

## **Adopted Variation No. 2 (Cork Docklands)**

**Part A: Volume 1: Written Statement updates relating to Chapter 10: Key Growth Areas and Neighbourhood Development Sites (2. City Docks). Consequential text amendments arise within Chapter 1: Introduction, Chapter 11: Placemaking and Managing Development and Chapter 12: Land Use Zoning Objectives.**

**Part B: Volume 2: Mapped Objective updates.**

**Part C: Introduction of a new Volume (4) which sets out design strategies, guidance and an Illustrative Framework Plan.**

Variations undertaken using powers provided in Section 13 of the  
*Planning and Development Act 2000 (as amended)*

**July 2025**



**Strategic Planning and Heritage Section  
Planning and Integrated Development Directorate**

## Variation No. 2 for adoption

At an Ordinary Meeting, dated Monday 14<sup>th</sup> July 2025, the Elected Members of Cork City Council voted to make Variation No. 2 (Cork Docklands) to the Cork City Development Plan 2022 - 2028 (as varied) under Section 13 of the Planning and Development Act, 2000 (as amended).

The final content of Variation No. 2 involves the following elements:

Appendix A sets out the Adopted Variation to Volume 1: Written Statement of the Cork City Development Plan 2022-2028. The existing text of **Volume 1: Written Statement** of the Development Plan is shown in normal font. Proposed deletions are indicated as red strike through text, for example ~~Strikethrough text~~. Proposed amendments/ additions are shown as green text, for example green text.

Appendix B sets out the mapping updates in **Volume 2: Mapped Objectives**, as amended by recommendations in the Chief Executive's Report.

Proposed changes to Map 01 (City Centre/ Docklands Zoning Map) are indicated on a site-by-site basis. These largely relate to amendments to the existing land-use zoning approach. Changes are proposed to expand space to aid delivery of sports infrastructure for the future population and the adjoining education campuses. Additional quayside amenity areas are proposed on the South Docks to create public plazas at strategic locations along this significant linear stretch of Waterfront which can support events and add to the vitality of the area. On the North Quays amendments are proposed to the existing public open spaces (Horgan's Quay Park and the Shipyard Plaza) on foot of detailed design work to realign Horgan's Road and to provide adequate space for the northern landing of the Active Travel bridge. The realignment of Horgan's Street also provides an opportunity to create a new pocket park at Water Street offering additional green space and visual connection to the River Lee. The proposed zoning change at Horgan's Quay (west) is to facilitate the delivery of strategic transport infrastructure that is critical to Cork's transition to an integrated and sustainable transport network, including the Preferred Route for Luas Cork. Proposed changes at the ESB were developed in collaboration with the landowner and is critical to securing the protection of existing infrastructure and space for additional infrastructure on site.

It is proposed to replace Map 02 (City Centre/ Docklands) with a new an updated infrastructure map, including the line of the Preferred Route for Luas Cork.

An updated South Docks Drainage Strategy Map is also proposed within Chapter D.

Appendix C comprises of **Volume 4**, a new Volume containing design strategies, guidance and an accompanying Illustrative Framework Plan reflecting the ambitions for strategic infrastructure and the built form in Cork Docklands.

Appendix D outlines the non-material amendments arising from the public consultation process. This includes some text updates to Chapter 2: Core Strategy, Chapter 6: Green and Blue Infrastructure, Open Space and Biodiversity and Chapter 10: Key Growth Areas and Neighbourhood Development Sites. Proposed deletions are indicated as purple strike through text, for example ~~Strikethrough text~~. Proposed amendments/ additions are shown as blue, underlined text, for example green text.

All combined updates will be reflected in updated Volumes 1, 2 and 4 of the Cork City Development Plan (as varied) whereby proposed amendments/ additions highlighted in green or blue underlined text will revert to normal text and red and/or purple strikethrough text will be deleted. Zoning changes will be reflected on the online planning enquiry system immediately.

**Environmental Determinations**

Each stage of the Variation process including the non-material amendments recommended in the Chief Executive's Report have been subject to environmental screening.

The final Strategic Environmental Assessment (SEA) Screening Report and Final Appropriate Assessment (AA) Screening Report and associated Determinations are included as separate documents.

A handwritten signature in black ink, appearing to read 'Kevin O' Connor', with a long horizontal stroke extending to the right.

Kevin O' Connor,  
Senior Planner,  
15<sup>th</sup> July 2025

## Appendix D: Non- material amendments recommended in Chief Executive’s Report

Volume	Update																											
Volume 1, Chapter 2, Page 49	<div>1. Add the following text as a note to “Table 2.2 Core Strategy Table 2022-2028” of the City Development Plan as follows:  <u>“Variation No 2 Cork Docklands has no material impact on the overall core strategy housing allocations for Cork Docklands.”</u></div>																											
Volume 1, Chapter 6	<div>1. Update Objective 6.21 of the City Development Plan (Volume 1) as follows: “Objective 6.21: River Use and Management Plan <u>Prior to commencement of design and development of any of the 3 proposed bridges, Cork City Council will</u> <del>To</del> commission a river use and management plan to: <div><div>a) Examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, <u>community groups, commercial operators, sports clubs</u>, visitors and tourists);</div><div>b) <u>Assess the respective requirements of all stakeholders to</u> identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as <del>a</del> new public slipways, pontoons, <u>berthing facilities, utilities, emergency access</u> and <u>potential</u> additional facilities <u>including a LIDO</u></div></div> <u>The plan will be subject to extensive stakeholder engagement and a separate public consultation process.”</u></div>																											
Vol. 1, Chapter 10, pages 344 and 345	<div>1. Update Table 10.14: City Docks Infrastructure and Delivery Programme (Volume 1) Chapter 10 to provide clarity of bridge delivery as follows:<table><tr><th>Programme Stream</th><th>Project</th><th>Tranche</th></tr><tr><td rowspan="3">City Docks Bridges</td><td>Kent Station Bridge</td><td>2</td></tr><tr><td>Water Street Bridge (Design and tender)</td><td><del>2</del> <u>3</u></td></tr><tr><td>Eastern Gateway Bridge</td><td><del>2</del> <u>3</u></td></tr></table></div> <div>2. Update Table 10.15: City Docks Development Tranches (Volume 1) Chapter 10 to clarify correct referencing to Table 10.14.<table><tr><th colspan="2">Tranche 1</th><th colspan="2">Tranche 2</th><th>Tranche 3</th></tr><tr><td rowspan="2">Development Proportion</td><td rowspan="2">0% - 20%</td><td colspan="2">21% - 50%</td><td rowspan="2">51% - Build Out</td></tr><tr><td>21% - 30%</td><td>31% - 50%</td></tr><tr><td>Zoning Tier</td><td>Tier 1</td><td>Tier 2</td><td>Long-Term Strategic Development</td><td>Long-Term Strategic Development</td></tr></table></div>	Programme Stream	Project	Tranche	City Docks Bridges	Kent Station Bridge	2	Water Street Bridge (Design and tender)	<del>2</del> <u>3</u>	Eastern Gateway Bridge	<del>2</del> <u>3</u>	Tranche 1		Tranche 2		Tranche 3	Development Proportion	0% - 20%	21% - 50%		51% - Build Out	21% - 30%	31% - 50%	Zoning Tier	Tier 1	Tier 2	Long-Term Strategic Development	Long-Term Strategic Development
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Volume 1, Chapter 10, Page 338	<p>1. Update Section 10.113 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“The standard of protection to be provided is summarised as follows:</p> <p>Pluvial and Fluvial flood protection designed to a standard of 1% AEP, assuming +40% rainfall intensity, due to climate change”</p> <p>2. Update Section 10.113 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“Flood defence for the North Docks will be achieved through the setting of appropriate building finished floor levels for new developments, designed to withstand sea-level rise of up to 0.5m due climate change, in accordance alignment with OPW document The Planning System and Flood Risk Management Guidelines.”</p>												
Volume 1, Chapter 10, Page 317	<ul style="list-style-type: none"><li>• Include additional text in the first and second bullet points of paragraph 10.24 (Volume 1) as amended by Proposed Variation No. 2 as follows:</li></ul> <p>“10.24 The City Docks will be:</p> <ul style="list-style-type: none"><li>• A new sustainable neighbourhood in the centre of Cork City that benefits from high quality design and public realm -led excellent placemaking, with people-centred streets and spaces, culminating in a vibrant civic life;</li><li>• A great place to live, and work and visit: an extension to Cork City Centre and a key destination for the economic, cultural, educational, commercial, civic and social vibrancy of the City;”</li><li>• Include additional bullet-point to paragraph 10.24:</li><li>• “A place that anchors off its rich heritage, where modern life sits alongside a distinct built and industrial heritage resulting in a strong character of place”</li><li>• Include additional bullet-point paragraph 10.29 (Volume 1) as follows:</li><li>• “Heritage can be incorporated into high-quality public spaces with good interpretative resources.”</li></ul>												

Volume 1, Chapter 10, Page 319	<p>1. Include additional text to paragraph 10.33 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“10.33 The City Docks is comprised of <b>an updated series of</b> character areas that were generated through the <b>Docklands Framework Plan</b> <del>Docks Public Realm Strategy 2012</del>. These character areas present the opportunity to provide a coherent urban structure for City Docks, with each area having its own identity and urban design qualities. Figure 10.3a <del>and 10.3b</del> illustrate the <b>eleven</b> <del>eight</del> character areas. Each area will each have its own coherent character, informed by their <b>defining heritage assets</b>, land use, density, building height, housing mix, public realm and a range of other factors. The character areas are capable of being implemented in phases that would allow infrastructure <b>bundles</b> to be phased to meet the needs of each area. <b>The Character Area names are informed from a baseline assessment of the history of the area. Along with the key environmental constraints, the development parameters for each area will be informed by such history, via a design approach that establishes a clear interpretation for resident and visitor.</b>”</p>
Volume 1, Chapter 10, Page 320	<p>Include new paragraph after 10.38 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p><b><u>“10. (new number)</u></b></p> <p><b><u>The built heritage strategy will retain the dockland’s authenticity by:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Encouraging conservation through use in the docklands for built heritage assets, including designated and non-designated structures, especially new uses that are conducive to the re-use of industrial heritage buildings.</u></b></li> <li>• <b><u>Using existing archaeological and cultural heritage assets as an anchor for public realm design</u></b></li> <li>• <b><u>Ensure strong interpretation through signage, street naming and street furniture which highlights the history of the area</u></b></li> <li>• <b><u>Ensure development management standards are applied flexibly to ensure re-use of built heritage assets.”</u></b></li> </ul>
Volume 1, Chapter 10, Page 327	<p>2. Update first bullet-point of currently unnumbered section titled “Ecology and Biodiversity” (Volume 1, page 327) proposed by Proposed Variation No. 2 as follows:</p> <ul style="list-style-type: none"> <li>• <b><u>“Protecting existing assets</u> <b><u>Retaining natural ecological features</u></b> and integrating these into new development, where feasible;”</b></li> </ul> <p>3. Add additional bullet-points to currently unnumbered section titled “Ecology and Biodiversity” (Volume 1, page 327) proposed by Proposed Variation No. 2 as follows:</p> <ul style="list-style-type: none"> <li>• <b><u>“Include existing natural features as part of the greenspace and landscaping requirements for development, with any planting regimes to be of native species and provenance;”</u></b></li> <li>• <b><u>“Maintenance regimes on areas of open and green spaces should be managed for biodiversity.”</u></b></li> </ul>
Volume 1, Chapter	<p>1. Update paragraph 10.90 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p>

10, page 331	<p>“The following are the integral building blocks of the City Docks public transport network:</p> <ul style="list-style-type: none"> <li>• A dedicated LRT corridor running east-west and connecting to the City Centre (see Chapter 4 Transport and Mobility).</li> <li>• An enhanced role for Kent Station as multimodal interchange between other modes;</li> <li>• Enhanced Cork Suburban Rail services.</li> <li>• The indicative bus network builds upon the CMATS bus network to serve the City Docks <del>and: The bus network to be delivered will be</del> has been defined by the NTA through the BusConnects Cork Study. This may include continuous various bus priority corridors: <ul style="list-style-type: none"> <li><del>– N8 to Albert Quay via the Eastern Gateway Bridge and the Monahan Road / Victoria Road;</del></li> <li><del>– Lower Glanmire Road serving Kent Station.</del></li> <li>– <del>An inbound bus lane</del> <u>A Sustainable Transport Corridor</u> along the re-aligned Horgan’s Road</li> </ul> </li> <li>• <del>A (longer-term) bus gate at the section of Monahan’s Road near the junction with Maryville.</del></li> <li>• Greater levels of permeability to the surrounding area.</li> </ul>
Volume 1, Chapter 10, page 335	<ol style="list-style-type: none"> <li>1. Amend the third bullet-point of Paragraph 10.102 (Volume 1) as amended by Proposed Variation No. 2 as follows: <p>“The Shipyard Plaza is a new south facing urban plaza designed around the patent slip and an existing cluster of port-related buildings. This will be an important amenity space for new residential development planned at the waterfront. <u>This will be provided by developers as part of their open space provision.</u>”</p> </li> <li>2. Add new bullet-point to Volume 4, Section 6.2, “NJ.1” as follows: <p><u>“h. The site shall be master planned as a single element and a phasing strategy developed to ensure the delivery and sequencing of compatible land uses within the site. The masterplan shall coordinate the residential block layout and associated vehicular/service access requirements with the proposed Shipyard public realm design, both the east/west and the north / south active travel routes with the patent slip as the focal point.”</u></p> </li> <li>3. Omit bullet-point (f) from Volume 4, Section 6.2, “NJ.2” as follows: <p><del>“f. Vehicular permeability shall not be permitted across the Shipyard plaza to protect the functionality of the space as a public plaza.”</del></p> <p>Note: this requirement will be superseded by the new master planning requirement under Section 6.4, NJ 1. H (see 2. above).</p> </li> </ol>
Volume 1, Chapter 10, page 349	Omit Objective 10.24A “City Docks District Heating Feasibility Study” of (Volume 1) as amended by Proposed Variation No. 2.
Volume 1, Chapter 10, page 351	<p>Update the introductory sentence of Objective 10.31 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p><u>“To support and implement the City Docks Transport Strategy and its key recommendations in conjunction with NTA, TII and other relevant stakeholders, including: ...”</u></p>

	<p>2. Update subsection (e) of Objective 10.31 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“(e) Transit orientated development, including the phased delivery of enhanced public transport services, <u>including Sustainable Transport Corridors</u>, in tandem with the delivery of new development in the City Docks;”</p>
Volume 1, Chapter 10	<p>Include new text in Paragraph 10.58 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“Community Infrastructure will be provided in accordance with the objectives set out in Chapter 3 Delivering Homes and Communities. The Framework Plan has established the need for approximately 9,500m<sup>2</sup> of community space within Docklands to meet the needs of the future population. Both formal and informal infrastructure is required such as a library, primary healthcare facilities, crèches and childcare services, youth facilities, flexible community space, community maker spaces/ grow space, <u>arts and culture facilities</u>, creative studios and after-school clubs.”</p>
Volume 1, Chapter 10	<p>Move the first unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2 underneath the bullet points and include new sub-heading:</p> <p><u>“Public Arts”</u></p> <p>Include a new subheading before the second unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2:</p> <p><u>“Arts and Cultural Infrastructure”</u></p> <p>Include a new bullet point after the second unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2:</p> <ul style="list-style-type: none"> <li>• <u>“Seeking to deliver some of the identified minimum need of 3,000 m<sup>2</sup> additional arts and cultural infrastructure with an emphasis on workspace.”</u></li> </ul>
Volume 1, Chapter 10	<p>Include new text in Paragraph 10.99 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“Cork City Council will seek that the City Docks will have exemplar public realm and public open spaces befitting of a City Centre extension and new sustainable neighbourhood. <u>Public spaces should be configured with open hardscape areas in anticipation of cultural uses by large groups of people, including unprogrammed events</u>. The City Docks will include strategically important open spaces and public realm to provide for the passive and active recreational needs of the neighbourhood and to provide focal points for social interaction and pedestrian and cycle routes:”</p>
Volume 1, Chapter 10, page 335	<p>Amend the third bullet-point of Paragraph 10.102 (Volume 1) as amended by Proposed Variation No. 2 as follows:</p> <p>“The Shipyard Plaza is a new south facing urban plaza designed around the patent slip and an existing cluster of port-related buildings. This will be an important amenity space for new residential development planned at the waterfront. <u>This will be provided by developers as part of their open space provision.</u>”</p>



<p>Volume 1, Chapter 10</p>	<p>Update all Character Areas names included in the Proposed Variation with generic placeholder names (i.e. ‘Character Area A’ to ‘Character Area K’). Add new objective to develop a framework for naming of the individual Dockland Character Areas:</p> <p><b><u>“Objective 10.x: Character Area Naming Framework</u></b></p> <p><b><u>Cork City Council will develop a naming framework for the individual character areas that celebrates local heritage, cultural identity, historical context and will consider opportunities for use of the Irish language. This framework will support place-making, promote bilingualism, and foster a sense of belonging, while ensuring names are meaningful, legible, and appropriate for wayfinding.”</u></b></p>
<p>Volume 2, Map 01</p>	<p>Partly retain as existing City Development Plan (1 below), partly retain as per Proposed Variation No. 2 (2 below):</p> <ol style="list-style-type: none"> <li>1. Retain the existing “ZO 7 District Centre” zoning in this location as per the exiting Cork City Development Plan 2022-2028 and not change the zoning to “ZO 16 Sports Grounds and Facilities” as proposed in Proposed Variation No 2.</li> <li>2. Change the existing “ZO 02 New Residential Neighbourhoods” in this location to “ZO 16 Sports Grounds and Facilities” as proposed in Proposed Variation No 2.</li> </ol> <p>The above proposal is set out in the diagram below labelled “Proposed Zoning”.</p> <div data-bbox="384 1010 1386 1648"> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <span>Existing Zoning</span> <span>Proposed Zoning</span> </div> </div>
<p>Volume 2, Map 01</p>	<ol style="list-style-type: none"> <li>1. Retain the existing “ZO 04 Mixed Use Development” zoning in this location as per the existing Cork City Development Plan 2022-2028 and not change the zoning to “ZO 16 Sports Grounds and Facilities” as proposed in Proposed Variation No 2.</li> </ol> <p>The above proposal is set out in the diagram below labelled “Existing Zoning”.</p>




Volume 4, page 50	<p>Update Volume 4, Section 3.3 “Strategic Infrastructure, Pg. 50, Bundle 2 — South Quays Public Realm and Flood Protection”, fifth bullet-point as follows:</p> <p>“Vehicular movement to <u>the South Quays</u> will be controlled, <del>restricting traffic beyond emergency or off hours servicing</del> to ensure an active travel priority environment <u>and to enhance the public experience and character of the waterfront. Emergency vehicle access and out-of-hours servicing shall be maintained. Restricted and/or interim vehicular access for existing businesses and future development shall be considered in exceptional circumstances and only allowed during designated hours and with appropriate permissions.</u>”</p>
Volume 4, page 88	<p>Update Volume 4, Section 5.4, Sitewide Guidance, SW.HC.1 as follows:</p> <p>“SW.HC.1 <del>Designated</del> Heritage <del>assets, protected structures and</del> features that contribute to the character and / or reflect the industrial and maritime history of the site shall be retained <u>and/or repurposed</u>. These include historic paving, bollards, moorings, rings, steps, slips, tracks, metalwork or artefacts <del>and buildings.</del>”</p>
Volume 4, page 100	<p>Update Volume 4, Section 5.8, Sitewide Guidance, SW.BF.6 as follows:</p> <p>“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’. <u>The height strategy shall be interpreted to ensure that development design can respond to site specific constraints and characteristics to provide high quality urban design responses.</u>”</p>
Volume 4, page 100	<p>Update Volume 4, Section 5.8 to add new Sitewide Guidance item,</p> <p><u>“SW.BF.X Consideration will be given to the permitted heights and densities of extant permissions in any application to amend or modify such an extant permission”.</u></p>
Volume 4, page 136	<p>1. Update Volume 4, Section 6.5 “South Docks Cultural District (SD)” as follows:</p> <p>“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. <u>This mixed-use zone can accommodate a wide range of uses including residential, general offices, local services, conference centre, education, hospital, hotel, commercial leisure, cultural uses, civic institutions, childcare services, local medical facilities, business and technology / research uses and community and civic uses. The target land-use split for mixed use and residential sites within this Character Area are set out in the key information table.</u>”</p>
Volume 4, page 140	<p>Update Volume 4, Section 6.5 “South Docks Cultural District (SD)”, as follows:</p> <p>“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. <del>These include but are not limited to buildings and features identified on the Defining Features diagram.</del>”</p>

Volume 1	<ol style="list-style-type: none"> <li>1. Include new text in Paragraph 10.58 (Volume 1) as amended by Proposed Variation No. 2 as follows:  <p>“Community Infrastructure will be provided in accordance with the objectives set out in Chapter 3 Delivering Homes and Communities. The Framework Plan has established the need for approximately 9,500m<sup>2</sup> of community space within Docklands to meet the needs of the future population. Both formal and informal infrastructure is required such as a library, primary healthcare facilities, crèches and childcare services, youth facilities, flexible community space, community maker spaces/ grow space, <u>arts and culture facilities</u>, creative studios and after-school clubs.”</p> </li> <li>2. Move the first unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2 underneath the bullet points and include new sub-heading:  <p><u>“Public Arts”</u></p> </li> <li>3. Include a new subheading before the second unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2:  <p><u>“Arts and Cultural Infrastructure”</u></p> </li> <li>4. Include a new bullet point after the second unnumbered paragraph (after paragraph 10.68) on page 327 of Volume 1 as amended by Proposed Variation No. 2:  <ul style="list-style-type: none"> <li>• <u>“Seeking to deliver some of the identified minimum need of 3,000 m<sup>2</sup> additional arts and cultural infrastructure with an emphasis on workspace.”</u></li> </ul> </li> <li>5. Include new text in Paragraph 10.99 (Volume 1) as amended by Proposed Variation No. 2 as follows:  <p>“Cork City Council will seek that the City Docks will have exemplar public realm and public open spaces befitting of a City Centre extension and new sustainable neighbourhood. <u>Public spaces should be configured with open hardscape areas in anticipation of cultural uses by large groups of people, including unprogrammed events.</u> The City Docks will include strategically important open spaces and public realm to provide for the passive and active recreational needs of the neighbourhood and to provide focal points for social interaction and pedestrian and cycle routes:”</p> </li> </ol>
Volume 4, Section 5.4, page 88.	<ol style="list-style-type: none"> <li>1. Include the following additional text in Volume 4, Section 5.4 “Section B, Site-Wide Guidance, Heritage and Conservation”:  <p><u>“SW.HC.7 Proposals for development shall have regard to the ‘Architectural Heritage Protection: Guidelines for Planning Authorities’ (or any superseding document).”</u></p> </li> </ol>
Volume 4, page 60	<p>Update Volume 4, Section 3.5, Strategic Infrastructure Bundle 4 as follows:</p> <p><del>“Two Light Rail stops shall be located at the eastern and western ends of Centre Park Road</del>  close to nodes of activity such as the District Centre”.</p>
Volume 4, page 106	<p>Update Volume 4, Section 5.9 as follows:</p> <p>“SW.TR.5 Design proposals shall include provision for 2 light rail stops <del>at the eastern and western ends of Centre Park Road</del> close to nodes of activity</p>



	<p>such as the District Centre. Exact location and spatial requirements to be coordinated with the LRT delivery team.”</p> <p>New bullet-point in Volume 4, Section 5.9, immediately after “SW.TR.5” as follows:</p> <p><b><u>“SW.TR.x Design proposals shall include provision for bus stops as per the Bus Connects new network routes and stop locations.”</u></b></p>
Volume 4	<p>Remove Ardfoyle from Section 3.4 (Bundle 3), Marina Park Character Area map and all other mapping.</p> <ol style="list-style-type: none"> <li>1. Remove all references to Ardfoyle Convent Lands from the text and maps included in Proposed Variation No. 2, Volume 4, including: <ol style="list-style-type: none"> <li>a. Chapter 2: Cork Docklands Framework Plan Strategies, Section 2.10: Illustrative Framework Plan, pg. 36 &amp; 37, Revise the ‘Illustrative Framework Plan’ to remove the Ardfoyle Convent Lands</li> <li>b. Chapter 3: Strategic Infrastructure, Section 3.1: Strategic Infrastructure Bundles, pg. 38, revise ‘Fig 3.1 Strategic Infrastructure Project Bundles’ to exclude the Ardfoyle Convent Lands</li> <li>c. Chapter 3: Strategic Infrastructure, Section 3.1: Strategic Infrastructure Bundles, pg. 39, revise Bundle 3 Active Recreation, Sports and Public Realm to exclude reference to Ardfoyle Convent Lands and update associated indicative map to exclude reference to Ardfoyle Convent Lands</li> <li>d. Chapter 3: Strategic Infrastructure, Section 3.4: Bundle 3 — Active Recreation, Sports and Public Realm, pg. 52, Revise ‘Fig 3.5 Strategic Infrastructure Bundle 3’ to remove the Ardfoyle Convent Lands</li> <li>e. Chapter 3: Strategic Infrastructure, Section 3.4: Bundle 3 — Active Recreation, Sports and Public Realm, pg. 56, Bundle 3 — Active Recreation, Sports and Public Realm, delete entire Ardfoyle Convent Lands paragraph</li> <li>f. Chapter 3: Strategic Infrastructure, Section 3.4: Bundle 3 — Active Recreation, Sports and Public Realm, pg. 57, delete ‘Illustration of Ardfoyle Convent Land ARI’</li> <li>g. Chapter 3: Strategic Infrastructure, Section 3.6: Bundle 5 — Bridges, pg. 67, Revise ‘Illustration of bridges in Framework masterplan’ image to remove the Ardfoyle Convent Lands</li> <li>h. Chapter 3: Strategic Infrastructure, Section 3.7: Social and Community Infrastructure, pg. 70, Revise ‘Fig 3.8 Key Development Sites for the delivery of Strategic Social and Community Infrastructure’ to remove the Ardfoyle Convent Lands.</li> </ol> </li> </ol>
Volume 4	<p>Add new area to Section 6.3 (Horgans Quay Character Area)</p>

	<div data-bbox="319 235 1300 795"> <p><b>Uses and Spaces</b></p> <ul style="list-style-type: none"> <li>Architectural Conservation Areas</li> <li>NIAH</li> <li>RPS</li> <li>RMP / Archaeology</li> <li>Existing Structure</li> <li>Retained steps / Direct access to water</li> <li>Historic railway wall to be re-purposed</li> <li>Quayside public realm</li> <li>Bridge landing</li> </ul> <p><b>Routes</b></p> <ul style="list-style-type: none"> <li>Public transport corridor</li> <li>Existing road network</li> <li>Proposed / Re-aligned road network</li> <li>Connections</li> <li>Existing Station wall along Horgan's Quay to be re-purposed</li> </ul> <p>*All solid fills relate to existing and hatches relate to proposed features.</p> </div>
Volume 4	Eastern Gateway Bridge cross-section (correct corresponding image).
Volume 4, Section 6.2, pages 116 and 118.	<p>Add new bullet-point to Volume 4, Section 6.2, “NJ.1” as follows:</p> <p><b><u>“h. The site shall be master planned as a single element and a phasing strategy developed to ensure the delivery and sequencing of compatible land uses within the site. The masterplan shall coordinate the residential block layout and associated vehicular/service access requirements with the proposed Shipyard public realm design, both the east/west and the north / south active travel routes with the patent slip as the focal point.”</u></b></p> <p>Omit bullet-point (f) from Volume 4, Section 6.2, “NJ.2” as follows:</p> <p><del>“f. Vehicular permeability shall not be permitted across the Shipyard plaza to protect the functionality of the space as a public plaza.”</del></p> <p>Note: this requirement will be superseded by the new master planning requirement under Section 6.4, NJ 1. H (see 2. above)</p>
Volume 4, Section 3.6	<p>Update Volume 4, Section 3.6 “Strategic Infrastructure Bundle 5 — Bridges”, as follows:</p> <p>“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 <b><u>for this installation of all 3 bridges</u></b> will be guided by the <del>requirements of the high frequency public transport services required (including LRT).</del> <b><u>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. This study will have regard</u></b> to 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 three bridges and the benefits and costs of potential alternative specifications.</p>

	<p><b><u>In accordance with Objective 6.21: River Use and Management Plan, prior to commencement of design and development of any of the 3 proposed bridges, Cork City Council will commission a river use and management plan to:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Examine the commercial and recreational potential of the River Lee and Upper Harbour area for all users (i.e. general public, community groups, commercial operators, sports clubs, visitors and tourists);</u></b></li> <li>• <b><u>Assess the respective requirements of all stakeholders to identify essential infrastructure and appropriate locations for the delivery of this infrastructure in partnership with key stakeholders, such as new public slipways, pontoons, berthing facilities, utilities, emergency access and potential additional facilities including a LIDO</u></b></li> </ul> <p><b><u>The proposed plan will be subject to extensive stakeholder engagement and a separate public consultation process.”</u></b></p>
Volume 4	<p>Amend Illustrative Framework Plan to delete the pedestrian/ cycleway through Shandon Boat Club between the existing clubhouse and storage facility and add two alternative options via either a boardwalk or access south of the existing clubhouse.</p> 



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