. This recognises the need to design public areas which are accessible and safe to all, particularly designed to improve access for pedestrians and cyclists and cater for the needs of public transport. Historic elements of the public realm including stone setts and kerbs as well as features of landscape, ecological or archaeological value should be retained and enhanced.

Policies relating to public open space and recreation are outlined in *Policies NHR10* and *NHR11*. These include the need to apply the principle of a Hierarchy of Parks and cater for the recreational needs

of all sectors of the community by protecting and improving existing areas of public open space and providing high quality open spaces. These should be accessible to all members of the community.

Existing Situation

- The quality of the public realm in the area is generally poor with most footpaths and pavements in need of upgrading
- The layout of streets needs to be reconfigured to cater for a more pedestrian-friendly environment
- St. Patrick's Bridge, Bridge Street and St. Patrick's Hill Lower are key spaces in the area and are also key to improving the image of the city centre
- Lady's Well and Bell's Field provide valuable assets in terms of recreation and public space and have tourism potential
- The potential of the riverside along Camden Quay has not yet been realized
- A contra-flow bus lane has been introduced along Camden Quay. There are plans to ban right turning traffic from the North City Link Road onto Devonshire Street. This should help to further ease traffic in the area.

Key Public Realm Design Principles

Good public spaces are key to achieving the successful regeneration of an area by improving the quality of life of residents and achieving greater social cohesion, attracting investment and improving the quality of the urban fabric. The plan area is largely built up, therefore offers little opportunity for new parks and spaces. However a key component of the plan will be upgrading and re-using existing spaces. The southern part of the plan area is dominated by hard-landscaped areas such as its streets and the quayside area. Streets



form the largest part of the public realm and their quality affects the way people use and perceive places.

A successful streetscape should be:

- Comfortable and safe for pedestrians and the disabled
- Designed to accommodate all sorts of functions not dominated by any one function
- Visually simple and free of clutter. Regardless of whether a street is a straightforward or complex space, what matters is the simplicity and character of its paving, street furniture, lighting and landscaping
- Well cared for, and where utilities or ‘extraneous’ advertising are subordinate to all other street functions
- Sympathetic to local character and activity context, in design and detail
- Making appropriate ordered provision for access, deliveries and storage of vehicles

Source: *Paving the way: how we achieve clean, safe and attractive streets* (CABE / ODPM, 2002)

Materials

In Cork the following palette of materials were traditionally used:

- Stone setts (mainly in grey sandstone)
- Sandstone drainage channels
- Limestone kerbs
- Sandstone flags

While it is important to retain some important features such as those mentioned, a more expansive range of materials and street furniture can be incorporated while still respecting the existing character of the area.



St. Patrick's Street regeneration



Public Realm Improvements

Guidance is provided for improvements to the key public spaces in the plan area. These are arranged in terms of a hierarchy of primary and secondary and tertiary spaces and are listed below and illustrated in Figure 3.1 (opposite).

Primary Spaces

- St. Patrick’s Bridge
- Bridge Street
- St. Patrick’s Hill Lower
- Bell’s Field and Lady’s Well

Secondary Spaces

- St. Patrick’s Hill Upper
- Coburg Street/part of Devonshire St./ part of Leitrim St.
- Camden Quay/Camden Place

Tertiary Spaces

- Richmond Hill
- Leitrim Street
- Hardwick Street
- Devonshire Street
- Pine Street

Design Competition

It is considered that a design competition should be initiated to cover the most important public spaces in the plan area which consist of Bell’s Field and Lady’s Well, St. Patrick’s Bridge, Bridge Street and St. Patrick’s Hill Lower. These are considered very important areas in terms of promoting a positive image of the city.

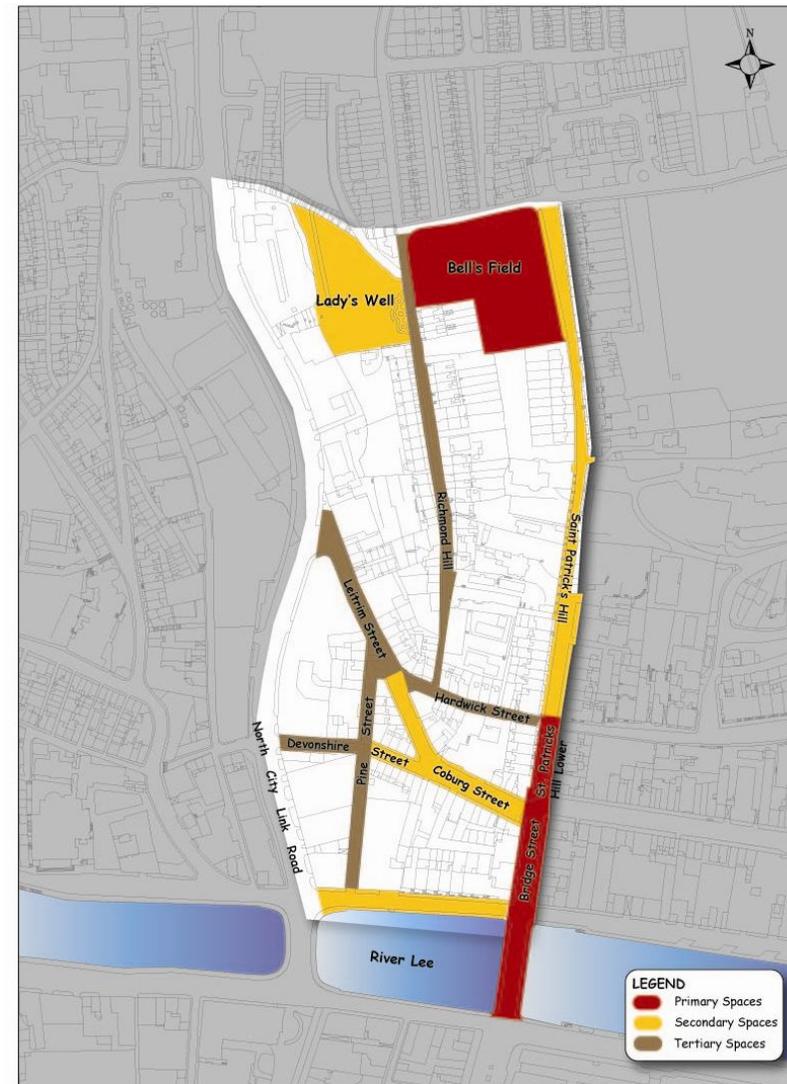


Fig 3.1 Public Spaces



Traffic Modeling

It is proposed to carry out traffic modelling on the area to assess the feasibility of alternative movements. This would include reducing capacity on Coburg Street (wider footpaths) and junction improvements north of Christy Ring Bridge. It is necessary that MacCurtain Street remain one-way for the time being in order to facilitate the bus lane. However the situation will be reviewed in 6 months to check benefits to public transport.

Public Art

For key spaces such as St. Patrick's Hill it will be important to incorporate public art as part of public realm projects in order to provide an interesting focus for the area. Such projects could be funded through the PerCent for Art Scheme and commitments from local developers in the area. Design competitions could be held for such schemes.

Public Open Space Standards for New Developments

As outlined in the *City Plan*, where possible up to 10% of the gross site area for new developments will be required for public open space within the city centre. However where this cannot be provided or where it is not appropriate to provide this, a contribution to local amenity facilities in lieu of the shortfall will be required.

Public Realm Improvements

Guidance is provided for improvements to the key public spaces in the plan area. These are arranged in terms of a hierarchy of primary and secondary and tertiary spaces.



Public Art and Railings



Exchange Square, Manchester



ST. PATRICK'S BRIDGE/ BRIDGE STREET

A busy, pedestrian and vehicular thoroughfare which links St. Patrick's Street to the north side of the city. Bridge Street is a busy city street which is commercial in character and forms part of the City Centre Retail Area. The surrounding area has experienced renewal including the upgrading of St. Patrick's Street. There are also plans for a pedestrian bridge from Merchant's Quay to St. Patrick's Quay.

Identity

- St. Patrick's Bridge and Bridge Street are key public spaces in the city centre, but are currently not realising their potential
- Heavily trafficked at present but not attractive as pedestrian spaces
- Strong built frontage on Bridge Street with active ground floor uses

Movement and Accessibility

- Heavily trafficked at present, however there are proposals to reintroduce two-way traffic to MacCurtain Street which should result in a reduction in traffic in the future
- Eastern side is designated as a *Secondary Retail Frontage* in the *City Plan*. This should further enhance its importance and increase pedestrian footfall on the street

Design Proposals

- Upgrade the appearance of St. Patrick's Bridge, including cleaning limestone bridge, upgrading the historic public lighting along the bridge and re-paving footpaths

- The pedestrian junction between St. Patrick's Bridge and Bridge Street should be improved, including a new crossing point at the northern side and increasing the frequency of the pedestrian cycle
- Pavement along the eastern and western side of Bridge Street should be upgraded. The steps at the southern end of the eastern footpath should be removed. Car-parking should be removed from the eastern side to widen the pedestrian realm. Public lighting should also be upgraded
- The feasibility of widening the pathway along the western side of Bridge Street will be carried out



Bridge Street and St. Patrick's Hill



ST. PATRICK'S HILL LOWER

This is considered a key space in terms of its location at the gateway to the city centre from the north. It is dramatic and iconic framed by fine terraced Georgian townhouses, however is not realising its full potential.

Identity

- Attractive and historic group of buildings on both sides
- Presence of on-street parking detracts from the space
- There are a number of schools on St. Patrick's Hill which gives rise to traffic congestion particularly during peak hours
- Has greater potential as a place for people to linger and enjoy particularly at the entrance to the street from Bridge Street
- Number of key city views visible from this area

Movement and Accessibility

- Strategic pedestrian route from City Centre to St. Patrick's Hill Upper/adjoining streets and Bell's Field. There are also a number of schools in the area
- Incline not as steep as St. Patrick's Hill Upper- more potential for use by pedestrians/cyclists
- Pavement widths could be increased and the roadway paved to cater more for pedestrians

Design Proposals

- The junction of Bridge Street, Coburg Street, St. Patrick's Hill and MacCurtain Street should be improved with greater priority for pedestrians and enhanced crossing points as this is a key space and orientation node
- The existing pedestrian space at the base of the hill adjacent to the convenience store should be increased in size. This should be

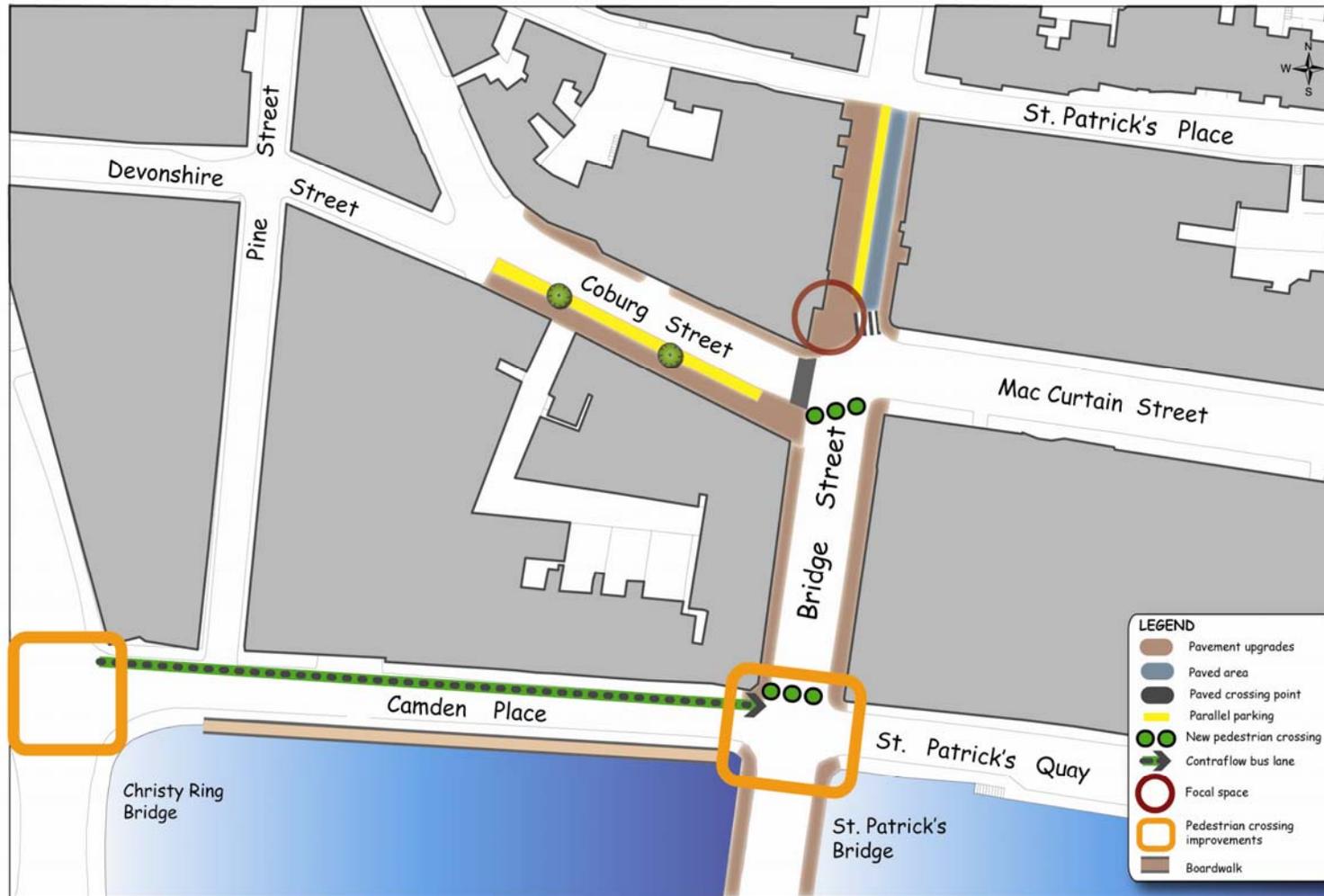
upgraded to the highest standards, providing a place for people to enjoy and include features such as street furniture, cycle parking facilities and public art

- A public art competition should be initiated to design an interesting feature which addresses the entire area of St. Patrick's Hill leading to Bell's Field. This could incorporate some interesting paving/sculpture pieces to entice people to enter and use the space. There could be an aspect of continuation to it such as a distinctive hand rail leading to the top of the hill
- Change parking from perpendicular to parallel- this would improve the visual appearance of views up and down the hill and enhance the pedestrian experience with more space for pedestrians
- Upgrade and extend existing footpaths where possible. The road area could also be paved or partially paved
- Provide high quality public lighting

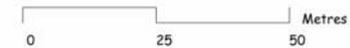


Pavement- St. Patrick's Hill Lwr.





COBURG STREET, BRIDGE STREET, CAMDEN QUAY - Public Realm Objectives



BELL'S FIELD AND LADY'S WELL

Bell's Field is located at the top of St. Patrick's Hill and represents a valuable amenity resource as an urban park, however offers greater potential than at present. The green area extends into Lady's Well which forms part of a ridge and includes a grotto as well as a viewing platform and area of open space. It forms a prominent position overlooking Blackpool and Shandon.



View from Bell's Field

Identity

- Bell's Field is a large green space which acts as a local park for residents and visitors. It forms a relatively level space at its eastern end, while the ground slopes sharply downwards at its western end
- It forms one of the most important and impressive panoramic viewing points in the city with a large number of landmark buildings and areas with special landscape characteristics clearly visible
- Lady's Well is outlined as a *Ridge Protection Zone* in the *City Plan*. It forms a steeply sloping area which is currently overgrown and under-used as an area of amenity and open space
- The area around the former grotto and well is vandalised and a location for anti-social behaviour

- There were once dwellings located at this site but these were demolished in the 1950's

Movement and Accessibility

- The area is an ideal location for providing pedestrian and tourism linkages. Bell's Field is a five to ten minute walk from the city centre up St. Patrick's Hill and is on the route to the Military Museum at Collins Barracks.
- It also offers an attractive access to the historic area of Shandon, with existing steps to the north of Lady's Well in need of upgrading
- The potential exists to allow informal walkways through the space

Design Proposals

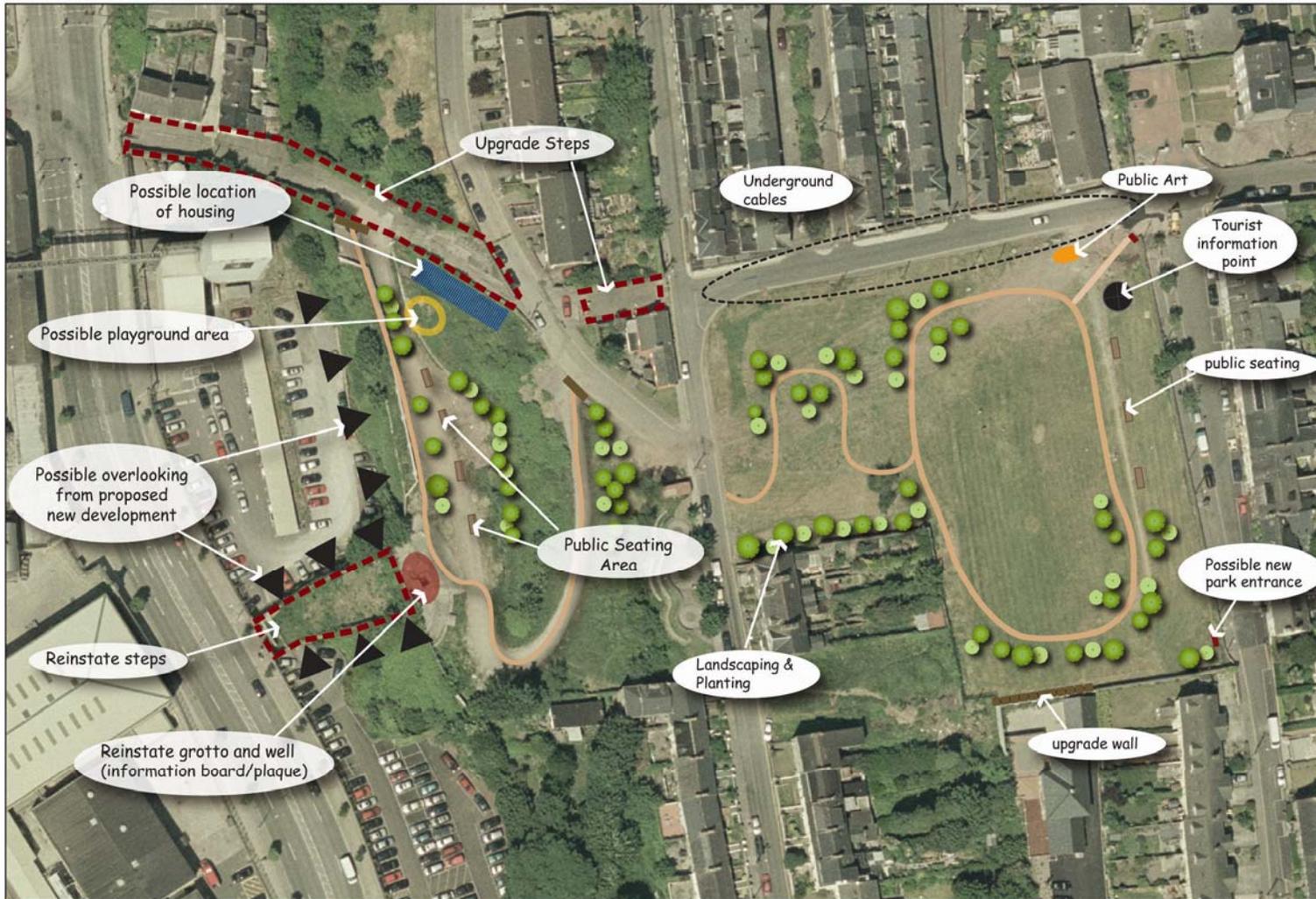
- Commission a Masterplan by a landscape architect looking at both Bell's Field and Lady's Well together and identifying the best method of dealing with and integrating these spaces
- Proposals for Bell's Field should aim to maintain its open character with trees and plants placed so as not to interfere with the view
- Service cables which run along the northern boundary should be located underground as these detract from the view
- An area for public seating should be included at the eastern (highest) part of the park
- An information board identifying landmark buildings and features within the panoramic view should be a feature
- The potential exists for a small kiosk/shop to serve visitors to the area and provide tourist information to be located in the space. This should be single storey and not detract from the view



- The eastern part of the park levels out and would be suitable as an informal play/kick-about area
- A series of informal paths could be developed through the park and leading down to Lady's Well
- Ways to effectively address issues of anti-social behaviour at Lady's Well should be addressed including the possibility of some small-scale housing to provide overlooking of the space. If feasible, this could be located on an east-west axis overlooking both the Fever Hospital steps and Lady's Well. Any development should not compromise the landscape character of Lady's Well particularly in terms of access to the development
- As an alternative to the proposed housing, a children's playground could be placed in the northwest corner. Overlooking of the space could be provided from the Hegarty site adjacent should this be developed. The steps accessing the grotto area through this site should be reinstated
- The Masterplan for the site could include the reinstatement of the statue and grotto and making a feature of the site of the well. Details on the history of the area including the line of the Old Youghal Road could provide an interesting historical perspective to the area



Bell's Field and Lady's Well



Lady's Well & Bell's Field - Public Realm Objectives

0 25 50 Metres



ST. PATRICK'S HILL UPPER

This area is a continuation of St. Patrick's Hill Lower where there is a much steeper incline. This is considered a key pedestrian route, however presents a challenge in terms of the steeply sloping nature of the hill.

Identity

- Marks a transition from the more urban character of St. Patrick's Hill Lower to the quieter, more residential nature of the area around Bell's Field
- Some historic kerbing stones along pavement and steps which should be incorporated into improvements
- Key view of St. Patrick Street and Holy Trinity Church looking southwards

Movement and Accessibility

- Steep slope makes pedestrian and vehicular access difficult
- Key pedestrian route to Bell's Field area
- Potential for pedestrians to use road space

Design Proposals

- Pavements should be upgraded and repaired utilising historic kerbstones where they exist
- The roadway could be partially paved to ensure a space for buggies and cyclists
- A handrail or other street furniture such as seating should be introduced to make the space easier to navigate and encourage its use
- Public lighting should be improved

COBURG STREET

Coburg Street forms part of the main focus for the plan area in terms of its commercial character. It is currently dominated by through-traffic and car-parking and the quality of the pedestrian realm is poor.



Coburg Street- poor quality paving and haphazard parking

Identity

- Mainly commercial uses on ground floors with some buildings currently vacant
- Dominated by through-traffic and car-parking which makes for an unattractive pedestrian realm

- Viewing corridor for St. Anne's Shandon from corner of Bridge Street. The existing wirescape in the area is unattractive and detracts from the view
- Vibrant evening uses including Irish-music pubs and hotel

Movement and Accessibility

- Busy, through-route for traffic traveling from the North City Link Road onto MacCurtain Street and Lower Northside
- South-side of street is dominated by haphazard parking
- Pavements are narrow and badly in need of repair- overall the pedestrian environment is poor

Design Proposals

- To rationalise the parking layout on the street and revert from perpendicular to parallel parking
- Upgrade pavements including the provision of a wider pedestrian space on the southern side
- Outdoor seating area and street furniture should form part of the pedestrian space
- Implement a tree-planting scheme to soften the character of the street and provide a buffer from traffic
- Implement traffic calming measures to discourage through-traffic. It is hoped that in the future, the road would revert to two-way traffic
- Provide cycle-parking facilities as part of pavement upgrades
- Upgrade street lighting in the area including the relocation of service cables underground
- Provide a paved area for pedestrians at the crossing point adjacent to St. Patrick's Hill

- A work of public art will form part of the upgrade works
- The possibility of widening the northern pavement along Coburg Street will be investigated

CAMDEN QUAY/CAMDEN PLACE

Identity

- Camden Quay/Camden Place forms an attractive built frontage onto the river with the presence of the Former Circuit Court House and a terrace of Georgian buildings
- Old quay walls located along the river Lee along the entire street

Movement and Accessibility

- At present the street is very heavily trafficked with traffic lanes accessing onto the North City Link Road.
- A contra-flow bus lane has recently been introduced along its entire length from the North City Link Road
- The existing pedestrian and cycle provision is poor with narrow pavements and no cycle lanes provided.
- The area is part of a designated *Quayside Amenity Area* and to provide *Strategic Pedestrian Linkage* in the *City Plan 2004*. The purpose is to identify areas that will provide a high-quality pedestrian-friendly public realm adjacent to the River Lee and be used as part of a linear public space as well as ensuring high quality pedestrian routes (in terms of surfaces, public realm configuration and design, junction design and junction priority).
- The road junctions at the north of Christy Ring Bridge and the north of Saint Patrick's Bridge are designated for key pedestrian junction improvements so that the pedestrian experience can be improved by design and priority measures.



Design Proposals

- In order to develop the amenity and recreational value of the river, a continuous river walk is proposed from Camden Quay on to St. Patrick's Quay and as far as Horgan's Walk in the North Docks area. Due to the limited opportunities for enhanced pedestrian / cyclist space within Camden Quay it is therefore proposed to provide a boardwalk along the quayside to cater for both cyclists and pedestrians. It is considered that the boardwalk should be implemented after the other sections of the walk have been completed so that it would become viable. The historic quay wall should be preserved with minimum intervention on this structure. The boardwalk should therefore be self supported with access points from both ends. It should be wide enough to accommodate small-scale commercial activities i.e. small café kiosks
- Small-scale development within the space/along the boardwalk will be permitted where it relates to the use of the river or quayside space such as cafes and kiosks. Buildings should be mostly transparent and single storey.
- The pedestrian junctions at the north of Christy Ring Bridge and St. Patrick's Bridge should be improved by improving the frequency and length of pedestrian lights. A crossing point at the north of Christy Ring Bridge along Camden Quay should be introduced.
- The design of Christy Ring Bridge should be made more pedestrian friendly and safe for pedestrians

Tertiary Spaces

The quality of pavements and public realm in tertiary spaces such as Leitrim Street, Pine Street, Devonshire Street, Hardwick Street and

Richmond Hill is in strong need of being upgraded. The wirescape along most of these streets is also considered poor. Programming for upgrading these spaces is included in the Implementation Section of this plan.



Boardwalk



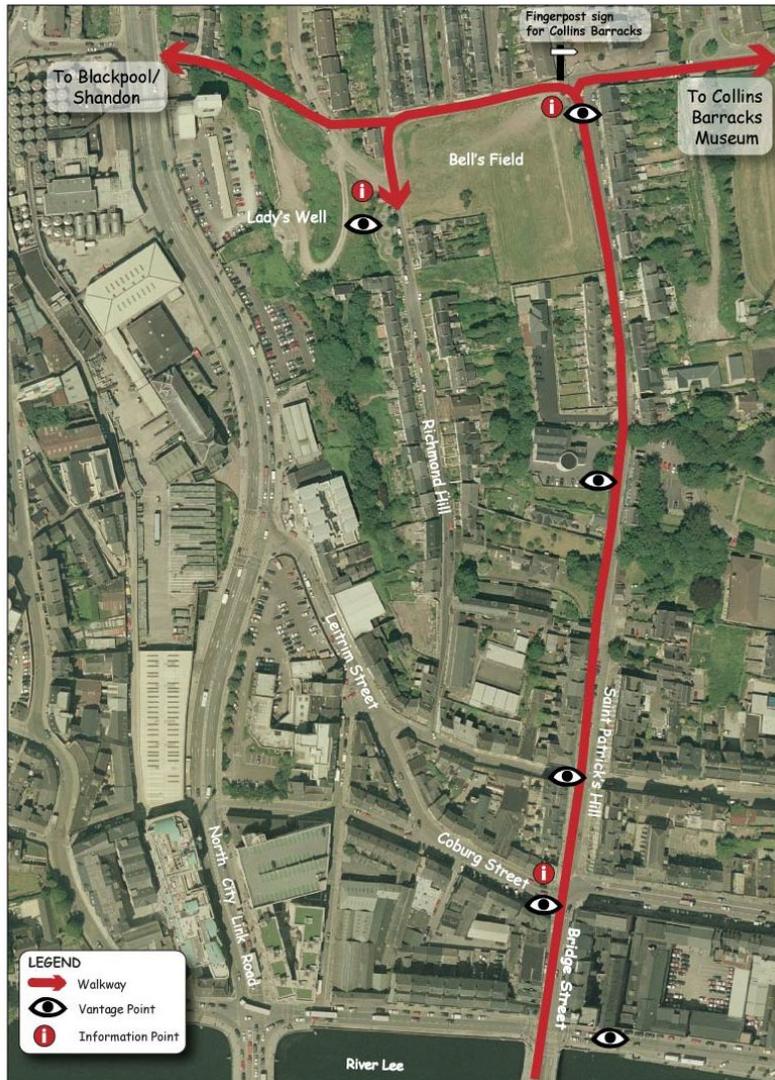


Fig 3.6.1 Tourist Walking Route

3.6 Tourism Strategy

This section of the plan aims to develop and improve the tourism potential of the area.

Strategic Context

The *City Plan* outlines the potential of Cork to become a major destination for visitors in Chapter 3 *Enterprise and Employment*. It also outlines the need to develop a significant brand in urban tourism and also to become a key base for tourists wishing to see the rich diversity of scenery, culture and activities the City has to offer. The City Development Board's Integrated Strategy, *Imagine Our Future* identifies the city's potential growth as a major destination in the urban tourist market offering culture, architecture, public spaces, shopping, food and drink, entertainment, leisure services and cultural activities. Five key strands to developing Cork's potential for urban tourism are outlined in the *City Plan*. These include:

- The development of new accommodation within the City
- The development of new visitor attractions and the enhancement of existing attractions
- The enhancement of the City Centre's public realm
- Better integration of Shandon and the South Parish (Elizabeth Fort/St. Fin Barre's Cathedral) into the City Centre
- An integrated tourism strategy

It is recognised that existing tourist attractions are in need of further investment to upgrade the standard of facilities, services and marketing. The public realm is considered significant in providing a backdrop to individual attractions and creating a positive image of the city, therefore should be designed to a high standard. In order to

make the city more legible to visitors and tourists, it recommends that gateways and signage should be identified and improved.

Baseline Information

- The area has great potential for further tourism development in terms of its location close to the city centre and the proximity of a number of tourist attractions such as the Shandon area
- The viewing point at Bell's Field is one of the most impressive in the city and attracts a number of visitors particularly during the summer months. However at present this resource is underutilised and offers much potential in terms of promotion and development as an attractive space
- St. Patrick's Hill is a key public space, however is also in need of upgrading. It is one of the key routes to Bell's Field from the City Centre and offers the potential to provide a tourist walking route linking into other areas such as the Collins Barracks Museum on the Old Youghal Road

Tourism Proposals

- Public Realm upgrades (as outlined in Section 3.5) will play a key role in enhancing the area and making it more attractive for visitors. This includes upgrading St. Patrick's Bridge, Bridge Street and St. Patrick's Hill Lower, which can build on the success of renewal works on St. Patrick's Street in terms of providing an attractive environment and encouraging people across the river
- A tourist walking trail should be developed, which leads from the City Centre/St. Patrick Street to St. Patrick's Hill and to Bell's Field. The route should also link into the Collins Barracks

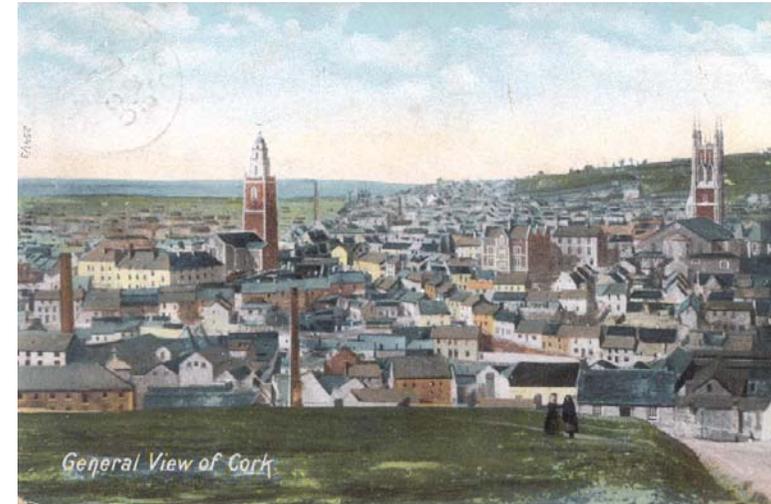
Museum, which is located on the Old Youghal Road. There are a number of important views along the route, including those of St. Anne's Tower in Shandon from Bridge Street (down Coburg Street) and St. Patrick's Hill (down Hardwick Street) and panoramic viewing points from St. Patrick's Hill and Bell's Field. The route should be mapped out and displayed on an information board and series of flyers and also its location outlined through a series of fingerpost signs along the route. The information board could be located at the entrance to St. Patrick's Hill from the south or on St. Patrick's Street showing the panoramic viewing point at Bell's Field and some details on the museum. It is an action of the *Cork City Heritage Plan 2007-2011* to encourage the extension of opening hours of the museum which presently only operates from 10 am to 1 pm on Monday, Wednesday and Friday. It is considered that if the hours were extended, the museum would prove to be a greater attraction

- The installation of a work of public art such as a decorative handrail leading up St. Patrick's Hill would itself provide an attraction and encourage people to use the walking route
- A strategy for upgrading Bell's Field and Lady's Well has also been outlined in the Public Realm Section. It is considered that the area at Bell's Field should contain an information board outlining particular landmark buildings and features such as ridges which are visible from the viewing point. It should also contain a seating area or series of park benches. A small kiosk/shop or tourist information point could also be located in the space. A fingerpost sign outlining the location of Collins' Barracks Museum should be placed at the junction with the Old Youghal Road. In terms of Lady's Well, the grotto and statue



which have been removed as well as the historic well, should be reinstated. It is also proposed to reinstate the steps which lead to the North City Link Road and Murphy's Brewery. The steps to the north should also be upgraded and its significance as part of the Old Youghal Road and one of the historic main routes into the city should be made a feature of as well as the site of the old Fever Hospital to the north.

- There is also the potential to provide a walking route from Bell's Field and Lady's Well linking into Blackpool and Shandon via the steps which were originally part of the Old Youghal Road. It is considered that any future redevelopment of the Heineken site at the opposite side of the Link Road, should contain a proposal for a public walk through the site to provide easier access to Shandon.



Old postcard showing view from Bell's Field (courtesy of Michael Lenihan)



Collins Barracks' Museum



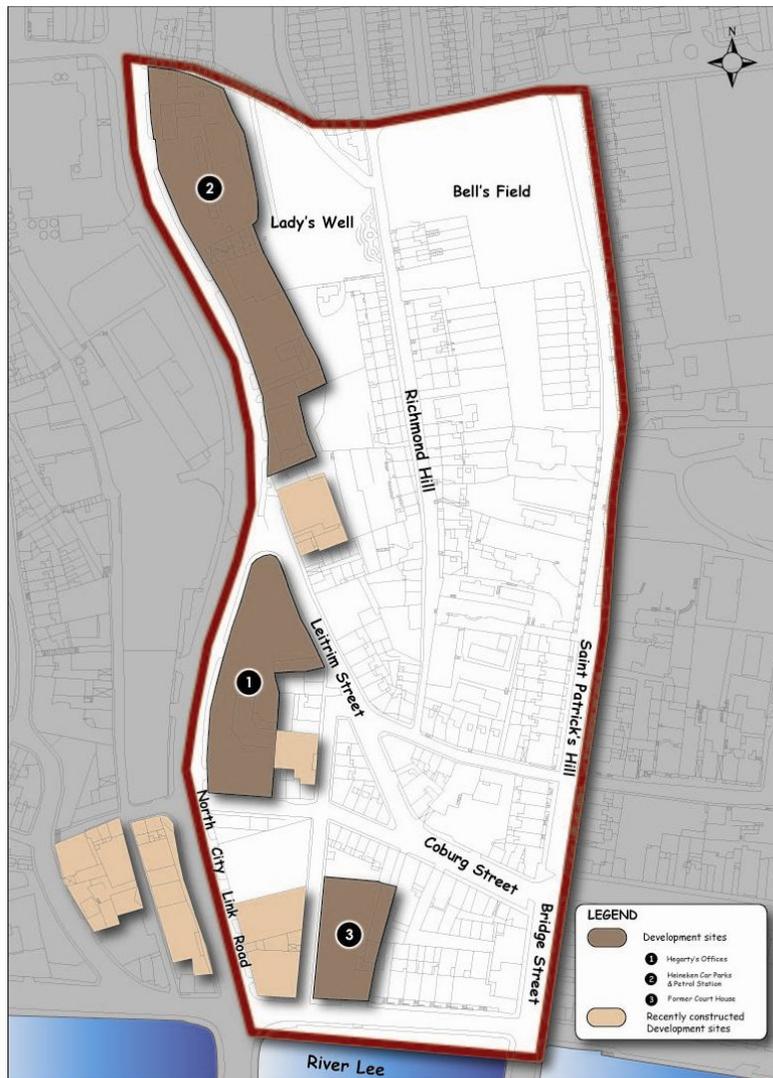


Fig. 4.1 Main Development Sites

4.1 Introduction

This section deals with the main development opportunity sites in the area and sets out guidance regarding their future development.

4.2 Site 1 Hegarty's Site

This site contains the offices of Hegarty's building and civil engineering contractors (known as Hegarty House) and associated staff car park. It is bounded by the North City Link Road to the west, Leirrim Street to the east and Devonshire Street to the south. There are a number of buildings located to the east along Pine Street, including a recently developed apartment complex at 13-16 Pine Street. The site measures 0.4 ha.



Hegarty Site viewed from south

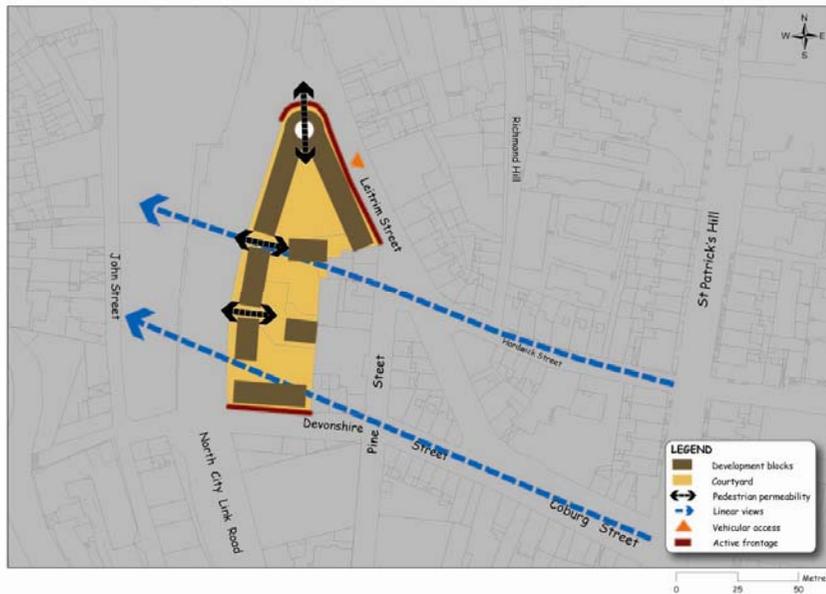


Fig 4.2.1 Hegarty's Site Development Objectives

Existing Situation

- This is a visually prominent site located at the entrance to the city from the north at the junction of the North City Link Road and Leirim Street
- It currently presents a vacant and unattractive frontage onto the street which detracts from the general appearance of the area
- The site is not realising its full potential and is currently underutilised in terms of the presence of a surface car park located at its northern end
- Part of a terrace of old buildings on Leirim Street was demolished in the 1990's where the car park now stands. This

adds to the derelict appearance of the area and interrupts the continuity of Leirim Street along the western side

- The site is zoned as an *Inner City Residential Neighbourhood* in the *City Plan*.

Development Options

Option 1 Development of the northern portion of the site

This involves the development of the area of the surface car park in the northern portion of the site, while retaining the existing office block on the site

Option 2 Comprehensive Redevelopment

This involves the redevelopment of the entire site including the existing office block on site. This is considered the preferred option given that the existing building is set back and does not address the street.

Objectives

- To ensure the site is developed to a high standard
- To create active and positive street frontages onto Leirim Street and Devonshire Street
- To restore the built fabric at the derelict corner site at the junction of the North City Link Road and Leirim Street
- To maintain the amenity of existing residents on Pine Street and Devonshire Street
- To bring the building line forward on the North City Link Road to provide more enclosure and address this road, while still ensuring a generous pedestrian realm



- The objective of new development along Leitrim Street and Devonshire Street should be to repair the gaps in street frontages and to support the traditional architectural character of the area through respect for scale, fenestration and materials of existing buildings



Hegarty Site viewed from the North City Link Road

Preferred Uses

The site should be redeveloped for residential uses on upper floors with units containing local shops and services located on the ground floor to provide local employment opportunities and to serve the local community. Given the existing office use on site at present, this could be incorporated as part of the development. At least one third of all residential units should be for family-type housing. The preferred option for social and affordable housing is that this be provided on site. It is considered that all parking should be located underground with some on-street parking serving ground floor commercial units retained along Leitrim Street. A central courtyard

area should be incorporated within the block interior to provide an area of public open space and circulation through the development.

Public Realm and Frontages

- The built frontage along Leitrim Street should be reinstated with active uses which address the street. The building should be fine grain in line with the existing character of the area and the historic pattern of development with frequent windows and entrances. The pavement should be upgraded and where possible the historic building line should be adhered to.
- The junction of the North City Link Road and Leitrim Street should be addressed by the placement of a key corner building which provides the most important frontage given its prominent location. It should therefore be designed to a high standard.
- The building line along the North City Link Road should be set back at least 5 metres given the busy and heavily trafficked nature of this road. While an active frontage is desirable, this is not as important as on Leitrim Street and Devonshire Street. A wide pavement should be provided for pedestrians. A more coarse grain of development would also be acceptable along here.
- An active built frontage should be provided along Devonshire Street and allow for a generous public realm for pedestrians. There are proposals to ban right-turning traffic movements from the North City Link Road onto Devonshire Street which should help to make this street more pedestrian friendly.
- The block interior should take the form of an attractive courtyard area which serves residents and visitors. It could incorporate some green space, water feature or useable hard landscaping to provide for the needs of residents





Courtyard Development

Movement and Accessibility

- If the site is developed, car-parking should be located at basement level with the entrance to the underground car-park on Leitrim Street
- Some surface parking should be retained along Leitrim Street to serve local shops and businesses
- The site should allow for pedestrian permeability with frequent and high quality pedestrian linkages



Remains of Building Frontages on Leitrim Street

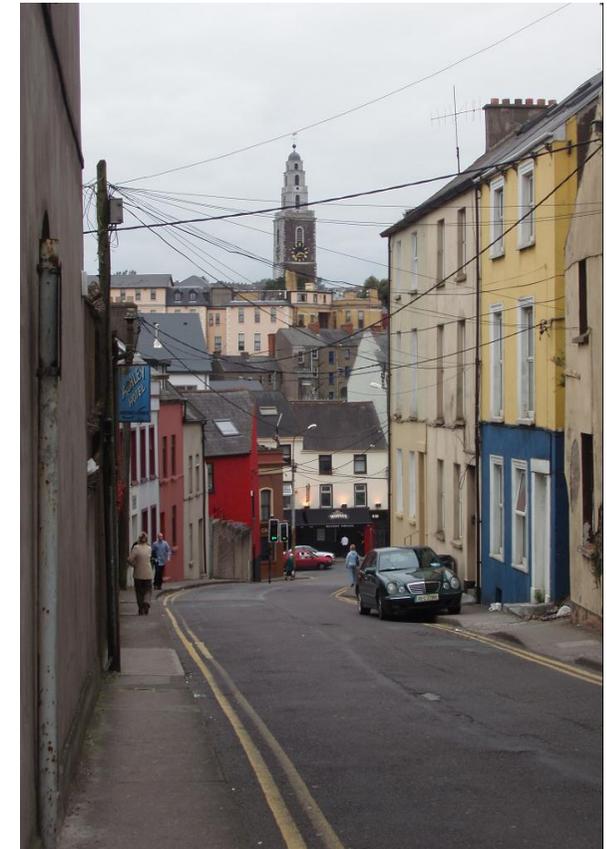
Built Environment Issues

- Archaeology
- Old ordnance sheets show the use of the site as a timber yard so there might be an issue of land contamination.

Building Heights

- The site is within the viewing corridor for two protected linear views of St. Anne's in Shandon from vantage points at Bridge Street (down Coburg Street) and St. Patrick's Hill (down Hardwick Street). Building heights should take account of these viewing

corridors and should not interrupt them.



View of St. Anne's down Hardwick Street





View of St. Anne's down Coburg Street

- Building heights along Devonshire Street should be three storeys given the existing three storey buildings along this street
- Building heights of four storeys or four storeys plus one set back (4+1) would be acceptable along the North City Link Road
- Building height of four storeys lowering to three beside existing buildings to the south would be acceptable on Leirim Street.
- A building height of five storeys would be acceptable for the corner building at the apex of the site at the junction of the North City Link Road and Leirim Street

Density and Plot Ratio

Given the City Centre location, the density should be 75+ dwellings per hectare. Plot ratio should be in the range of 1.0-2.5.



Cala Domus, Newhall, Harlow



Century Court, Cheltenham





Coburg St Plan - Heineken Site

0 25 50 Metres

4.3 Site 2 Heineken Car Park and Statoil Service Station Site

The Site

This site is located along the North City Link Road. The northern part of the site is currently used as a staff car park with a tall industrial building linked to the Heineken brewery which is located opposite. The southern part contains a Statoil service station. The car park area is separated by the former steps accessing Lady’s Well to the east. This area is now derelict and overgrown and access is blocked. The site is located below the level of Lady’s Well, where there is a steep cliff face along the eastern boundary. The total site area is 0.59 ha.



Heineken Car Park



Existing Situation

- The northern part of the site is zoned for *Residential, Community and Local Services*, while the southern part is zoned as an *Inner City Residential Neighbourhood* in the *City Plan 2004*.
- At present the site is underutilised with the presence of a surface car park and a petrol filling station
- There is a need to provide a strong urban edge along the road
- The area between the two Heineken staff car parks (former steps leading to Lady's Well) needs to be addressed as it is currently overgrown and not being used
- The Lady's Well area to the rear is a *Ridge Protection Zone* and any development should respect the setting of the ridge



Statoil Service Station

Preferred Uses

The importance of Murphy's Brewery to the area is recognised and provision for future expansion plans will be made. In the event that land is surplus to requirements, the proposals outlined below would be considered desirable. In terms of ground floors, these should predominantly provide active uses. In line with the zoning objectives, these should contain local shops and services or community uses. A crèche facility may also be appropriate. Upper floors should be used for residential purposes. It is proposed that Heineken should engage in the preparation of a Mobility Management Plan to encourage employees to use more sustainable modes of transport and reduce the need for parking. Any car-parking to serve the development should be located at basement level.

Dwelling Mix

In order to ensure the development caters for a variety of household types and a balanced community, a mixture of dwelling types in terms of size and tenure should be provided for. Under the *City Plan*, only affordable housing and no social housing should be sought in the Blackpool B city ward, in which the site is located. This is due to a high concentration of social housing in this ward. The preferred option of the City Council will be the provision of 20% affordable housing on site. Housing size should be in accordance with Table 5.3 *Indicative Targets for Housing Size and Distribution* as outlined in *Variation No. 2* of the *City Plan*. This area is considered to be inner urban and at least 50% of units should be family-sized which will allow for longer term residents and families. However it is considered acceptable that only 1/3 of units be family-sized in the southern portion of the site which is located in the city centre sector.

Public Realm and Frontages

Building lines should be set back at least 5 metres from the road to enhance the public realm and given the busy nature of the North City Link Road. Some tree planting should be provided to act as a buffer from the traffic. Ground floors should provide active frontages. It is considered important to provide overlooking of existing steps to the north and steps leading to Lady's Well running through the site (which it is proposed to reinstate). Furthermore active overlooking should also be provided for the Lady's Well area to the rear which currently suffers from anti-social behaviour.

Movement and Accessibility

It is preferred that only one access to underground parking should be permitted, given the heavily trafficked nature of the North City Link Road. All parking should be at basement level. The development should allow for pedestrian permeability at frequent intervals. It is an objective to reinstate the steps accessing Lady's Well through the site and provide overlooking of same. The steps to the north of the site should also be upgraded and repaired.

Built Environment Issues

- Archaeology
- Residential amenity of existing dwellings to the north should be protected. It is considered desirable to provide overlooking of Lady's Well, however any development should respect the setting of the ridge



Overlooking of public space- Acordia, Cambridge

Subtle use of colour at Abbots Wharf, Tower Hamlets, London



Building Heights

Building heights should be a maximum of 4-5 storeys. These should not interfere with the proposed panoramic view from Bell's Field. The impact on Lady's Well Ridge from the North Cathedral should also be assessed. In this regard a Visual Impact Assessment would be required.

Density and Plot Ratio

In terms of residential density, it is considered that the site could cater for increased density given its location in/near the city centre and on a public transport corridor. A density of 75+ dwellings per hectare would be considered appropriate. However account would need to be taken of the quality of the scheme particularly in terms of amenity value and impact on nearby residences in this regard. Likewise a plot ratio of 1.0-2.5 would be acceptable taking other factors into account.

Public Open Space

While 10% of the site area is normally required for public open space in the City Centre, a relaxation of this provision will be considered should a proposal to enhance the existing area of open space at Lady's Well be put forward. At present this area is badly maintained and suffers from anti-social behaviour. It is considered that a contribution in lieu of some of the provision of open space on this site be considered to upgrade and enhance Lady's Well. At present Lady's Well is not overlooked which increases the potential for anti-social behaviour. It is considered that this development site could provide overlooking of the reinstated steps and the lower part of Lady's Well. This should be done sensitively so that the landscape character of the ridge is not compromised.



Lady's Well

4.4 Former Circuit Court House

The Site

The site consists of a south-facing, three-storey building fronting onto the river Lee at Camden Quay with a complex of old warehouses and a small yard located to the rear. The site area measures approximately 0.2 hectares. The buildings are currently vacant but were previously used as McKenzies' warehouses and more recently as the Cork Circuit Court.

Existing Situation

- The former Circuit Court House is a protected structure, therefore this limits the extent and type of new-build development which could be carried out on site
- The existing buildings are currently vacant and it is considered highly desirable that a new use be found for them
- The site is zoned as part of the *Commercial Core Area* in the City Plan.

Preferred Uses

The existing buildings on site are currently vacant. Given the prominent, city centre location it is considered highly desirable that these be reused. The complex dates to the nineteenth century with some of the warehouses having been amended or rebuilt over the years. In order to ascertain the importance of the buildings on site an archaeological and conservation survey should be submitted to the Planning Authority as part of any development proposals for the site. The survey should include details of any surviving features of archaeological, techno-historical and architectural significance. In addition the archaeological report should appraise and evaluate the



Three-storey building fronting onto river



Complex of warehouses located to the rear



buildings' significance and identify any conservation priorities or mitigation strategies. In particular it is considered highly desirable that the existing three-storey building fronting onto the river and the warehouse which adjoins this to the rear, containing an old staircase and concrete pillars should be retained as part of the development. A four-storey warehouse located at the eastern site boundary is also being proposed for protection as part of the Conservation Strategy. Preferred new uses would include retail, offices or residential. Under the zoning objective comparison shopping is normally only permitted where it is shown to serve a local need or if it results in a very high quality retention and conversion of existing buildings. In order to justify the re-use of the buildings, retail would be considered acceptable in this instance.

Public Realm and Frontages

It is considered desirable where possible that active frontages be restored/ provided along Pine Street given the inactive nature of this street at present. The significance of the Pine Street façade (part of the interior has been reconstructed), should be assessed as part of an archaeological/conservation report. Active uses should also be provided on ground floors along Camden Quay where possible. It is considered desirable to upgrade pavements along Pine Street and Camden Quay. The four-storey warehouse could be provided with a new use with access onto Coburg Lane addressing issues of anti-social behaviour. Public lighting should be installed in the lane to help the situation.

Building Heights

The existing building heights on site consist of a three-storey building on Camden Quay and two-storey warehouses along Pine



Pine Street frontage

Street and within the complex. There is also a four-storey warehouse located to the east. There is a terrace of three-storey dwellings (also protected structures) adjoining the site to the north. The building heights of any new development on site should respect the character of the existing structures and amenity issues for adjoining dwellings.

Density and Plot Ratio

The density and plot ratio of any new build development will be determined by factors such as the impact on buildings which merit retention and residential amenity for adjoining property.



5.1 Introduction

The implementation strategy sets out the programme of actions that the City Council will undertake to achieve the aims and objectives set out in this plan. These can be grouped under the following sections:

- Conservation Strategy
- Public Realm Strategy
- Tourism Strategy

A project team will be established once the plan has been adopted to ensure delivery of key projects.

5.2 Schedule of City Council Projects

Project	Cost Estimates	Completion Target
Conservation Strategy		
Target buildings for repair and renovation	TBC	2008
Add buildings of regional significance to the Record of Protected Structures	n/a	2008
Designation of plan area as an Area of Special Character	TBC	2010
Painting Grants Scheme	€400 per property	2008
Public Realm Strategy		
St. Patrick's Bridge, Bridge Street and St. Patrick's Hill Lower- finalise concept, procure detailed design and implement	€0.6 million	2009

Project	Cost Estimates (€m)	Completion Target
Bell's Field & Lady's Well Design Competition	TBC	2008
Bell's Field & Lady's Well Project Implementation	>€1m	2009
St. Patrick's Hill Upper- implement following completion of St. Patrick's Hill Lower	€400,000	2010
Coburg Street area - finalise concept, procure detailed design and implement	€150,000	2010
Boardwalk on Camden Quay concept, detailed design & implement	€1 million	2010
Other secondary and tertiary space improvements	TBC	2009
Tourism Strategy		
Tourist walking trail-develop concept, prepare information leaflets and boards, fingerpost signage etc.	TBC	2008
Public art for St. Patrick's Hill- design competition and implementation	TBC	2010
Bell's Field (see above)		
Upgrade steps and provide tourist information boards as part of walk along Old Youghal Road north of Lady's Well	TBC	2009



Location	Name	Period	Building Type
Bridge Street	Nos. 1-5 and 10-17	1810-1910	Terraced four storey, former houses over basement. Ground floors now in commercial use. Nos. 10 & 11 used as bank.
Camden Quay	Ashlar limestone quay walls	c. 1820	Quay walls
Carroll's Quay	Nos. 1,2 and 3	c. 1860	Former factory, now in retail use and as entrance to multi-storey car-park
Coburg Street	Nos. 1-3,5,8-9	c. 1835-1850	Terraced three to four storey buildings with existing or formal commercial uses on ground floor
Coburg Street	No. 21	c. 1925	Corner-sited end of terrace four-storey former bank, now in use as retail outlet
Coburg		c.1880	Twelve-bay four-

Street			storey former warehouse
Devonshire Street North	Nos. 15-16A	c. 1860-1870	Terraced three storey former dwellings now in use as flats and retail unit with flats overhead
Devonshire Street North	Nos. 17-21	c. 1835	Terraced three storey former dwellings now in use as flats and retail units with flats overhead
Hardwick Street	Nos. 11-16	c. 1820	Terraced three storey former dwellings over basement now in use as flats
Leitrim Street	O'Keeffe's, No. 42	c.1880	Corner-sited end of terrace, two storey public house
Pine Street	Nos. 1-3	c. 1830	Terraced two-bay, three storey houses
Pine Street	Nos. 19 and 20	c. 1845-1850	Terraced four storey and three storey former houses with disused retail units



			on ground floor
Richmond Hill	Limestone kerbing	c. 1860	Remains of limestone kerbing
Richmond Hill	Nos. 1-4		Terraced two-storey dwellings
Richmond Hill	Nos. 7-10	c. 1870	Terraced two-bay, two storey houses over basement.
Richmond Hill	No. 23		
Richmond Hill	Nos. 48 and 49	c. 1885	Terraced pair of two-storey dwellings
Richmond Hill	No. 52	c. 1840	Terraced two-bay, three storey house
Richmond Hill	Nos. 1-3 Gordon Terrace		
St. Patrick's Hill	Nos. 1-4 Lansdowne Terrace, Audley Place		
St. Patrick's Hill	Nos. 16-19 Audley Place		
St. Patrick's Hill	Ursuline Convent	c. 1820	Detached five-bay, two storey house now in use as convent
St. Patrick's	St. Angela's	c. 1820-	Two to three storey

Hill	College	1910	school buildings
St. Patrick's Hill	Carriage Arch	c. 1820	Ashlar limestone carriage arch
St. Patrick's Hill	Limestone kerbing	c. 1860	Remains of limestone steps and kerbing
St. Patrick's Place	No. 12A	c. 1820	Corner-sited end of terrace, three storey former house over basement , now in use as surgery



It is proposed to either vary the *Cork City Development Plan 2004* to include the tree belt located to the rear of the Heineken staff car park and Statoil Service Station site along the North City Link Road from *Inner City Residential Neighbourhood* to *Ridge Protection Zone* or to include this as part of the new *City Development Plan 2009*. The area adjoins Lady's Well, which is an existing *Ridge Protection Zone* and is seen as a natural extension to this. The area is very steep and is unlikely to have development potential. It forms an attractive backdrop and is considered to merit protection under this zoning.





Cork City Council
Comhairle Cathrach Chorcaí



PLANNING POLICY SECTION
Planning and Development Directorate
Cork City Council, City Hall
Cork

www.corkcity.ie email: planning@corkcity.ie
021-4924086