Cork City Development Plan 2022—2028

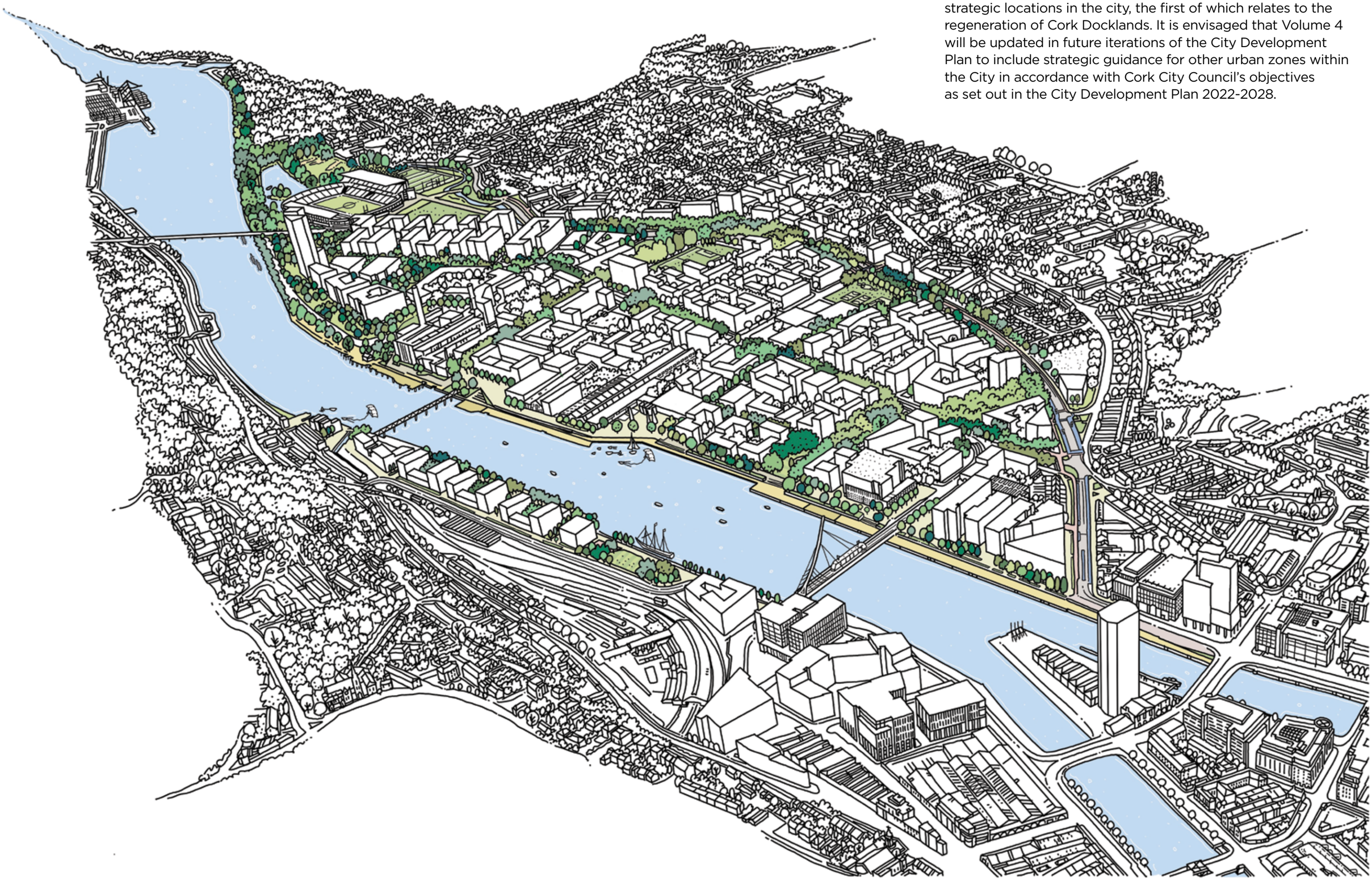
Volume 4 Strategies and Supporting Guidance for Strategic Locations

Comhairle Cathrach Chorcaí
Cork City Council

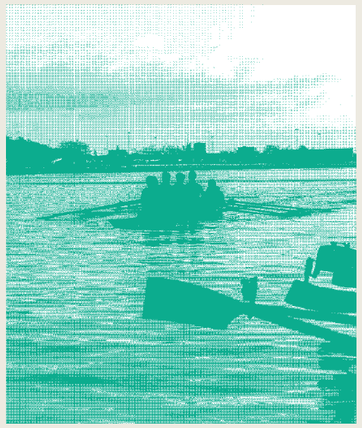
OUR CITY OUR FUTURE
CORK CITY DEVELOPMENT PLAN 2022-2028

We are Cork.

Volume 4 includes strategies and supporting guidance for strategic locations in the city, the first of which relates to the regeneration of Cork Docklands. It is envisaged that Volume 4 will be updated in future iterations of the City Development Plan to include strategic guidance for other urban zones within the City in accordance with Cork City Council's objectives as set out in the City Development Plan 2022-2028.



Aerial Illustration of Cork Docklands



Cork Docklands Framework Plan

Comprising of 147 hectares, the planned redevelopment of Cork Docklands is of national strategic importance. It represents an opportunity to expand the heart of Cork city and create a world class waterfront and new urban district that will match other international exemplars. A greater proportion of residential and mixed-use development needs to be delivered within the existing built-up areas of our city. The regeneration of this brownfield site will create capacity to accommodate approximately 20% of Cork city's forecasted population growth to 2040 and up to 25,000 jobs. Its inclusion under the National Development Plan and the commitment of multi-annual government funding has created an exceptional opportunity to deliver on its potential.

The provision of large-scale strategic projects including transport, flood protection, public realm, community and sports infrastructure will transform the Cork Docklands and promote economic vitality, liveability and environmental quality. Acting as a catalyst for ongoing sustainable regeneration, the proposed investment will unlock development capacity and promote a step-change in the viability and appeal of high density living in Cork City, enabling delivery of 9,000-10,000 new homes in a compact urban environment. The Framework Plan included under Volume 4 of the City Development Plan 2022-2028 provides:

- Robust framework, which will enable individual strategic infrastructure projects to be sequenced and delivered in parallel.
- Clear description of the transformation to be brought about by the proposed package of interventions in the built and natural fabric of the Docklands.
- Coherent guidance and design principles to enable landowners and developers to deliver high quality schemes that will respect the historic context and natural features of this unique location.

The development of the Cork Docklands will be grounded in the values established by the NPF's National Strategic Outcomes and the UN Sustainable Development Goals. More specifically the Dockland's core values are:

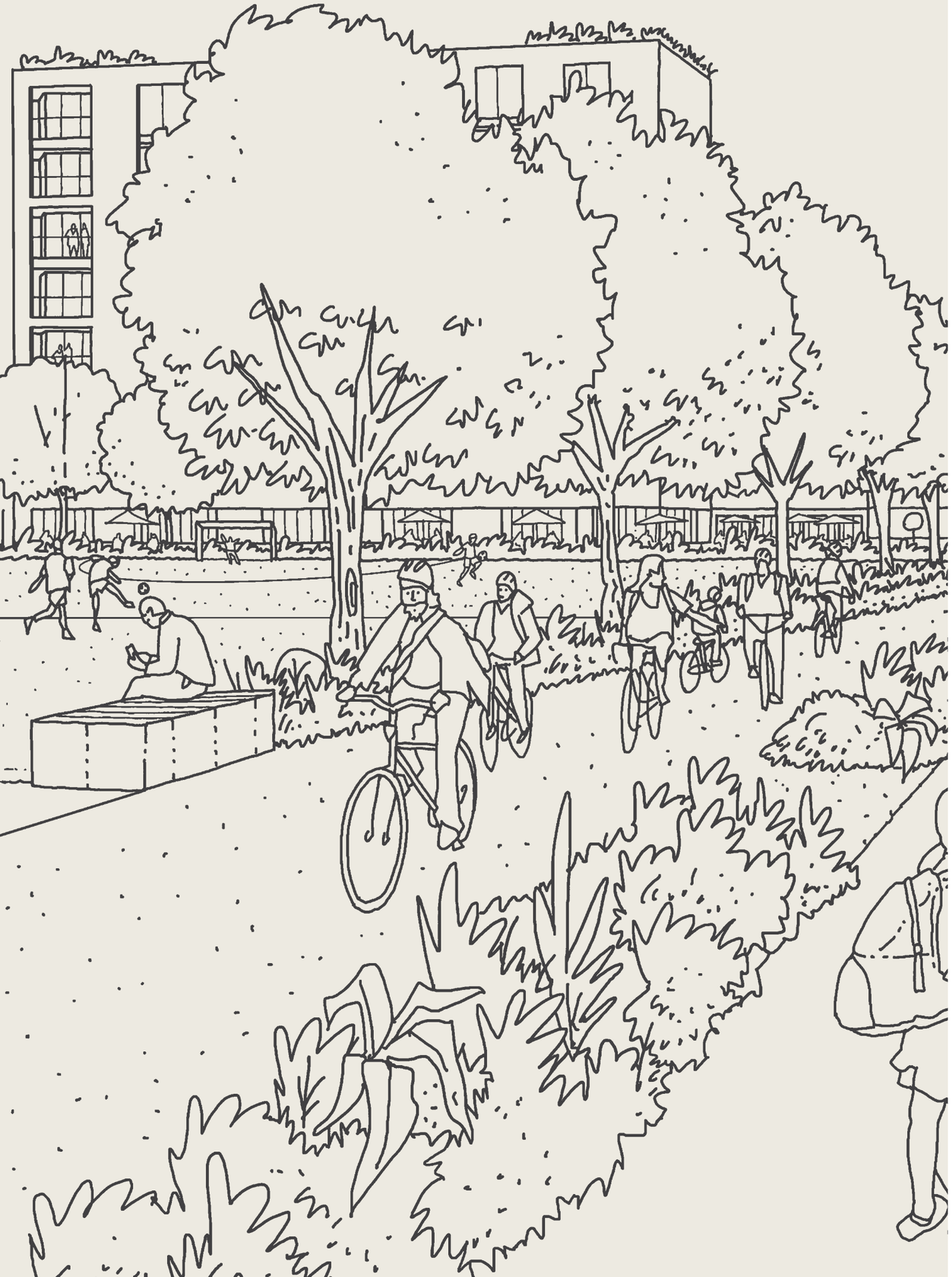
- Authenticity, equality and inclusivity.
- Liveability.
- Design-led placemaking.
- Environmental responsibility.
- Active travel.

These principles have already been applied through the advanced delivery of the Marina Park and Marina Promenade projects, creating a green lung for the city combining high quality public realm, community facilities and active travel infrastructure with a focus on people. The proposed strategic infrastructure will support delivery of high quality, accessible, sustainable transport and create walkable neighbourhoods with the necessary infrastructure to enable vibrant communities to thrive including:

- 3 zoned school sites.
- Significant parks and sports infastructure.
- 5km of quayside public realm.

Design proposals will aim to contribute to net zero targets for a climate neutral and sustainable economy. Cork City has been selected to participate in the EU Mission for 100 climate neutral and smart cities by 2030, also known as the Cities Mission. The City Docks is positioned to be Cork's landmark project, providing an opportunity to deliver this agenda at scale. Climate adaptation and mitigation is addressed through the integration of flood protection and adaptation measures into the design of the public realm.

Character Area Guidance has been developed to respect and promote character and exemplar design in urban form and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.



Contents

1

Chapter 1
Overview

Purpose

The purpose of the document is to provide a framework within which the detailed design of the public realm and buildings can be achieved. The document is intended to provide the overarching design vision for the Docklands that will result in greater certainty for future development.

This document establishes a set of guidelines for developing the distinct character and identity for each of the eleven character areas within the Docklands. The Strategic Infrastructure will be publicly delivered and includes significant waterfront amenity zones, parks, open spaces, recreational infrastructure, connecting roads, and street networks that are carefully placed to enhance the character and distinctiveness of the area.

It is flexible to encourage creative, varied, distinctive, and site-specific design responses across the various character areas within the Cork Docklands. It is not intended to act as a minimum or maximum standard of design. Early engagement with Cork City Council is encouraged to enable designs to be developed in a collaborative manner to ensure the quality of development across the Cork Docklands.

The building and block layouts throughout this document are purely indicative. It is recognised that building and block layouts may change as part of future planning applications. Photographs are included to express the exemplar placemaking and design ambition for the regeneration of the site. The massing within visualisations is a creative representation of the proposed development strategy.

Who is it for

- Developers and consultant teams in preparing Planning Applications and infrastructure projects within the Cork Docklands.
- Local planning authority officers in assessing future Planning Applications within the Cork Docklands.
- Local community members in understanding the nature of development that can be expected within the Cork Docklands.

Relevant Planning Policy

This document should be read in conjunction with all local, national and regional planning policy. This document forms part of the Cork City Development Plan 2022-2028.

Overview

Document Structure

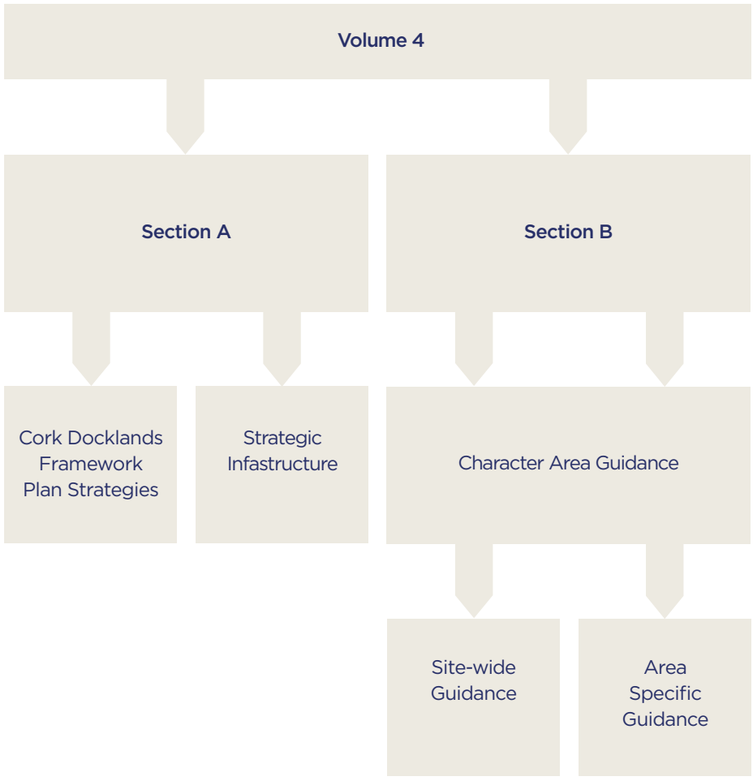
This document contains the following two sections.

Section A

Overview of the Framework Plan
Section A provides a consolidated overview of the framework masterplan, a summary of its key aspects including the key design strategies, a description of the character areas and an illustrative masterplan. This section also includes the proposed enabling infrastructure for the Docklands referred to in the document as Strategic infrastructure and its sub projects.

Section B

Character Area Guidance
This section of the document contains the guidance on how the design can be developed to align with the design principles of the framework masterplan and interface with strategic infrastructure. This design guidance is organised into two subsections: Sitewide and Area Specific.



A

2

Chapter 2
Cork Docklands Framework Plan Strategies

2 Cork Docklands Framework Plan Strategies
2.1 Heritage and Spirit of Place

The Cork Docklands contains a wide range of built heritage assets that captures it's "genius loci" or spirit of place, and tells the story of the City Docks including:

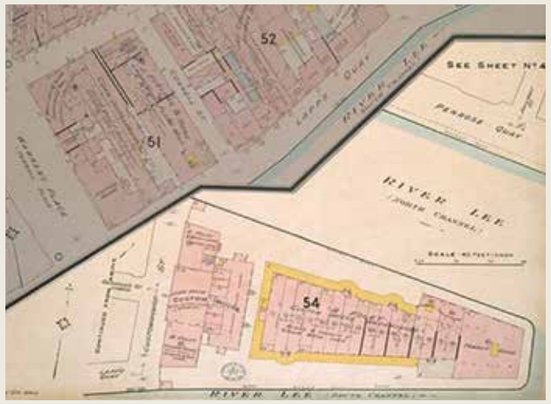
- The quay walls and jetties including maritime and industrial features.
- Port related buildings including those at Custom House Quay, the Shipyard and the Odlums building.
- Railway buildings.
- Industrial buildings, including the Ford Factory developed from 1917, and its internationally significant collection of buildings.
- Buildings that relate to the development of the Lower Glanmire Road.

Most of the structures considered to be of significance are former industrial architecture, railway and port related in origin, with some residential and commercial buildings. The heritage strategy promotes the protection, restoration and enhancement of existing historic fabric in situ as a defining feature within the regeneration area and the adaptive reuse of historic buildings to contribute positively to the rejuvenation of the waterfront.

Beyond the physical assets there are intangible assets that have contributed to the evolution of City Docks.

These include:
- Continuing Cork's legacy of locating civic uses along the waterfront and ensuring that the quays remain a prominent part of the City Docks' public activity.
- Reinstating the historic Navigation Walk connecting City Hall to Blackrock Castle along the waterfront, using the historic quay wall as a consistent and visible linear element supported with associated heritage infrastructure.
- Recreating the sense of enclosure created by the escarpment.
- Respecting key viewing corridors.
- Reflecting Cork's recognition as 'Venice of the North' through the reintroduction of water and wet landscapes around the City Docks as part of the drainage strategy.

Merchant's Quay, Harbour Ferries, 2 funnelled paddle-steamer in foreground, sailing ships in background, Cork City, Co. Cork



Goad's Fire insurance map showing Custom house quay, 1953

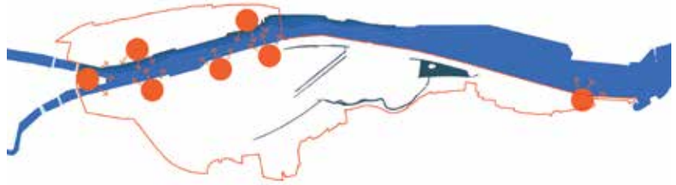
City Quays and City Hall on riverfront

The heritage strategy is summarised into the following key principles:

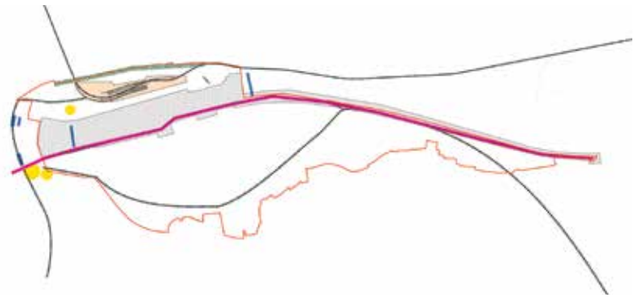
Celebrate Cork's maritime history
'Cork is a city because it is a port' (Leland, 2001) Celebrate Cork's maritime history by reinstating the close relationship between Corkonians and the River Lee. The retention and repair of the quay wall, jetties and associated maritime infrastructure is integral to respecting the City's maritime heritage.

Enable adaptive re-use and enhance setting of historic assets
Within the development and public realm of the City Docks.

Continue Cork's legacy of locating civic uses along the Waterfront
Ensuring that the quays remain a prominent part of the Docklands' public activity. These should create a range of uses that are active at different times of day and draw a wide range of demographics along the waterfront.



Linear Heritage Assets create edge conditions on the City Docks
These include the existing quayside, reinstatement of the historic Navigation Walk and acknowledging the railway heritage across the site.



2 Cork Docklands Framework Plan Strategies
2.2 Public Realm

Conceptual View of Horgan's Quay Park and public realm

The public realm and open space strategy will be a defining feature of character across the City Docks by contributing to the urban structure of the site and realising the exemplar design ambition. Emphasis is placed on the protection of heritage assets and biodiversity, responding to the protected views, contributing to wayfinding, integrating tree planting as well as integrating SuDS into street design and incorporating nature-based solutions at required locations.

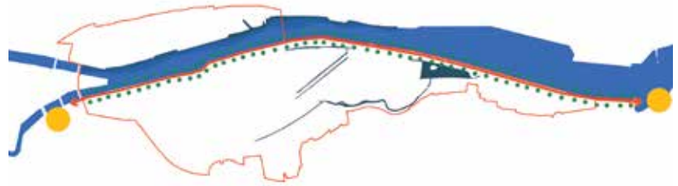
The scale and distribution of public spaces is designed to meet the passive and active recreational needs of the neighbourhood, to provide focal points for social interaction and create ease of access via a network of pedestrian and cycle routes.

Key spaces include:

- Marina Park – A regionally scaled city park, delivered in advance of residential development.
- Quayside amenity areas which will see the transformation of the North and South City Quays into a significant new waterfront public amenity space. On the South Quays, this will involve the creation of a two-tier public realm which retains and repairs the historic quay walls and jetties at existing levels and creates a higher level linear public space within the polder defence.
- Kennedy Spine – A linear park extending from Kennedy Park to Kennedy Quay and also on Horgan's Quay to the north of the River Lee.
- Canal Walk Linear Park – A linear park that combines network of swales with open space and landscape to create an attractive park for predominantly passive recreation.
- The Polder Cut Park – A wild landscaped park under the overhead ESB electricity power lines.
- The Shipyard Plaza - A civic space with a focus on the heritage of the harbour, new maritime activities with the patent slip as the focal point. This plaza includes frequent resting points, and comprehensive wayfinding system.

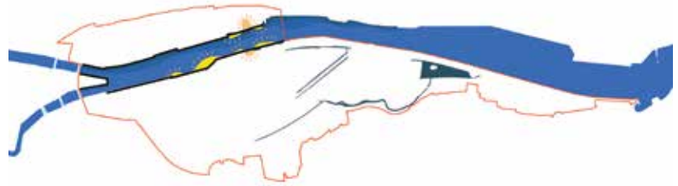
The public realm responds to heritage, landuse and placemaking strategy and includes the following key principles:

Reinstate the historic Navigation Walk
Connecting City Hall to Blackrock Castle along the waterfront at the quayside.



Foster connections between new developments and vibrant public realm
Create an experience of tension and release, linearity and openness, along the North and South Quays - creating larger public spaces along the promenade that can accommodate events and activity- and support a greater interface between new developments not immediately located on the quays and the River.

Creating access and connections to River Lee
Centre the waterfront promenade along the historic quay walls, pushing and pulling the surface on either side to create varied points of interaction with the water.



Creating interconnected network of public spaces
Create an interconnected network of public spaces that connect the wider City Docks and surrounding areas to the River.

2 Cork Docklands Framework Plan Strategies
2.3 Height Strategy

Volume 1 of the Cork City Development Plan (CDP) sets out a strategic approach for the Historic Core of the City Centre, and while the Docklands can be a different character and scale, the ambition for the Docklands to be an extension of the city centre should reflect a sensitive interface and continuity with the city centre, particularly along the waterfront.

In relation to the Historic Core, Volume 1 of the CDP states:

Prevailing building heights in the historic core of the city are typically between 2 and 5 storeys. More recent major developments have tended to rise to 6 and 7 storeys with some taller exceptions. In view of the heritage assets and potential impact of new development on local character, infill and redevelopment opportunities should continue to make the best use of land with new development expected to generally range from 4 to 6 storeys.

The historic waterfront of the River Lee plays a profound role in defining the character of Cork City. Building heights in these areas typically have building heights of 3-4 storeys. Special attention should be paid to ensuring waterfront developments respect the City's iconic waterfront image and contribute positively to creating lively, high quality, publicly accessible riverside environments which are connected to the wider city.

- The CDP also identifies areas for taller buildings (11.50 Tall buildings zone) within the City Docks.
- Tip of the Island / Warehouse Quarter: This is an existing cluster of tall buildings comprising the Elysian and several planning commitments.
- Kent Station Bridge / Kennedy Spine: This is a new area that will focus all buildings on the riverside and around Kent Station Bridge and Kennedy Spine.
- Ford Factory / Ford Dunlop Quarter: This area includes the central areas of the South Docks.
- Eastern Gateway / Marina Walk / Polder Quarter.

However, the proposed concentration of tall buildings (informed by the 2021 Tall Buildings Study) identifies the waterfront as the most appropriate location for taller buildings - which would provide a drastic contrast to the approach to heights along the waterfront in the historic core.
The concentration of height around the waterfront maximises the value of waterfront sites, however this can create a monotonous elevation along the river, blocking any view of new development behind it. It also maximises areas of overshadowing / blocking sunlight along the South Quays. The opportunities for tall buildings are refined in this strategy.
The overall height range in Volume 1 is retained with heights distributed to aid placemaking and legibility.

Cork's maritime legacy has resulted in it's key civic and industrial buildings being located along the river - the concentration of tall buildings around these heritage and placemaking assets risks overpowering them. The City Docks height strategy proposes a tiered approach to building height informed by its context and seeking to create a legible new city neighbourhood. The strong vertical elements within existing built assets support placemaking, orientation and protect important viewing corridors.

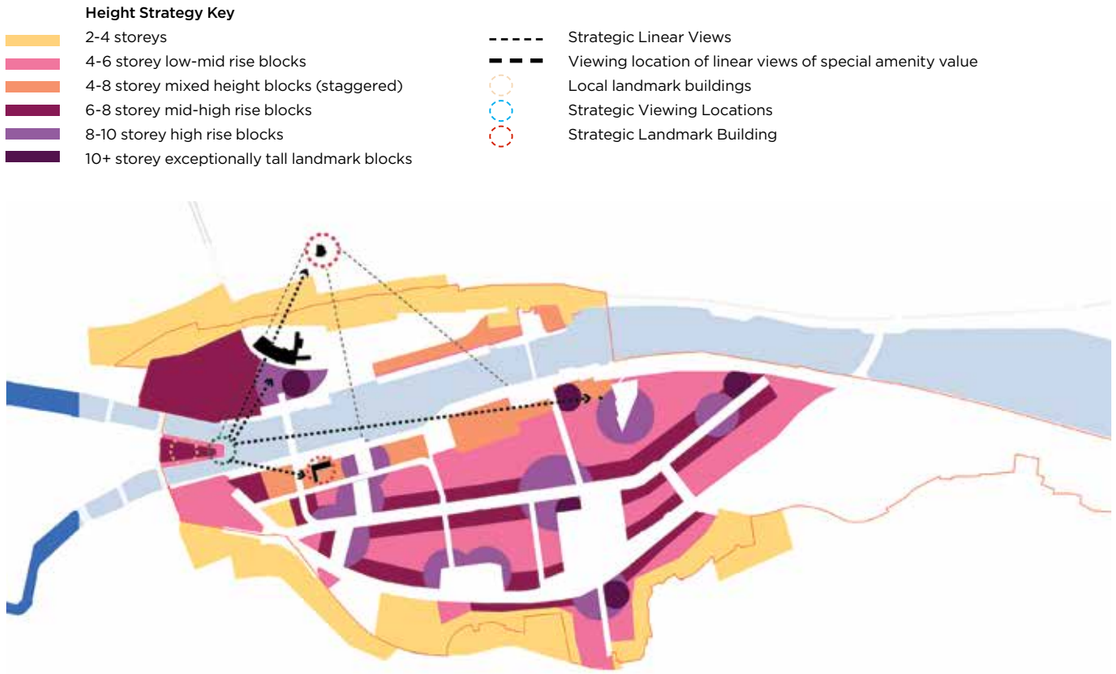


Fig 2.1 Combined strategic approach to height strategy

Staggered view of houses on the escarpment

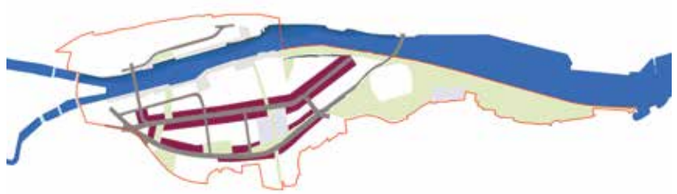
2 Cork Docklands Framework Plan Strategies
2.3 Height Strategy

The evolution of the height strategy is set out as follows:

Baseline Approach
A baseline approach of mid-rise high-density (4-6 storeys) apartment blocks in line with Cork city centre's historic core.

Respond to low rise existing neighbourhoods
Bring down heights and densities to meet existing low-rise typologies at the periphery of Cork Docklands, and to introduce low-rise typologies with own door entrances to activate the southern escarpment.

Step up height around wider roads
Step up heights around wider roads (Centre Park Road and Monahan Road (32m street width) where greater heights can provide enclosure.



Reflect the historic escarpment
Reflect the historic escarpment views by staggering heights away from quays.

Respond to recent developments towards city centre
Increase heights towards taller recently completed developments towards the city centre.

Potential for tall buildings
Potential for taller buildings (8-10 storeys) around public open spaces, public transport interchanges and the civic activity of the district centre

Potential for exceptionally tall buildings
Potential for exceptionally tall buildings (10+ storeys) to be located at key points of orientation along north-south axes and gateways.

Protection of key heritage views
Protection of key heritage views identified for protection of Cork Docklands' 'spirit of place'.

2 Cork Docklands Framework Plan Strategies
2.4 Land Use

Conceptual view of South Quay public realm

The evolution of the design approach to land use distribution has been directly informed by the land use zoning set out in the Cork City Development Plan. While the broad distribution of residential, mixed use and open space zoning are respected, catalysts uses are proposed where policy allows for it and where other strategies (including heritage and landscape) support it.

These non-residential uses (including catalyst uses) are then used to inform the character of residential and mixed use areas that they sit within - providing key land use anchors and creating opportunities for the adaptive reuse of existing buildings and informing distinct architectural typologies for new buildings.

These layers collectively inform the strategic land use distribution for the Docklands.

The land use strategy is summarised into the following key principles:

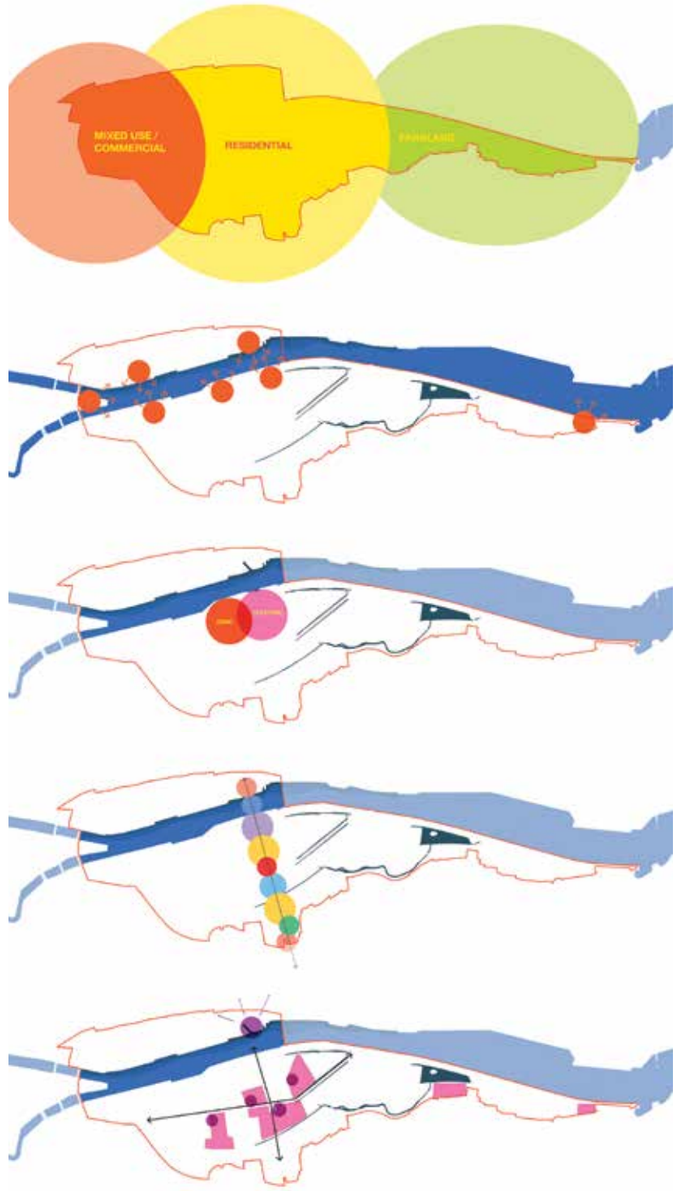
Transition city to parkland
Align with the CDP's zoning transitioning from mixed use and commercial towards the city centre, to residential and to parkland moving eastwards.

Civic & public uses
Within the development and public realm of the City Docks.

Civic and cultural heart
Create a new civic and cultural heart for Cork City at the geographical heart of the Docklands. This will be the landing point for Water Street Bridge and a key connection across the River.

North-south Axis
Provide a variety of land uses along the key north-south axis proposed along the Blue-Green route.

Community Infrastructure
Locate clusters of community infrastructure along key N-S and E-W axes, and introduce clusters on the periphery of the City Docks to stitch into existing established neighbourhoods.



2 Cork Docklands Framework Plan Strategies
2.5 Transport Network

Active Travel Hierarchy

Design proposals will aim to contribute to deliver the ambition of a 15-min city that fundamentally changes the approach in how people move around the Docklands and wider City Centre area and ensure transition to 75:25 modal split in favour of sustainable transport modes.

The design proposals shall ensure that a car is a guest in the Docklands; by prioritising walking, cycling and public transport as the preferred modes of choice and disincentivise the use of the private car. High quality place-making will need to be incorporated within the design of the street network, integrating the principle of healthy streets by including appropriate lighting and seating, Sustainable Urban Drainage Systems (SuDS) and soft landscaping features including trees, swales and rain gardens to ensure the street network is resilient to climate change. Proposals need to ensure that there is a clear street hierarchy prioritising pedestrian, cyclist and public transport users for internal movements and to facilitate external connectivity by all transport modes.

The proposed active travel networks are characterised as primary and secondary to highlight the hierarchy of use. The active travel network will accommodate both cyclists and pedestrians.

The two transformed quayside promenades along with Centre Park Road and Monahan Road will provide the primary east-west connections through the Docklands - connecting to the City Centre (west) and onwards to Blackrock (east). The proposed Kent Station bridge and blue-green route connecting to the proposed Water Street (active travel) bridge, together provide the primary north-south pedestrian connections, stitching together the North Docks with the South Docks and onwards.

The Lower Glanmire Road will provide the secondary east-west pedestrian connections. Secondary routes are also provided via local collector roads connecting Centre Park Road and Monahan Road ie, East and West link streets, Marina Walk, Marquee Road, and Kennedy Spine with a considerably improved pedestrian experience supported by the re-prioritisation of traffic on the road.

A cycle-friendly vertical connection is proposed at the southern end of the blue-green route to connect over the level change of the escarpment to Blackrock Road.

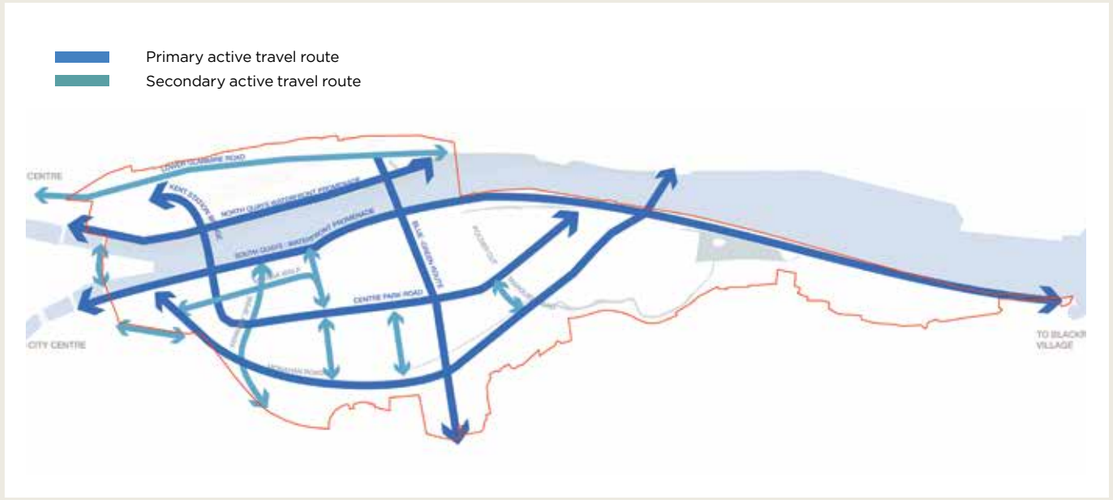


Fig 2.2 Hierarchy of proposed active travel movement

Proposed Public Transport Network
Proposed Bus Connects (Source: BusConnects)
Proposed Bus Connects to be re-routed after Strategic Infrastructure delivery
Anticipated Light Rail Transit route
Bridges

Bus Connects Cork will provide a significant change in public transport connectivity with destinations across the Cork Metropolitan Area. Bus Connects Cork will define the bus network and level of service. This will be dynamic in response to development activity.

Kent Station multi-modal interchange
Kent Station will be the centre of activity in the North Docks and will play a significantly increased role as a multi-modal interchange from **Cork Suburban Rail Network and Inter City** services to significantly enhanced multi-modal accessibility from walking, cycling, Bus Connects and light rail.

Proposed Rail Network
(Weekday midday frequency)
IR1 Cork / Mallow Service and IR2/IR3 Cobh Midleton Trunk
Source: BusConnects

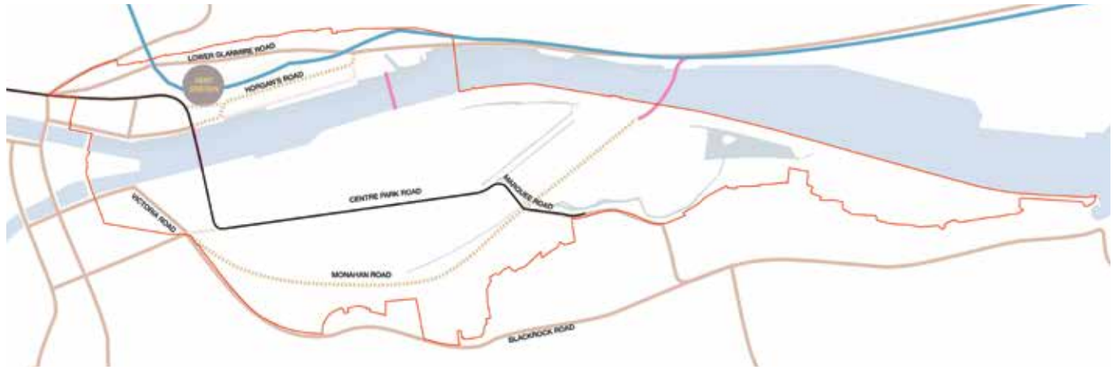


Fig 2.3 Public Transport

Public Transport

The map above represents the anticipated public transport network map within Cork Docklands. The movement strategy supports the delivery of a public transport interchange at Kent Station to achieve enhanced connectivity for suburban rail, bus and future light rail services within the city. Kent Station interchange will incorporate a mixed use urban block as part of the regeneration of the site. Proposals will need to respond to the site's historic context, contribute to the urban structure of this highly accessible site, deliver a mix of uses that activate the ground floor, create passive surveillance and contributes to the legibility and public life of the city. A dedicated public transport corridor for Light Rail Transit (LRT) is provided via Kent Station bridge connecting to Centre Park Road and Pairc Uí Chaoimh. Centre Park Road's primary function is a civic street accommodating the main 'public transport corridor' travelling centrally throughout the heart of the new neighbourhood. This can accommodate bus services in the short term.

Monahan Road is designed to accommodate dedicated bus transport and will connect to the wider network southwards via Victoria Road and northwards via the Eastern Gateway Bridge. Within the Docklands, the key junctions will be signalised to ensure priority is directed towards public transport.

Water-based transport is acknowledged as a viable transport mode in many European cities. The Development Plan does not preclude the provision of water-based transport. Further study will be required to validate the need, design and maritime requirements as the Cork Docklands transitions from a commercial port to a leisure based port city.

2 Cork Docklands Framework Plan Strategies
2.6 Transport

Vehicle Movement Hierarchy

Cork Docklands is bound to the north by the N8 (Cork to Dublin Road) and the west by N27 (South City Link) which are the primary movement vehicle corridors in the area. As the Docklands develops, the N8 / N27 routes will continue to be operated and managed as the primary route for vehicular movement to and from the City Centre and South City areas.

The proposed vehicle movement strategy within the Docklands will:

a. Reinforce the primacy of the National Routes by limiting vehicle capacity, particularly on Monahan Road in favour of walking, cycling and public transport.

b. Reduce vehicular capacity at Albert Road and Albert Quay by reallocaing road space in favour of more sustainable transport modes.

c. Provide junctions on Monahan Road that give higher priority to active travel and public transport and exclude separate vehicle turning lanes.

d. Provide ITS (Intelligent Transportation Systems) and VRD (Vital Registration Data) systems that enable monitoring of the overall network and redirects through traffic to the arterial routes and the maintenance of more favourable journey times on the N8/ N27.

The role and function of streets within Cork Docklands have been designed to positively contribute to the overall placemaking strategy. Monahan Road and its supporting Link streets will provide a secondary movement function within the vehicle movement hierarchy and support the local traffic movements and deliveries within Cork Docklands. Centre park Road will be a tertiary vehicle connection as its primary function is as a civic street accommodating the main 'public transport corridor' travelling centrally throughout the heart of the new neighbourhood.

The interface of Marina Park with the new residential areas will need to consider the place function of this section of Monahan Road as it transitions from the high density residential neighbourhood through the parkland and sports venue setting travelling east. The street design will need to consider high quality design solutions through this transition zone and promote the importance of place as presented in the Design Manual for Urban Roads and Streets (DMURS).

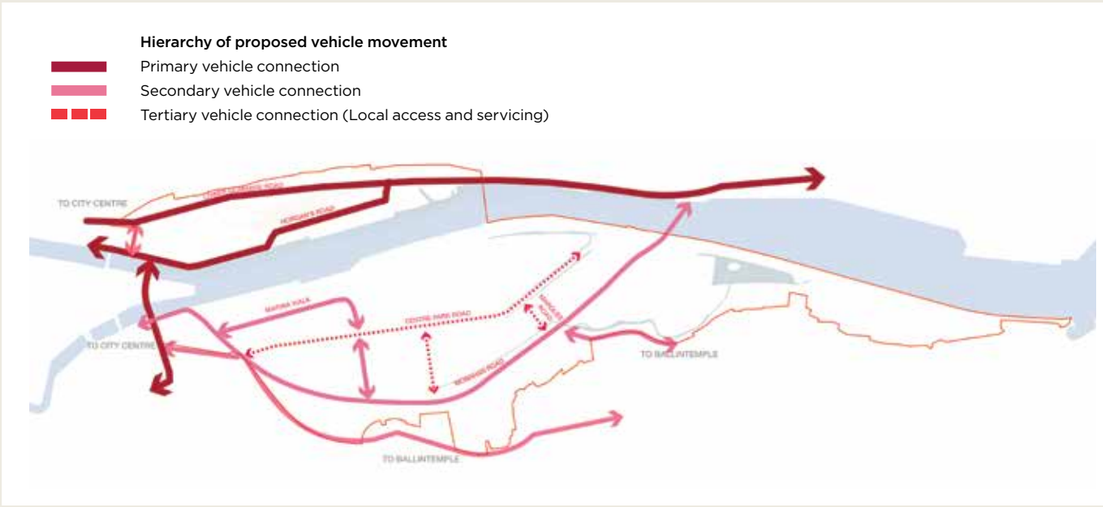


Fig 2.4 Vehicle Movement Hierarchy

Conceptual view of Centre Park Road

A multi-modal street where planting and trees create separation on the Chaussée de Wavre

Planted bioswales and trees provide a green buffer between traffic, pedestrian and cycle routes in Sheffield

2 Cork Docklands Framework Plan Strategies
2.7 Levels & Drainage

Conceptual view from Kennedy Spine North - South axis creating view across the river to St Luke's Church

The proposed levelling strategy is set out in Volume 1 of the City Development Plan.

For the South Docks, the key strategic response is to expand and raise the perimeter flood defences - a polder that runs from the western edge of the quays all the way to the eastern edge where it meets Marina Promenade. This prioritises the protection and revelation of the existing heritage quay wall where its condition deems feasible, with level increases incorporated into the public realm that sits behind the existing quay wall line (away from the water).

The key evolution from the South Docklands Drainage and Levels Strategy (SDDLS) is the introduction of the 'Level transition zone' - highlighted in pink - which mitigates the various level changes from the polder defences to the varied existing and proposed levels to the south and are influenced by interfaces with new buildings, existing buildings or existing roads.

To ensure that proposed buildings possess an acceptably high level of flood protection it is proposed to set minimum finished floor levels (FFL) for highly vulnerable development at least 300mm above the 1 in 100 year High End Future Scenario flood levels within the Cork Docklands (i.e. rainfall intensities increased by 40%, and an allowance for up to 1m of sea-level rise). The level strategy also makes provision for the mitigation of residual risks associated with a potential breach in the polder defence, modelled in accordance with OPW CFRAM Guidance Note 24.

Within the polder, finished floor levels for less vulnerable uses do not strictly need to be above the residual risk level but will need defences up to that level through building flood resilience measures. Planning applications for development must demonstrate compliance with the provisions of the Guidelines by means of site-specific flood risk assessment.

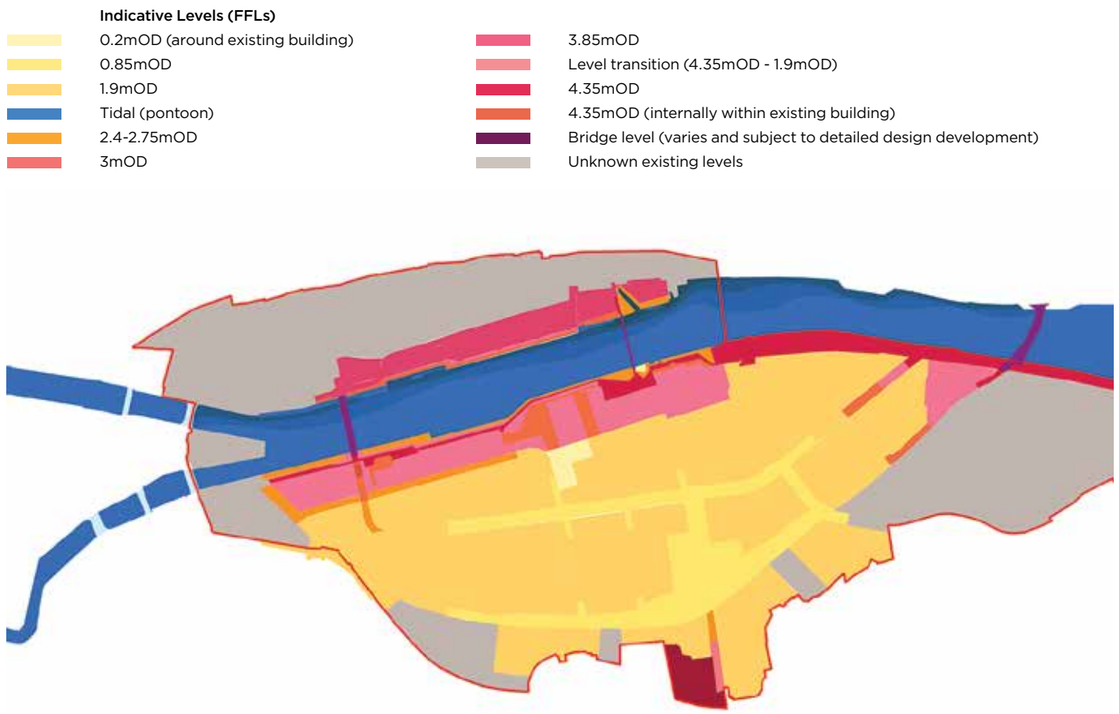


Fig 2.5 Indicative Levels (FFL)

Highly vulnerable development in the South Docklands outside of the 'level transition zone' adjacent to the quays should be a minimum of +1.9mOD to make appropriate allowances for climate change, residual risk (breach and overtopping) and freeboard. It is envisaged that minimum FFL along the quayside would be set at or above the proposed polder defence level, except for the western transition from Albert Quay to accommodate constraints imposed by existing streetscapes.

The on-site delivery or grant of planning of private development prior to the implementation of the drainage and flood protection works will result in site specific floor levels being adopted by developers, on a site-by-site basis to ensure appropriate level of flood resilience is provided to developments coming forward in advance of the perimeter flood protection works. This may result in higher FFLs to those recommended above.

Higher FFLs may present a significant urban design challenge to overcome the disconnect between the building FFLs and the public open spaces.

The proposed minimum FFL for the North Docks buildings and infrastructure is 3.85mOD with each site required to undertake a site-specific flood risk assessment as part of their planning application. North Docks FFLs of 3.85mOD provide a level of flood protection equivalent to the Mid Range Future Scenario flood level (i.e. +0.5m of sea level rise) at this location, plus an allowance of 300mm freeboard. It is acknowledged that the North Docks flood protection strategy differs to that of the South Docklands because of the different characteristics of the two sites (i.e. the South Docklands is a polder, whose defended lands are below sea-level, whereas the North Docks is a more "conventional" development site that is above ambient water levels, but is still at risk from flooding).

The North Quays Public Realm projects will incorporate a portion of the level changes required from the current maintained quayside levels of circa 3.1mOD to the required minimum finished floor levels of the development plots at 3.85mOD.

2 Cork Docklands Framework Plan Strategies
2.8 Ecology & Biodiversity

Ecology and biodiversity

The current landscape of the Docklands is largely industrial hard landscape with limited biodiversity value however there are some attractive mature tree lines, water features and parkland (Kennedy park and Marina Park) which provide important ecological connectivity locally, including connectivity to the Atlantic Pond. The green space provided by the parkland also support passive and active recreation.

The ambition of the public realm and landscape strategy for the Cork Docklands is to establish an integrated and cohesive regenerative landscape that transforms the barren hardscape of the docklands into a verdant, flourishing landscape, enriching the local biodiversity and creating entirely new ecosystems and habitats that tie into Cork's wider ecology.

Original image taken from Biodiversity Net Gain: An Introduction to the benefits, Natural England 2022

The ecology and biodiversity strategy is summarised into the following key principles:

Retain and celebrate natural assets

Retain and celebrate the natural assets that already exist in Cork Docklands, including the River, the Park and the mature trees.

Create an integrated regenerative landscape

Create an integrated regenerative landscape that provides a substantial and positive contribution to Cork Docklands in regards to biodiversity and climate resilience.

Improved ecology and biodiversity

Enable the delivery of buildings and development as a whole to contribute to the local ecological value of Cork Docklands. Integrate the improved ecology and biodiversity of the Docklands with people, their education, health and wellbeing. Establish clear policy targets for improved biodiversity and ecology credential in the Docklands (e.g. Biodiversity Net Gain / Natural Capital).

2 Cork Docklands Framework Plan Strategies
2.9 Character Areas

Eleven distinct character areas have been identified

North Docks

Horgan's Quay
Incorporates the recent and anticipated developments at Horgan's Quay - interfacing with Kent Station to the north and the existing city centre to the west. The Kent Station Bridge connects Horgan's Quay to the South Quays.

Kent Station and Lower Glanmire Road
Incorporates the Kent Station masterplan area, encompassing the station and all adjacent spaces required for delivery of the masterplan. It also incorporates the buildings on both sides of the street along Lower Glanmire Road, stitching into the city centre to the west.

North Jetties and the Shipyard
Incorporates the prime south-facing waterfront sites along the north bank of the River Lee, interfacing with Horgan's Quay and the sites east of the proposed Horgan's Road, including multiple heritage assets and protected structures, as well as existing slipways and the proposed landing point for Water Street Bridge.

Custom House

Custom House
Incorporates the protected Custom House and Bonded Warehouse, and the surrounding quays.

South Docks

Upper Harbour Quay and Industry Place
Incorporates recent developments at Navigation Square, edging Victoria Road to the east, it then extends from Victoria Road to the western edge of Marina Market, with a special sub-area along the South Jetties waterfront promenade and developments.

South Docks Cultural District
Incorporates Marina Market, the Ford Factory ACA, and the existing ESB Marina Power Station.

Polder Quarter
Incorporates residential, education and amenity uses extending from the quayside interface with Marina Walk to Marina Park.

City Park West
Extends south from Centre Park Road to Monahan Road, and west of the District Centre, incorporating primarily residential and educational uses.

City Park East
Incorporates the District Centre, sports campus and the educational site.

Circular Canal and Diamond Quarry
Incorporates all of the development sites south of Monahan Road.

Marina Park
The park acts as a standalone character area of parkland.

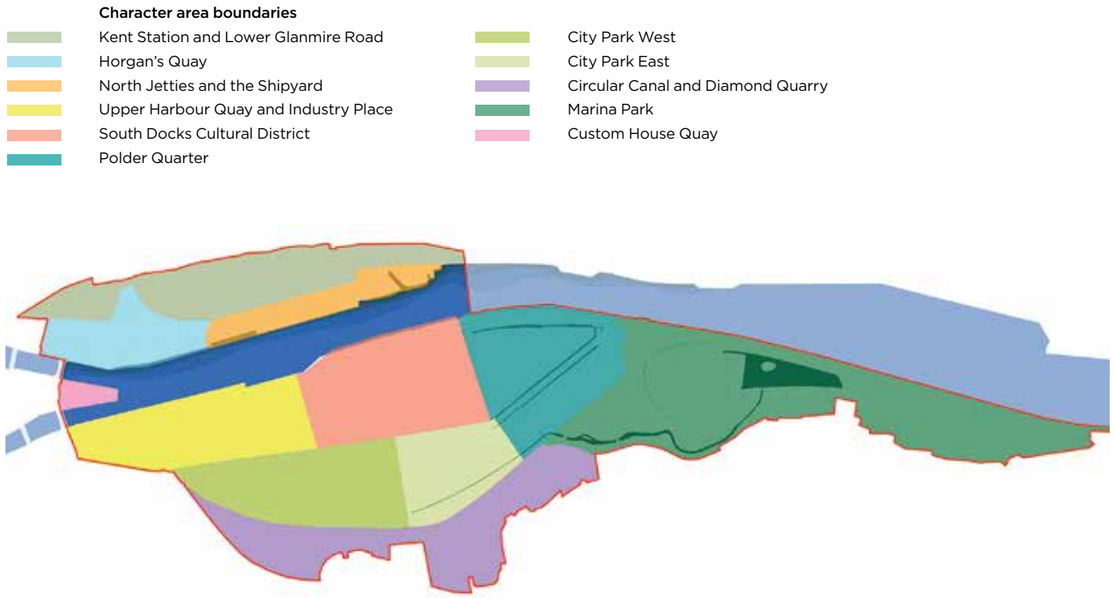


Fig 2.6 Character area boundaries

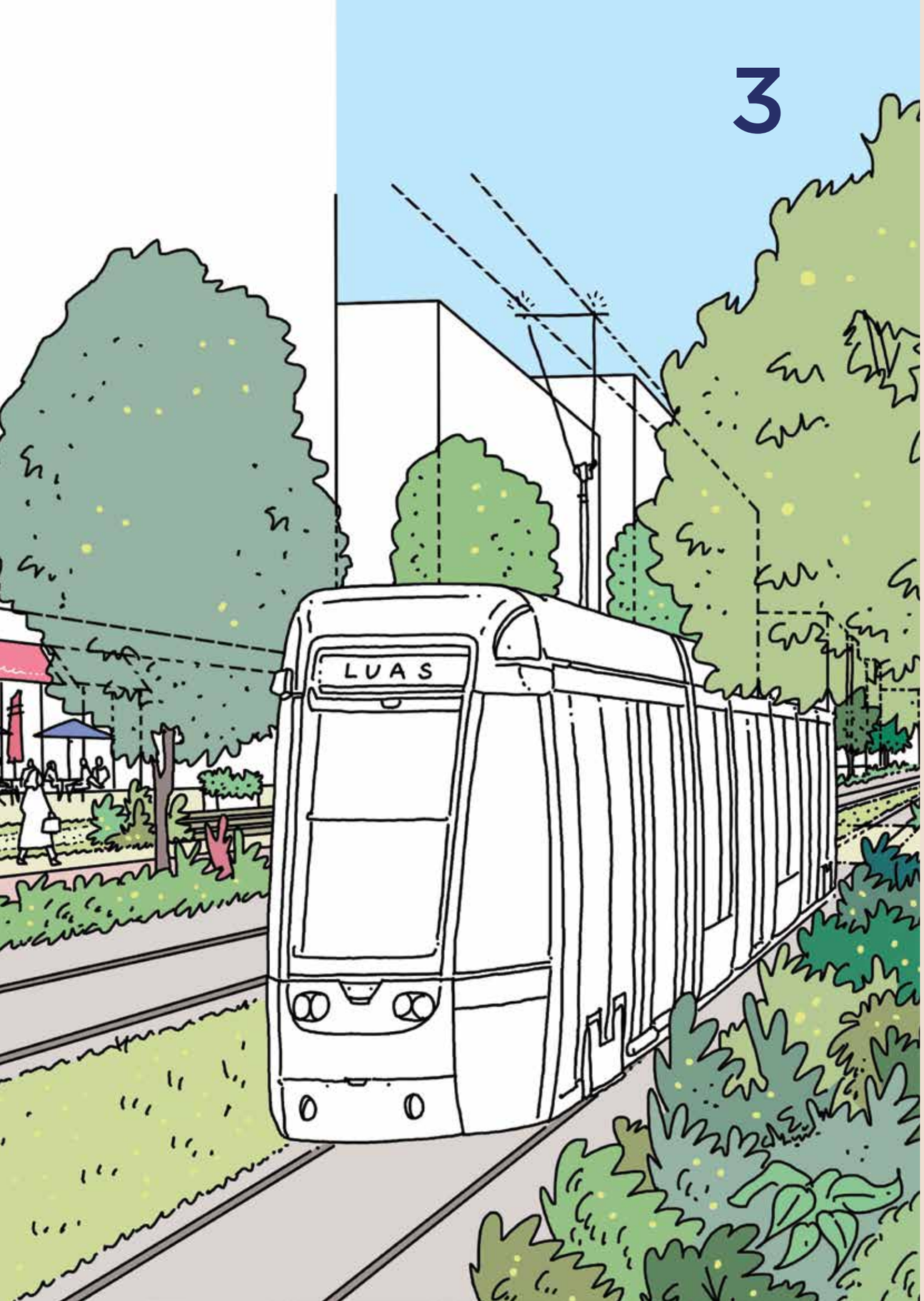
Conceptual view of North Quays

2 Cork Docklands Framework Plan Strategies
2.10 Illustrative Framework Plan

The map below illustrates one approach to subdividing the site into development plots and provides indicative blocks to illustrate how buildings could be positioned within each development plot to reflect the strategic infrastructure and to relate to each other in a neighbourhood. This aims to demonstrate key placemaking principles for developing each site.

Cork City Docklands Framework Plan site boundary

The building and block layouts indicated in this illustrative Framework Plan are purely indicative.
It is recognised that building and block layouts may change as part of future planning applications.



3

Chapter 3
Strategic Infrastructure

3 Strategic Infrastructure
3.1 Strategic Infrastructure Bundles

The Framework Plan and strategy for regeneration of the Cork Docklands is underpinned by the proposed enabling infrastructure projects, comprised of several sub-projects which will be phased over the coming years. The proposed investment in enabling infrastructure will provide for large-scale strategic projects to promote economic vitality, liveability, environmental quality and act as a catalyst for ongoing sustainable regeneration. The Docklands unique location combined with the proposed investment will act as a stimulus to promote a step-change in the viability and appeal of higher density living in Cork City.

The infrastructure delivery for the Cork Docklands will be optimised to ensure a holistic approach to the creation of sustainable living and working communities with an emphasis on the provision of the necessary social infrastructure in tandem with private development.

The various sub-projects have been structured into 5 cohesive project bundles comprising:

1. North Docks Public Realm and Transport Infrastructure.
2. South Quays Public Realm and Flood Protection.
3. Active Recreation, Sports and Public Realm.
4. South Docks Transport Infrastructure.
5. Bridges.

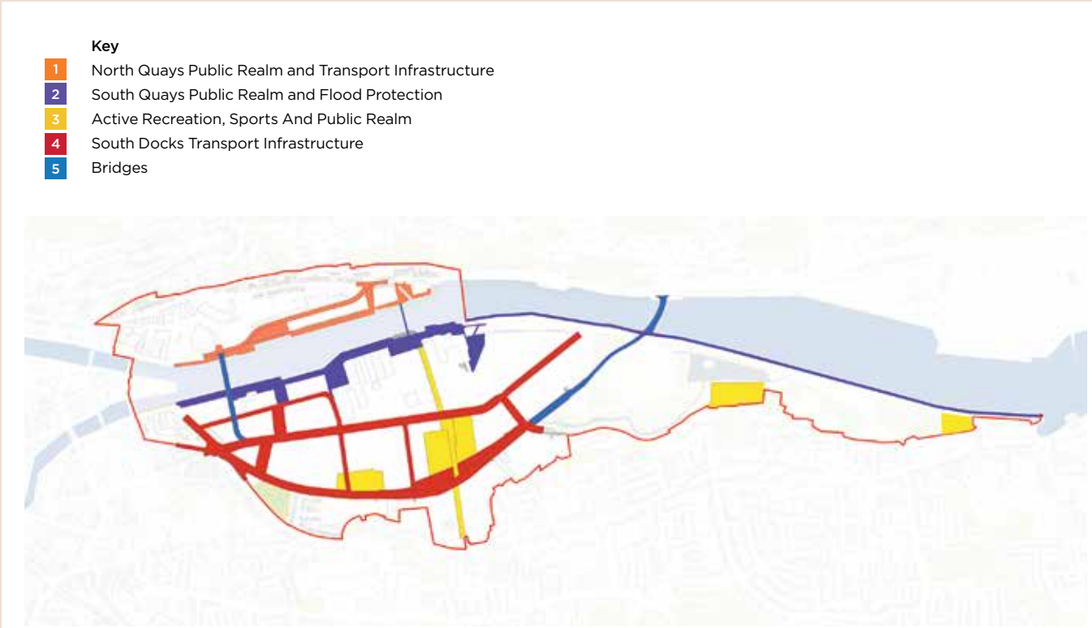


Fig 3.1 Strategic Infrastructure Project Bundles

Bundle 1 — North Quays Public Realm and Transport Infrastructure

The North Docks Public Realm and Transport Infrastructure Bundle will comprise of several components including:

- Horgan's Road Realignment.
- Horgan's Quay Park.
- North Quay Public Realm; including new waterfront promenade and active travel corridor, quay wall repairs.
- Shipyard Plaza public.

Bundle 2 — South Quays Public Realm and Flood Protection

The South Quays Public Realm Bundle comprises of:

- Waterfront public realm and integrated flood protection including a series of plazas, urban parks and ecological features.
- Quay Wall repairs, replacement and enhancement works.
- Enhanced public access to the river.
- Greenway provision.

Bundle 3 — Active Recreation, Sports And Public Realm

The Active Recreation, Sports And Public Realm Bundle includes the following components:

- Monahan Park.
- Canal Walk Sports Centre ARI.
- Ardfoyle Convent Land Active Recreation.
- North/south Blue Green Infrastructure & Corridor.
- Maritime Activity Centre.

Bundle 4 — South Docks Transport Infrastructure

The Bundle comprises of several components including:

- Mohanan Road Widening.
- Marque Road Widening.
- Canal Walk Linear Park (Public Realm & Drainage).
- Centre Park Road Widening.
- Kennedy Spine South & Central.
- Marina Walk Enhancements.
- Collector Roads.

Bundle 5 — Bridges Transport Infrastructure

The Bundle comprises of several components, which will be delivered in three sub projects:

- Kent Station Bridge including link to Centre Park Road.
- Eastern Gateway Bridge including Monahan Road Extension.
- Active Travel Bridge

3 Strategic Infrastructure
3.1 Strategic Infrastructure Bundles

The sub-projects include improved transport infrastructure, such as bridges, cycle lanes, and enhanced public transport and active transport options. It also includes the creation of urban green spaces and quayside public realm infrastructure that integrates flood mitigation and climate adaptation measures. The proposed interventions will transform the Docklands from an underutilised area of Cork City to a place of choice to live and invest in. Significant investment in active transport infrastructure, such as cycle lanes and safe footpaths will ensure a hierarchy which prioritises pedestrians and cyclists while disincentivising car-borne trips, contributing to Cork's ambition to be a healthy and sustainable city. The provision of such infrastructure will also help meet the Cork City Development Plan's target of a 75% share of sustainable transport modes for the Docklands, which will contribute to the city's carbon reduction, as well as creating a healthier and happier society.

The enhancement of sustainable and accessible public transport will connect the Docklands to the city and surrounding areas. The Docklands project will facilitate the development of the light rapid transport corridor linking Ballincollig, on the western outskirts of Cork City, to Mahon in the east. The 18km East-West rapid mass-transit corridor is one of the biggest elements of the ambitious Cork Metropolitan Area Transport Strategy (CMATS) and is essential to achieving proposed mode share for Cork Docklands.

Delivery of community infrastructure that supports social cohesion will promote connection and contribute to the creation of inclusive, diverse and vibrant communities. The project envisages the provision of 9,500 square metres (sq.m) of community space in Cork Docklands comprised of primary healthcare facilities, crèches and childcare, youth centres, flexible community space, after-school clubs and other community spaces. The Docklands will also include 50,000 sq.m of education floorspace across three school sites.

Active recreation infrastructure will also be provided. It is envisaged that the project will deliver a multi-use games area, a multi-use sports centre, including a 50m swimming pool, a number of multi-use outdoor playing pitches and a community-based maritime activity centre.

High-quality placemaking will be incorporated within the design of the street network, integrating the principle of healthy streets with the design incorporation of lighting and seating, Sustainable Drainage Systems (SuDS) and soft landscaping features including trees, swales and rain gardens will ensure the street network is resilient to climate change. The project also aims to enhance biodiversity of the River Lee riverscape, create opportunities for reinforcing, expanding or establishing new habitats and provide educational benefits for people.

Cork Docklands has a strong identity, with a vibrant history that will provide an anchor for new communities to grow and thrive. Preservation and integration of the heritage of this unique location within the public realm is a key objective of the proposed strategic infrastructure. The public realm design will play an essential role in defining the character of individual neighbourhoods by enabling the adaptive reuse of historic assets and creating new public spaces that respond to the existing natural assets that define the landscape of the Docklands. A vibrant active waterfront that celebrates Cork City's maritime and industrial heritage as a port city is fundamental to achieving the vision for the regeneration of the Docklands. The refurbishment of the city quays will provide improved access to the water, supporting the use of the river for both active and passive recreation.

Together, these pieces of enabling infrastructures will allow the Cork Docklands to become a well-connected, sustainable and great place to live, accommodating up to 25,000 residents, as well as offering high-quality waterfront office space to high value-added entities, with the potential to create up to 25,000 jobs.
High-density employment in urban areas has the potential increase productivity via agglomeration effects while
the provision of the high-quality office spaces in an attractive urban environment is an important element in attracting Foreign Direct Investment (FDI).

The redevelopment of the Cork Docklands is a project of the scale and ambition required to allow Cork City to fulfil its potential and meet the targets set for the city as a population and employment centre. The Docklands represents the largest urban brownfield site in the country. The project represents an opportunity to facilitate the development of an exemplar urban area in line
with the principles of compact growth and enabling sustainable development.

Conceptual view of South Quays

3 Strategic Infrastructure
3.2 Bundle 1 — North Quays Public Realm and Transport Infrastructure

The North Quays public realm and transport infrastructure project will transform the area from a traffic dominated environment into a highly accessible and exemplar Waterfront zone. The new waterfront promenade will bring together new streets, buildings, parks and active travel routes along the length of the quayside. The original quay walls and associated maritime features will be respected as a heritage asset and will contribute to the placemaking response.

Horgan's Road is a strategic transport corridor into Cork City from the East. Its realignment involves the realignment from its intersection with Water Street/ Lower Glanmire Road in the east to its intersection with Alfred Street to the west. Its realignment will serve several different functions; still maintaining its strategic vehicular route. It's relocation from the quayside will enable the development of a more active and vibrant quayside, while providing access and servicing to development plots from the north.

Providing enhanced access to the water is a fundamental principle of the design approach. New pontoon infrastructure is proposed to create new active recreation opportunities within the River Lee.

Levels will transition from new building finished floor levels (Min 3.85m O.D.) to the existing quayside level (2.8 - 3.1mO.D). The design approach creates a consistent interface for the new developments. The North Quays enjoys a southerly aspect and this will be maximised in the design approach.

The linear space can be defined in three distinct linear zones:

a. Waterside Promenade and Shared Space offering a leisurely cycle route connecting to the proposed greenway route on Lower Glanmire Road. The addition of new maritime infrastructure to accommodate a wider range of maritime craft including smaller craft such as kayak, canoe, paddle boards and currachs is embedded in the design approach.

b. Landscaped Terraces will mitigate the required level change from 2.8 – 3.85mO.D. through trees, planting and terraced steps with integrated seating.

c. Upper-Level Promenade accommodating spill out and entrances from ground floor residential units and supporting amenity, with potential for some outdoor retail and cafe activity.

Bundle 1 contains the following components:

1. Horgan's Road Realignment
2. Horgan's Quay Park
3. Water Street Park
4. North Quay Public Realm; including quay wall repairs and greenway
5. Shipyard Plaza

It is proposed that items 1 to 4 will be delivered as a single package of works and Shipyard Plaza will be delivered separately as part of the redevelopment of the Shipyard site.

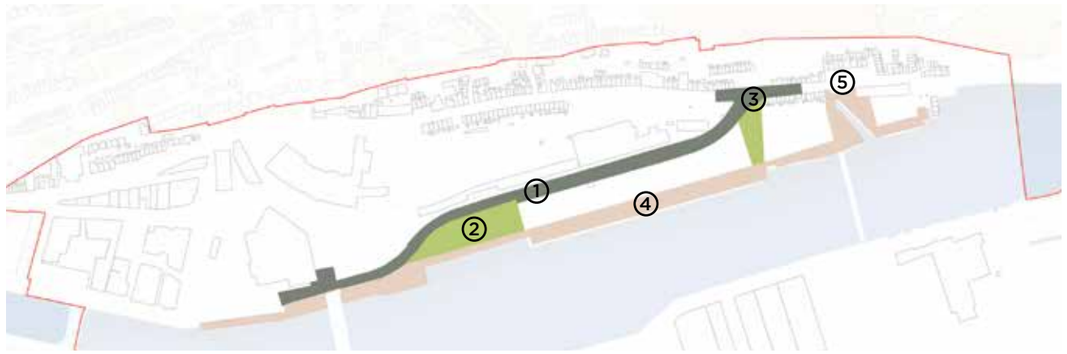
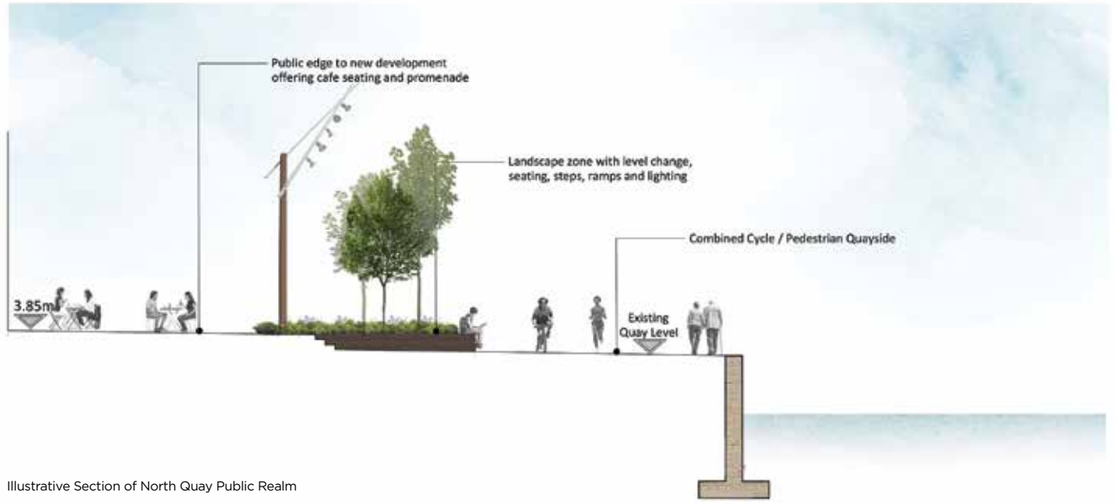


Fig 3.2 Strategic Infrastructure Bundle 1

Conceptual view looking east of Horgan's Quay park



Illustrative Section of North Quay Public Realm

3 Strategic Infrastructure
3.2 Bundle 1 — North Quays Public Realm and Transport Infrastructure

Public Realm

- Proposed strategic infrastructure at the quays will prioritise public realm, heritage, amenity, drainage, mobility, and active travel modes.
- The design of Horgan's Quay Park will create a landmark public open space which is responsive to its context and adheres to best practice placemaking.
- The design of Horgan's Quay Park will explore if elements of the existing Kent Station boundary wall can be integrated into the park design.
- The existing quay walls will be restored as a general principle.
- Public realm design will reflect the history and heritage of the location.
- Vehicular access to the quayside public realm will be controlled, restricting traffic beyond emergency or off hours servicing to ensure an active travel priority environment.
- High-quality place-making will be incorporated within the design of the street network.
- The design of quays will provide a legible framework for safe movement of pedestrians and cyclists and desire lines to Kent Station Transport Hub.
- Design may include resting areas adjacent to the water with low level of human disturbance to support species of Cork Harbour Special Protection Area (SPA).

Levels and Flood Defence

- Public realm will positively integrate with the adjoining future developments providing a cohesive design that enables the successful transition from the quayside to the minimum FFL of future buildings at +3.85m O.D.
- Transition in levels between quayside and public realm will integrate placemaking elements into the design such as seating, terraced landscaping and lighting.

Access to Water

- The public realm design will promote interaction with the water and opportunities for riverside activity. The quayside shall provide a safe, inclusive environment that can be enjoyed by all.
- Design of pontoons will provide public access to the water for small crafts such as kayaks, canoes, currachs or paddle boards and berthing for leisure crafts.

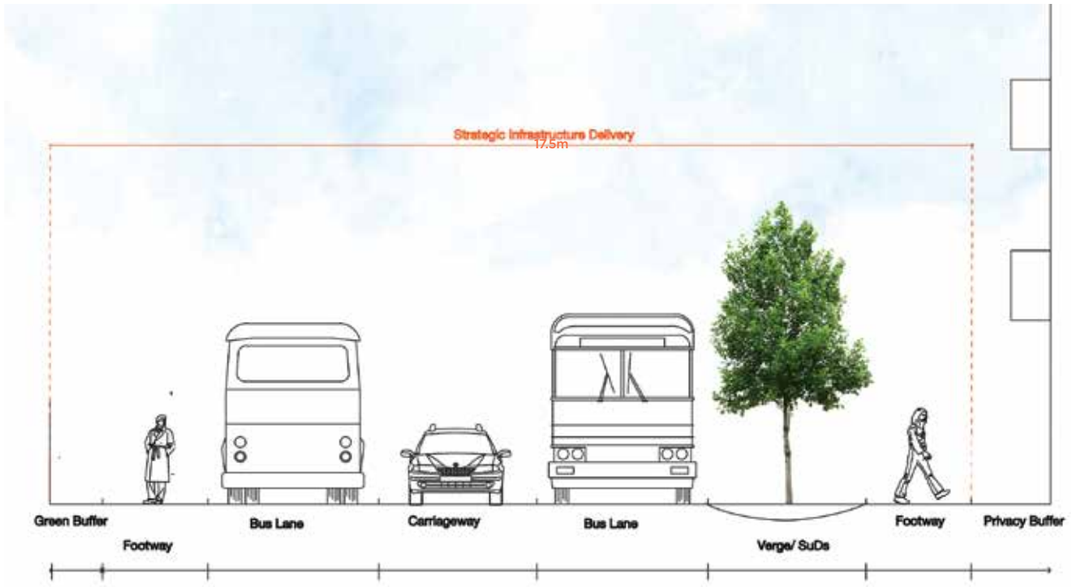


Fig 3.3 Proposed indicative cross section of Horgan's Street, One way multi modal

Illustration of Shipyard Plaza

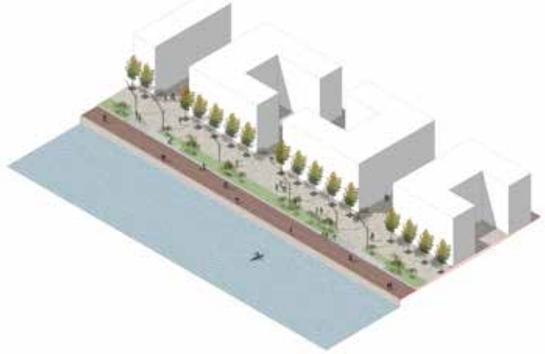


Illustration of North Quay Public Realm

3 Strategic Infrastructure
3.2 Bundle 1 — North Quays Public Realm and Transport Infrastructure

Materials

- All lighting will be ecologically informed and include warmer tones which are better for wildlife
- Lighting will be designed to identify key access points to and from the quays.
- Feature lighting columns that reflect the industrial character will be used at the node points, with additional linear arrangements of supplementary lighting columns along main routes.

Planting

- Tree and soft planting species will be native, naturalised or ecologically appropriate and resilient to climate stresses, such as water logging wetter or hotter climate and support biodiversity.
- Tree and soft planting species will be appropriate to specific environmental conditions of the quays and include sufficiently sized root growth zones for drainage and tree prosperity.
- Tree species facing the quayside will be a minimum of extra heavy standard form, be resilient to high wind speeds and saline context.
- Tree species within public plaza and transition level zone will generally be minimum of extra heavy size and clear stem in form.
- Opportunities for floating ecosystems in the river will be explored to enhance the biodiversity of the quays, provide seasonal ecological interest throughout the year, and offer a close-up experience of the planting from the pontoon and deck.

Henriksdalsamnen, Sweden

The Waterfront Promenade at Aker Brygge, Norway

Quayside promenade, Barclays Campus, UK

3 Strategic Infrastructure
3.3 Bundle 2 — South Quays Public Realm and Flood Protection

The South Quays Public Realm and Flood Protection project is the central placemaking project in the Cork Docklands that will transform the city quays into an exemplar for public realm, enabling the transition from an active commercial port to a new vibrant and fun destination within the city.

A diverse and inclusive linear space connecting from Albert Quay to Marina Park, that combines aspects of heritage, ecology, biodiversity, active and passive recreation along its length. This linear experience opens up at landmark public spaces that vary in design approach.

A series of plazas, urban parks and ecological features provide pockets of release of the linear character, creating new access points from adjacent streets and developments including Kennedy Spine (north), @ The Ford and Marina Quay Plaza. Important existing heritage buildings have influenced the location of these new public spaces and activation points providing a necessary widening of space to enable programming and activity that is divided up along the quays to offer a variety of experiences for all ages and abilities along the extensive waterfront.

Improved access provided to the water's edge enhance the river as an amenity and support a diverse range of maritime and water-based recreation.

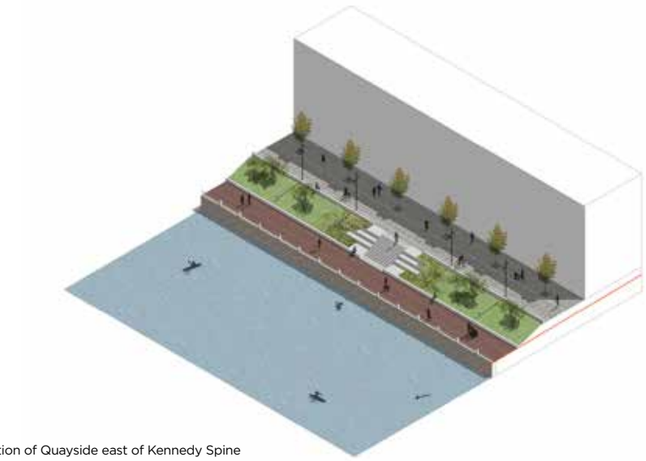
Considering the historic evolution of the site, its physical characteristics and the influence of future climate change, this vision embeds exemplar climate resilience principles through a robust flood protection and drainage framework.

This key public realm project will integrate measures to manage flood risk into the overall design to ensure the future population and built form in South Docks is protected from flood events and sea level rise. This will allow buildings to have lower finished floor levels, providing a better relationship with the streetscape and make new developments more attractive and accessible. The repair and replacement (where necessary only) of the original existing quay walls from the City to Blackrock Marina will secure the future of these important heritage and cultural assets. Integration of the required flood defense levels within the public realm that sits adjoining the quayside will encourage and promote the activation of the river edge.

The South Quays Public Realm Bundle comprises of several components, including:

1. Quays Wall repair, replacement and enhancement works from Kennedy Quay to Blackrock Marina
2. Waterfront public realm with integrated flood protection, including a series of plazas, urban parks and ecological features. Enhanced public access to the river and greenway provision
3. Park: Kennedy Spine North
4. Polder Cut Park: It is proposed that the Polder Cut Park will be delivered separately as part of the redevelopment of former Tedcastle site

Fig 3.4 Strategic Infrastructure Bundle 2



Illustrative section of Quayside east of Kennedy Spine

Illustration of Marina Plaza

Urban Wetland Yanweizhou Park

Illustrative section of Quayside east of Kennedy Spine

3 Strategic Infrastructure
3.3 Bundle 2 — South Quays Public Realm and Flood Protection

Public Realm

- Proposed strategic infrastructure at the quays will prioritise public realm, heritage, amenity, flood defence, drainage, mobility, and active travel modes.
- The design approach will create a network of public open spaces that vary in design approach and include dynamic functions, responsive to their context and contribute to placemaking.
- Public realm will positively integrate with the adjoining future developments and existing heritage buildings providing cohesive design that enables the successful transition from the existing quayside to the upper promenade and FFL of future buildings.
- Public realm design will reflect the history and heritage of the location.
- Vehicular movement will be controlled, restricting traffic beyond emergency or off hours servicing to ensure an active travel priority environment.
- The design of quays will provide a legible framework for safe movement of pedestrians and cyclists.

Levels and Flood Defence

- The existing quay walls and wharfs will be restored.
- New quay walls will be build where necessary to ensure their integrity into the future.
- Flood defense will be setback from the quay edge where increased levels are required, to avoid surcharging existing quay structures and maintain relationship with water.
- Transition in levels between quayside and public realm will integrate placemaking elements into the design such as seating, terraced landscaping, lighting.

Materials and Planting

- Refer section on Materials and Planting in Bundle 1 : North Quays Public Realm and Transport Infrastructure.

Henriksdalsamnen, Sweden

Wild mile, Chicago, USA

Vistula Boulevards, Warsaw Poland

Vistula Boulevards, Warsaw Poland

Illustrative section of Kennedy Spine North

3 Strategic Infrastructure
3.4 Bundle 3 — Active Recreation, Sports and Public Realm

The proposed Active Recreation Infrastructure will focus on delivering flexible, adaptable facilities that cater to the strategic ambitions of the Docklands - to be an attractive place to live and work for a range of demographics, which ensures inclusiveness across all active recreation infrastructure interventions. The sports pitch/play needs for the proposed schools will primarily met off-site within lands located adjacent / proximate to the proposed school campuses. These will be public facilities benefiting from optimised use that are likely to be all weather pitches to enable intensive use, including schools use.

See figure Strategic Infrastructure Bundle 3 for the elements of this bundle.

The Bundle comprises of several components, including:

1. Monahan Park
2. Canal Walk Sports Centre ARI
3. Ardfoyle Convent Land Active Recreation
4. North/south Blue Green Infrastructure & corridor
5. Maritime Activity Centre

Fig 3.5 Strategic Infrastructure Bundle 3

Conceptual view of Canal Walk Sports Centre ARI, blue green route and sports pitches

3 Strategic Infrastructure
3.4 Bundle 3 — Active Recreation, Sports and Public Realm

Canal Walk Sports Centre

The Canal Walk Sports Centre will comprise a strategic sports and leisure facility that will be centrally located within the Cork Docklands to provide a civic and community anchor. The proposed facility will deliver a multi-sport campus accommodating a range of sports that responds to existing active recreation infrastructure deficits within Cork City and the future additional demand from the new Cork Docklands residential population. Indoor active recreation facilities at the centre may include:

- 50m swimming pool, and 25m juvenile swimming pool.
- Community centre, gym area, flexible sports / leisure spaces.
- Rehabilitation toning suite and sports injury healthcare spaces
- Sports hall and soft play / adventure climb facility.
- Changing facilities, administration, office, storage facilities

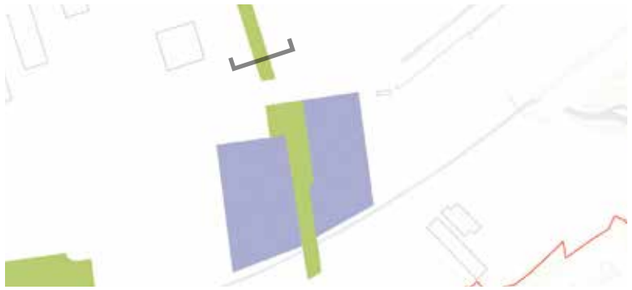
The southern and western portions of the site will accommodate the outdoor facilities, making use of ower existing ground levels at these locations to accommodate outdoor pitches and sports courts. Outdoor active recreation facilities at the centre provisionally include:

- Full-size all-weather, floodlit playing field; usable for casual 5-a-side and 7-a-side soccer.
- Multi-use junior pitch with direct access from adjacent school site to the east.

Both indoor and outdoor facilities interface directly with the proposed Cork Docklands Blue-Green Route, which provides complementary active travel access to the facility, and connectivity to existing communities to the south, off Blackrock Road, and to the north, from Lower Glanmire Road and Montenotte via the Water Street Bridge.

- Canal Walk Outdoor Sports will be a multi-use facility that will be fully accessible to all including people with a disability and people with limited mobility.
- Gradients, drainage and build ups will need to consider accessibility and interfaces with adjoining developments and the active travel corridor.
- The facility will consider connectivity and interfaces with adjacent school site to ensure students can safely and easily access the facility.
- Swimming facilities to support delivery of High Performance and Pathway Development Programmes for swimmers will be provided.
- Opportunities for use of on-site renewable energy such as solar PV and geothermal heating systems to minimise carbon emissions and energy costs will be assessed.
- Planting interface with the Canal Walk Linear Park at the southern boundary will be considered.

Illustration of Canal Walk Sports Centre ARI



Key Plan

Illustrative typical section of Blue green route

3 Strategic Infrastructure
3.4 Bundle 3 — Active Recreation, Sports and Public Realm

Blue Green Infrastructure

The Blue Green Route provides a new north / south connection through the Docklands extending from Blackrock Road to the new active travel bridge at the quays.as it unfolds as a journey that offers a unique blend of ecological benefits, active travel, recreational enjoyment, and educational enrichment. Indigenous trees, shrubs, and wild-flowers not only contribute to the aesthetics but also provide critical wildlife habitats and improve water quality. swales and rain gardens promoting SuDS.

- The Blue Green Infrastructure Route will be sufficiently wide (C. 18m) to accommodate a shared active travel path, swale and raingarden with tree planting.
- Lighting will be designed to consider adjacent residential developments, ecology and mitigate light pollution and visual impact of tall columns.

Maritime Activity Centre

The proposed Maritime Activity Centre to be located at the eastern end of Marina Park will

- Accommodate a range of local maritime activity-based organisations and services, which support sporting, social, recreational, cultural, civic, educational engagement and participation.
- Provide ease of entry to the River Lee through the development of an adjacent public slipway as a public amenity, which will be accessible to all.
- Support equality of access, engagement, and participation in water-based activities for Cork citizens and visitors to the city.
- Support and promote collaboration between community groups and sporting/recreational organisations to deliver enhanced and inclusive facilities and amenities in their community.

Monahan Park

Monahan Park will be designed to accommodate multi-use playing fields for a variety of team-based sports. This will complement the sports needs of the adjacent schools along with the wider community sports needs. A variety of sports can be accommodated with potential for smaller area sports around the perimeter.

- Gradients, drainage and build ups will consider accessibility and interfaces with adjoining developments.
- Access for maintenance vehicles and servicing will be laid in materials that are load bearing and have drainage capability such as grasscrete.
- Lands to the west of the link road provide an opportunity for urban recreation functions that would benefit from passive surveillance.
- The design will consider integrating equipment for an outdoor exercise or fitness station.
- Monahan Park will be sufficiently large to accommodate a singular full-size sports pitch (C. 100m x 55m)
- The southern boundary will consider how planting will interface with the area to the south towards Monahan Road.
- Lighting will be designed to illuminate perimeter paths.

Ardfoyle Convent Lands

Ardfoyle Convent Lands are located adjacent to the existing Marina Park and forms part of the gardens associated with a late 18th/early 19th house. It is included on the NIAH Garden Survey and includes attractive mature trees. The indicative proposals outline 2x junior multi-use pitches introduced on the flatter topography of the park. The southern section of the site has a steep gradient which could be integrated as a natural design feature.

Appraisals/assessments to carefully study the constraints and sensitivity of the site will be carried out at the detailed design stage in order to sensitively integrate active recreation facilities into the site.
An appraisal of the site's heritage and ecological assets will be carried out at the detailed design stage in order to sensitively integrate the planned active recreation infrastructure.

- The design approach will integrate the site into its wider Marina Park landscape context with location appropriate public lighting.

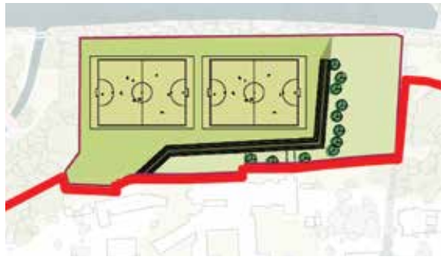


Illustration of Ardfoyle Convent Land ARI

Green route - Bristol waterfront

Sports pitches, Parc du Cossy, Switzerland

Illustration of Monahan Park

3 Strategic Infrastructure
3.5 Bundle 4 — South Docks Transport Network

The primary aim of the proposed upgrades to the strategic street network is to integrate public transport corridors and provide designated cyclist and pedestrian routes to achieve the 75:25 modal split in favour of sustainable transport modes by the prioritising walking, cycling and public transport as the preferred modes of choice, disincentivising the use of the private car. The secondary use is to provide servicing routes for vehicles who must utilise the street network, such as deliveries, waste collection, maintenance, and emergency services. Improvements to transport infrastructure in the Docklands will increase capacity of the road network thereby unlocking new residential and commercial developments, while also creating key pedestrian and cycle routes that enable permeability across the area as a whole and facilitate external connectivity by all transport modes.

The planned interventions to the South Docks road network will retain Centre Park Road and Monahan Road as the primary east-west movement corridors. These roads will be enhanced and widened to integrate public transport corridors, cyclist and pedestrian routes to improve accessibility of the area. Integration of strategic public transport corridors will support delivery of key public transport infrastructure including Light Rail and Bus Connects as well as increasing the capacity of the road network to support development and associated servicing in the Docklands.

The proposed new road layouts and related public realm will seek to provide a high quality environment for road users along the relevant routes. To facilitate greater movement of people between Docklands and the City Centre it will be necessary to provide dedicated high quality sustainable transport infrastructure i.e. walking, cycling and public transportation infrastructure.

The Bundle comprises of several components, including:

1. Monahan Road Widening
2. Marquee Road Widening
3. Canal Walk Linear Park (Public Realm & Drainage)
4. Centre Park Road Widening
5. Kennedy Spine South & Central
6. Marina Walk Enhancements
7. Collector Roads

The bundle will be delivered as two projects:

4A: Centre Park Road and Marquee Road widening, Victoria Road Junction, Kennedy Spine South & Central Public Realm and Marina Walk collector road.

4B: Monahan Road Widening, Canal Walk Linear Park and the local collector road to the east.

Fig 3.6 Strategic Infrastructure Bundle 4

The hierarchy of proposed vehicular movement map in Chapter 2.1 Design Strategies shows how the proposed strategic street network provides direct access to each of the development sites (with the expectation that localised connections within development plots will be brought forward by individual landowners and developers). The street hierarchy and network has been informed by the land-use population, employment and education projections and configured to prioritise pedestrian, cyclist and public transport users for internal movements but also to facilitate external connectivity by all transport modes.

The proposed road infrastructure sub-projects include:

Monahan Road Widening and extension:
Monahan Road Widening will provide the infrastructure for the provision of high frequency bus corridor. It will also provide safe and secure pedestrian and cyclist provisions to assist in modal shift. The junction upgrades with Victoria and Centre Park Road will prioritise Monahan Road through traffic to and from the city, assisting in the removal of traffic from centre park road.

Canal Walk Linear Park (Public Realm & Drainage):
The existing green swathe and canal to the north of the Monahan Road is a remnant of the original channel in the 1800s which formed the Docklands into an island through infilling along Monahan Road. The Canal Walk Linear Park is built around an existing canal system which will play a crucial role in the strategic water management of the South Docks. Located between the future Canal Walk Sports Centre and Monahan Road, the Park incorporates the canal to the north with paths and intertwined cycle/shared routes. The design intent is to create a formal landscape edge to the north which addresses the new developments and reinforces the linearity and encourages a consistent frontage. To the south the canal can open out with shallow slopes and wider bodies of water, marginal planting sweeps down to the water edge. This is an attractive and safe linear park providing a haven from the adjacent roads and infrastructure landscape.

3 Strategic Infrastructure
3.5 Bundle 4 — South Docks Transport Network

Marquee Road Widening: Marquee Road widening will provide a dedicated public transport corridor and designated cycle/pedestrian corridors and will act as a strategic corridor to the centre of the south docklands.

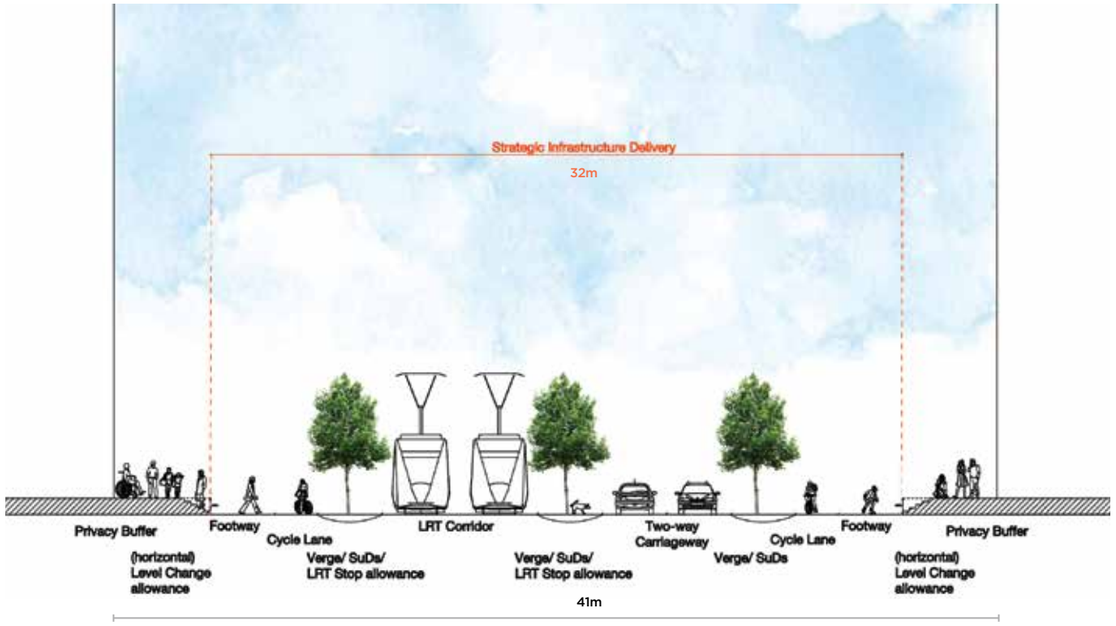
Centre Park Road Widening: Centre Park Road Widening will provide a dedicated public transport corridor to facilitate bus movements initially with subsequent transition to Light Rail along with strong pedestrian and cyclist protected corridor. The design approach for Centre Park Road is to limit through traffic and deter the use of private vehicles. The approach is to create an active, lively and attractive tree lined boulevard which relates to the active frontages of the development either side. It is not a corridor of movement but a place.

Kennedy Spine South & Central: Kennedy Spine is a strategic drainage infrastructure also and has the storage for surface water run off incorporated into the central area. The storage basin allows for 500mm depth of water above ground in storm conditions.

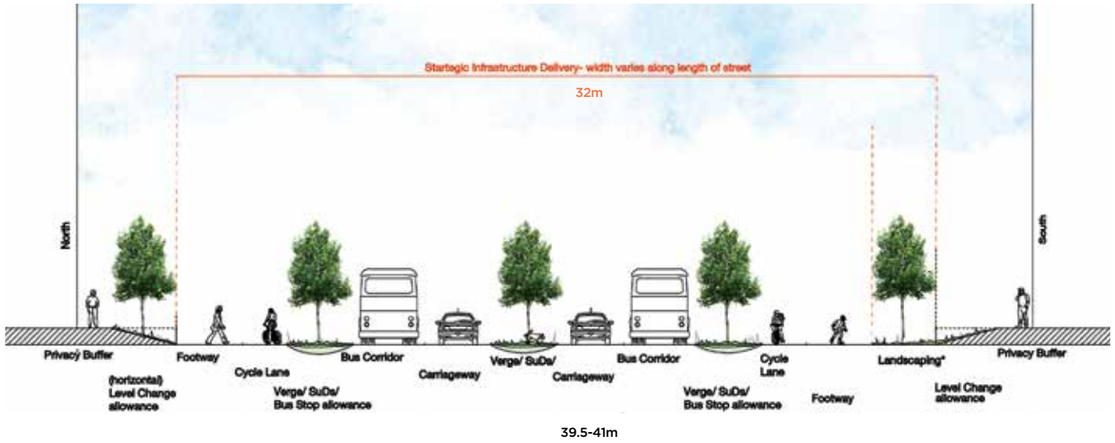
Marina Walk Extension: Marina Walk will work as a local collector to the north west part of the South Docklands providing a new alternate route into the Docklands connecting Victoria Road, Centre Park Road and Monahan Road, which will provide access for private vehicles/ service access to the north-western part of the South Docks.

Link Roads: Local link roads connecting Centre Park Road and Monahan Road i.e., East and West streets, Marina Walk, Marquee Road, and Kennedy Spine with a considerably improved pedestrian experience supported by the re-prioritisation of traffic on the road.

- Design of the street network will support 75:25 modal split in favour of sustainable transport modes by the prioritising walking, cycling and public transport as the preferred modes of choice, disincentivising the use of the private car.
- High-quality place-making will be incorporated within the design of the street network, integrating the principle of healthy streets with the design incorporation of lighting and seating, safe formal and informal crossings Sustainable Drainage Systems (SuDS) and soft landscaping features including trees, swales and rain gardens to prepare the street network for climate change.
- Design of the street network will incorporate the three bridge crossings (Refer 4.5 Bundle 5: Bridges) to provide cross river connectivity, supporting active and sustainable travel mode.
- Design of the street network will recognise the importance of Kent Station as a strategic transport hub as envisaged under Cork metropolitan area transport strategy (CMATS) and enhance the interaction between the Light rail, Inter City and suburban rail, BusConnects, walking and cycling.
- Road levels will adhere to the recommendations of the SDDLS (South Docks Development Levels Strategy).
- Design of the South Dockland's Transport network will deter its use as an arterial route to the city with reduced speed limits, signalised junctions, road surfacing measures, landscaping, and the design philosophy to create a sense of place and arrival.



Indicative section - One of the proposed approach for Centre Park Road



Indicative section - One of the proposed street sections for Monahan road (east of Kennedy Park) with central median and southern landscaping

3 Strategic Infrastructure
3.5 Bundle 4 — South Docks Transport Network

- Intelligent Traffic Management Systems will be installed to monitor and control traffic flows and adjust traffic signals.

- The capacity for vehicular movement through South Docks to and from the City Centre and N27 will also be reduced by limiting vehicular capacity westwards by Albert Road and eastwards along Albert Quay by the improvement of facilities to better support sustainable transport movement along these routes.

- Existing mature trees and green space will be retained where possible and integrated into green verges and adjacent public realm projects where possible.

- Both Monahan Road and Centre Park Road are envisaged as wide tree lined boulevards. A street-wide boulevard planting strategy will be implemented and coordinated with below ground infrastructure to avoid clashes.

- Local widening of the road corridor and adjustment to the alignment of the active travel corridors will be considered as options to avoid existing mature trees. Final alignment will also be informed by detailed surveys with respect to trees, drainage requirements, existing infrastructure, utilities etc.

- Design will integrate the strategic greenways at the quay sides to encourage active travel and maximising the waterfront, prioritising leisure use and pedestrian experience.

- Design will discourage all through traffic within the Docklands by focusing movement on active and sustainable travel modes over vehicular traffic.

- Centre Park Road will primarily function as a 'public transport corridor', allowing local traffic to support pedestrian and cyclist accessibility.

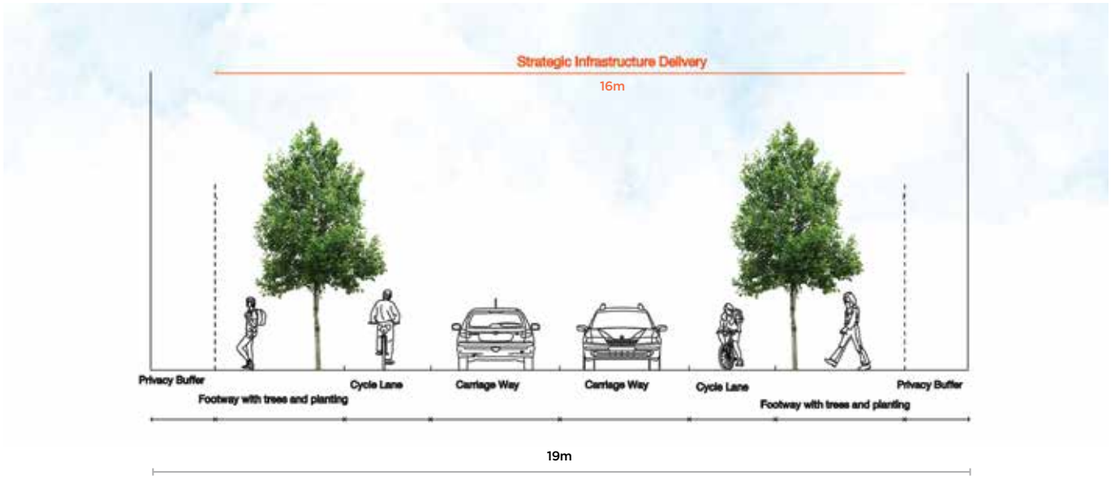
- Public transport corridors will be flexible so that they can accommodate different configurations depending on demand in the future/ changing legislation and guidance.

- Traffic signalisation will prioritise public transport, cyclists, pedestrians and local Docklands traffic and discourage through traffic.

- Monahan Road will be the primary vehicular route providing access to the South Docklands with the provision of continuous bus lanes in each direction to provide public transport connectivity.

- Servicing strategy will be developed that considers peak traffic hours and demand patterns to set delivery and servicing hours. Integration with the mobility hubs in the provision of parcel collection points or fulfilment centres within their design could assist in removing the last leg of the delivery from a vehicle. It is recognised that servicing vehicles will still be required into the future and therefore loading/set down zones have been allowed for in areas to assist.

- Two Light Rail stops shall be located at the eastern and western ends of Centre Park Road close to nodes of activity such as the District Centre.



Indicative section - Local Collector Road, Two way multi modal

Conceptual view of Centre Park Road with the function of a civic street and public transport corridor

3 Strategic Infrastructure
3.6 Bundle 5 — Bridges

Creating enhanced connectivity across Docklands is integral to delivering a coherent and accessible neighbourhood and promoting increased use of sustainable travel modes. Three new bridge crossings are proposed to traverse the 140-150m span of the River Lee:

- Kent Station: Light Rail, cyclist, and pedestrian bridge connecting south quays with Kent Station
- Active Travel Bridge: a cyclist, pedestrian bridge connecting the old shipyard on North Quays with the new green blue route through the South Docklands
- Eastern Gateway Bridge: a vehicular, public transport, cyclist, and pedestrian bridge connecting between Monahan Road and the Lower Glanmire Road

The delivery of the high capacity public transport infrastructure is a critical enabler to the development of Docklands. Consequently, the Kent Station public transport bridge will be prioritised for delivery. The specification for this installation will be guided by the requirements of the high frequency public transport services required (including LRT). The subsequent design and planning for the Active Travel Bridge and Eastern Gateway Bridge will be guided by a specification to be determined following a separate study which will be undertaken within the lifetime of this development plan.

The Bundle comprises of 3 bridges*:

1. Kent Station Bridge; a public transport, cyclist, and pedestrian bridge
2. Active Travel Bridge: a cyclist, pedestrian bridge
3. Eastern Gateway Bridge (EGB); a vehicular, public transport, cyclist, and pedestrian bridge

* The landing of bridges will need to be defined with detailed design of bridges

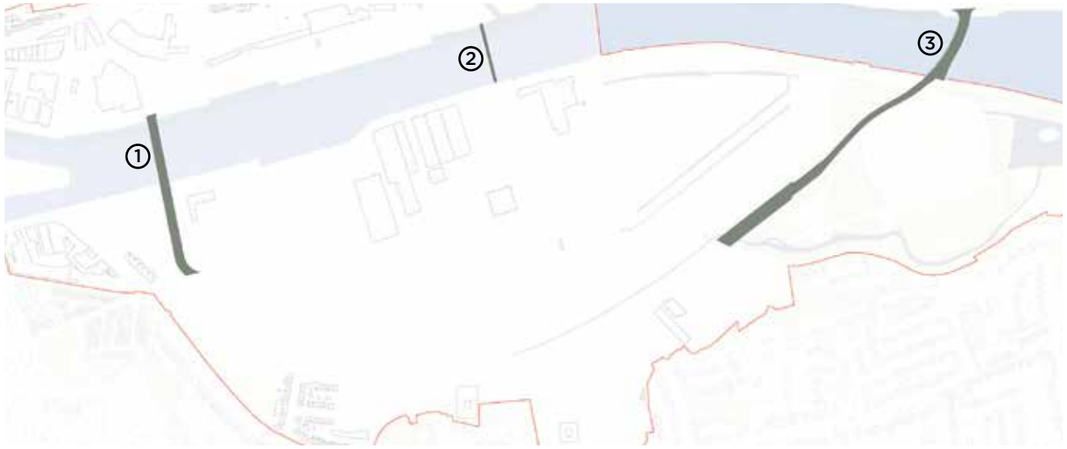


Fig 3.7 Strategic Infrastructure Bundle 5

This study will have regard to the potential options for use of the inner harbour (e.g. tourism, amenity, active recreation and water-based transport) and the related benefits, costs and alternatives as well as the road requirements of the two bridges and the benefits and costs of potential alternative specifications

The span of the bridge, the height of the support piers, and the preferred structural form all need to be carefully considered to ensure that the bridges can withstand the aggressive marine environment, account for flood levels (including climate change) and achieve the required aesthetic impact.

Environmental factors such as wind loads, water currents, and flood levels also need to be taken into account, as well as the impact of the bridge on the surrounding ecosystem and community.

Bridge designs will demonstrate Cork City's leadership in exemplar and sustainable design.

Each bridge structure will be designed to function as an integral element of the Docklands and wider City transport network. Integration of the bridge landings with the existing level of the historic quays will be critical to ensure a respectful heritage and placemaking led response.

Planned plazas are proposed at both landing points of the Kent Station and Water Street Bridge will combine to create a series of Waterfront destinations and complement the land-use at strategic locations within the site.

The Bicycle Snake (Cykelslangen) Copenhagen

Tempe Light Rail Transit Bridge 9m width

3 Strategic Infrastructure
3.6 Bundle 5 — Bridges

- The design and alignment will contribute to the exemplar ambitions of Cork Docklands.
- Bridge landings will positively integrate with the existing historic quay and provide a cohesive design that enables the successful transition to the adjoining promenade.
- The design will demonstrate how it responds to climatic adaptation and mitigation.
- The design approach will integrate viewing points within the bridge to facilitate users with a dedicated space to appreciate the river, harbour and city views.
- The design approach will consider biodiversity within the design approach.
- Lighting will be designed to identify key design features and add to the placemaking value.

Kent Station Bridge

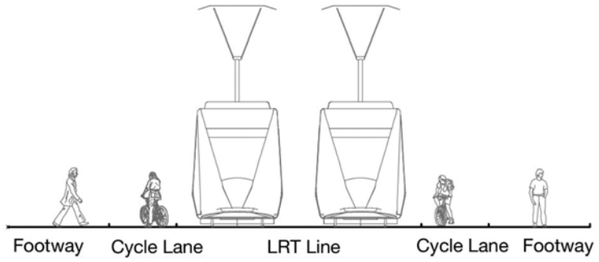
- Kent Station Bridge will be a public transport bridge including dual track LRT and active travel to a minimum width of 22m.
- The span of the bridge, the height of the support piers, and the preferred structural form will be carefully considered.
- The design will consider its relationship with the adjacent turning circle to the east.

Water Street Bridge

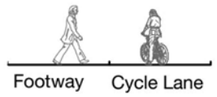
- Water Street Bridge will be an active travel bridge designed to a minimum width of 6m.

Eastern Gateway Bridge

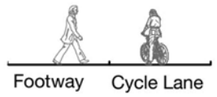
- Eastern Gateway Bridge will be a multi-modal bridge including public transport, active travel and local two access to a minimum width of 22m.
- The span of the bridge, the height of the support piers, and the preferred structural form will be carefully considered to ensure that the bridge can accommodate the desired riparian traffic.
- The design approach will integrate viewing points within the bridge to facilitate users with a dedicated space to appreciate the river, harbour and city views.
- Further measures as necessary will be included in the design and planning of the Eastern Gate Bridge to ensure that its design and integration with the broader road network does not lead to transfer of traffic from the existing N27 /N8 route or the creation of a new alternative through route via South Docklands to the City Centre/N27.



Indicative section of Kent Station Bridge



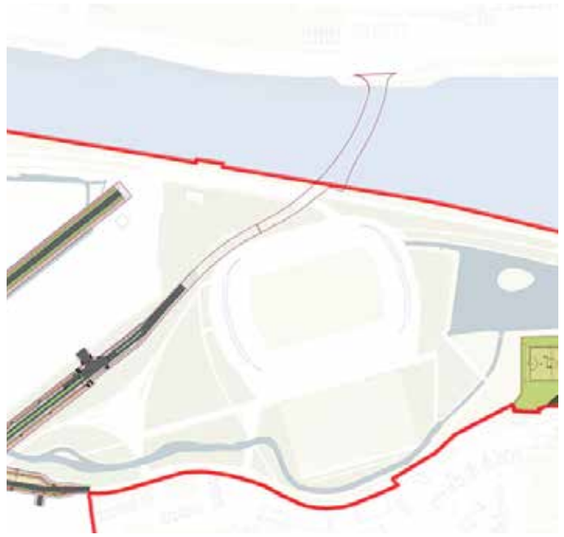
Indicative section of Water Street Bridge



Indicative section of Eastern Gateway Bridge

Kent Station Bridge

Active Travel Bridge



Eastern Gateway Bridge

Illustration of bridges in Framework masterplan

3 Strategic Infrastructure
3.6 Bundle 5 — Bridges

Dual track LRT, Pedestrian & cycle - André-Bord (Citadelle) Bridge Strasbourg, France

Pedestrian only - Sean O Casey Bridge, Dublin

Oder bridge near Küstrin-Kietz, Germany

Dual track LRT, Pedestrian & cycle - Old Bridge Bratislava, Slovakia

Pedestrian & bicycle - Wynard Bridge, Auckland New Zealand

3 Strategic Infrastructure
3.7 Social and Community Infrastructure

Based on a population projection of around 25,000 (as per Cork City Development Plan 2022-28), the baseline analysis identifies approximately 9,500sqm of 'community space' across the Docklands. This can include both formal and informal infrastructure such as:

- Libraries
- Primary healthcare facilities
- Crèches and childcare
- Non-statutory educational uses
- Council services
- Youth centres
- Flexible community space
- Community makerspaces and creative studios
- After-school clubs

This does not include the allowance for active recreational infrastructure. The 3x sites zoned for educational use will be developed by the Department for Education in response to demand following the anticipated population growth within Cork Docklands. This strategy outlines the indicative distribution of:

- circa. 50,000 sq.m of Educational floorspace (3 school sites as per CDP).

- circa. 8,000 sq.m of 'Community' floorspace (of varying uses) across different development plots - including school sites, district centres.

A key ambition for the development of these school sites is for them to act as 'community clusters' - catering not just to the schoolchildren, but to their families and the neighbourhood community as a whole. The potential early delivery of some of these community uses, as the school sites await development, will help to activate these sites. Meanwhile strategies should consider alternative programming to activate the area. Cork City Council's City Librarian has advised for the requirement of approx. 2,000 sqm of shared library and community space. This should be located within the District Centre and close to public transport. Primary healthcare facilities co-located with gardens, well-landscaped outdoor space and active recreational infrastructure to enable social prescription and preventative measures. There will be an expectation for private development to collectively bring forward the remaining 1,500sqm of community floorspace across the remaining development sites.

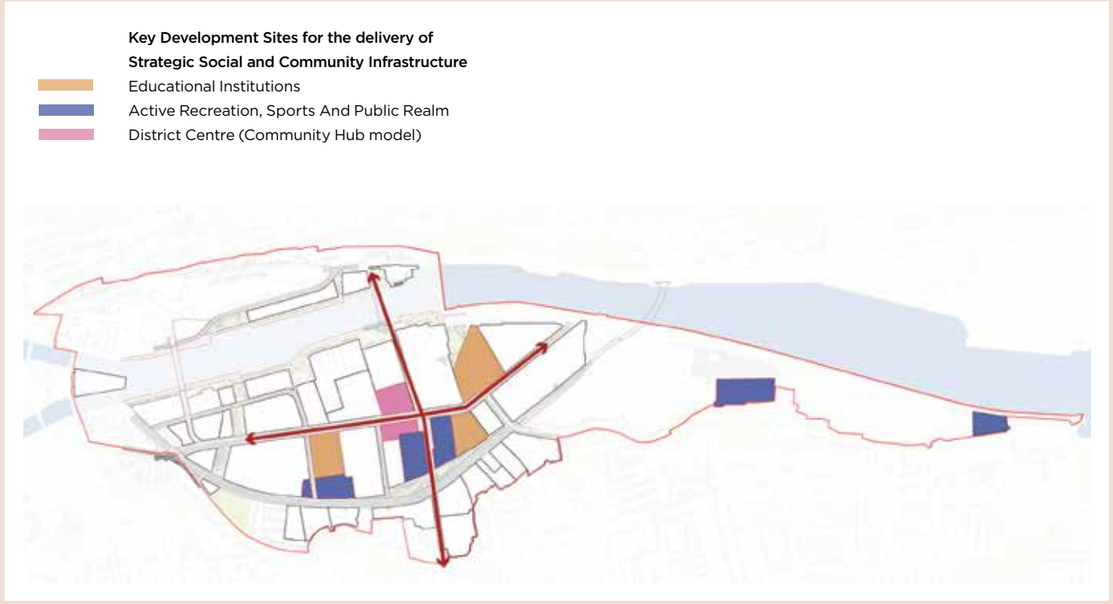


Fig 3.8 Key Development Sites for the delivery of Strategic Social and Community Infrastructure

District Centre Community Hubs

Little Italy Public Library in Chicago, IL co-locating residential with library uses (on ground and first floor). This support a cross-subsidy model that the public libraries are rolling out over the city.

Brockwell Park Surgery in South London provides primary healthcare facilities with a community garden for vulnerable patients, including those with disabilities or at risk of exclusion.

Community Uses in Schools

The Hackney School of Food has transformed the former school keepers house and garden at Mandeville Primary School to a food education facility for children and open to the wider public.

The Reach Children's Hub at Reach Academy in Feltham, UK provides a cradle-to-career support service. This includes antenatal advice and training for first time parents, youth sessions at the on-site community farm, and careers advice and training for 16-21 year olds.

3 Strategic Infrastructure
3.7 Social and Community Infrastructure

Community Space Within Developments

Hamilton House in Bristol is a repurposed 70s office block is home to home to a community of designer-makers, creatives, entrepreneurs and local organisations with a shared agenda to improve the lives of their community.

The Hackney Wick public lift provides access to the upper level of the bridge over the canal.

Richmond Barracks in Dublin has repurposed a former barracks building and campus to provide a library, gallery, flexible community space, workspace and gardens for the local community - in the midst of a fast changing residential area.

Richmond Barracks in Dublin (exterior view)

B

4

Chapter 4
Character Area Guidance

4 Character Area Guidance
4.1 User Guide

The Character Area Guidance is organised into 2 sections: Sitewide and Area Specific Guidance. This approach enables the document to provide design guidance that will ensure a coherence in strategic principles across the development as well as respond to distinctive design opportunities in response to more local conditions.

The Strategic Infrastructure in Chapter 3 provides information on the context of public realm and infrastructure around the sites.

To use the Character Area Guidance in developing design responses for particular spaces or buildings within the development, it is therefore necessary to both read the Sitewide chapter and the relevant Character Area section (or sections).

The framework masterplan overview defines the key design principles and strategies and provide background information to understand the design guidance.

For Plots and areas of public realm on the edge of a Character Area, the neighbouring Character Area should be read for context.

The 2 sections of the document are:

[SW] Site-wide Guidance

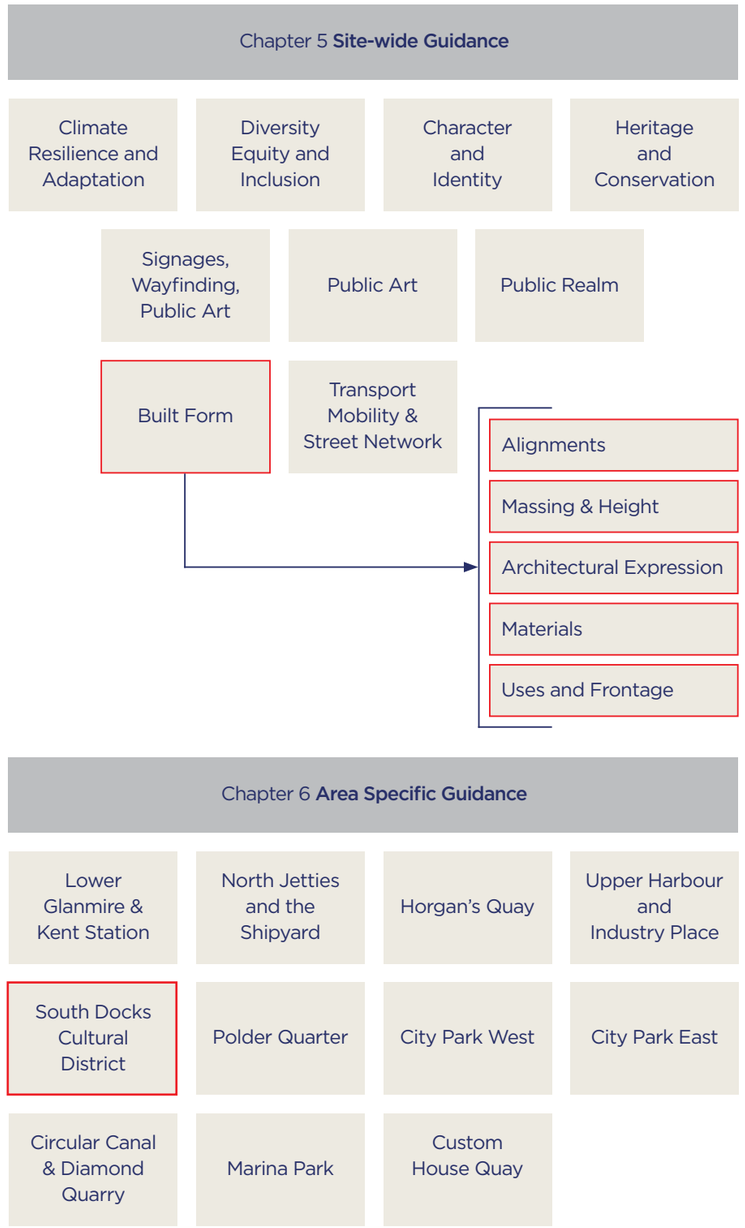
The Site-wide guidance apply to all development sites and establishes a context wide guidance whereas area specific guidance developed further into the distinct feature of the particular areas and develops further into any variations from the site-wide guidance.

[AS] Area Specific Guidance

The area specific guidance is divided into 11 sections outlining guidance for 11 distinct character areas.

[LG] Lower Glanmire road & Kent Station
[HQ] Horgan's Quay
[NJ] North Jetties and Shipyard
[UH] Upper Harbour Quay & Industry Place
[SD] South Docks Cultural District
[PQ] Polder Quarter
[CE] City Park East
[CW] City Park West
[CC] Circular Canal & Diamond Quarry
[MP] Marina Park
[CH] Custom House

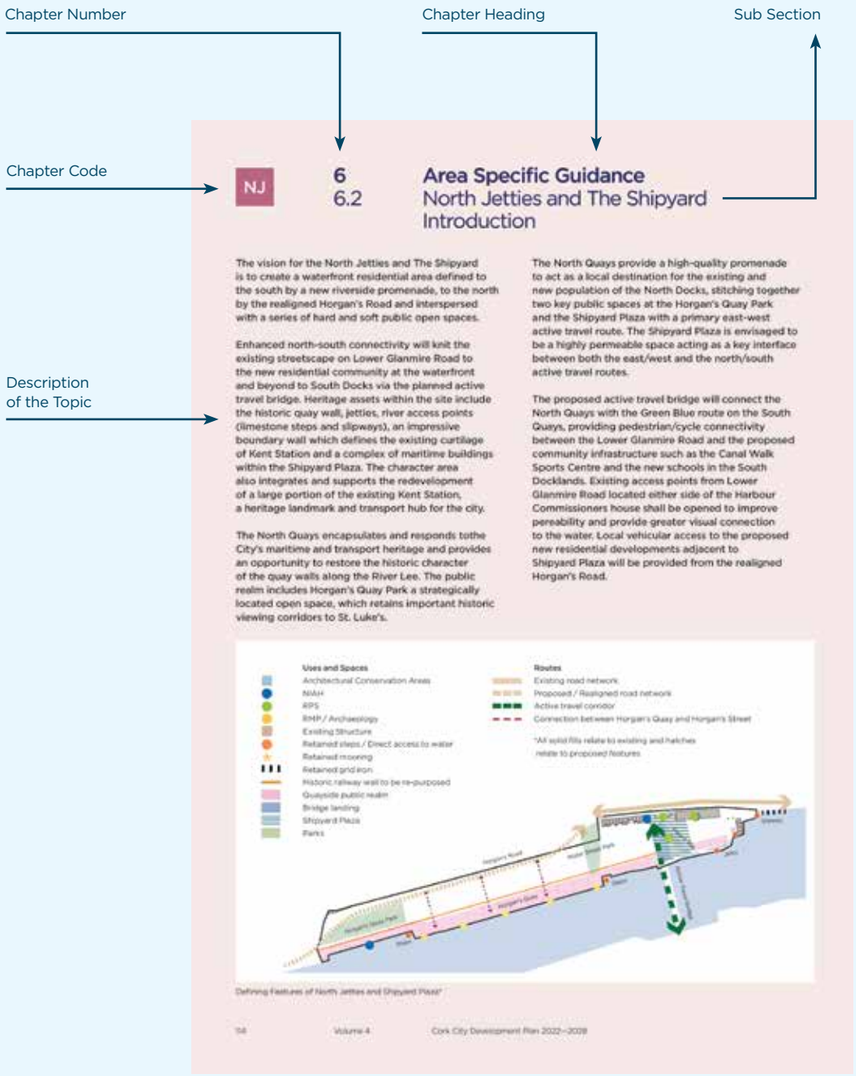
Example How to Read 'Built Form' Guidelines for Character area 'South Docks Cultural District'



4 Character Area Guidance
4.1 User Guide

Typical Page Structure

The pages within this document includes design guidelines which must be followed in accordance with definitions of terminology as shown below. All Design Guidelines are numbered for ease of reference. The diagrams, drawings and images included in this document are for illustrative purposes only.



Description of the Topic

Chapter 5
Site-wide Guidance [SW]

SW

5 Site-wide Guidance [SW]
5.1 Climate Resilience and Adaptation [CR]

SW.CR.1 Cork Docklands regeneration shall be designed to deliver an overall Biodiversity Net Gain (BNG).

SW.CR.2 Materials shall be adaptable to weather conditions in Cork, to flood and water stress and resistant to heat absorption.

SW.CR.3 Material selection shall prioritise lifespan, maintenance impacts and recyclability/ reuse potential.

SW.CR.4 Proposals shall consider the reuse of waste from demolition, re-mediation and new development within the Cork Docklands, potentially contributing to the level changes required to mitigate flood risk.

SW.CR.5 Streetscape design shall include planting and use of nature-based solutions and sustainable drainage systems (SuDS) to support biodiversity and rainwater management.

SW.CR.6 Built form shall incorporate design solutions that respond to environmental and climate-related challenges such as the use of awnings and overhangs for shade.

SW.CR.7 The potential use of roof spaces to support gardens / biodiversity / food production / water storage (in soil and plants) shall be explored for the overall greening of Cork Docklands and to support the community.

SW.CR.8 Deciduous trees shall be integrated into proposed landscaping designs to provide shade in summer and allow light penetration in winter.

SW.CR.9 Rainwater harvesting systems shall be considered for all buildings to meet local water demand for non-potable uses such as plant watering and washing, thereby reducing water consumption, supporting climate adaptation efforts, and improving rainwater management and flood risk mitigation.

Reed plantation and recreational boardwalk, Hammarby

Plus energy houses - Freiburg Germany

SuDS integrated into soft landscape

Robust building materials, Kings Cross

SW

5 Site-wide Guidance [SW]
5.2 Diversity, Inclusion and Equity [DI]

SW.DI.1 Design proposals shall be inclusive and acknowledge diversity, difference and abilities. This could be achieved by using colours, contrasts, textures, patterns, light levels, acoustics, fixtures and finishes appropriately.

SW.DI.2 The design of the public realm shall be usable by all people, regardless of their age or ability.

SW.DI.3 Design proposals shall follow best practice and accessibility guidelines such as Building for Everyone: A Universal Design Approach by the Centre for Excellence inUniversal Design.

SW.DI.4 The design of the public realm shall include accessible public toilets and water fountains.

SW.DI.5 The design of the public realm shall incorporate tactile strips in accordance with current design guidelines.

SW.DI.6 The design of the urban parks shall ensure variety in sports facilities with equitable access.

SW.DI.7 Design proposals shall use vertical circulation to provide comfortable accesses to all facilities wherever necessary and in accordance with best practice guidance for inclusive design.

Public realm for all - Fitzgerald Park, Cork

Accessibility and variety in type of furniture - Gehl - 'New Road' Streetscape Design, Brighton, United Kingdom

Tactile strips - Mayfield Park

Public realm for all - Quays, Cork

SW

5 Site-wide Guidance [SW]
5.3 Character and Identity [CI]

SW.CI.1 Design proposals shall highlight and respond to the distinctive aspects of Cork Docklands that contribute to its defined character areas. This could be achieved through celebrating or enhancing elements of its industrial past or highlight the position of features such as tracks in the surface treatment along the quays.

SW.CI.2 Design proposals in sensitive heritage locations shall ensure proposals conserve and enhance the special character of the designated asset and / or Architectural Conservation Area to contribute to local identity and placemaking.

SW.CI.3 The design response shall consider the setting and proximity to protected structures, relationship to River Lee and adjacent open spaces.

SW.CI.4 Design proposals shall respond to the distinct character and defining assets of the character area in which they are located in. These are detailed in further sections.

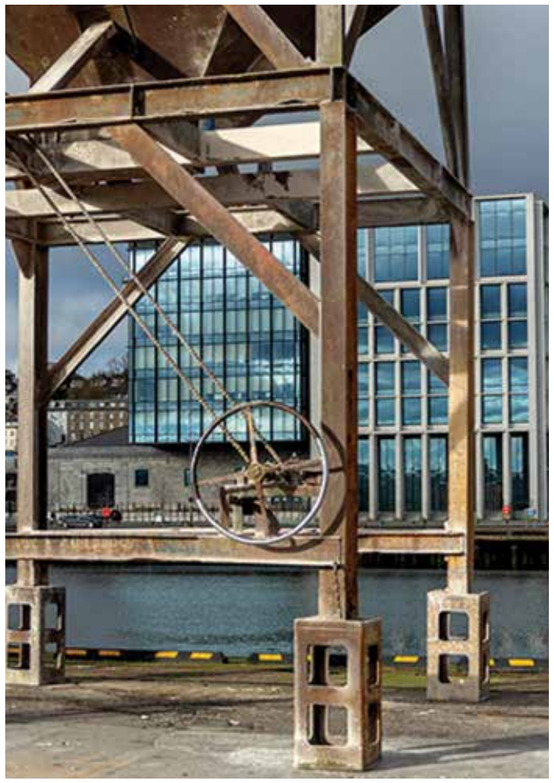
SW.CI.5 Design proposals on the boundary of a character area shall consider the interface with their adjacent character area.

SW.CI.6 Design proposals shall use a colour palette that draws from or positively differentiates from the existing palette.

SW.CI.7 All significant development proposals or proposals in sensitive locations shall be accompanied by a detailed design statement that provides a framework explaining how the proposed development is a suitable response to a site and its settings.

SW.CI.8 All planning applications involving multiple buildings shall encourage variation of design across development plots.

SW.CI.9 The design of all buildings shall demonstrate an appropriate response to Places for People - the National Policy on Architecture from Department of Housing, Local Government and Heritage.


Industrial memory along quays

Port of Cork banner at Custom House Quay


Oliver Plunkett Street


Cork Harbour Festival's Ocean to City


The English Market, Grand Parade


Social life and strong cultural identity - Marina Market, Cork Docklands


T.S Roberts 1799, City of Cork

Cork City coat of arms

SW

5 Site-wide Guidance [SW]
5.4 Heritage and Conservation [HC]

SW.HC.1 Designated heritage assets, protected structures and features that contribute to the character and / or reflect the industrial and maritime history of the site shall be retained. These include historic paving, bollards, moorings, rings, steps, slips, tracks, metalwork or artefacts and buildings.

SW.HC.2 Where existing, heritage assets and civic buildings are the primary landmark of a Character Area they shall be given sufficient space to highlight their prominence in the streetscape. Buildings in their vicinity shall respect their role as landmark through choice of colour, texture, form and / or massing.

SW.HC.3 Heritage assets shall be re-used or re-purposed where practical.

SW.HC.4 Significant heritage buildings shall be the preferred option for the delivery of cultural / civic uses.

SW.HC.5 The setting and curtilage of all designated heritage assets shall be respected.

SW.HC.6 Design proposals in sensitive heritage locations shall ensure proposals are appropriate in terms of architectural treatment, character, scale and form to protected structures and not detrimental to it's special character and / or to the integrity of its setting.

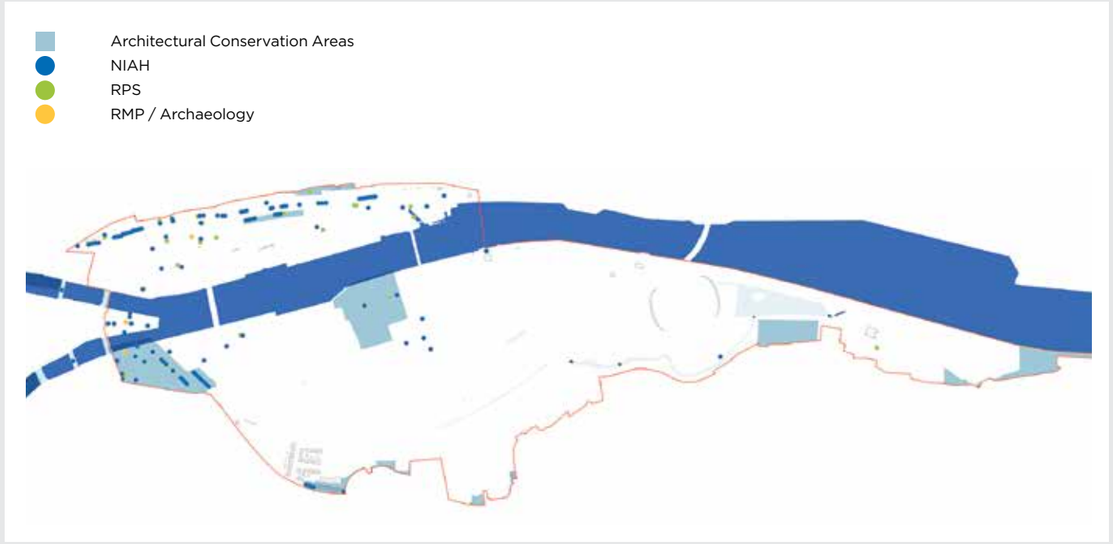
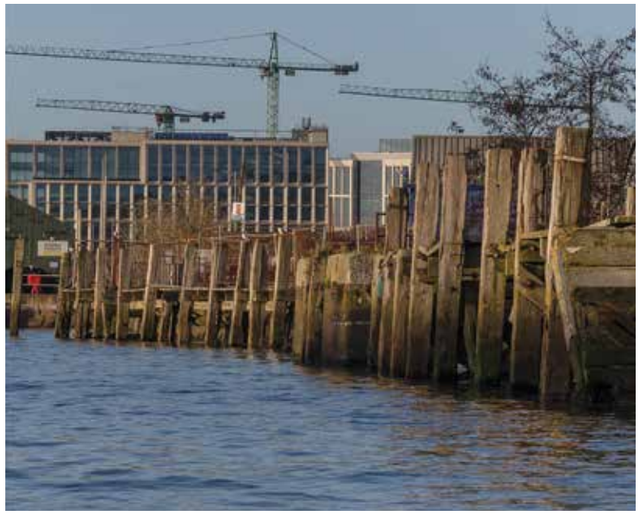


Fig 5.1 Designated Heritage Assets Map



Existing jetties on North Quays

Harbour Commissioner's Workshop and slipway

Odlum Miills on South Quay

Ford Buildings, South Docks

SW

5 Site-wide Guidance [SW]
5.5 Signage and Wayfinding [WA]

SW.WA.1 The design of the public realm shall include a comprehensive wayfinding strategy, to assist with spatial orientation across the Docklands.

SW.WA.2 Where signage is provided, it shall be inclusive, legible, durable, and considerate of the position, lighting and visual contrast.

SW.WA.3 Signage shall tie into City Development Plan's ambition to implement an improved wayfinding strategy for the city as well as to improve information and interpretation for residents and visitors.

SW.WA.4 The use of dual or Irish language signage shall be considered in the naming of shop fronts and commercial premises, to support the cultural heritage of the city.

SW.WA.5 Each large public space shall have a map sign at strategic entrances.

SW.WA.6 All new streets, open spaces, development sites, and large or prominent infrastructure shall consider local historical, heritage or cultural associations derived from Cork Docklands baseline assessment and design strategies.

SW.WA.7 The use of place names in the Irish language shall be considered.

SW.WA.8 All signage, referencing names, shall be in accordance with current legislative requirements and approved by the Cork City Council.

SW.WA.9 Paving and materiality shall contribute to legibility and wayfinding, particularly at key intersections and junctions.

SW.WA.10 Advertisements and billboards shall be restricted on public open spaces, residential areas, quays, historic areas, and important viewpoints, to avoid visual impact on the use and legibility of these spaces.

SW.WA.11 Signage shall be located and designed so to avoid the creation of visual and physical clutter that obstructs and constrains pedestrian movement.

Legible signage - Wayfinding totems, Cork

Cycle hire signages, Legible London wayfinding for multi modes.

Pedestrian signages, Legible London wayfinding systems

Real time digital screens and printed items, Legible London wayfinding systems for multi modes and in various mediums

SW

5 Site-wide Guidance [SW]
5.6 Public Art [PA]

Public Art

SW.PA.1 Public art shall be embedded in all the phases of Cork Docklands regeneration including temporary interventions, ephemeral and time-based projects in order to promote the city and its identity in the future.

SW.PA.2 The percent for art allocation shall be delivered in collaboration with Cork City Council's Arts Office and in accordance with the National Public Art Guidelines.

SW.PA.3 Sculpture commissions shall consider the existing industrial character of Docklands including the setting of buildings and how the design integrity contributes to placemaking.

SW.PA.4 Cork City Council shall be included for the commission of work if associated with a historic industrial structure or feature to promote a practice of salvaging, re-using, reanimating and interpreting existing structures, industrial heritage elements and façades, where and when possible and appropriate.

SW.PA.5 A maintenance and decommissioning plan shall be included as part of the commissioning process, where appropriate.

SW.PA.6 The design of the public realm shall include opportunities for public art at locations such as squares, bridges and waterways.

SW.PA.7 Spaces which are 'public' in function through management or access arrangements such as parks and gardens, school buildings and playgrounds, libraries, leisure centres, hospitals, public amenity areas shall consider public art opportunities.

SW.PA.8 Public Art shall be used to re-activate space, assist in expression of collective memory and create identity for the Docklands.

SW.PA.9 Public art shall assist in community building and create a sense of belonging.

SW.PA.10 Art projects shall create reasons for visits and encourage new reading, interpretations and understandings of Cork Docklands.

SW.PA.11 Public art shall aid in creation of physical links between Cork Docklands, the city centre and its environments.

SW.PA.12 Public art shall contribute to creation of strong visual identity.

Kevin Holland's Bull and Drover on Madden's Building, Blackpool, Cork

The Two Faces of Tomorrow Film Installation, Marina Market, 2021.
Co-commissioned by the National Sculpture Factory, presented in association with the Cork Midsummer Festival

Peter Power. After-Light: These Dark Citizens Audio Visual Walking Tour of Cork Docklands, 2022

Team: Peter Power, Sparsile Collective, National Scupture Factory. Produced by Once Off Productions and presented in association with the Cork Midsummer Festival

Red Balloon, Cork Docklands 2008, Sorcha O' Brien and Eli Caamano. Commissioned by National Sculpture Factory, Cork Docklands Directorate, Port of Cork and Cork City Council

SW

5 Site-wide Guidance [SW]
5.7 Public Realm [PR]

Character and Programme

SW.PR.1 All development shall consider how it creates or contributes to quality places, communities and the principle of placemaking as set out in Volume 1, Chapter 11, paragraph 11.9 (1 -9 ii) of the Development Plan.

SW.PR.2 The design of the public realm shall be pedestrian friendly, support public life, and include leisure, active uses that are inclusive and places to dwell and linger.

SW.PR.3 The public realm shall be designed to promote safety and security, avoid anti-social behaviour and to prevent crime in line with the principles of Crime Prevention Through Environmental Design (CPTED).

SW.PR.4 The transition between the public realm delivered as part of the Strategic Infrastructure and the public realm on development sites shall be coordinated to provide a coherent design interface.

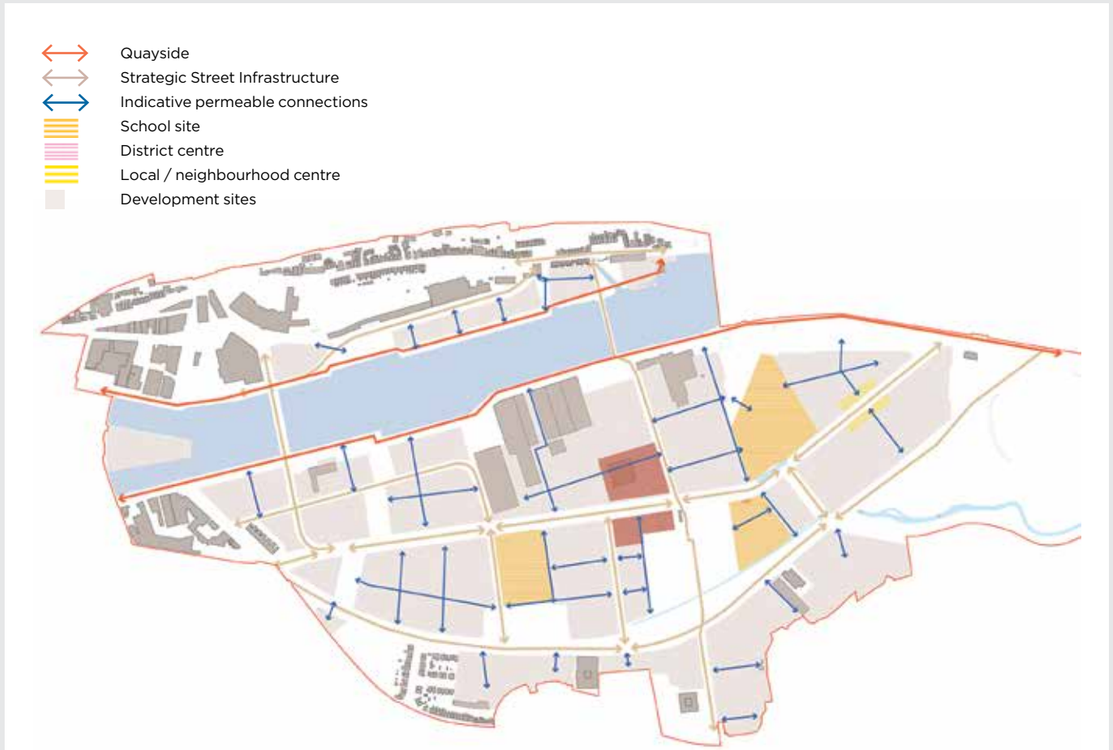


Fig 5.2 Indicative diagram showing permeability within development plots

SW.PR.5 Proposals directly adjacent to Strategic Public Realm Infrastructure, such as the Quayside or a Park shall provide a minimum of 10% Public Open Space, all other proposals must provide a minimum of 15% of each plot.

SW.PR.6 Integrated play elements shall be considered along key public connections to encourage active interaction with the surrounding environment.

SW.PR.7 The design of the public realm shall include privacy buffer in front of ground floor residential units, to safeguard their privacy.

SW.PR.8 Ancillary requirements such as space for bike storage or bins shall be provided within buildings or in communal areas, rather than in the public open space.

SW.PR.9 The design of the public realm shall include areas for temporary and /or permanent art installations at key nodes and interfaces.

Routes

SW.PR.10 Proposals shall contribute to the permeability of Cork Docklands by providing routes that connect to the Strategic Infrastructure and to key nodes such as the district centre and education sites.

SW.PR.11 Proposed streets shall incorporate crossing points at public paths.

SW.PR.12 Where development proposals include one-way local access roads they shall be designed with contraflow cycle lanes or shared surfaces.

SW.PR.13 Proposals shall integrate with existing and emerging routes.

SW.PR.14 Connecting routes shall facilitate orientation and way finding. For example, this could be achieved by creating a view through the site, provision of intermediate spaces and / or alignment of routes with terminating vistas.

SW.PR.15 Proposed routes within development plots shall provide space for carriageway widths and pedestrian paths at both sides.

SW

5 Site-wide Guidance [SW]
5.7 Public Realm [PR]

Materiality, Street Furniture and Lighting

SW.PR.16 The material palette of the proposed public realm shall be coordinated with the adjacent Strategic Infrastructure, for example through tone, finishes, texture and / or composition.

SW.PR.17 The material palette of the public realm shall have a coordinated approach to the materiality of the adjacent buildings, for example through tone and / or composition.

SW.PR.18 Public realm design shall respond to historic context of the site. An appropriate high quality material palette shall be provided for Public Realm in areas within Architectural Conservation Areas or within the curtilage of Protected Structures

SW.PR.19 Street furniture shall contribute to the layout and legibility of the public realm and avoid creating physical or visual obstacles.

SW.PR.20 The design and location of seating areas shall be accessible and inclusive to different age groups.

SW.PR.21 Design proposals shall respond to micro-climate conditions such as daylight, shading and wind, noise etc. to increase usability of open spaces all year round as set out in Chapter 11 of the Development Plan.

SW.PR.22 Street furniture shall be durable and robust and contribute to the exemplar design ambition of Cork Docklands.

SW.PR.23 Lighting strategies shall minimise light pollution, with respects to adjacent residential use or impact on ecology considering best practices and lighting standards.

SW.PR.24 Illumination levels shall be appropriate to the context. If facing onto green wildlife spaces, Canal Linear Park and Blue Green Route, then lower levels of illumination sensitive to habitats shall be provided.

Cyclist on shared cycle route, Marina Promenade

Pedestrian-focused lighting

Welcoming spill-out space, Cork

Native / naturalised planting strategy

Comfortable pedestrian routes - Gehl - 'New Road'
Streetscape Design, Brighton, UK

Planting

SW.PR.25 The planting strategy and design of the public realm shall contribute to biodiversity, for example by providing native / naturalised planting and / or sustainable drainage solutions.

SW.PR.26 The planting strategy and design shall include measures to ensure tree prosperity, such as soil quality, space, setback from adjacent services, and consider future service maintenance.

SW.PR.27 Planting should consist of grasses and native/naturalised herbaceous plants.

SW.PR.28 Tree species facing the quayside shall be a minimum of extra heavy standard form and be resilient to high wind speeds and saline context.

SW.PR.29 Tree planting along the Light Rail Tram route should form a consistent avenue of native species. These could be varied but should be coherent in form, character and seasonality.

SW.PR.30 Where tree removal is proposed, a tree planting proposal shall be provided. Where mature trees are proposed for removal, a specification for tree planting areas, tree species and size shall be included in the tree planting proposal.

Levels and Water Management

SW.PR.31 Gradients of all public realm areas shall be as gradual and seamless as practical and avoid steps, ramps and retaining walls where possible.

SW.PR.32 Proposals shall include an individual site-specific flood risk assessment to confirm requirements such as recommended minimum FFL, requirement of Sustainable Drainage Systems (SuDS), holding tanks etc.

SW.PR.33 Proposals in the South Docks shall limit discharges to the public system to a maximum of 68l/s/ha (approximately 50% of design peak runoff rate for critical storm event) irrespective of tidal phase.

Usable seating

SW

5 Site-wide Guidance [SW]
5.8 Built Form [BF]

Alignment

SW.BF.1 Buildings shall be aligned to define the edges of the adjacent public realm and create an appropriate level of enclosure.

SW.BF.2 Building design shall create a strong street definition and contribute to the clear demarcation of private, public and semi-private space. The preferred approach to achieving this is via perimeter blocks.

Massing and Height

SW.BF.3 Proposed building heights shall contribute to a coherent, legible, and varied massing.

SW.BF.4 Proposals shall balance the provision of adequate sense of enclosure and good micro-climate conditions of each street and space through the proportion between height and width.

SW.BF.5 Proposals shall balance coherence and variety on elevations along strategic infrastructure and main public realm.

SW.BF.6 Proposed building heights shall align with the Height strategy for New Developments diagram as shown and general principals as described in the height strategy included under 'Section A: Chapter 2 Overview of the Framework Masterplan'.

SW.BF.7 The design and position of buildings shall minimise the potential for wind funnelling and avoid the creation of uncomfortable microclimate conditions

SW.BF.8 Block shape and size should be informed by historic block patterns in the city, ease of movement and the blocks ability to sustain a variety of building types and uses.

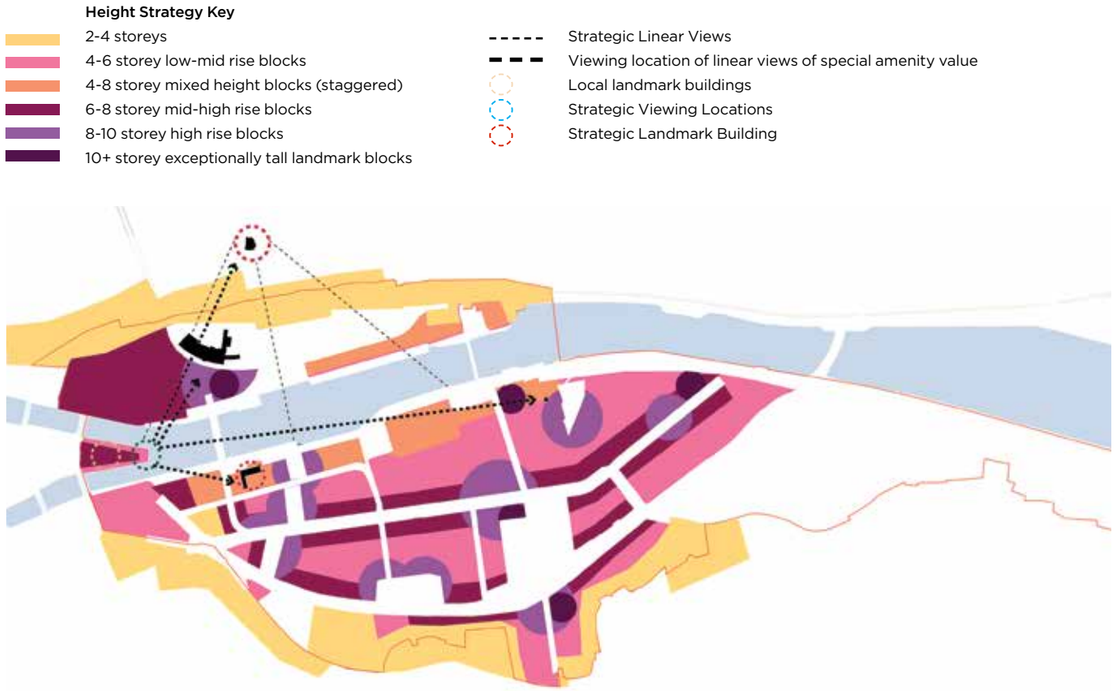


Fig 5.3 Height Strategy for New Developments

Defined edges to public realm

SW

5 Site-wide Guidance [SW]
5.8 Built Form [BF]

Architectural Expression

SW.BF.9 Proposed façades shall contribute to the identity of the character area. In particular, façades facing key public realm should emphasise the hierarchy of the public realm.

SW.BF.10 Residential developments in particular should focus on vertical proportioning informed by historic plot sizes to achieve a fine grain street structure.

SW.BF.11 Balconies facing the quays, Horgan's street, Shipyard Plaza, Centre Park Road, and Blue Green Route should be recessed as indicated in the recessed balconies diagram.

SW.BF.12 Contemporary shop fronts shall ensure materials and proportions are appropriate to the scale and fabric of the building and/or street, the design complements the design of the upper floors of the building.

SW.BF.13 Shop fronts, advertising and security signs shall follow the approach set out in Chapter 11 of the Development Plan.

SW.BF.14 Building roof lines shall contribute to the character of the area and to define the skyline along the quays and wider cityscape.

SW.BF.15 Buildings and public spaces shall be designed to the values of sustainability, beauty, and inclusivity in the built environment.

SW.BF.16 Where balconies are proposed, the design response shall consider the building height, set-backs, aspect, microclimate, and passive surveillance in developing an appropriate design response. Innovative and exemplar design is encouraged in the architectural expression of balconies.

SW.BF.17 Where rooftop photovoltaic panels are provided, they shall be integrated into the building design and screened from the street view.

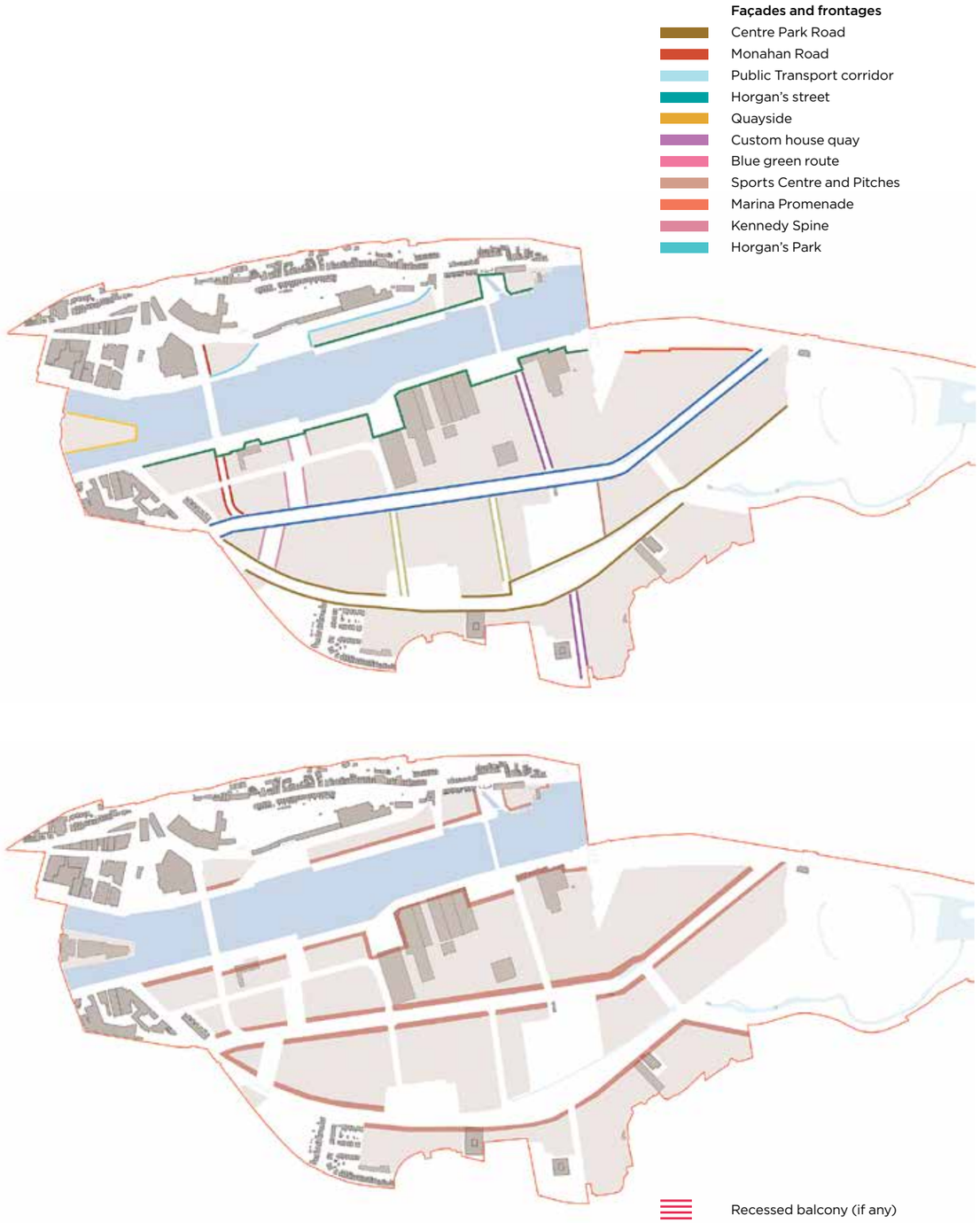
SW.BF.18 Rooftop plant shall be set back from the building line or fully screened and not visible from adjacent public realm.

SW.BF.19 Buildings shall contribute to the creation of a consistent streetscape but also allow for subtle variation of design across development plots.

SW.BF.20 Buildings shall consider the introduction of breaks, to avoid long façades and enable visual connectivity through buildings.

SW.BF.21 Proposals shall distinguish special buildings as indicated on the Façades and Frontages diagram within area specific guidance for character areas. This could be achieved through by public use, massing, architectural details, tone and materiality or rhythm and composition.

SW.BF.22 Design of buildings shall examine opportunities to incorporate elements that aid biodiversity protection such as providing nesting locations using swift bricks or similar solutions.



SW

5 Site-wide Guidance [SW]
5.8 Built Form [BF]

Materials

SW.BF.24 The material palette of all buildings shall be simple, coherent and shall consider the local palette such as limestone, red sandstone, brick, wall hung slate and the use of industrial materials where it contributes to the character and identity of the location.

SW.BF.25 Materials shall be durable and minimise the need for maintenance and remain attractive over time.

SW.BF.26 Materials shall be robust, weather well and be suitable for the local climate, in particular the level of rainfall.

Uses and Frontage

SW.BF.27 Buildings facing key public realm, such as quay side, parks or other strategic infrastructure, shall contribute to the activation of the public realm. This could be achieved through the location of entrances or public uses.

SW.BF.28 Long blanks façades shall be discouraged, and parking podiums should be lined with active residential uses where practical.

SW.BF.29 Buildings with residential uses shall include individual entrances at ground floor levels where practical, to activate the public realm.

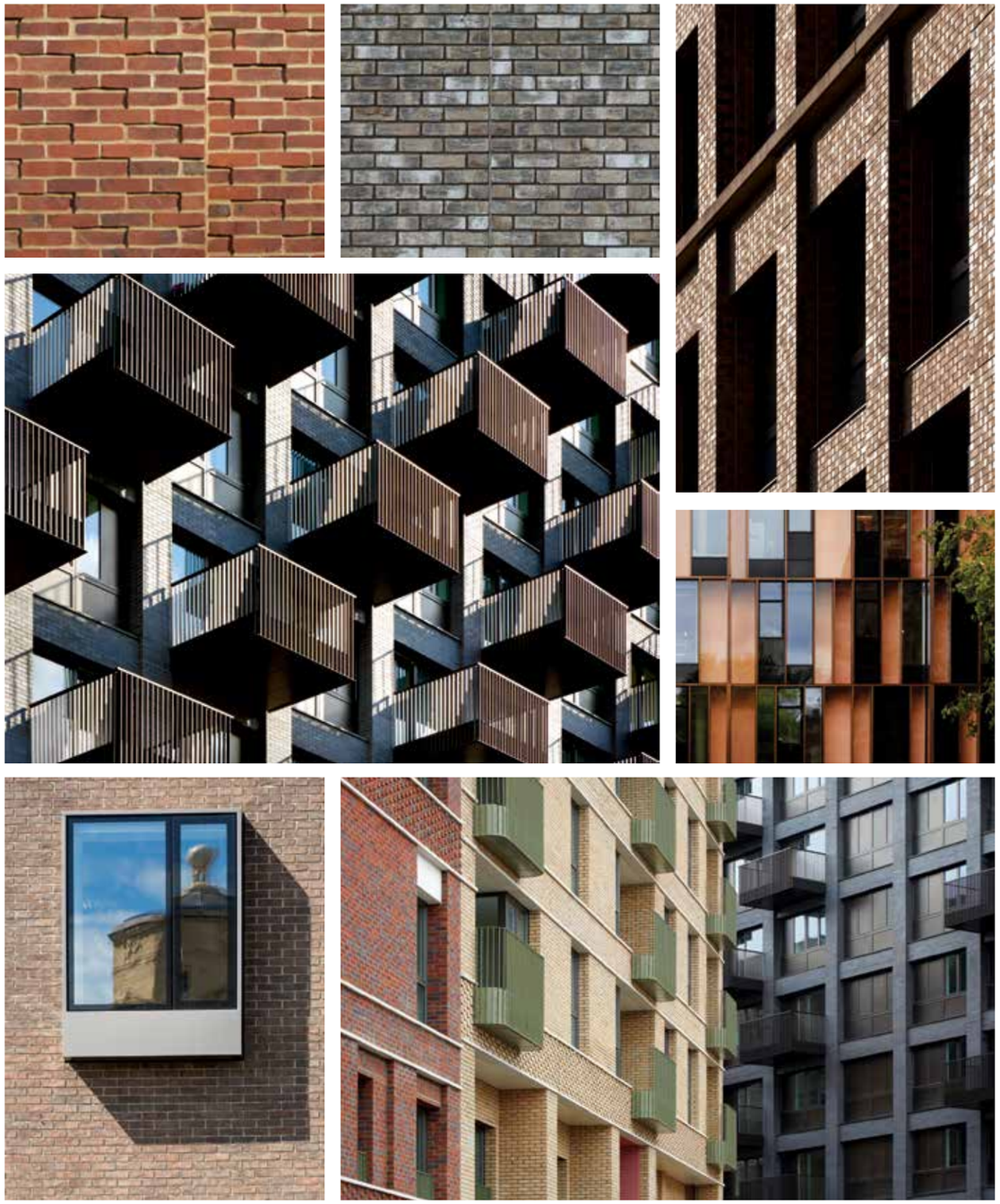
SW.BF.30 Design of buildings facing the public realm shall provide passive surveillance.

SW.BF.31 Active public uses shall be clustered, preferably in areas of great visibility such as the District Centre and local neighbourhood centre.

SW.BF.32 Building finished floor levels shall interface positively with the adjacent public realm, to contribute to the activation of the public realm.

SW.BF.33 Proposals shall be designed to promote safety and security, avoid anti-social behaviour and to prevent crime in line with the principles of Crime Prevention Through Environmental Design (CPTED).

SW.BF.34 Tailored designs shall be required at corner sites. This can be achieved by incorporating prominent entrances and/ or widows at the apex, creating a 45 degree chamfered edge, expressing additional height on the corner or introducing a special use into the mix.



Material palette library

SW

5 Site-wide Guidance [SW]
5.9 Transport Mobility and Street Network [TR]

SW.TR.1 The street network and hierarchy shall adhere to the street hierarchy map as shown in Section A Overview of the Framework Masterplan.

SW.TR.2 Active travel networks accommodating both cyclists and pedestrians shall be prioritised for delivery.

SW.TR.3 Potential for water-based taxis and utilisation of the river as a transport corridor shall be explored as part of the delivery of the Framework Plan.

SW.TR.4 Pedestrian paths shall be provided along all street networks.

SW.TR.5 Design proposals shall include provision for 2 light rail stops at the eastern and western ends of Centre Park Road close to nodes of activity such as the District Centre. Exact location and spatial requirements to be coordinated with the LRT delivery team..

Vehicle Access, Servicing and Parking

SW.TR.6 Proposals shall include a servicing strategy that considers peak traffic hours and demand patterns. This could be used to set delivery and servicing hours for developments.

SW.TR.7 All planning applications for major developments that impact on the road network and for all new road and traffic schemes shall include a Quality Audit. This should be carried out in accordance with The Design Manual for Urban Roads and Streets (DMURS) and other best international practice.

SW.TR.8 Any servicing to new development shall avoid conflicting with both existing and planned active and sustainable transport infrastructure.

SW.TR.9 On-street car parking shall be minimised to offer priority to active modes of mobility and avoid a car dominated landscape. Where required, it should be integrated with the landscape or within building podiums.

SW.TR.10 Loading zones shall be integrated to the design of the public realm.

SW.TR.11 Parking shall adhere to the requirements set out in Volume 1 of the City Development Plan.

SW.TR.12 Proposals shall include parking for disabled, parent and child, bicycle and EV charging within the parking standards provision as per requirements set out in Chapter 11 of the Development Plan.

Mobility Hub

SW.TR.14 Any mobility hub parking spaces shall be deducted from the maximum parking provision for each Car Parking Zone as set out in the Development Plan.

SW.TR.15 Where required, mobility hubs shall be easily accessible, well serviced by public transport and deliver a range of sustainable transport infrastructure.

SW.TR.16 Mobility hubs design shall be adaptable to accommodate future transport initiatives and changes in demands.

SW.PR.17 The design of mobility hubs shall include public and community amenities such as a rooftop terrace / viewing platform, renewable energy systems, living wall, and other forms of green infrastructure and / or public art.

SW.PR.18 Mobility hubs shall include active frontage on the main frontage at ground floor.

Jaja Park N Play Mobility Hub, Inner Nordhavn

Cyclist on shared cycle route

Chapter 6
Area Specific Guidance [AS]

LG

6 Area Specific Guidance
6.1 Lower Glanmire Road and Kent Station Introduction

The vision for Lower Glanmire Road and Kent Station is to ensure new development integrates successfully with this established residential neighbourhood and Kent Station Transport Hub. The phased redevelopment and expansion of Kent Station will create a multi-modal interchange hub for the enhanced Cork Area Commuter Rail network, InterCity services, BusConnects services and Light Rail services.

The proposed investment will provide a new gateway to the city, dramatically increasing connectivity and serve as a key enabler for the Docklands and the wider city.

There is limited opportunity within this character area for large scale development apart from redevelopment and upgrades to Kent Station. Heritage assets within the site include the Kent Station railway complex and a variety of terraced house types generally dating from the early to mid-19th century. To the south of the road there are a number of buildings with timber or tiled shopfronts set among the mainly domestic terraced houses of two to three principal storeys and are protected via the Lower Glanmire Road Architectural Conservation Area. To the east of the site, an existing slipway and gridiron feature provide historically significant maritime assets.

Lower Glanmire Road is an established community that can benefit from greater connectivity to the proposed waterfront, maximise local place-making opportunities, such as facilitating improved permeability to the wider network of streets, and respect the historic character of the area.

Uses and Spaces
- Architectural Conservation Areas
- NIAH
- RPS
- RMP / Archaeology
- Existing structure
- Public realm improvement work

Routes
- Existing road network
- Proposed / Realigned road network

*All solid fills relate to existing and hatches relate to proposed features

Fig 6.1.1 Defining Features of Lower Glanmire Road and Kent Station*


Existing Lower Glanmire Terraces


Exchange Square, London


Existing Kent Station and surroundings


Infill developments - Grangegorman Residences


Integrated Transport Interchange at Kent Station

LG

6 Area Specific Guidance
6.1 Lower Glanmire Road and Kent Station

LG.1
Refer to the Key information table - Lower Glanmire Road and Kent Station for guidance with respect to building heights, plot ratios and target densities.

LG.2
Proposals shall contribute to define the character and identity of the Character Area as described in the introduction. The emerging character shall draw from heritage assets and other existing features as well as proposed uses and public realm, as described in the defining features diagram.

LG.3
Proposed buildings material palette shall reflect the palette of their immediate context.

LG.4
Heritage assets associated with the transport and maritime function of the character area shall be retained.

LG.5
Opportunities to enhance connection from the Lower Glanmire Road to the waterfront must be provided.

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
Infill	Infill	2-4	North Docks
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing	+3.85m (North) Site Specific Flood Risk Assessment required	**Residential** n/a **Non-Residential** n/a	Kent Station Transport Upgrades

Table 1 Key informations - Lower Glanmire and Kent Station

Existing steps connecting Lower Glanmire Road To Summerhill North


Existing view to Lower Glanmire terraces

Existing Lower Glanmire Road bridge crossing


Existing view to North escarpment

NJ

6 Area Specific Guidance
6.2 North Jetties and The Shipyard
Introduction

The vision for the North Jetties and The Shipyard is to create a waterfront residential area defined to the south by a new riverside promenade, to the north by the realigned Horgan's Road and interspersed with a series of hard and soft public open spaces.

Enhanced north-south connectivity will knit the existing streetscape on Lower Glanmire Road to the new residential community at the waterfront and beyond to South Docks via the planned active travel bridge. Heritage assets within the site include the historic quay wall, jetties, river access points (limestone steps and slipways), an impressive boundary wall which defines the existing curtilage of Kent Station and a complex of maritime buildings adjacent to the Shipyard Plaza. The character area also integrates and supports the redevelopment of a large portion of the existing Kent Station complex, a heritage landmark and transport hub for the city.

The North Quays encapsulates and responds to the City's maritime and transport heritage and provides an opportunity to restore the historic character of the quay walls along the River Lee. The public realm includes Horgan's Quay Park a strategically located open space, which retains important historic viewing corridors to St. Luke's.

The North Quays provide a high-quality promenade to act as a local destination for the existing and new population of the North Docks, stitching together two key public spaces at the Horgan's Quay Park and the Shipyard Plaza with a primary east-west active travel route. The Shipyard Plaza is envisaged to be a highly permeable space acting as a key interface between both the east / west and the north / south active travel routes.

The proposed active travel bridge will connect the North Quays with the Green Blue route on the South Quays, providing pedestrian/cycle connectivity between the Lower Glanmire Road and the proposed community infrastructure such as the Canal Walk Sports Centre and the new schools in the South Docklands. Existing access points from Lower Glanmire Road located either side of the Harbour Commissioners house shall be opened to improve permeability and provide greater visual connection to the water.

Uses and Spaces

- Architectural Conservation Areas
- NIAH
- RPS
- RMP / Archaeology
- Existing Structure
- Retained steps / Direct access to water
- Retained mooring
- Retained grid iron
- Historic railway wall to be re-purposed
- Quayside public realm
- Bridge landing
- Shipyard Plaza
- Parks

Routes

- Existing road network
- Proposed / Realigned road network
- Active travel corridor
- Connection between Horgan's Quay and Horgan's Street

*All solid fills relate to existing and hatches relate to proposed features

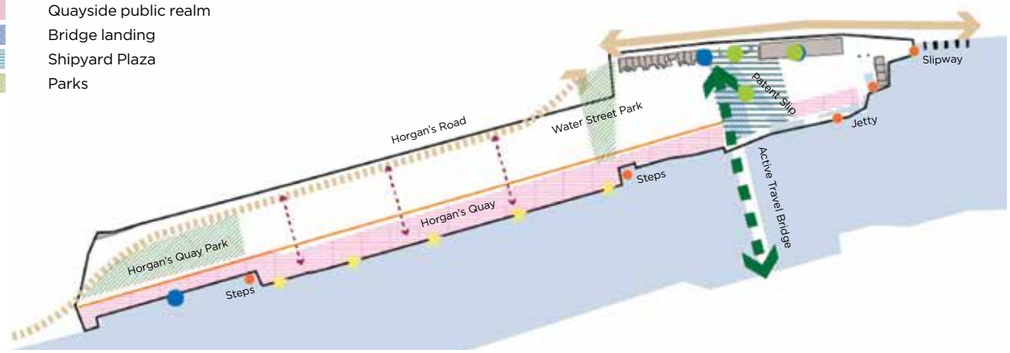


Fig 6.2.1 Defining Features of North Jetties and Shipyard Plaza*

View of graving dock at Shipyard Plaza

Podium - Village Sthlm, Hammarby Sjöstad

Coherence of materiallity- Gebauer Höfe, Germany

Permeability and vertical emphasis - Cobe Nordhaven Docks

Active waterfront, Bristol

Industrial character - Fish Island

Quayside Frontages - Cobe Nordhaven Docks

NJ

6 Area Specific Guidance
6.2 North Jetties and The Shipyard

NJ.1
Refer to the Height Strategy for New Developments and the Key information table - North Jetties and Shipyard Plaza for guidance with respect to building heights, plot ratios and target densities.

a. Buildings facing Horgan's Road and the Horgan's Quay, shall predominantly align to the edge of the public realm.

b. Buildings on the North Jetties shall be arranged so that higher massing is predominately oriented North-South, to avoid creating visual barrier between the quays and Horgan's Road.

c. Proposed building heights shall generally range from 4 to 8 storeys, to align with the Cork City Development Plan height strategy for Cork Docklands.

d. Proposed massing shall be varied. Where massing steps down towards the quayside, it shall consider the introduction of modulation to avoid homogeneous arrangements.

e. Proposed building heights shall step down to a height of 2 to 4 storeys towards the existing terraced houses at Lower Glanmire Road, to respond to the urban grain of the existing buildings except where sufficient setback is provided.

f. The architectural expression of the proposed buildings shall have a vertical emphasis, to avoid horizontal coalescence along the quayside and respect the local character of the area.

g. Balconies facing the quays and the Shipyard Plaza shall be predominantly recessed. Protruding balconies shall not overhang public spaces.

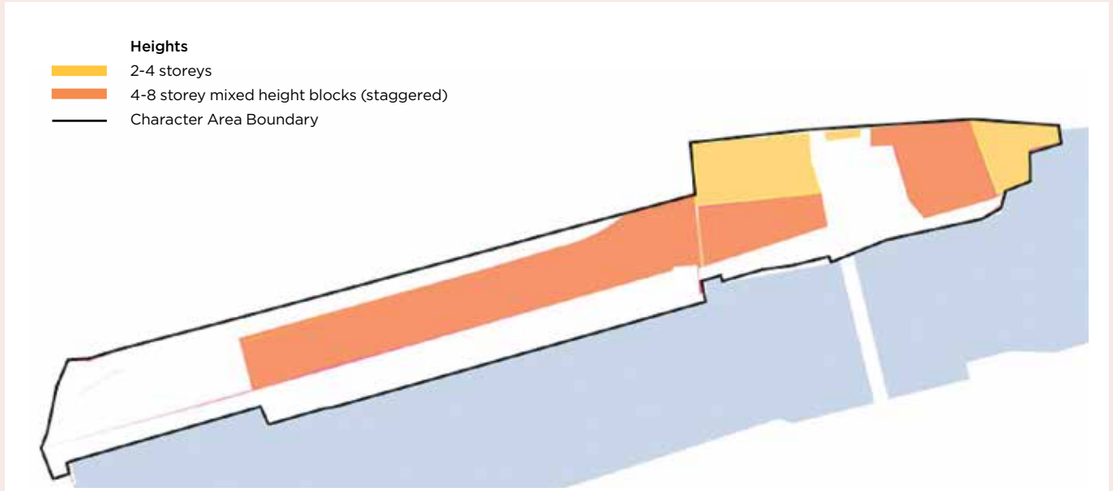


Fig 6.2.2 Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.25-2.4	150-300	2-8	North Docks
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing	+3.85m (North) Site Specific Flood Risk Assessment required.	**Residential** 90 **Non-Residential** 10	Horgan's Road Realignment Horgan's Quay Greenway Horgan's Quay Park Active Travel Bridge Water Street Pocket Park Shipyard Plaza

Table 2 Key informations - North Jetties and Shipyard Plaza

Density and Height: Lower target reflects constraints at the east of the site. The upper limit is advocated at the west of the site due to its proximity to the Kent Station interchange.

NJ

6 Area Specific Guidance
6.2 North Jetties and The Shipyard

NJ.2
The public realm response at Shipyard Plaza shall respect and respond to the heritage designations at this location, future bridge landing of the active travel bridge and planned greenway infrastructure.

a. Proposed interventions to the patent slip shall be reversible and ensure the patent slip remains legible. Any new bridge crossing at the patent slip shall be visually light.

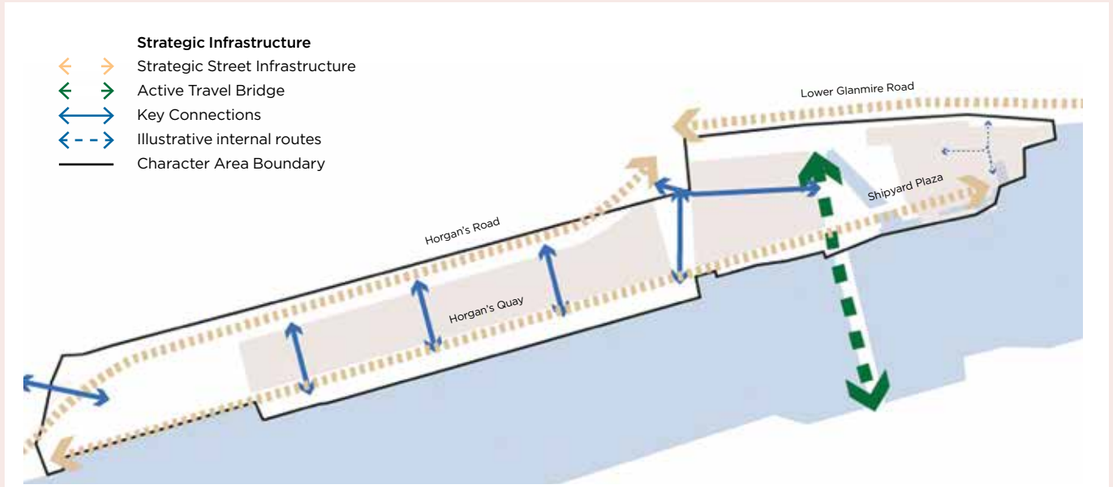
b. Additional pedestrian connectivity to the Lower Glanmire Road shall be provided adjacent to the Harbourmaster's house as indicated in the Indicative Permeability diagram.

c. Spill out zones for developments within Shipyard Plaza shall not block movement to and from the active travel bridge.

d. Proposals shall integrate the proposed greenway, which connects the Shipyard Plaza to the Lower Glanmire Road from the east and to Horgan's Quay from the west.

e. Buildings adjacent the existing Harbour Commissioner's shipyard shall allow visual permeability from the quayside.

f. Vehicular permeability shall not be permitted across the Shipyard plaza to protect the functionality of the space as a public plaza.



Indicative permeability

Waterfront cafe and spillout, Bristol

Waterfront public realm at Aker Brygge, Norway

NJ

6 Area Specific Guidance
6.2 North Jetties and The Shipyard

NJ.3
The Defining Features of North Jetties and Shipyard Plaza diagram identifies the heritage assets associated with the maritime and industrial funtion of the character area that shall be retained insitu and / or reused with the agreement of Cork City Council.

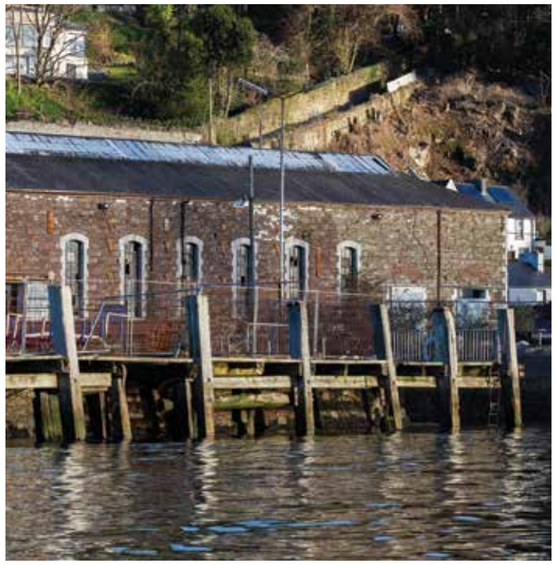
NJ.4
Proposals adjacent to existing heritage assets such as the Harbourmaster's House and the Patent Slip shall form a composition that highlights and does not dominate the existing industrial complex.

NJ.5
The slipway adjacent to Lower Castle View Terrace shall be preserved for public realm and water access. Parking in this area shall be restricted.

NJ.6
All existing historical access points to the river shall be brought into public use except where a clear justification can be provided based on public safety or if suitable alternate access is provided elsewhere.

NJ.7
Proposals shall consider the re-use of elements from the existing historic Kent Station boundary wall along Horgan's Road in the design of the public realm, proposed parks and / or buildings.

View of the historic Kent Station boundary wall



View of the Harbour Commissioner's workshop, on the Lower Glanmire Road, house located in the old Harbour Commissioners shipyard

NJ

6 Area Specific Guidance
6.2 North Jetties and The Shipyard

NJ.8
The design of the connecting streets at the North Quays residential development shall allow visual connection from Horgan's Road to the river to encourage pedestrian access onto the quays as indicated in the Indicative Permeability diagram.

NJ.9
Street design shall contribute to the wider character of the North Quays. This could be achieved through material selection, planting, furniture or signage.

NJ.10
Proposals for the Shipyard Plaza shall consider the re-use of protected structures for a range of uses e.g. retail (café/ restaurant), water-based leisure (paddle board hire) and community uses to create vibrancy around the Patent Slip and support the planned residential community.

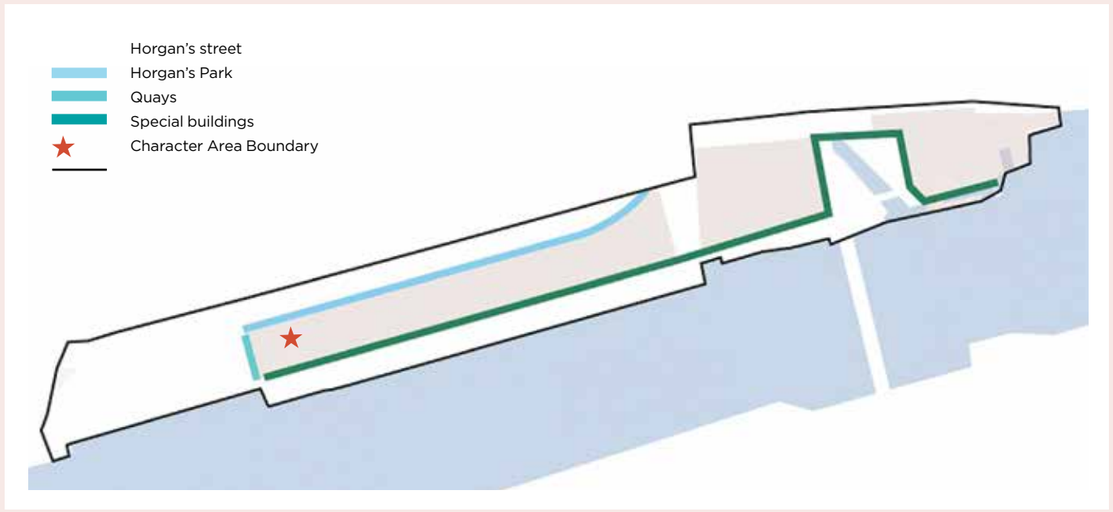
NJ.11
Open spaces within developments facing onto Shipyard Plaza shall:

a. Provide direct access from adjacent public realm, to enhance convenient movement through the space.

b. Have a higher proportion of soft landscaping to hard landscaping, to balance the hardscape character of the adjoining public realm.

NJ.12
Proposed buildings shall contribute to the definition of the key frontages and special buildings as highlighted in the Façades, Frontages and Special Buildings diagram. This could be achieved through consistency in detailing, tone and materiality or formality, or rhythm and composition.

NJ.13
The block typology of the North Jetties that interface with the Horgan's Quay Park shall include the provision of a 'special building' of range 4-8 storeys. This could introduce public use at ground floor to over look and activate the Horgan's Quay Park.



Facade, Frontages and Special Buildings

Illustration of the Shipyard Plaza - Block layout is indicative only

Existing view to east of Shipyard Plaza

HQ

6 Area Specific Guidance
6.3 Horgan's Quay
Introduction

The successful regeneration of Horgan's Quay and Penrose Dock has demonstrated what sustained investment in the Cork Docklands can achieve. The planned integrated multi modal public transport hub at the Kent Station, reflects the city's ambition to shift to more sustainable travel modes which is fundamental to creating a world-class, accessible district in the Cork Docklands.

The redevelopment of the south facing transport interchange site presents a significant opportunity to develop a world class facility of architectural merit, within the unique character of the existing industrial and railway context. It will command a strategic position between the river, the Horgan's Quay Park (to the east) and the Kent Station, which is a key entry point to the city for those arriving by public transport. The site is also envisaged to accommodate a tall (10+ storeys) statement building on the waterfront overlooking the new Kent Station Bridge, which will support a mix of uses (non-residential and / or residential). An innovative architectural design response is required to integrate the competing design functions, enable the successful redevelopment of the site, aid wayfinding to the planned interchange and improve the overall legibility of the area. The design of the transport interchange will provide a new gateway to the city, dramatically increasing connectivity to the north and south docks. A new concourse/plaza will be a key interface, integrating Kent Station with the future bus interchange and the light rail stop. Orientation, accessibility, landscaping, and views will need to be considered. The goal is to create a lively and an inviting place where people want to stay and dwell, not just pass through. The quality of pedestrian experience is paramount for the public transport interchange. Natural wayfinding, passive surveillance, and most importantly, natural light, are fundamental elements in the design of the public space and are irreplaceable in the achievement of a quality urban realm.

Penrose Wharf is a redevelopment opportunity to the west of the character area, where higher building heights of 6-8 storeys and greater permeability through the site is promoted. Active frontages are encouraged onto Alfred Street and Penrose Wharf. Heritage assets within the site include the historic quay wall, steps accessing the river, a series of limestone railway buildings and an impressive boundary wall which defines the existing curtilage of the Kent Station. The character area is adjacent to and interfaces with the Kent Station, a landmark heritage complex of transport buildings.

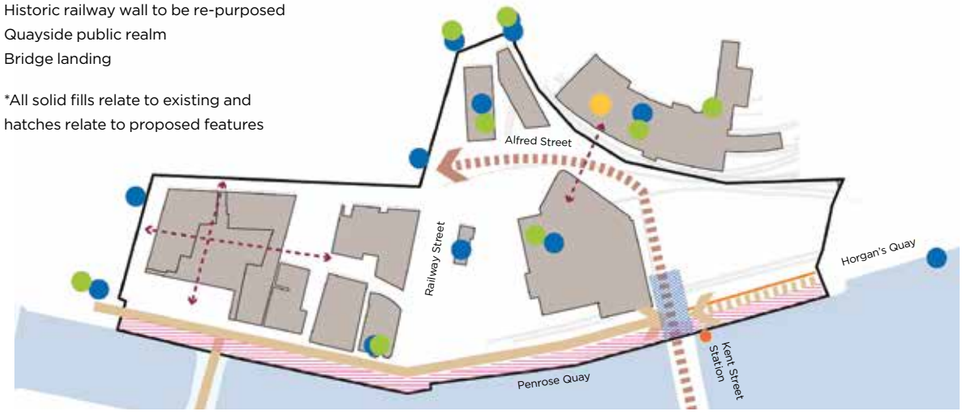
Uses and Spaces

- Architectural Conservation Areas
- NIAH
- RPS
- RMP / Archaeology
- Existing Structure
- Retained steps / Direct access to water
- Historic railway wall to be re-purposed
- Quayside public realm
- Bridge landing

*All solid fills relate to existing and hatches relate to proposed features

Routes

- Public transport corridor
- Existing road network
- Proposed / Re-aligned road network
- Connections
- Existing Station wall along Horgan's Quay to be re-purposed



Defining Features of Horgan's Quay*

Public transport - Green tram, Freiburg

Rigidity in form - 4 Pancras Square, King's Cross, Eric Parry Architects

Office buildings R7 at King's Cross

View of developments along Penrose Quay

Aggregated massing - Europaallee, Zurich

HQ

6 Area Specific Guidance
6.3 Horgan's Quay

HQ.1
Refer to the Height Strategy for New Developments and the Key information table - Horgan's Quay for guidance with respect to buildings height, plot ratios and target densities.

a. Proposed building heights adjacent to the landing of Kent Station bridge shall consist of predominantly 8-10 storeys and include a 10+ storey landmark buildings at the landing of the bridge as indicated in Height Strategy for New Developments.

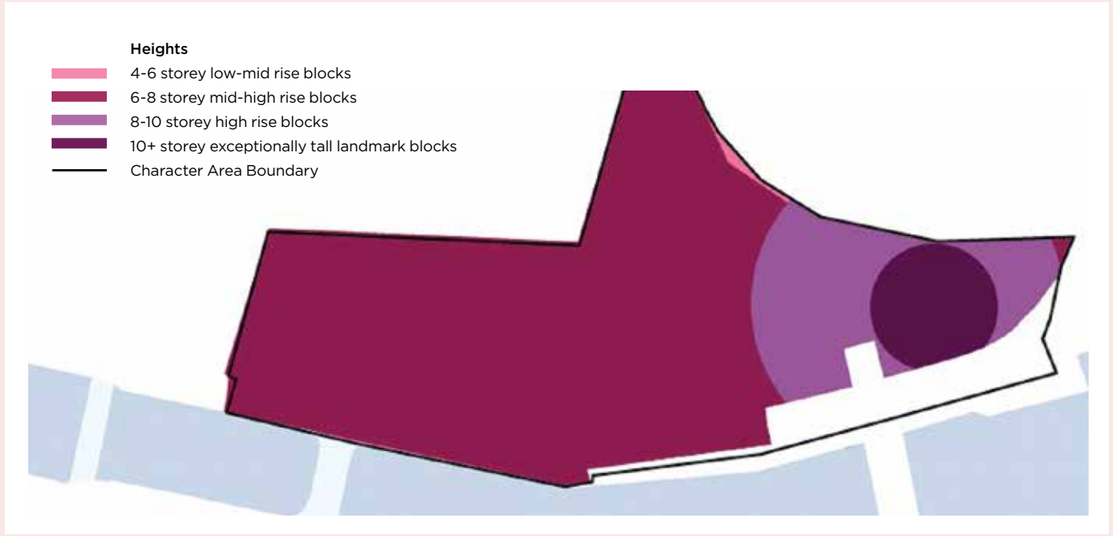
b. Proposed buildings shall provide frontages which positively engage with both the quays and Kent station. Buildings shall avoid creating long blank façades.

c. Large floor plate commercial buildings shall have an articulation and aggregation to the massing to help mediate between the scale of the existing commercial buildings and proposed residential buildings on the North Jetties.

d. Proposed buildings overlooking the quays, bridge landing and public transport corridor shall incorporate adequate setbacks and well designed interfaces to promote passive surveillance and vibrant active streets.

HQ.2
Defining Features of Horgan's Quay diagram identifies the heritage assets associated with the maritime and industrial function of the Character Area that shall be retained insitu and/or reused with the agreement of Cork City Council.

HQ.3
Proposals shall provide routes and access to the Kent Station, Horgan's Quay and Horgan's Quay Park.



Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.4	250-300	8-10*	North Docks
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing	+3.85m (North) Site Specific Flood Risk Assessment required.	**Residential** Refer to Kent Station Interchange Objective **Non-Residential** Refer to Kent Station Interchange Objective	Kent Station Interchange Horgan's Road Realignment Kent Station Bridge Horgan's Quay Greenway

Table 3 Key informations - Horgan's Quay

Note: *Tall building location.

HQ

6 Area Specific Guidance
6.3 Horgan's Quay

HQ.4
The design of the plaza adjacent to Kent Station shall:

a. Contribute to the character and setting of the protected structures. This could be achieved through materiality, details and textures.

b. Consider the re-use of elements from the existing historic Kent Station boundary wall along Horgan's Road in the design of the public realm and / or buildings.

c. Provide clear key access responding to the desire lines, creating permeable and clear arrival areas with pockets of space dedicated to ancillary and stationary uses.

d. Restrict on-street parking in areas adjacent to the Light Rail stop and along Horgan's Road, to prioritise pedestrian movement

HQ.5
Existing levels at the quayside shall be maintained.

HQ.6
Active frontages shall be located around key areas of public realm such as Horgan's Quay Park, the quays, and along public transport interfaces, except where a clear justification can be provided on the basis of market evidence, that there is insufficient demand for the proposed active uses.

HQ.7
The redevelopment of the south facing transport interchange site shall include a special gateway building(s) at this strategic waterfront location adjacent to Horgan's Quay Park (to the east), future Light Rail stop (to the west) and Kent Station interchange (to the north) as indicated in the Facade, Frontage and Special Buildings diagram.

a. The architectural response shall respond to the unique character of the existing industrial and railway context of the Horgan's Quay.

b. Proposals shall contribute to the creation of a high-quality environment for pedestrians with improved way finding, passive surveillance, active frontages and natural light, all of which shall add to the vibrancy and permeability of this evolving urban area.

HQ.8
Mix of uses shall be considered both vertically and horizontally, particularly around public open spaces.

HQ.9
Cycle and pedestrian connectivity to the Kent Station and the quayside shall be provided.

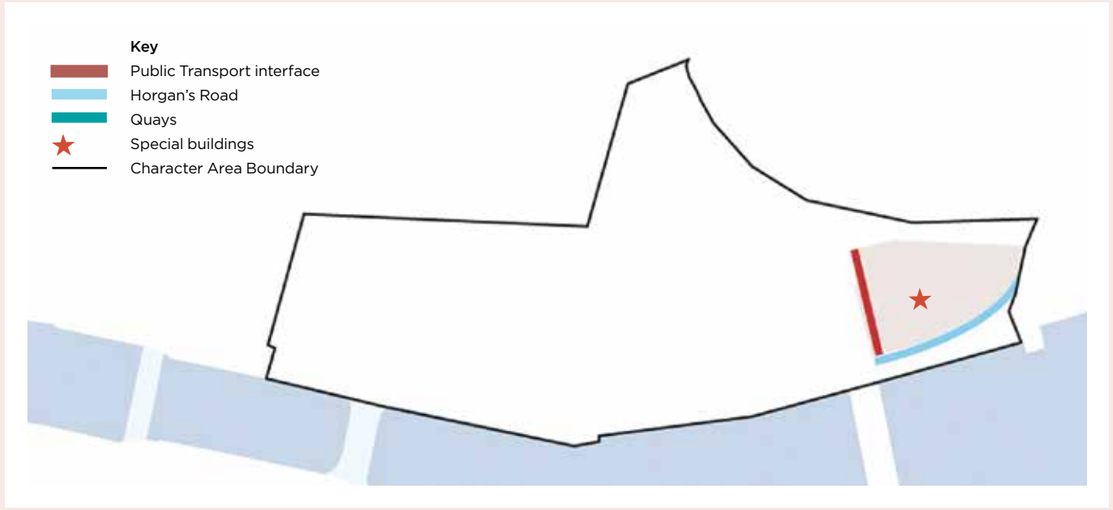


Fig 6.3.3: Facade, Frontages and Special Buildings

The Interchange, Cardiff

UH

6 Area Specific Guidance
6.4 Upper Harbour Quay and Industry Place [UH] Introduction

The vision for the Upper Harbour Quays is to create a mixed-use character area that becomes an extension to the city centre linking Albert Quay to Kennedy Quay through a coherent public realm design that creates a gateway to the South Quays. Kent Station Bridge will connect to the multi-modal transport hub at Kent Station enabling a new public transport link to Centre Park Road.

Heritage assets on the site such as the historic quay wall and jetties, landmark heritage industrial buildings such as the Odlums building, shall be retained and should inform the design of the new public realm.

This Character Area is anticipated to have a mixed use commerical development, destination cultural uses, residential uses and supporting neighbourhood services in a planned "Local Centre".

Permitted development and future development will support and expand employment uses already established at Navigation Square and One Albert Quay. Flexibility in the building and floor plates in this area is recommended to accommodate the anticipated mixed-use profile.

Dedicated east-west active travel movement will be accommodated at the quayside. This neighbourhood also benefits from a planned network of Parks (Kennedy Spine) and enhancements to Centre Park Road that will define its function as a civic street.

Uses and Spaces
- Architectural Conservation Areas
- NIAH
- RPS
- RMP / Archaeology
- Existing Structure
- Retained steps / Direct access to water
- Tree line
- Retained mooring
- Quayside public realm
- Bridge landing
- Park - Kennedy Spine

Routes
- Public transport corridor
- Existing road network
- Proposed / Re-aligned road network

*All solid fills relate to existing and hatches relate to proposed features

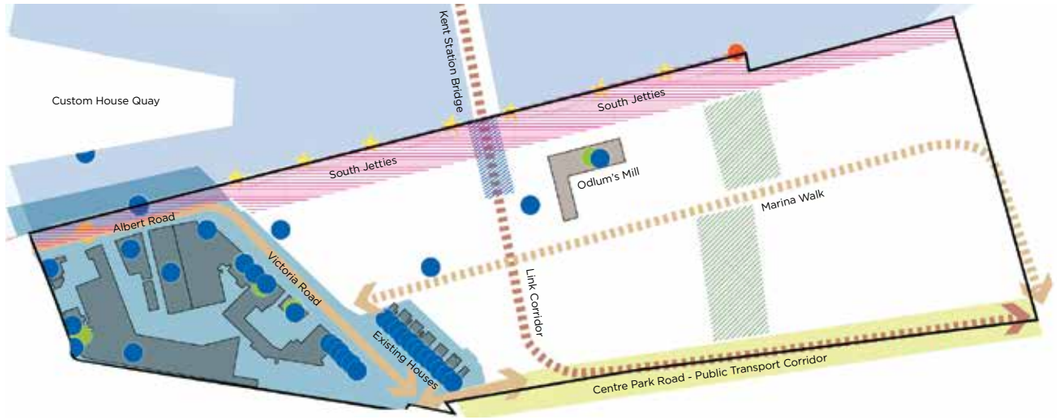


Fig 6.4.1: Defining Features of Upper Harbour Quay and Industry Place *


Extension of heritage assets - Curtain Road


Existing heritage assets - Odlum's Mill, Cork


Access to water


Facade and Frontages - Fish Island


Expression of industrial character in roofscape - Brentford Lock


Silo Cobe, Nordhavn


Bridge Landing Plaza , Cours Seguin, Redevelopment of the Trapèze


Public realm access from quays - Badalona, Spain

UH

6 Area Specific Guidance
6.4 Upper Harbour Quay and Industry Place [UH]

UH.1
Refer to the Height Strategy for New Developments and the Key information table - Upper Harbour Quays and Industry Place for guidance with respect to buildings heights, plot ratios and target densities.

a. Buildings facing Centre Park Road and the Kennedy spine, shall predominantly align to the edge of the public realm. Buildings facing Kennedy Quay shall be set back to a minimum depth of 30m from the existing quay edge.

b. Proposed buildings shall facilitate orientation and way finding. This could be achieved by creating views through intermediate spaces and terminating vistas.

c. Proposed building heights shall step down to a maximum of 4 storeys adjacent to the existing terrace houses along Victoria road as indicated in the Height Strategy for New Developments.

Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.25-2.4	n/a	4-8**	South Docks Transition and Central
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing (west of Mill Road) Min +0.7m OD (east of Mill Road)	Area A +3.85m OD Area B + 1.9m OD Refer to Figure 10.10	**Residential** 30 **Non-Residential** 70	Kennedy Quay Greenway Kent Station Bridge Kennedy Spine North Kennedy Spine Central Marina Walk Enhancement Centre Park Road Widening to accommodate LRT

Table 4 Key informations - Upper Harbour Quays and Industry Place
Note: **8-10 storeys at Kennedy Spine interface.

View east on existing Kennedy Quay

Existing houses on Victoria Road

UH

6 Area Specific Guidance
6.4 Upper Harbour Quay and Industry Place [UH]

UH.2
Proposed buildings shall contribute to the definition of the urban hierarchy, key frontages and special buildings as highlighted in the Façades, Frontages and Special Buildings diagram. This could be achieved through consistency in detailing, tone and materiality or formality, or rhythm and composition.

UH.3
Proposed buildings shall draw on the industrial history of the site, this may be through roofline articulation or material selection.

UH.4
Active frontages (such as retail, and / or residential entrances) shall be located around key areas of public realm such as the quays, Kennedy Spine, and public transport interface such as the Light Rail stop at Centre Park Road.

UH.5
Mix of uses shall be considered both vertically and horizontally, particularly adjacent to public open spaces.

UH.6
Heritage assets associated with the maritime and industrial function and history of the Character Area shall be retained insitu and / or reused with agreement of Cork City Council.

UH.7
Proposals shall provide a minimum of 2 two-way multi-modal routes connecting Marina Walk and the Quayside, to create a permeable network of routes connecting to the waterfront. Please refer to the Indicative Permeability diagram.

UH.8
The design of the public realm shall include a shared access linking the Marina Walk to the @Ford Plaza.

UH.9
The design of the public realm around the Local / Neighbourhood centre shall define its character as a local destination by providing seating and gathering spaces and integrating civic and / or community uses.

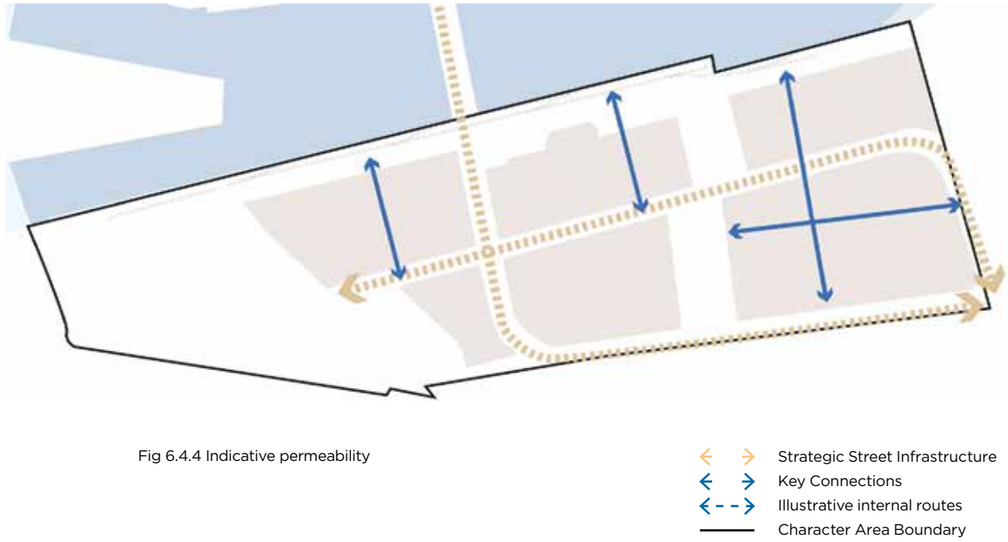
UH.10
Level change between the plaza North of the Odlum's buildings and adjoining quayside shall create a universally accessible and visually open public realm.

UH.11
Design proposals shall provide cycle and pedestrian connectivity to Centre Park Road and the quayside in the street design.

UH.12
Design proposals on the north side of Centre Park Road shall consider and respond to the spatial requirements of the proposed Light Rail stop at the western end of Centre Park Road (Final stop location to be confirmed under separate Light Rail project).

Fig 6.4.3 Facade, frontages and Special Buildings

Fig 6.4.4 Indicative permeability



SD

6 Area Specific Guidance
6.5 South Docks Cultural District [SD] Introduction

The South Docks Cultural District is focussed around the iconic Ford Factory complex, with a series of new strategically located landmark public spaces to be integrated into the quayside public realm.

Marina Quay Plaza located in the new civic and cultural heart of the Docklands, will provide an integral events and public activity space, as well as a key node at the intersection of east-west connections along the waterfront and north-south Green Blue Infrastructure route, connecting to the North Quays across the proposed active travel bridge.

Ford Plaza has a community and recreational function, with terracing and steps that provide for south facing seating and form an amphitheatre space for outdoor performance events and recreational activities.
The waterfront in the South Docks Cultural District is identified as the most suitable location for catalyst cultural and/ or third level education uses.

The area to the west of the Green Blue Route benefits from an existing ecosystem of light-industrial, creative and manufacturing businesses and these could enable different models of housing for students, key workers as well as new modes of live work housing for artists and creative workers.

Uses and Spaces

- Architectural Conservation Areas
- NIAH
- RPS
- SME's and Creative / Manufacturing Businesses
- Existing structure
- Tree Line
- ESB Chimney
- Retained steps / Direct access to water
- ESB substation
- Quayside public realm
- Bridge landing
- District Centre
- Blue green route interface with quays

*All solid fills relate to existing and hatches relate to proposed features

Routes

- Centre Park Road
- Public transport Corridor
- Blue Green Route
- Proposed/ Re-aligned road network

Fig 6.5.1 Defining Features of South Docks Cultural District*

To the south, land facing Centre Park Road is zoned as Mixed Use, District Centre and New Residential Use. The architectural response will need to achieve a consistent building line, an appropriate sense of enclosure, and an architectural rhythm that contributes to the creation of an attractive, tree-lined, civic streetscape on Centre Park Road.

The District Centre will accommodate the strategic retail, civic and community uses (such as healthcare and library) for the new neighbourhood co-located with residential use overhead to create a centrally located town centre node.

Redevelopment proposals within the District Centre will need to consider opportunities for adaptive re-use of existing industrial heritage buildings with the scale of needs identified for the community.

Heritage assets within the site such as the historic quay wall and jetties, the iconic Ford complex must be retained insitu and inform the design and public realm response. The decommissioned ESB Marina Power Station occupies a landmark site and provides a commanding presence on the waterfront at the South Quays.

The associated chimney stack is a significant wayfinding feature and its view from custom house quay is classified as a strategic linear view (see Volume 2, View Management Framework Map 02, and Volume 3, Part 4, Table 1).

Development proposals will need to interface successfully with the planned public realm and strategic infrastructure proposals in terms of levels and the provision of a consistent building line to create continuity of frontage and definition of space.

Within the mixed-use zone and the District Centre, a vertical and horizontal mix of uses is encouraged, particularly around public open spaces. Residential buildings are similarly encouraged to contain non-residential uses within the ground floor to create an active frontage at the waterfront and Centre Park Road and to provide passive surveillance on Blue Green Infrastructure Route.

SD

6 Area Specific Guidance
6.5 South Docks Cultural District [SD]
Introduction

Open, transparent and engaging frontage - WarPigs Brewpub, København


Varied architectural expression referencing an industrial past - Tileyard North, Wakefield


Adaptive Re-use - Ford Factory


Public transport - Green tram, Freiburg


Terminating vistas - Nordhavn


The Goods Line, New South Wales


Meanwhile use - Marina market


Wayfinding marker - ESB Marina Power Station

SD

6 Area Specific Guidance
6.5 South Docks Cultural District [SD]

SD.1
Refer to the Height Strategy for New Developments and the Key information table - South Docks Cultural District for guidance with respect to buildings heights, plot ratios, target densities and proposed finished floor levels of buildings.

a. Buildings facing the waterfront, Centre Park Road and Blue Green Infrastructure Route shall predominantly align to the edge of the public realm. A setback will only be allowed in limited circumstances where a clear justification can be provided, for example where an attractive civic square is proposed to emphasise the civic status of the District Centre.

b. Façades and building expression on the quayside shall reflect the light-industrial, creative and manufacturing character of this area.

c. Proposals adjacent to existing heritage assets such as the Ford Complex shall form a composition that highlights and does not dominate the existing asset.

d. Façades framing the Ford Plaza and Marina Plaza shall reflect the hierarchy of these urban spaces. This could be achieved through richer detail, more formal composition, or tone and materiality. These façades may also include public art. Please refer to Façades Frontages and Special Buildings diagram.

SD.2
Heritage assets associated with the maritime, industrial function and history of the Character Area shall be retained in-situ and/or reused with the agreement of the Cork City Council. These include but are not limited to buildings and features identified on the Defining Features diagram.

Fig 6.5.2 Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.25-2.45	200-250	4-8**	South Docks Central
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Min +0.7m OD	Area I +4.35m OD Area B +1.9 O.D until flood defence is provided Area E + 1.9m OD for Highly Vulnerable Development Area E +1.3m OD for Less Vulnerable Development Refer to Figure 10.10	**Residential** 30 **Non-Residential** 70 **Residential (New Res)** 85 **Non-Residential** 15	Kennedy Quay Greenway Active Travel Bridge @theFord Plaza Marina Plaza Blue Green Infrastructure Route Marina Walk Enhancement Centre Park Road Widening to accommodate LRT

Table 5 Key informations - South Docks Cultural District
Note: *Tall building location and **8-10 storeys at District Centre.

Light - industrial units, Rebel city distillery

Light- industrial units, My Goodness Food and the CUSP Cork Urban Soil Project

SD

6 Area Specific Guidance
6.5 South Docks Cultural District [SD]

SD.3
The public realm response shall:

a. Provide seating and gathering spaces around the District Centre to act as a local destination.

b. Consider opportunities for small scale interventions adjacent to the Blue Green Infrastructure Route including for example growing space, seating spaces, play areas etc.

c. Where third level education uses are proposed, spaces for social interaction such as smaller event spaces, contemplation areas shall be considered within the open space hierarchy.

SD.4
Proposed new routes shall connect key destinations such as the quayside, the Blue Green Route, and the school campus in the Polder Quarter (to the east) as shown in the Indicative Permeability diagram.

a. Additional routes may be proposed to contribute to the permeability of the street network. These routes may be staggered to respect existing heritage assets and/ or include terminating vistas to create visual interest and assist with wayfinding.

b. Routes shown on the indicative permeability diagram shall allow space for cyclists.

SD.5
The Blue Green Infrastructure Route shall be a dedicated primary active travel route and free of vehicles.

SD.6
Cycle and pedestrian connectivity shall be provided to the Blue Green Infrastructure Route, Centre Park Road and the quayside.

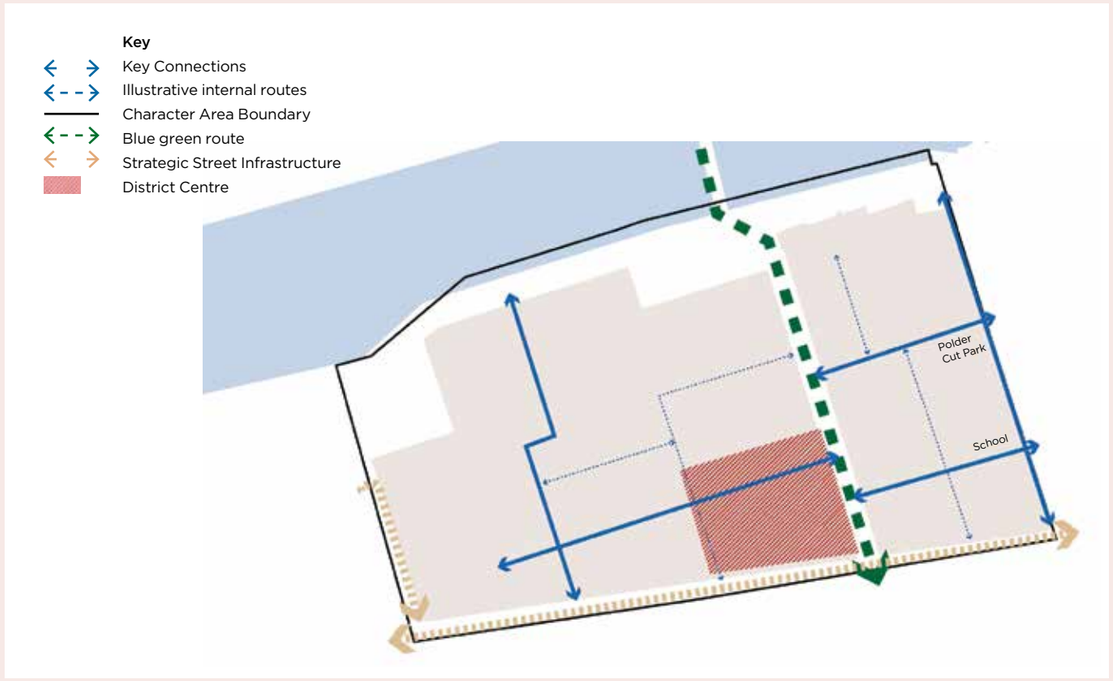


Fig 6.5.2 Height Strategy for New Developments

Park interface with water, Burgess Park

Bridge landing on a generous and engaging public realm, The Drehbrückenplatz, Germany

SD

6 Area Specific Guidance
6.5 South Docks Cultural District [SD]

SD.7
The District Centre shall contain a horizontal and vertical mix of uses, including civic and community uses to accommodate services for the future population and act as a destination.

SD.8
Proposals to remove either the ESB Marina Power Station or the chimney stack shall only be considered as part of wider proposals to redevelop the site. Any site redevelopment shall consider an adaptive reuse of the existing structures or incorporate a wayfinding feature of similar height in accordance with the building height strategy for this location.

SD.9
The South Docks Cultural District identifies two locations for 'special buildings' as follows:

a. The northern interface of the Green Blue Infrastructure Route and the ESB Marina Power Station is identified as a strategic location for a special building of height to reflect the scale of the existing industrial complex.

b. The interface of Centre Park Road and the Green Blue Infrastructure Route is identified as a strategic location for a special building within the District Centre. It is acknowledged that the District Centre must meet the significant scale of needs required to support the future population of the Docklands and proposals must achieve this within a compact environment. The District Centre shall accommodate a range of civic, community and public uses both horizontally and vertically throughout the buildings. Proposals for the special building shall explore opportunities for:

i. Adaptive re-use of existing industrial heritage buildings.

ii. Differentiation through massing, tone, materiality, architectural detail and composition of new building typologies.

SD.10
Buildings shall provide ground floor active frontage at the Waterfront, Centre Park Road and at the interface with the Blue Green Infrastructure Route, except where a clear justification can be provided on the basis of market evidence, that there is insufficient demand for the proposed active uses.

SD.11
Balconies facing the quays, Centre Park Road shall be predominately recessed. Protruding balconies shall not overhang public spaces.

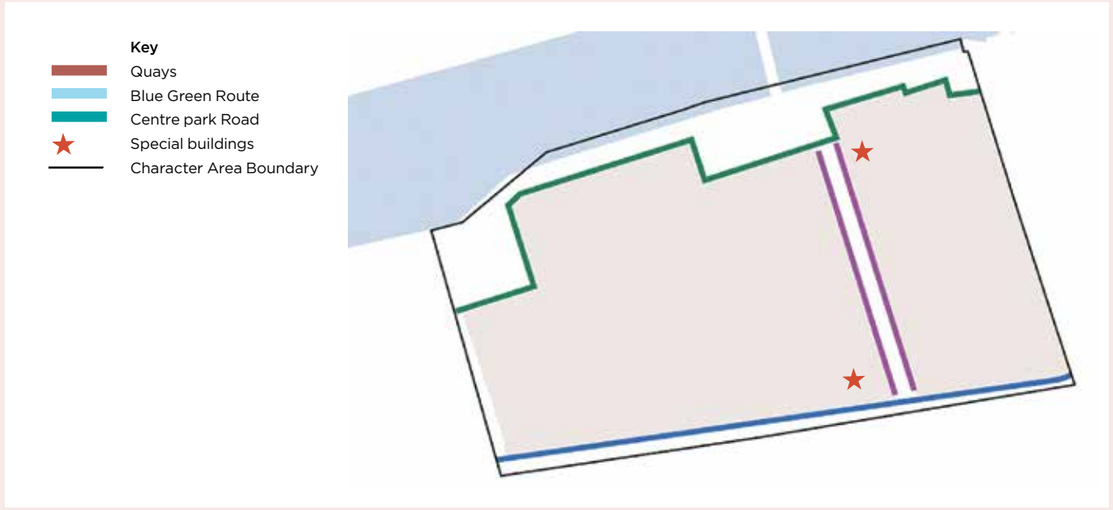


Fig 6.4.4 Facade, Frontages and Special Buildings

Creating views to Harbour, Cadix Antwerp

Environmental upheaval and contemporary art - FRAC Grand Large in Dunkerque's former shipyard

Intermediate spaces and sense of enclosure, Agar Grove

Sundbyoster Hall II supermarket on the ground floor, a sports hall on first and apartments on the top floor

PQ

6 Area Specific Guidance
6.6 Polder Quarter [PQ] Introduction

The Polder Quarter is an important transition area between the urban neighbourhood and the parkland setting of Marina Park to the east. Green connectivity is incorporated into the district via the Marina Promenade, Polder Cut Park and planned formal tree lines within Centre Park Road.

The area is characterised by frontage to the Marina Promenade and the River Lee and acts as an entrance route to the Marina Park. It also contains lands zoned for future educational use and is part of the Marina Community Cluster.

There is allowance for local centre uses within this neighbourhood. A local / neighbourhood centre provides a focus of local uses for this area.

The Polder Quarter will function primarily as a residential district as well as acting as an entrance to Marina Park. Dedicated east-west active travel movement will be accommodated at the quayside

Uses and Spaces
- NIAH
- RPS
- Existing Structures

Routes
- Tree cluster (indicative)
- Tree line
- School site
- Local / Neighbourhood centre
- Park

- Public transport corridor
- Proposed / Re-aligned road network
- Connection to Marina Promenade
- Monahan Road

*All solid fills relate to existing and hatches relate to proposed features

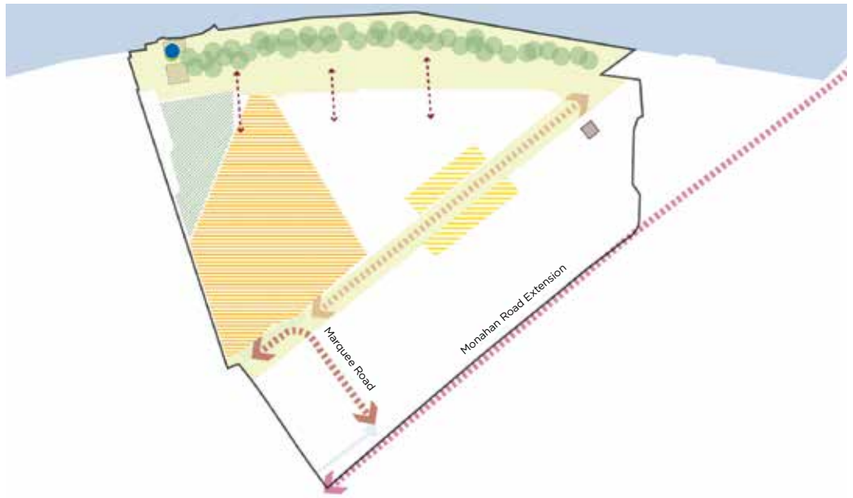


Fig 6.6.1 Defining Features of Polder Quarter*


Vertical emphasis - Colindale offices


Low mid rise apartments - Peabody Burridge gardens


Active travel along Marina Promenade


Wild and industrial landscaping, Zollverein Park


Residential Neighbourhood - St Andrews Community Garden

PQ

6 Area Specific Guidance
6.6 Polder Quarter [PQ]
Heritage and Conservation [HC]

PQ.1
Refer to the Height Strategy for New Developments and the Key information table - Polder Quarter for guidance with respect to buildings heights, plot ratios, target densities and proposed finished floor levels of buildings.

a. Buildings facing Centre Park Road, Monahan Road and the quays shall predominantly align to the edge of the public realm.

b. Proposed buildings heights along the waterfront shall be predominantly 4 to 6 storeys low mid-rise high density.

c. Proposed buildings heights along Centre Park Road shall be 6-8 storey mid-high rise blocks to create a more varied streetscape and an appropriate level of enclosure to the street.

d. Proposed building massing shall be coherent and respectful of the context. It shall not dominate or overbear the existing mature trees and the waterfront.

e. Proposed massing shall be orientated to make use of views to the Marina promenade and the waterfront.

f. Proposals shall include 10+ storey tall landmark structures at locations indicated in the height strategy diagram.

g. The 6-8 storey blocks along the waterfront shall form a consistent backdrop to the river, with strong horizontal roof line to reinforce the mature tree line and offset the verticality of tall building to the east.

PQ.2
The 'Defining Features of the Polder Quarter' diagram identifies the heritage assets associated with the maritime and industrial function of the Character Area that shall be retained and / or reused with the agreement of Cork City Council.

PQ.3
Proposals shall contribute to define the character and identity of the character area as described in the introduction of this section above. The emerging character shall draw from heritage assets and other existing features as well as proposed uses and public realm, as described in the Defining Features diagram.

Fig 6.6.2 Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.5	250-300 (Res)	4-8**	South Docks East
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Min +0.7m OD	Area E + 1.9m OD for Highly Vulnerable Development Area E +1.3m OD for Less Vulnerable Development Area H + 1.9m OD for Highly Vulnerable Development Area H +1.3m OD for Less Vulnerable Development Refer to Figure 10.10	**Residential** 90 **Non-Residential** 10	Kennedy Quay Greenway Polder Park Centre Park Road Widening to accommodate LRT Marquee Road Widening Monahan Road Extension School Campus

Table 6 Key informations - Polder Quarter

Note: *Tall building location.

PQ

6 Area Specific Guidance
6.6 Polder Quarter [PQ]

PQ.4
Proposed buildings shall contribute to the definition of the urban hierarchy, key frontages and special buildings as highlighted in the Façades, Frontages and Special Buildings diagram. This could be achieved through consistency in detailing, tone and materiality or formality, or rhythm and composition.

PQ.5
The Polder Quarter identifies two locations for 'special building(s)' as identified on the Facade, Frontage and Special Buildings diagram:

a. Special building of height as the eastern gateway to the Docklands, at the corner plot between Centre Park Road and the waterfront. Architectural features for this location could include prominent entrances, a chamfered edge, and /or active ground floor uses along the waterfront.

b. Special building as an important interface with Centre Park Road and the Polder Park at the education campus. Architectural features could prominent entrances at the south-eastern junction between Centre Park Road and Marquee Road. The building shall positively address the north-western interface with the Polder Cut Park by providing direct access and passive surveillance to it.

PQ.6
The local centre shall include a mix of ground floor civic, retail, and community uses with residential uses on the upper floors.

PQ.7
Refer to indicative Permeability Diagram

a. Proposals shall provide connections leading to the local centre, school campus and adjacent public amenities.

b. Proposed streets nearby school sites should encourage slower vehicular traffic, to form a part of a quiet street network.

c. Proposals shall provide minimum 3 active travel connections to the Marina promenade from the development plots on the south.

d. Cycle and pedestrian connectivity shall be provided to Monahan Road Extension, Centre Park Road, the Marina Park and Marina Promenade.

e. Direct vehicular access onto Centre Park Road shall be minimised to one local access road from each development plot.

f. Proposals shall include one access road linking Monahan Road Extension to Centre Park Road.

Fig 6.6.3 Indicative permeability

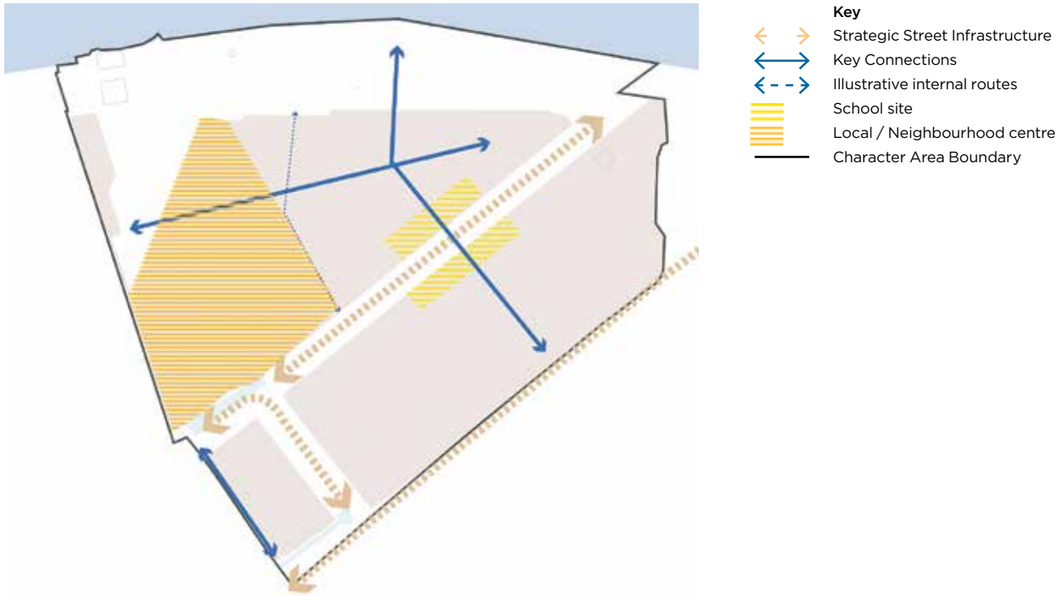
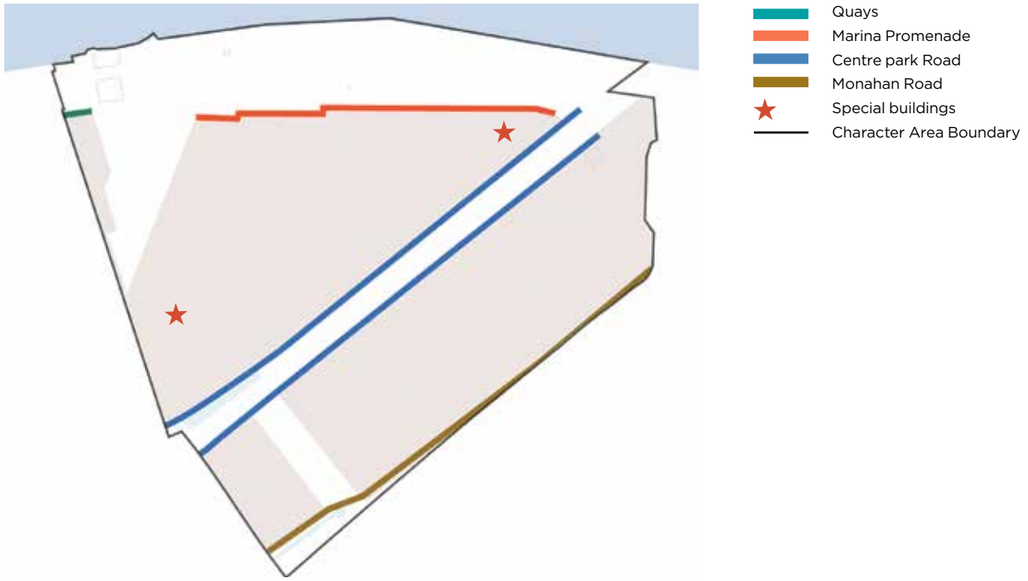


Fig 6.6.4 Façades, Frontages and Special Buildings



PQ

6 Area Specific Guidance
6.6 Polder Quarter [PQ]

PQ.8
Polder Cut Park shall:

a. Comprise a combination of both wild and landscaped spaces.

b. Provide a large central space, or common to accommodate events, programming and a range activities for local residents and schoolchildren.

c. Include denser layers of wild planting at the edges and native trees to promote biodiversity.

d. Reflect the parkland character of the space using paths and material selections.

PQ.9
Existing areas of open water and surface water management shall be incorporated into any proposal and align with the wider Cork Docklands surface water strategy.

PQ.10
Proposals adjacent to the Polder Cut Park such as the school sites shall provide pedestrian and cycle links into the park through informal path networks.

PQ.11
Proposals adjacent to the Monahan Road and Eastern Gateway Bridge crossing shall include noise attenuation features such as dense planting or appropriate acoustic barriers.

Common event space - Central Boys Foundation School

Active travel route with engaging activities, Marina Promenade

Combination of wild planting and landscape spaces - HereEast

CW

6 Area Specific Guidance
6.7 City Park West [CW] Introduction

City Park West is a new city neighbourhood, primarily residential in character with supporting community infrastructure in the form of an education campus, parks and active recreation facilities. New development will need to ensure the design response contributes to the creation of vibrant streets and public open spaces with particular attention needed at the Kennedy Spine interface and along Centre Park Road, tree-lined Civic Street with light rail accessibility. Monahan Road to the south will accommodate bus and vehicle traffic and ties into the existing residential area around Victoria Road and Kennedy Park to the south.

This neighbourhood is zoned primarily for residential use, creating the transition from the more commercial neighbourhoods to the north and west to the more residential character to the south of Cork Docklands. The area sits at the key junction between Centre Park Road and Monahan Road and acts as an interface between the South Docklands and the existing adjacent low-rise historic neighbourhoods.

Two new north-south "link" routes are proposed to create permeability within the Character Area and to enable further connectivity to the north via Marina Walk. Within development blocks a further network of local streets is required which prioritises active travel permeability and limits vehicle accessibility from Centre Park Road.

The old Blackrock Passage Railway transversed the site to the south and these lands were also part of the former City Park in the 19th century. This area sits in close proximity to historic terrace housing around Victoria Road and Kennedy Park.

Within the Mixed-Use Zone, a vertical and horizontal mix of uses is encouraged, particularly around Kennedy Spine Non residential uses are similarly encouraged within ground floor of residential schemes to create active street frontage. Vehicular traffic movements and the design of the proposed street hierarchy will adhere to the transport hierarchy map defined in the Strategic Infrastructure chapter and Site Wide Guidance.

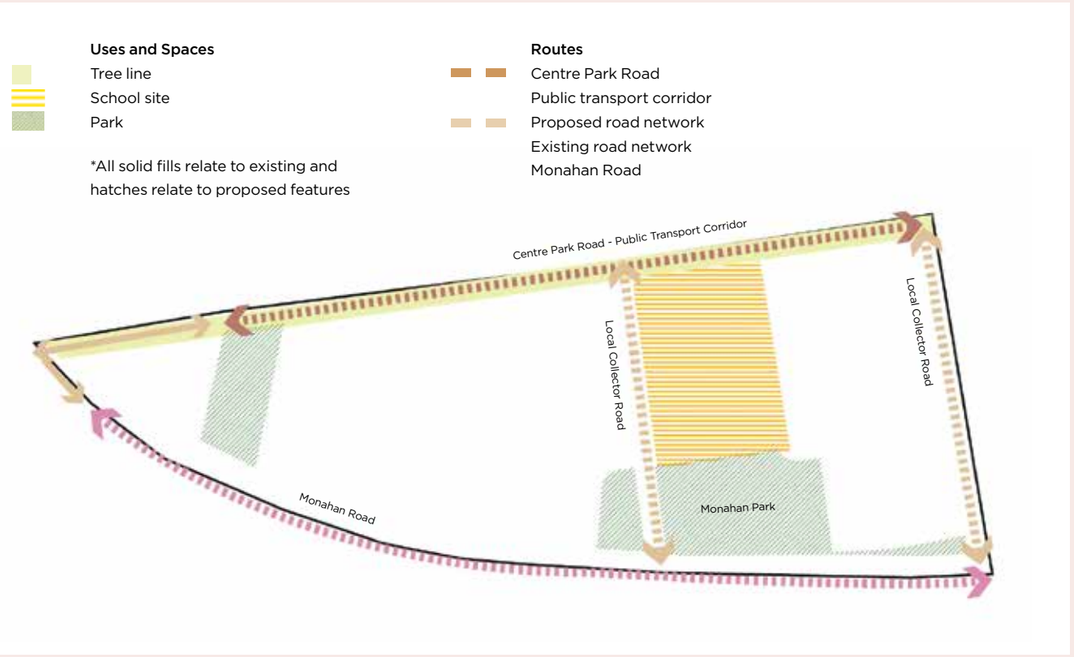


Fig 6.7.1 Defining Features of City Park West*


Sports pitches, Parc du Cossy, Switzerland


Articulated entrance - Kings Cross


Roofline articulation - Kings Crescent


Public transport - Green tram, Freiburg

Mixed Use developments active street frontage


Courtyard space, Peabody Burridge Gardens


Special Corner - Turnmill Hobhouse

CW

6 Area Specific Guidance
6.7 City Park West [CW]

CW.1
Refer to the Height Strategy for New Developments and the Key information table - City Park West for guidance with respect to buildings heights, plot ratios, target densities and proposed finished floor levels of buildings.

a. Proposed buildings heights shall be generally 4 to 6 storeys.

b. Proposed building heights along Centre Park Road and Monahan Road shall be 6-8 storeys to create an appropriate level of enclosure and a maximum of 10 storeys along Kennedy Spine (eastern interface) and Monahan Park.

c. Corner plot between Centre Park Road and Monahan Road shall explore the provision of a landmark building(s) of between 4-6 storeys. Building heights shall increase to 6-8 storeys at the western edge of Kennedy Spine to respond appropriately to the established developed areas to the South/Southwest and Northwest including ACA's.

d. Proposals shall balance the provision of adequate sense of enclosure and good micro-climate conditions of each street and space.

e. Buildings facing Centre Park Road, Kennedy Spine, Link Streets (East and West) and Monahan Park shall predominantly align to the edge of the public realm.

f. Buildings shall introduce breaks, to avoid long façades and enable visual connectivity through the buildings.

g. Façades overlooking Centre Park Road and Monahan Road shall predominantly have recessed balconies as shown in Sitewide Guidance - Recessed Balconies diagram.

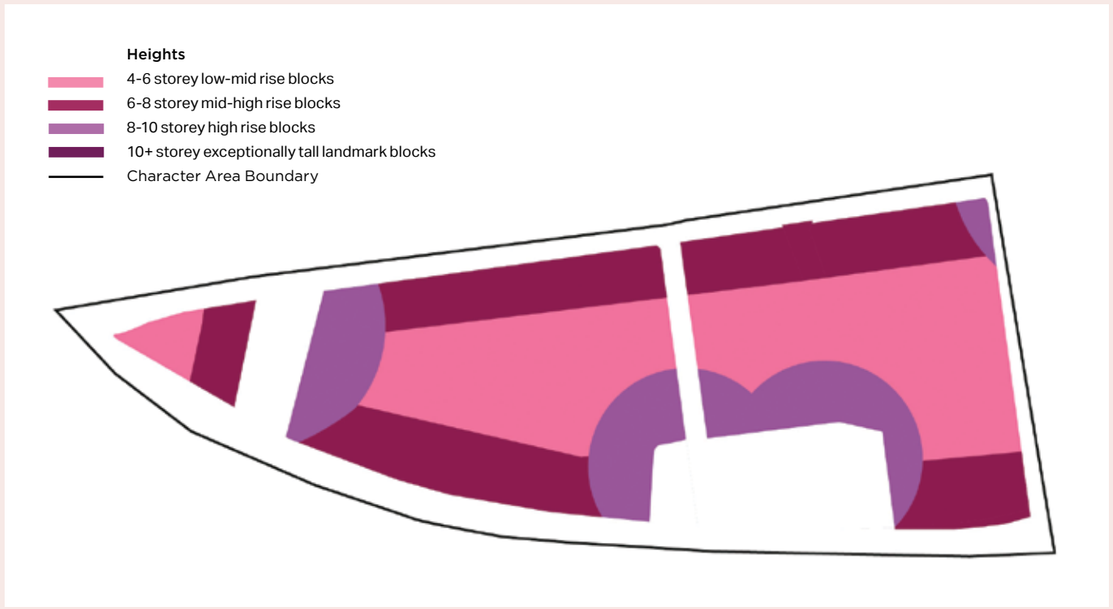


Fig 6.7.2 Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.25	250-280	6-8**	South Docks Transition and Central
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing	Area C + 1.9m OD for Highly Vulnerable and Less Vulnerable Development Area F + 1.9m OD for Highly Vulnerable Development Area F +1.3m OD for Less Vulnerable Development Refer to Figure 10.10	**Residential** 90 **Non-Residential** 10	Monahan's Park Kennedy Spine South Link Streets Centre Park Road Widening Monahan Road Widening

Table 7 Key informations - City Park West

Note: **8-10 storeys at Kennedy Spine South and Monahan Park interface.

CW

6 Area Specific Guidance
6.7 City Park West [CW]

CW.2
Heritage assets associated with the industrial function and / or railway and recreation history of the character area shall be retained in-situ and / or reused with the agreement of Cork City Council.

CW.3
Proposed buildings shall contribute to the definition of the urban hierarchy, key frontages and special buildings as highlighted in the Façades, Frontages and Special Buildings diagram. This could be achieved through consistency in detailing, tone and materiality or formality, or rhythm and composition.

CW.4
Active frontages shall be located around key areas of public open space such as Monahan Park and Kennedy Spine, along Centre Park Road, Monahan Road and the future Link Streets, except where a clear justification can be provided on the basis of market evidence, that there is insufficient demand for the proposed active uses.

CW.5
The apex of the corner plot between Centre Park Road and Monahan Road shall include the provision of a special building(s) of between 4-6 storeys. Architectural features for this location could include prominent entrances, a chamfered edge, and / or active ground floor uses along the streets.

CW.6
A mix of uses shall be considered both vertically and horizontally within the mixed-use zone.

CW.7
Refer to Indicative Permeability Diagram.

a. Proposals shall provide shared access routes through the development plots connecting North - South from Centre Park Road to Monahan Road.

b. Proposals shall facilitate connection to the Active Recreation Infrastructure and Blue Green Infrastructure Route.

c. Proposals shall facilitate pedestrian and cycle connections from the Kennedy Spine to Monahan Park through the development plots.

d. The primary access to the school shall be from the local collector road (west) connecting Centre Park Road and Monahan Road.

e. Connecting routes within development land shall be laid out to facilitate orientation and wayfinding. This could be achieved for example by creating views through to Centre Park Road and Monahan Road.

Fig 6.7.3 Facade, Frontage and Special Buildings

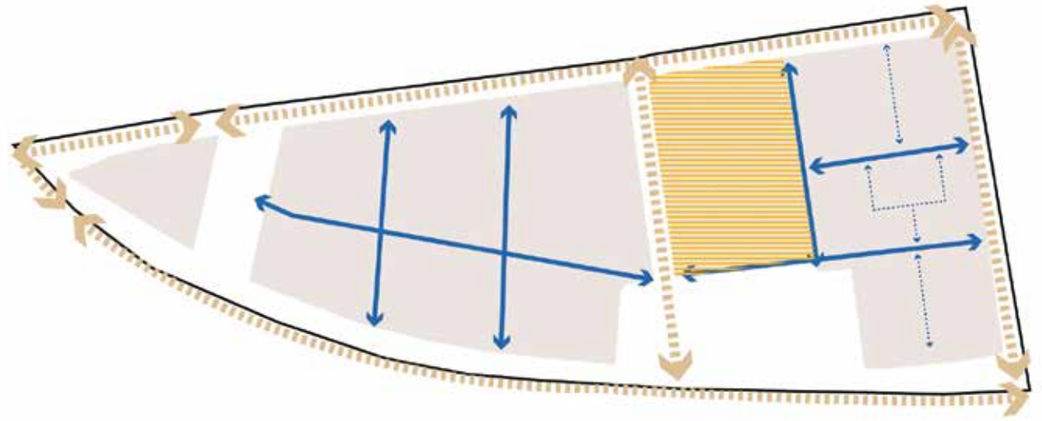


Fig 6.7.4 Indicative permeability

CW

6 Area Specific Guidance
6.7 City Park West [CW]

CW.8
The public realm shall:

a. Ensure key access routes to the school areas is well-lit and creates a safe and welcoming environment.

b. Provide seating clusters around the entrance plaza to the school to facilitate social activities.

c. Integrate play elements along key public connections around the school to encourage active interaction with the surrounding environment.

CW.9
Plots facing Centre Park Road and Monahan Road shall accommodate the required level change between the public infrastructure and buildings by creating a visual and spatial extension of the Centre Park Road and Monahan Road landscape.

CW.10
Monahan Road and the link roads shall provide the primary access point for all vehicular access. Direct vehicular access onto Centre Park Road for new developments shall not be permitted except where no alternative access exists.

CW.11
Apart from the the local collector roads provided, no additional through roads shall be permitted between Monahan Road and Centre Park Road

CW.12
Provision for pedestrians and cyclists shall be made for on all street networks creating additional permeability through City Park West linking Monahan Road to Centre Park Road.

CW.13
One-way local access roads shall be designed with contraflow cycle lanes provided or as a shared surface.

CW.14
Proposed routes within development plots shall provide space for carriageway widths and pedestrian paths at both sides, with opportunity for tree planting and / or SuDS verges.

Central play space with classrooms wrapped around - Tigerway School, Hackney Downs

CE

6 Area Specific Guidance
6.8 City Park East [CE] Introduction

City Park East is the central community hub of the Docklands Neighbourhood, incorporating civic, community and sports infrastructure in the form of a District Centre, education campus, parks and active recreation facilities. New residential development will be incorporated within the District Centre and on lands zoned residential to the west. Cork City Council will deliver the sports campus and linear Park as part of the Strategic Infrastructure. The interface and accessibility between the sports complex and the education campus is integral to the design approach.

To the north, the District Centre will accommodate the strategic retail, civic and community uses (such as healthcare and library) co-located with residential above. This will create a town centre function for the neighbourhood. The provision of a Mobility Hub as a catalyst within the Character Area could support the delivery of residential and destination uses within walking distance for example at the Canal Walk Sports Centre. The interface of the District Centre and the Blue Green Infrastructure Route will need to be carefully considered to avoid mobility conflicts and maximise accessibility.

The old Blackrock Passage Railway transversed the site to the south and these lands were also formerly part of the former City Park in the 19th century.

Centre Park Road will be the principle Civic Street accommodating the main 'public transport corridor' travelling centrally within the heart of the new Neighbourhood. Limited access will be permitted for vehicles at this location.

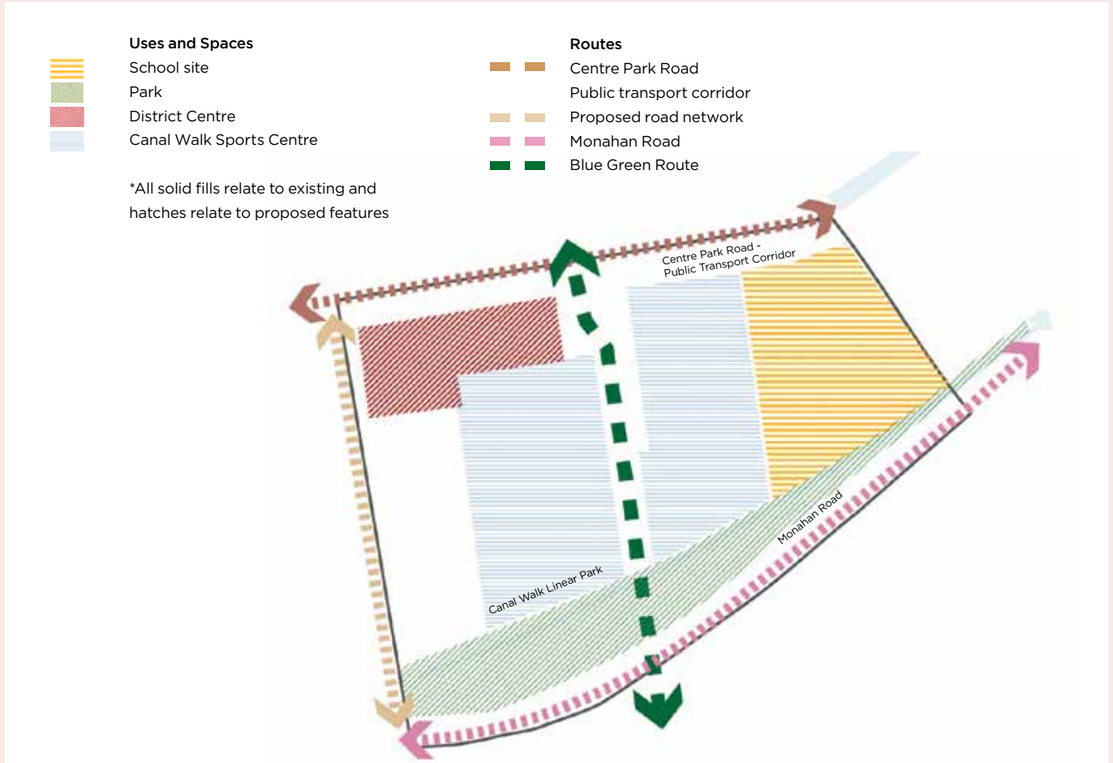


Fig 6.6.1 Defining Features of Polder Quarter*

Agar Grove, London

Peabody, Burridge Gardens

The Palm House, London

CE

6 Area Specific Guidance
6.8 City Park East [CE]

CE.1
Refer to the Height Strategy for New Developments and the Key information table - City Park East for guidance with respect to buildings heights, plot ratios, target densities and proposed finished floor levels of buildings.

a. Proposed building heights along Centre Park Road and Monahan Road shall be 6-8 storeys mid high rise blocks to create a more varied streetscape and an appropriate level of enclosure to the street.

b. The District Centre shall contain a horizontal and vertical mix of uses including community and civic uses for the future population.

c. Proposed heights at the District Centre shall consist of predominantly 8-10 storey building and include a 10+ storey landmark building as indicated in height strategy diagram to contribute to the urban structure of the neighbourhood and aid way finding.

d. Buildings facing Centre Park Road, Canal Walk Linear Park and Link Road (East) shall predominantly align to the edge of the public realm or Linear Park.

e. Façades overlooking Centre Park Road shall predominantly have recessed balconies as shown in Sitewide Guidance- Recessed Balconies diagram.

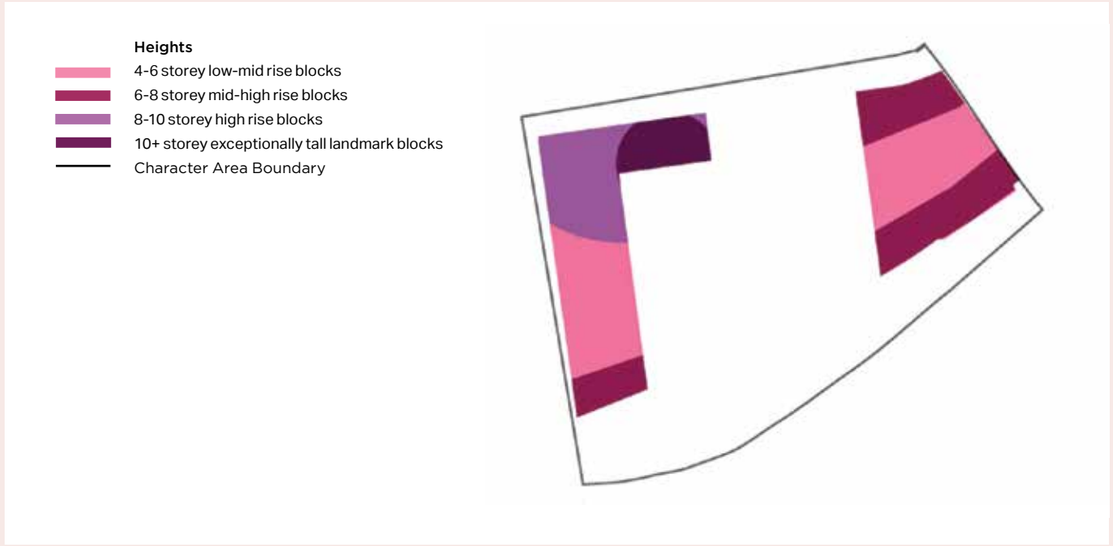


Fig 6.8.2 Height Strategy for New Developments

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.25	250-280	6-8**	South Docks Central and East
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Min +0.7m OD	Area F + 1.9m OD for Highly Vulnerable Development Area F +1.3m OD for Less Vulnerable Development Refer to Figure 10.10	**Residential** 70 **Non-Residential** 30	Canal Walk Linear Park Canal Walk Sports Centre and pitches Blue Green Infrastructure Route Centre Park Road Widening to accommodate the LRT Monahan Road Widening Marquee Road Widening Link Street (East) School Campus

Table 8 Key informations - City Park East

Note: **8-10 storeys at District Centre.

CE

6 Area Specific Guidance
6.8 City Park East [CE]

CE.2
Heritage assets associated with the industrial function and/ or railway and recreation history of the Character Area shall be retained in-situ and / or reused with the agreement of Cork City Council.

CE.3
Proposals shall distinguish special buildings as indicated on the Façades and Frontages diagram. This could be achieved through by public use, massing, architectural details, tone and materiality or rhythm and composition.

CE.4
Active frontages shall be located around key areas of public realm such as at the interface of the District Centre and Blue Green Infrastructure Route and adjoining the Link Street (East).

CE.5
Proposed buildings shall contribute to the definition of the urban hierarchy, key frontages and special buildings as highlighted in the Façades and Frontages diagrams. This could be achieved through consistency in detailing, tone and materiality or formality, or rhythm and composition.

CE.6
Facade, Frontages and Special Buildings diagram identifies suitable locations for a Special Building at the District Centre on Centre Park Road where particular attention shall be paid to the northern facade.

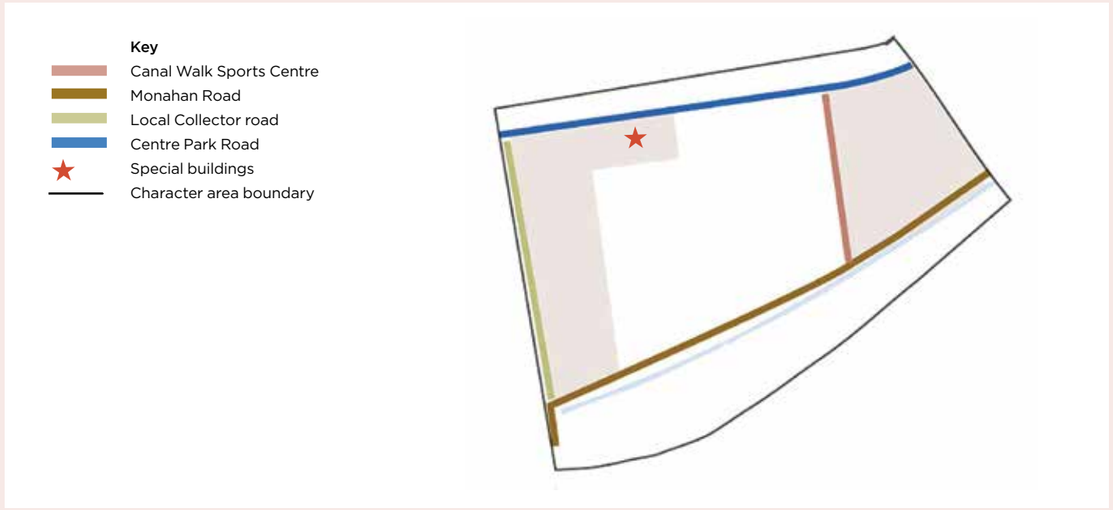


Fig 6.8.3 Facade, Frontages and Special Buildings

CE.7
Refer to Indicative Permeability Diagram:

a. Vehicular access proposals shall avoid impacts on the Canal Walk Linear Park. Any vehicular access from Centre Park Road serving the civic uses (Canal Walk Sports Centre and Education Uses) shall be limited in nature.

b. Strong cycle and pedestrian connectivity to Centre Park Road and the Monahan Road shall be provided. Provision for pedestrians and cyclists shall be made for on all street networks with a minimum of two (2) number points of permeability through City Park East provided linking Monahan Road to Centre Park Road in addition to the local collector road.

c. Permeability shall be maximised for pedestrians and cyclists to the District Centre, school campus, Canal Walk Sports Campus, public amenity areas and future Light Rail stop.

d. Proposed routes within development plots shall provide space for carriageway widths and pedestrian paths at both sides, with opportunity for tree planting and / or SUDS verges.

e. One-way local access roads shall be designed with contraflow cycle lanes provided or as a shared surface.

f. Connectivity to the public transport corridor along Centre Park Road and Monahan Road shall be prioritised.

g. Proposals shall provide shared access routes through the development plots connecting East West to Canal Walk Sports Centre as shown in diagram.

CE

6 Area Specific Guidance
6.8 City Park East [CE]

CE.8
A consistent transition shall be achieved along Centre Park Road and Canal Walk Linear Park between public infrastructure and the building line. This shall be designed to form a visual and spatial extension of the Centre Park Road and Canal Linear Park landscape.

CE.9
Streets adjacent to the sports centre and pitches shall not provide on street parking to avoid congestion and dropping off in residential streets.

CE.10
Connecting routes within development land shall be laid out to facilitate orientation and wayfinding. This could be achieved for example by creating views through to Centre Park Road and Monahan Road.

CE.11
The public realm shall:

a. Ensure key access routes to the school campus are well-lit and creates a safe and welcoming environment.

b. Illumination levels should be appropriate to the context and sensitive to habitats. If facing onto green wildlife spaces such as the Canal Walk Linear Park and Blue Green Infrastructure Route.

c. Consider integrating play elements along key public connections to encourage active interaction with the surrounding environment.

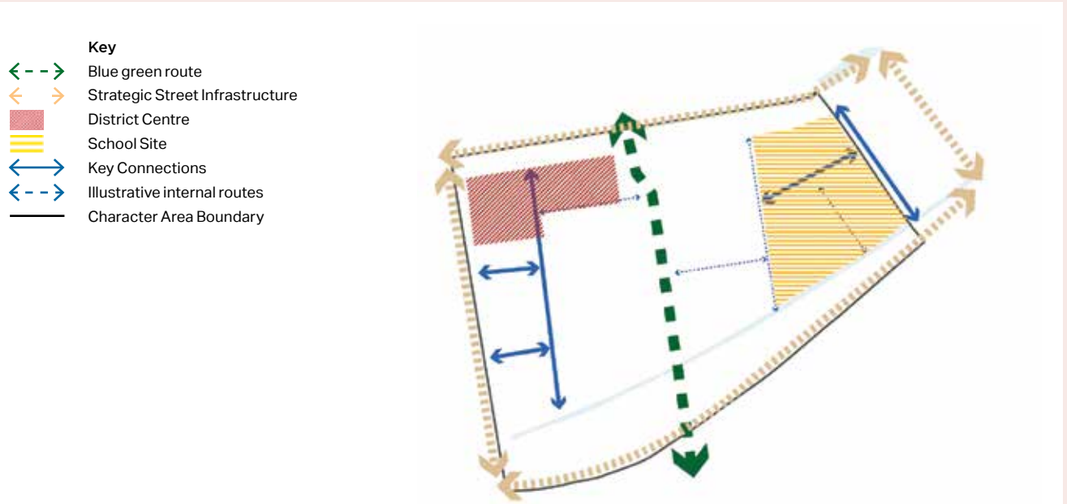


Fig 6.8.4 Indicative permeability

Sowerby Park and Sports village, North Yorkshire

Bentinckspark, Hoogeveen

CC

6 Area Specific Guidance
6.9 Circular Canal and Diamond Quarry [CC] Introduction

This linear Character Area incorporates all of the development sites south of Monahan Road. Circular Canal and Diamond Quarry mark a transition in scale south of Monahan Road, stitching back into established residential neighbourhoods. It is characterised by the escarpment to the south creating a substantial level change towards Blackrock Road. There is potential for taller residential and mixed-use typologies that can still be sensitive to existing residential buildings, stepping down to the east as the level change decreases.

Monahan Road provides east-west multi-modal connection into the City and to Marina Park. Active travel links are integrated into the two landscape elements of the Kennedy Spine and the Blue Green Infrastructure Route. A connection to Blackrock Road is possible via the Blue Green Route.

The landscape features, topography and the area's history as a "diamond quarry" can inform the design response. The junction of Monahan Road and the Blue Green Infrastructure Route has been identified as a suitable location for taller buildings and a "Special Building" which can include heights over 10 storeys.

The escarpment to the south creates a natural enclosure of this development zone. The old Blackrock Passage Railway transversed the site to the north and is in close proximity to historic terrace housing around Victoria Road and Kennedy Park which are designated as an Architectural Conservation Area.

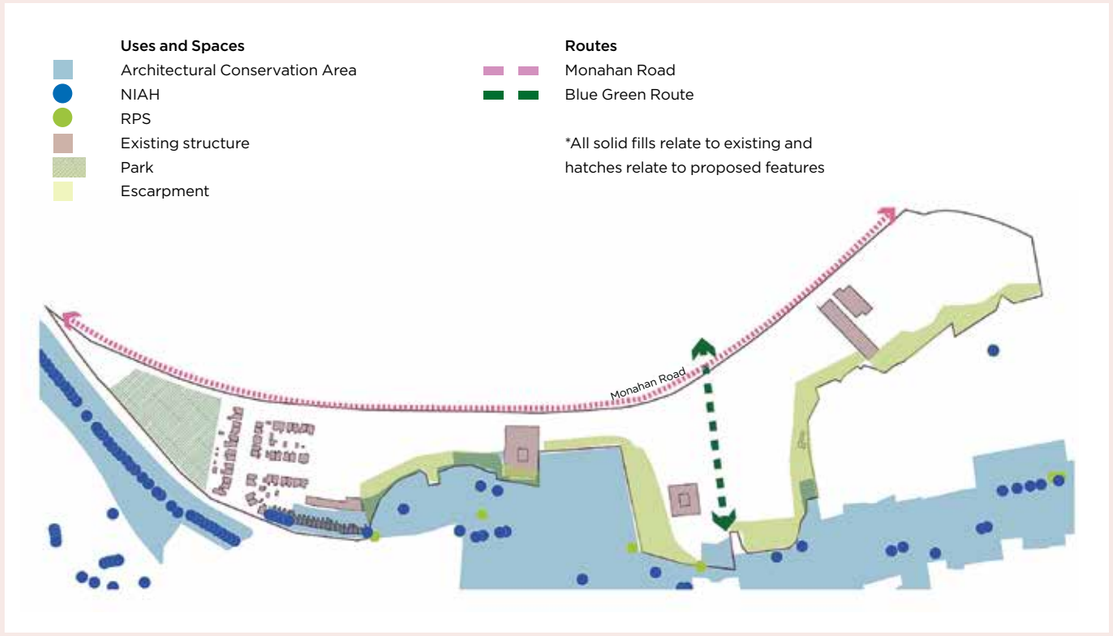


Fig 6.9.1 Defining Features of Circular Canal and Diamond Quarry*

Existing view of foliage on South escarpment

Opportunities for active recreation at escarpment

Existing view of Kennedy park

Interface to existing fine grain terrace houses- New development on the corner of King Edwards Road and Tyron Crescent

Mid- High rise - Meridian One

Low- mid rise Marmalade Lane

CC

6 Area Specific Guidance
6.9 Circular Canal and Diamond Quarry [CC]

CC.1
Refer to the Height Strategy for New Developments and the Key information table - Circular Canal and Diamond Quarry for guidance with respect to buildings heights, plot ratios, target densities and proposed finished floor levels of buildings.

a. Proposed building heights shall step down to a maximum of 4 storeys adjacent to the existing residential development as indicated in height strategy diagram.

b. Buildings facing Monahan Road and Blue Green Infrastructure Route shall predominantly align to the edge of the public realm.

c. Proposed buildings heights shall be predominantly 4-6 storey low-mid rise blocks at junction of Monahan Road and Victoria Road (west of Kennedy Park) and adjoining existing residential development.

d. Proposed buildings heights along Monahan Road (opposite Monahan Park and to the Marquee Road junction) shall be 6-8 storey mid high rise blocks to create a more varied streetscape and an appropriate level of enclosure to the street.

e. Proposed building massing shall be coherent and respectful of the context.

f. Proposed heights adjacent to the Blue Green Infrastructure Route shall consist of predominantly 8-10 storeys and include a 10+ storey landmark building as indicated in height strategy diagram.

g. Low-rise typologies with own door entrances shall be introduced at the eastern interface to integrate with existing residential typologies.

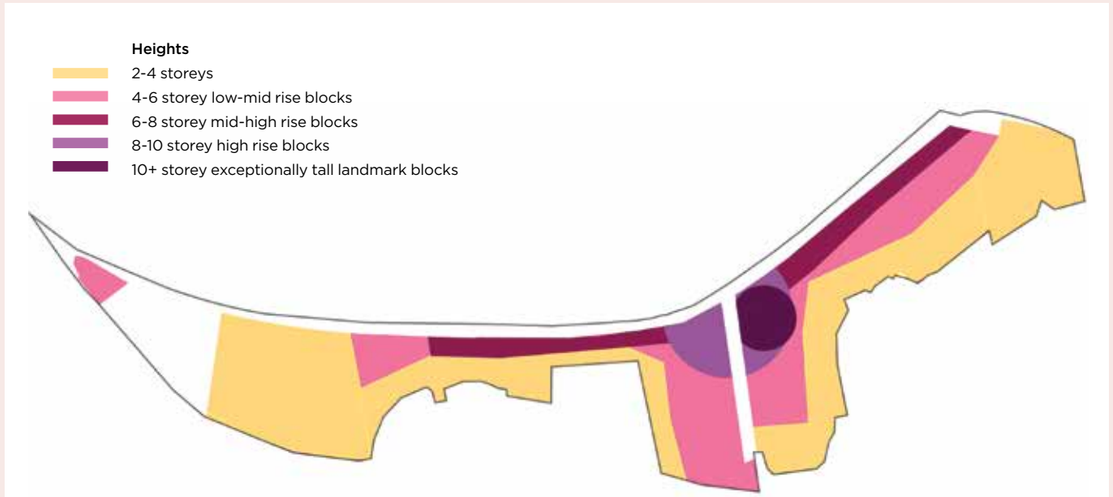


Figure 6.9.2 Height Strategy

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.25	150- 250 (Res)	2-8**	South Docks City Transition, Central and East
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing	Area D + 1.9m OD for Highly Vulnerable and Less Vulnerable Development Area G +1.9m OD for Highly Vulnerable Development Area G +1.3m OD for Less Vulnerable Development Refer to Figure 10.10	**Residential (Mixed Use)** 30 **Non-Residential** 70 **Residential (New Res)** 95 **Non-Residential** 5	Blue Green Infrastructure Route Monahan Road Widening Marquee Road Widening

Table 9 Key informations - Circular Canal and Diamond Quarry

Note: *Tall building location and **8-10 storeys at Blue Green Infrastructure interface.

Density and Height: The lower range is advocated at the interface of the peripheral zones with existing lower density suburban housing. The upper limit is advocated to correspond with the node of taller buildings at the intersection of Monahan Road and the BGI route.

CC

6 Area Specific Guidance
6.9 Circular Canal and Diamond Quarry [CC]

CC.2
The Defining Features diagram identifies the natural assets and heritage interfaces associated with the industrial function and history of the Character Area that shall be retained and/or reused with the agreement of Cork City Council.

CC.3
Proposed buildings shall contribute to the definition of the key frontages as highlighted in the Façades, Frontages and Special Buildings diagram. This could be achieved through consistency in detailing, tone, materiality or formality, rhythm and composition.

CC.4
Active frontages shall be located around key areas of public open space such as Kennedy Park, at the interface of the Blue Green infrastructure Route and adjoining Monahan Road.

CC.5
A mix of uses shall be considered both vertically and horizontally within mixed use zones.

CC.6
Passive surveillance shall be provided in areas facing the escarpment.

CC.7
Refer to indicative Permeability Diagram:

a. Local vehicular access shall be provided from Monahan Road. Layouts need to prevent excessive number of junctions along Monahan Road.

b. Provision for cyclists shall be made for on all street networks.

c. Proposed routes within development plots shall provide space for carriageway widths and pedestrian paths at both sides, with opportunity for tree planting and / or SUDS verges.

d. One-way local access roads shall be designed with contraflow cycle lanes provided or as a shared surface.

e. Connectivity to the public transport corridor along Monahan Road must be prioritised.

f. Strong cycle and pedestrian connectivity to the Blue Green Infrastructure Route, Marquee Road and Monahan Road must be provided.

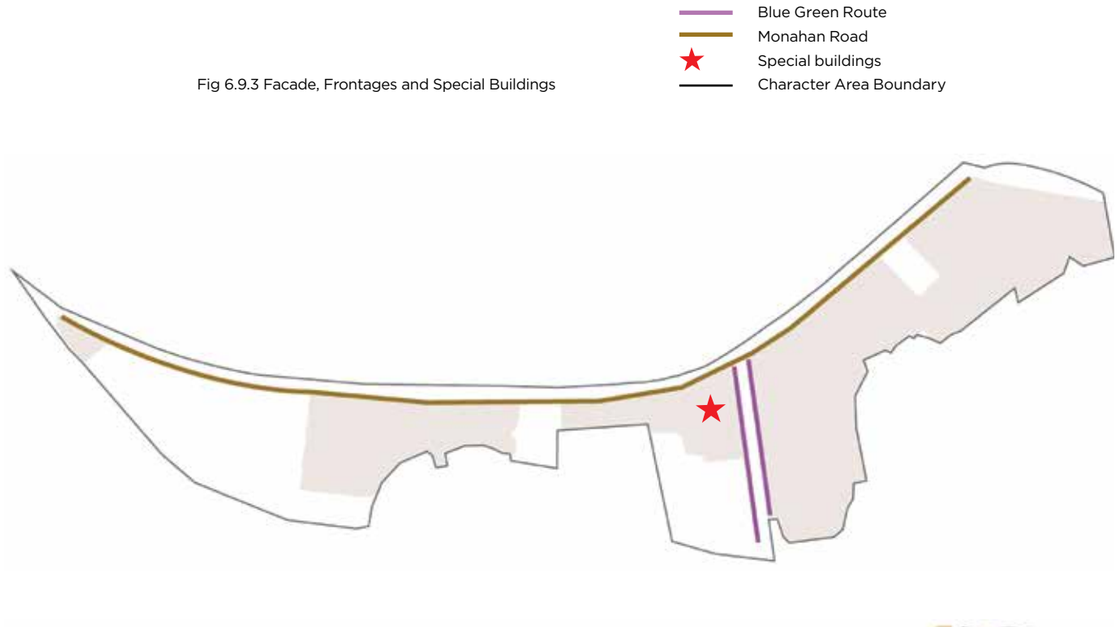
g. The Blue Green Infrastructure Route shall be free of vehicles and designed as a dedicated active travel route. North-south active travel connectivity to education and recreation facilities to the north of Monahan Road should be maximised. A bespoke design solution is required to connect the route to Old Blackrock Road.

h. East-west permeability should be maximised within the development plots.

CC.8
Existing mature trees south of Monahan Road shall be retained wherever possible subject to detailed survey.

CC.9
Designers shall consider how the escarpment can be incorporated as an accessible feature within the 15% public open space requirement. This could be achieved for example by incorporating water features, landscaping features or as an active recreation feature (climbing wall).

Fig 6.9.3 Facade, Frontages and Special Buildings



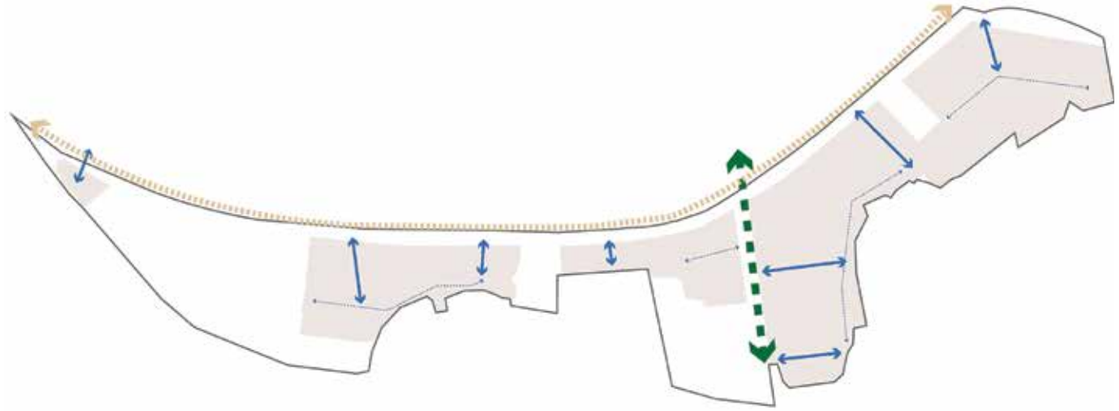


Fig 6.9.4 Indicative permeability

MP

6 Area Specific Guidance
6.10 Marina Park [MP] Introduction

The 32 Ha Marina Park is the largest amenity within the Cork Docklands and an important catalyst to regenerate the area by providing generous, high quality public realm that enhances the liveability of the area. It also includes key linkages and transitions between the emerging dockland's community and existing neighbourhoods, communities, and active travel network. Providing more than 80% of the required drainage storage volume for the entire South Docklands, Marina Park demonstrates how nature based solutions and public realm can be successfully integrated to create biodiverse amenity space such as the canal and Atlantic Pond.

Marina Park includes several existing sporting uses such as Shandon Rowing Club, Lee Rowing Club and the redeveloped Páirc Uí Chaoimh Stadium and centre of excellence, which have all been positively integrated within the wider Marina Park masterplan. It has also been identified as the location for the proposed Cork Maritime Activity Centre, which is to accommodate a range of local maritime activity-based organisations and services. The park provides an accessible strong green framework that encourages large cultural events but is also an attractive place for quiet walks. This framework enables the stadium to provide a positive interface on all sides, acting as a central pedestrian link between Marina Promenade, Atlantic Pond and the wider park. The character of the area will be retained as a natural soft green environment providing access to nature and water, including the River Lee, Atlantic Pond and sustainable drainage ponds and basins.

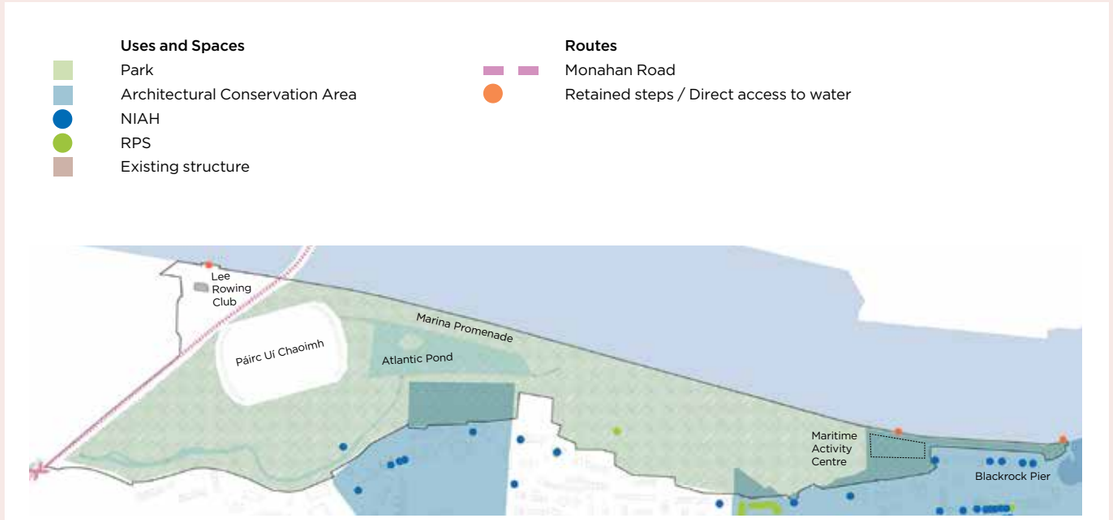


Figure 6.10.1 Defining Features of Marina Park*

Aerial View of Marina Park and The Atlantic Pond

Existing view of Marina Park

Pedestrian link, Marina Park

Rowing Clubs along Marina Promenade

MP

6 Area Specific Guidance
6.10 Marina Park [MP]

MP.1
Heritage assets associated with the maritime function and / or railway and recreation history of the Character Area shall be retained in-situ and / or reused with the agreement of Cork City Council.

MP.2
The proposed Maritime Activity Centre shall be sensitively designed and located to respect the site's landscape assets, its proposed location within the Blackrock Road Architectural Conservation Area (Sub Area C), its relationship with the greenway and the River Lee. The design needs to accommodate a flexible community space, ancillary boat storage, training and education areas.

MP.3
A new public slipway shall be provided adjacent to the proposed Cork Maritime Activity Centre to facilitate access to the river.

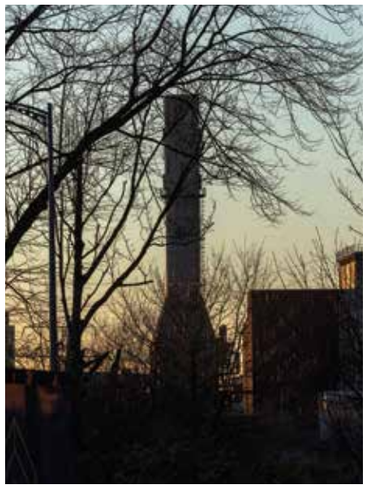
MP.4
Access to any new facilities shall be appropriate for vehicle servicing. Paths shall be laid with homogeneous surfaces suitable to an informal parkland setting.

MP.5
Where new facilities are proposed these shall provide improved connections to the marina promenade, adjacent public transport infrastructure and prioritise sustainable transport modes.

MP.6
Illumination levels should be appropriate to the context and sensitive to habitats.


View of Páirc Uí Chaoimh


View of Marina Promenade


View of existing structures through treeline

CH

6 Area Specific Guidance
6.11 Custom House [CH] Introduction

Custom House is an iconic, historic maritime site at the confluence of the two arms of the River Lee connecting the North and South Docks. Comprising the eastern most tip of the city centre island, it is arguably the most prominent site in the city. The vision for the area is to encourage continued public access to the water and to ensure any future development responds to its unique setting in a sensitive manner, informed by a detailed analysis of the site's heritage and landscape setting.

Heritage assets within the site include the historic quay walls, the Custom House and the Bonded Warehouses which are nationally significant. Limestone sets are also in-situ and protected. These are all intrinsic to the heritage value and character of the site and need to be retained and sensitively addressed in any future interventions.

The significance and unique typology of these buildings will require a bespoke land-use response which shall include a community or civic use at this iconic City gateway site. Views into and out of the site are protected and need to inform the site's development framework.

Uses and Spaces

- Architectural Conservation Areas
- NIAH
- RPS
- RMP/ Archaeology
- Existing structure
- Retained steps / Direct access to water
- Retained mooring
- Quayside public realm
- Panoramic View

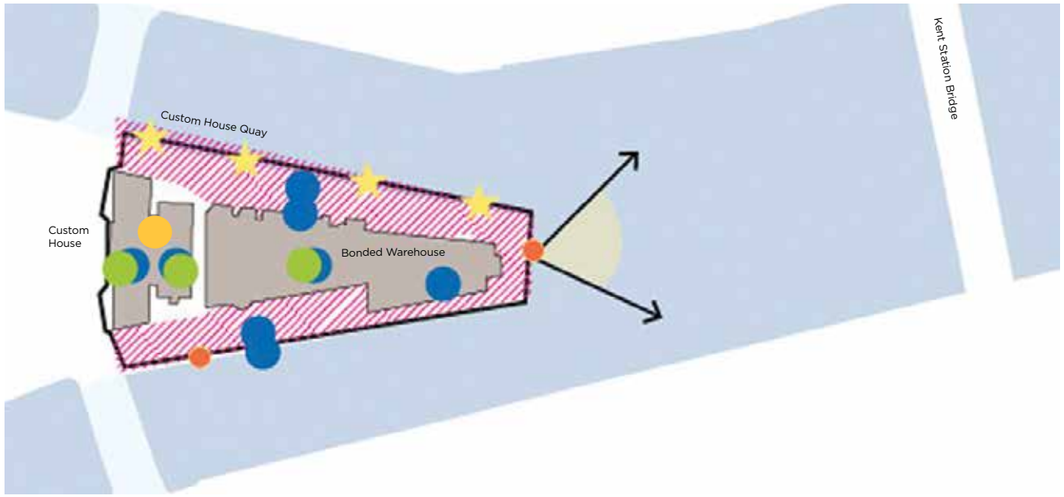
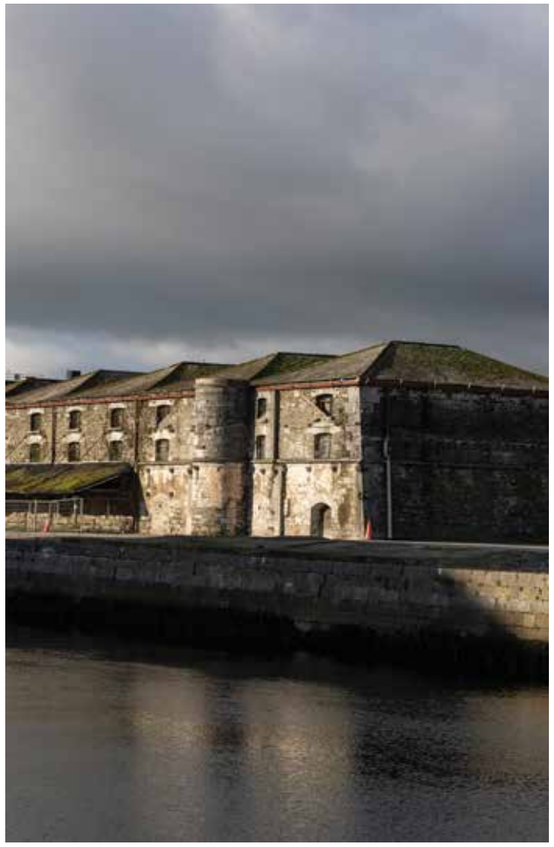


Fig 6.11.1 Defining Features of Custom House Quay*



Existing view of bonded warehouses

Industrial roof - Royal College of Arts, London

Existing view of Custom house quay

CH

6 Area Specific Guidance
6.11 Custom House [CH]

CH.1
Refer to the Key information's table – Custom House Quay for guidance with respect to land-use split targets, plot ratios and finished floor levels.

CH.2
Heritage assets associated with the maritime function and history of the Character Area such as Custom House, Bonded Warehouses, shall be retained in-situ. Heritage elements such as rails, cobbles and setts, bollards and railings shall be retained and / or incorporated into the development with the agreement of Cork City Council.

CH.3
Any extension to the existing bonded warehouses shall be sensitive to the significance of the existing protected structures.

CH.4
Proposed building heights shall take account of the iconic nature of the site while also respecting the existing heritage assets on site.

CH.5
Façades on all sides of any proposed developments shall take account of the iconic and prominent nature of the site and the key protected views

CH.6
The public realm shall:

a. Ensure amenity spaces provided within the area are predominantly hard landscape, appropriate to the civic and heritage context of the quays.

b. Pedestrian routes shall be clearly defined in a paved landscape that will run around the perimeter of the buildings towards the quay edge.

c. Consider building mounted lighting to illuminate the public realm and minimise street clutter.

CH.7
The Bonded Warehouses supports sand martin and swallows. Any design interventions shall consider how the species are accommodated within the design of the building.

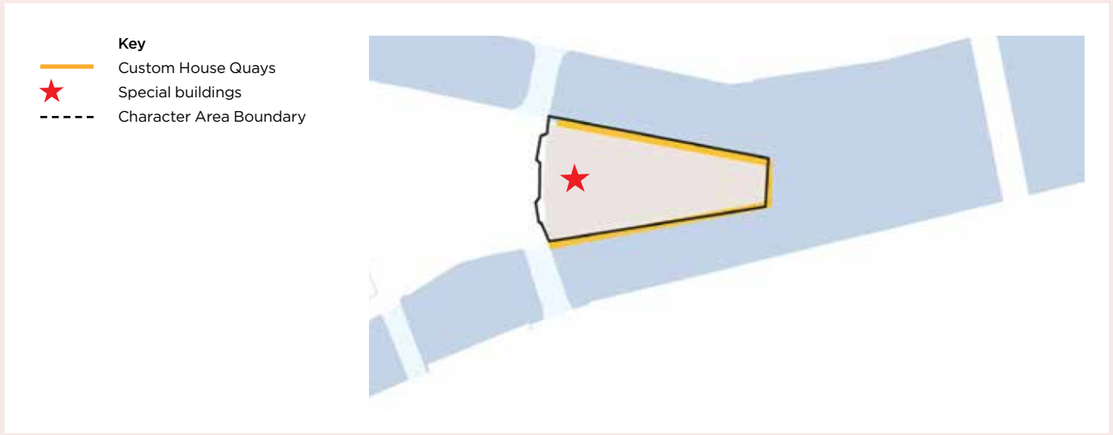


Fig 6.11.2 Facade, frontages and Special Buildings

Indicative Plot Ratio	Target Dwellings / Ha	Building Height Range	Car Parking Zone
2.6	n/a	n/a	n/a
Ground Plane Levels	**Finished Floor Level (Min)**	**Target Land Use Split %**	**Key Infrastructure Planned within Character Area**
Existing	Site Specific Flood Risk Assessment required	**Residential**	Heritage protection and enhancement works
		30	
		Non-Residential	
		70	

Table 10 Key informations - Custom House Quay

Glossary of Terms

Special Building
A building that visually stands out from its surrounds and acts as a marker for navigation and placemaking.

Privacy Buffer
Transition between strategic public realm to development sites with residential frontage.

Active Travel
Travel by transport modes that require physical exertion such as walking, cycling or scooting.

Achitectural Expression
A more specific reference to the urban form, that centres on more finite details or features of the areas character like the proportion of buildings, roof, facade, fenestrations and other architectural details.

Legibility
Good urban legibility refers to an urban environment that is easy to navigate because of a relatively straightforward layout of streets and spaces and the integration of visual cues (such as landmarks, landscape elements and building forms)

Infill
Serviced lands that are located within the existing built up footprint of settlements. May consist of Brownfield Sites or Greenfield Sites.

Permeability
The degree to which an area has a variety of direct, pleasant, convenient and safe routes through it.

Placemaking
A multi-faceted and holistic approach to the planning, design and management of the built environment to ensure that a location is accessible, diverse, attractive and positively perceived. Good placemaking contributes to people's health, happiness, well-being and cultural experience.

Passive Surveillance
Overlooking of the public realm from buildings and active frontages so as to limit the opportunity for crime and anti-social behaviour.

Streetscape
The visual appearance of the linear elements along a street such as buildings, spaces and landscape elements that line a street from a particular viewpoint.

Universal Design
Universal Design involves the design of the built environment so that it is accessible to everybody regardless of age, size, ability, or disability.

Universal Landmark
A building that visually stands out from its surrounds and acts as a marker for navigation.

Wayfinding
Wayfinding refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space. These can include but not limited to architectural structure, landscapes. lighting, signage and graphics, public art.

Strategic Public Realm
Strategic Public realm refers to all public infrastructure delivered by Cork City Council such as roads, bridges, streets, parks, squares, open spaces, active recreation infrastructure etc.

Public Realm (within Sitewide guidance only)
Public realm mentioned within sitewide guidance section refers to all the areas within development plots to which the public has access such as roads, streets, footpaths, lanes, parks, squares, open spaces and building façades.

Communal Spaces
An outdoor open area that is exclusively for use by the occupants of a number of residential units (and their visitors). Does not include areas used exclusively for access (e.g. passages) or storage (including bicycle or car parking). Semi-private open space is not part of the public realm.

Development Proposals
This refers to all new planning applications that fall within the boundary of the areas in the character area guidance.

Abbreviations

NPF	National planning Framework
RPS	Record of Protected Structures
RMP	Recorded of Monuments and Places
NIAH	National Inventory of Architectural Heritage
ACA	Architectural Conservation Area
ESB	Electricity Supply Board
CDP	Cork City Development Plan
SuDS	Sustainable Urban Drainage Systems
LRT	Light Rail Transit
DMURS	Design Manual for Urban Roads and Streets
FFL	Finished floor level
SDDLS	South Docklands Drainage and Levels Strategy
CMATS	Cork Metropolitan Area Transport Strategy
FDI	Foreign Direct Investment
OD	Ordnance Datum
SPA	Special Protection Area
BNG	Biodiversity Net Gain
CPTED	Crime Prevention Through Environmental Design

Image Credits

Page	Image Title	Credits
2	Aerial Illustration of Cork Docklands	Hawkins\Brown / Concrete Cloud
14	Merchant's Quay, Harbour Ferries, 2 funnelled paddle-steamer ships in background, Cork City, Co. Cork	Lawrence, J. F., Lawrence, W., Mares, F. H., in foreground, sailing & Simonton, J. (1860) / National Library of Ireland
14	Goad's Fire insurance map showing Custom house quay, 1953	Cork City Libraries
14	City Quays and City Hall on riverfront	National Library of Ireland
16	Illustration of Horgan's Quay	Hawkins\Brown / PixelFlakes
19	Staggered view of houses on the escarpment	Cork City Council
22	Conceptual view of South Quay public realm	Hawkins\Brown / PixelFlakes
27	Conceptual view of Centre Park Road	Hawkins\Brown / PixelFlakes
27	A multi-modal street where planting and trees create separation	Alamy Stock Photos
27	on the Chaussée de Wavre	
27	Planted bioswales and trees provide a green buffer between traffic,	Photo Credits: Nigel Dunnett
28	pedestrian and cycle routes in Sheffield	
	Conceptual view from Kennedy Spine North - South axis creating view across the river to St Luke's Church	Hawkins\Brown / Concrete Cloud
30	Ecology and biodiversity	Cork City Council
31	Original image taken from Biodiversity Net Gain: An Introduction to the benefits, Natural England 2022	Biodiversity Net Gain: An Introduction to the benefits, Natural England 2022
33	Conceptual view of North Quays	Hawkins\Brown / PixelFlakes
41	Conceptual view of South Quays	Hawkins\Brown / PixelFlakes
43	Conceptual view looking east of Horgan's Quay park	Hawkins\Brown / Concrete Cloud
46, 50	Henriksdalsamnen, Sweden	Designed by AJ Landskap/ Photo: Kasper Dudzik
46	Aker Brygge, Norway	Designed by LINK landskap / Photo: Tomasz Majewski
47, 121	Quayside promenade, Barclays Campus, UK	Alamy Stock Photos
49	Urban Wetland Jinhua Yanweizhou Park	Designed by Turenscape
51	Vistula Boulevards, Warsaw Poland	Designed by RS Architektura Krajobrazu
51	Vistula Boulevards, Warsaw Poland	Designed by RS Architektura Krajobrazu / City Office Warsaw
51	Wild mile, Chicago, USA	Designed by Skidmore, Owings & Merrill (SOM) Photo: Dave Burk © SOM
53	Conceptual view of Canal Walk Sports Centre ARI, blue green route and sports pitches	Hawkins\Brown / Concrete Cloud
57	Green route, Bristol waterfront	Designed by Grant Associates
57	Sports pitches, Parc du Cossy, Switzerland	Designed by: Hüsler & Associés/ Photo: Michel Perret
63	Conceptual view of Centre Park Road with the function of a civic street and public transport corridor	Hawkins\Brown / Concrete Cloud
65	The Bicycle Snake (Cykelslangen) Copenhagen	Design: Dissing+Weitling / Photo: Rasmus Hjortshøj – COAST studio Copenhagen
65	Tempe Light Rail Transit Bridge 9m width	Alamy Stock Photos
68	Dual track LRT, Pedestrian & cycle - André-Bord Bridge Strasbourg, France	Alamy Stock Photos
68	Pedestrian only - Sean O Casey Bridge, Dublin	Alamy Stock Photos
68	Oder bridge near Küstrin-Kietz, Germany	Alamy Stock Photos
68	Pedestrian & bicycle - Wynard Bridge, Auckland New Zealand	Alamy Stock Photos
69	Dual track LRT, Pedestrian & cycle - Old Bridge Bratislava, Slovakia	Alamy Stock Photos
71	Little Italy Public Library in Chicago, IL	Designed by Skidmore, Owings & Merrill © Tom Harris
71	The Hackney School of Food	Designed by Surman Weston Architects © Jim Stephenson
71	Community Brockwell Park Surgery	Brockwell Park Surgery
71	The Reach Children's Hub at Reach Academy in Feltham, UK	Reach Academy, UK
72	Hamilton House in Bristol	Alamy Stock Photos
72	Richmond Barracks, Dublin (exterior view)	Dan Butler and Dublin City Council Culture Company
72	Richmond Barracks, Dublin (interior view)	Senija Topcic for Richmond Barracks and Dublin City Council Culture Company
72	The Hackney Wick public lift	Alamy Stock Photos
83	Reed plantation and recreational boardwalk, Hammarby	Photo Credits: Maria E Ignatieva
83	Plus energy houses, Freiburg, Germany	Alamy Stock Photos
83	Robust building materials, Kings Cross	Designed by Maccreanor Lavington © Fiona Smallshaw Fenman
83	SuDS integrated into soft landscape	Designed by Studio Egret West © Jarrel Goh

Image Credits

Page	Image Title	Credits
85	Tactile strips, Mayfield Park	Designed by Studio Egret West © Jarrel Goh
85	Accessibility and variety in type of furniture - Gehl - 'New Road' Streetscape Design - Brighton, United Kingdom	Photo by Gehl - New Road, Brighton, England
85	Public realm for all - Quays, Cork	Cork City Council
85	Public realm for all - Fitzgerald park	Cork City Council
87	T.S Roberts 1799, City of Cork	National Gallery of Ireland
87	Industrial memory along quays	Cork City Council
87	Port of Cork banner at Custom House Quay	Cork City Council
87	Oliver Plunkett Street	Cork City Council
87	Cork City coat of arms	Cork City Council
87	The English Market, Grand Parade	Cork City Council
87	Cork Harbour Festival's Ocean to City	Cork City Council
87	Social life and strong cultural identity - Marina Market, Cork Docklands	Cork City Council
88	Harbour Commissioner's Workshop and slipway	Cork City Council
89	Odlum Miills on South Quay	Cork City Council
89	Existing jetties on North Quays	Cork City Council
89	Ford Buildings, South Docks	Cork City Council
91	Legible signage - Wayfinding totems, Cork	Cork City Council
91	Cycle hire signages, Legible London wayfinding for multi modes	Applied Information group, Photo © Philip Vile
91	Pedestrian signages, Legible London wayfinding systems	Applied Information group, Photo © Philip Vile
91	Real time digital screens and printed items, Legible London wayfinding systems for multi modes and in various mediums	Applied Information group, Photo © Philip Vile
93	Kevin Holland's Bull and Drover on Madden's Building, Blackpool, Cork	Cork City Council
93	The Two Faces of Tomorrow Film Installation, Marina Market, 2021	Co- commissioned by the National Sculpture Factory, presented in association with the Cork Midsummer Festival.
93	Peter Power. After-Light: These Dark Citizens Audio Visual Walking Tour of Cork Docklands, 2022	Team: Peter Power, Sparsile Collective, National Scupture Factory. Produced by Once Off Productions and presented in association with the Cork Midsummer Festival.
93	Red Balloon, Cork Docklands 2008	Sorcha O' Brien and Eli Caamano Commissioned by National Sculpture Factory, Cork Docklands Directorate, Port of Cork and Cork City Council.
97	Comfortable pedestrian routes - Gehl - 'New Road' Streetscape Design - Brighton, United Kingdom	Photo by Gehl - 04-NewRoad-brighton-gehl-architects
97	Native/naturalised planting strategy	Alamy Stock Photos
97	Cyclist on shared cycle route, Marina Promenade	Cork City Council
97	Welcoming spill-out space, Cork	Cork City Council
97	Pedestrian-focused lighting	Alamy Stock Photos
99	Usable seating	Alamy Stock Photos
101	Defined edges to public realm	Designed by Maccreanor Lavington © Fiona Smallshaw Fenman
105	Material palette library	Designed by Hawkins\Brown
107	Park N Play Mobility Hub, Inner Nordhavn	Designed by Jaja Architects © Rasmus Hjortshøj – COAST studio Copenhagen
107	Cyclist on shared cycle route	Alamy Stock Photos
111	Existing Lower Glanmire Terraces	Hawkins\Brown
111	Exchange Square, London	Designed by DSDHA © Daniel Fischer
111	Existing Kent Station and surroundings	Irish rail
111	Infill developments- Grangegorman Residences	Designed by ODOS Architects © Ros Kavanagh
111	Integrated Transport Interchange at Kent Station Photo	Irish rail
112	Existing view to Lower Glanmire terraces	Cork City Council
112	Existing steps connecting Lower Glanmire Road To Summerhill North	Hawkins\Brown
113	Existing Lower Glanmire Road bridge crossing	Hawkins\Brown
113	Existing view to North escarpment	Cork City Council

Image Credits

Page	Image Title	Credits
115	View of graving dock at Shipyard Plaza	Cork City Council
115	Coherence of materiallity - Gebauer Höfe, Germany	Designed by hochC Landschaftsarchitektur GmbH, / Marcus Witte
115	Permeability and vertical emphasis - Cobe Nordhaven Docks	Photo Credits: Rasmus Hjortshøj – COAST studio Copenhagen
115	Active waterfront, Bristol	Alamy Stock Photo
115	Industrial character - Fish Island	Designed by Lyndon Goode Architects, Haworth Tompkins and Pitman Tozer
115	Quayside Frontages - Cobe Nordhaven Docks	Photo Credits: Rasmus Hjortshøj – COAST studio Copenhagen
119	Waterfront public realm at Aker Brygge, Norway	Designed by LINK landskap Photo Credits © Tomasz Majewski
119	Waterfront cafe and spillout, Bristol	Alamy Stock Photo
121	View of the Harbour Commissioner's workshop, on the Lower Glanmire Road, house located in the old Harbour Commissioners shipyard	Cork City Council
121	View of the historic Kent Station boundary wall	Cork City Council
123	Existing view to east of Shipyard Plaza	Cork City Council
125	Public transport - Green tram, Freiburg	Alamy Stock Photos
125	Rigidity in form - 4 Pancras Square, King's cross	Dirk Lindner Photography on behalf of Eric Parry Architects
125	Office buildings R7 at King's cross	Duggan Morris Architects with Weedon Architects for Argent © Jack Hobhouse
125	View of developments along Penrose Quay	Cork City Council
125	Aggregated massing - Europaallee, Zurich	Alamy Stock Photos
129	The Interchange, Cardiff	Designed by HMA architects © Right Acres Property
131	Extension of heritage assets, Curtain road	Designed by Duggan Morris Architects © Jack Hobhouse
131	Access to water	Adobe Stock Photos
131	Existing Heritage Asses - Odlum's Mill Cork	Cork City Council
131	Facade and Frontages - Fish Island	Fred Howarth and Haworth Tompkins
131	Expression of industrial character in roofscape- Brentford Lock	Photo Credits: Jack Hobhouse
131	Silo Cobe, Nordhavn	Photo Credits: COAST studio Copenhagen © Rasmus Hjortshøj
131	Bridge Landing Plaza, Cours Seguin, Redevelopment of the Trapèze	Alamy Stock Photos
131	Public realm access from quays - Badalona, Spain	Designed by peris+toral.arquitectes/ Photo credits: Jose Hevia
133	Existing structures along Victoria Road	Cork City Council
133	Terrace houses along Victoria Road	Cork City Council
138	Open, transparent and engaging frontage - WarPigs Brewpub, København	Alamy Stock Photos
138	Varied architectural expression referencing an industrial past - Tileyard North Wakefield	Designed by Hawkins\Brown/ Jack Hobhouse
138	Adaptive Re-use - Ford Factory	Cork City Council
138	Public transport - Green tram, Freiburg	Alamy Stock Photos
139	Terminating vistas - Nordhavn	Adobe Stock Photos
139	Meanwhile use - Marina Market	Photo Credits: Hawkins\Brown
139	Wayfinding marker - ESB Marina Power Station	Photo Credits: Hawkins\Brown
139	The Goods Line , New South Wales	Photo Credits: Hawkins\Brown
141	Light - industrial units, Rebel city distillery	Cork City Council
141	Light - industrial units, My Goodness Food and the CUSP Cork Urban Soil Project	Cork City Council
143	Park interface with water, Burgess Park	Alamy Stock Photo
143	Bridge landing on a generous and engaging public realm, The Drehbrückenplatz, Germany	Alamy Stock Photo

Image Credits

Page	Image Title	Credits
145	Creating views to Harbour, Cadix Antwerp	Designed by Sergison Bates Photo: © Karin Borghouts
145	Environmental upheaval and contemporary art - FRAC Grand Large in Dunkerque's former shipyard	Photo credits: Hawkins\Brown
145	Intermediate spaces and sense of enclosure, Agar Grove	Designed by Hawkins\Brown / Tim Crocker
145	Sundbyoster Hall II supermarket on the ground floor, a sports hall on first and apartments on the top floor	Alamy Stock Photo
147	Vertical emphasis - Colindale offices	Designed by Hawkins\Brown / Ben Dale
147	Low mid rise apartments - Peabody Burridge gardens	Designed by Hawkins\Brown / Jack Hobhouse
147	Wild and industrial landscaping, Zollverein Park	Adobe Stock Photos
147	Residential Neighbourhood - St Andrews Community Garden	Designed by Townshend Landscape Architects
153	Active travel route with engaging activities, Marina Promenade	Cork City Council
153	Common event space - Central Boys Foundation School	Designed by Hawkins\Brown © Jack Hobhouse
153	Combination of wild planting and landscape spaces- HereEast	Designed by Hawkins\Brown © Francesco Montaguti
155	Sports pitches, Parc du Cossy, Switzerland	Designed by Hüsler & Associés; © Michel Perret
155	Roofline articulation - Kings Crescent	Designed by Karakusevic Carson Architects © Peter Landers
155	Mixed Use developments active street frontage	Alamy Stock Photo
155	Articulated entrance - Kings Cross	Photo Credits: Tim Crocker 2018
155	Public transport - Green tram, Freiburg	Alamy Stock Photo
155	Special Corner - Turnmill Hobhouse	Designed by Piercy & Company Photo Credits: Hawkins\Brown
155	Courtyard space , Peabody Burridge Gardens	Designed by Hawkins\Brown / Jack Hobhouse
161	Central play space with classrooms wrapped around - Tigerway School, Hackney Downs	Designed by Hawkins\Brown / Jack Hobhouse
163	The Palm House, London	Designed by Hawkins\Brown / Simon Kennedy
163	Agar Grove, London	Designed by Hawkins\Brown / Tim Crocker
163	Peabody, Burridge Gardens	Designed by Hawkins\Brown © Jack Hobhouse
169	Bentinckspark, Hoogeveen	Designed by MTD landscape architects Credits: Joep Jacobs
169	Sowerby park and Sports Village, North Yorkshire	© Dependable Productions and Re-form Landscape Image used with the permission of North Yorkshire Council
171	Existing view of foliage on South escarpment	Photo Credits: Hawkins\Brown
171	Opportunities for active recreation at escarpment	Alamy Stock Photo
171	Existing view of Kennedy Park	Photo Credits: Hawkins\Brown
171	Interface to existing fine grain terrace houses - New development on the corner of King Edwards Road and Tyron Crescent	Designed by Hawkins\Brown / Tim Crocker
171	Low- mid rise Marmalade Lane	Designed by Mole Architects © David Butler
171	Mid- High rise - Meridian One	Designed by Hawkins\Brown / Jack Hobhouse
177	Aerial View of Marina Park and The Atlantic Pond	Cork City Council
177	Pedestrian link, Marina Park	Designed by OKRA / Cork City Council
177	Rowing Clubs along Marina Promenade	Cork City Council
177	Existing view of Marina Park by OKRA Landsape	Designed by OKRA
179	View of Páirc Uí Chaoimh	Cork City Council
179	View of existing structures through treeline	Cork City Council
179	View of Marina Promenade	Cork City Council
181	Existing view of Custom house quay	Cork City Council
181	Existing view of bonded warehouses	Cork City Council
181	Industrial roof - Royal College of Arts, London	RCA Painting School, Hélène Binet and Haworth Tompkins

www.corkcitydevelopmentplan.ie