



CHAPTER 9

City Centre and Docklands

Aim: To promote the regeneration of the City Centre and Docklands and the renewal of the inner City residential areas, allowing the City Centre to retain and expand its role as the commercial and cultural heart of the region.

Introduction	122
City Centre Commercial Core Area	124
Inner City Residential Neighbourhoods	130
Access to the City Centre, Traffic Management, the Public Realm	131
City Centre Implementation Policies	137
Cork City Docklands	138

Introduction

9.1 This chapter is organised to provide general policy followed by detailed policies and objectives relating to specific sub-areas of the City. Following the introduction there are sections on:

- The City Centre Commercial Core Area.
- Inner City Residential Neighbourhoods.
- Access to the City Centre, traffic management and the public realm.
- Implementation policies.
- Cork City Docklands.

City Centre Objectives

9.2 The City Council's policy is to support the role of the City Centre as the economic engine and cultural capital for the region, as set out in Chapter 3. This chapter seeks to provide the appropriate spatial planning policy context for accommodating this desirable investment in the City, and seeks to articulate the ambitious vision that the City Council has for the anticipated urban rejuvenation. The following are the key themes around which the rejuvenation of the City Centre will be based:

- **An expansion in the economy and the areas necessary to accommodate commercial activities.**
- **The direction of development based upon a civic vision of the appropriate areas for growth.**
- **The promotion of good quality design in order to maximise the benefits of development and the contribution that development makes to improving quality of life and creating a distinctive identity for Cork.**
- **The conservation of those elements of the historic environment that are of significance to the City and to the State.**
- **The creation of high quality residential neighbourhoods within and close to the City Centre.**
- **Promoting the development of key derelict sites and buildings, including the appropriate repair and reuse of historic building stock.**
- **Promoting the development of strategic sites.**
- **Improving the quality of the public realm, and the pedestrian/cycling experience.**
- **Facilitating the gradual relocation of lower order activities (industrial/commercial) from areas of renewal to other locations within the City.**

9.3 The implementation policies section identifies areas of the City Centre under development pressure or in need of promotion that require local area plans, urban design strategies, or development briefs to supplement the policies contained in the Plan, in order to proactively promote development of the highest quality.



The City Centre is the symbol of the vibrancy and vitality of Cork City and its region. It contains a diverse range of primary uses (including retail, office and civic functions), which complement each other and support a range of other services. Together, these services result in the largest concentration of employment in the Cork area. The City Centre is also the transport hub of the City and region. The City is essentially the physical, social and cultural heart of the region.

9.4

Trends

City Centre employment and population figures have changed significantly since 1996.

9.5

- **City Centre population in 2002:** 11,949 (increase of 12.1% from 1996).
- **Employment in 2001:** 28,968 (up 51% on 1996), represents 40% of the City's total employment.
- **Employment in professional services in 2001:** 6,274 (66% increase on 1996 figures)
- **Dominant activities:** Retail, professional services, personal services, business/financial services, and public administration.

Policy Context

CASP predicts that the development plan period 2004–2009 will see a significant transformation in the vibrancy and vitality of the City Centre and the Inner City, brought about by an acceleration in investment and a significant increase in both population and jobs. CASP outlines a strategy for the area which focuses upon arresting the long-term decline in residential population and the decline in the physical fabric and commercial vitality of the City by focusing action in a structured manner in three distinct areas:

9.6

- 1) The Island Conservation/Renewal Area.
- 2) The Docklands Redevelopment Area.
- 3) The North and South Improvement Areas.

Measures to stimulate demand for land: Zoning

Chapter 3 sets out the broad framework for commercial uses in the City Centre. The principle measure to sustain existing uses and discourage the holding of property on a speculative basis is the "Zoning" system, which involves a set of objectives for four categories of land use in the City Centre/Docklands. Cork City Centre is divided into four distinct planning areas, each with their own set of distinct zoning objectives:

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- The **City Centre Commercial Core Area** including the City Centre Retail Area (located primarily on the Island but including areas north and south of the river channels).
- The **Inner City Residential Neighbourhoods** (north and south of the island).
- **Docklands Mixed Use Opportunities** – North Docks (east of Railway Street) and the South Docks (east of Victoria Road).
- **Business and Technology** – South Docks area.

These are explained in detail below.

The City Council has developed an ambitious plan to transform the Cork City Docklands area over the next 25 years to create an extension to the City Centre and the residential areas it abuts. The key themes for the development of this area include:

9.8

- Relocation of existing port-dependent activities within the Cork harbour area in partnership with the County Council and the Port of Cork Authority.
- Creating a new, modern, mixed-use district incorporating medium/high density housing and significant commercial developments.
- Integration with the City Centre and the surrounding residential suburbs.
- Maximisation of the potential of the waterfront.
- The creation of a new Kent Station interchange and quality routes for public transport and sustainable transport modes.
- Retention and re-use of key landmark buildings of historic significance.
- Creation of a high quality public realm.
- Linked science and technology/third level education institute.

City Centre Management

- 9.9** Many bodies and interests have a stake in the success of the City Centre and have a role to play in its development. As well as being the City Planning Authority, the City Council is also the City's Roads Authority, charged with developing transportation strategies for the City and the improvement and management of the public realm. Management of the public realm involves many responsibilities, including street cleaning, street lighting, repairs to surfaces, installation of street furniture, the implementation of pedestrian priority measures, and providing the vision for the transformation of public space. Many other private, public and voluntary sector organisations have a role in managing aspects of the City Centre that interface with the public realm. The City Council must work with these organisations to achieve better management of the City Centre and to enhance its commercial success.

City Centre Commercial Core Area (CCA)

- 9.10** The commercial core area has been significantly extended in this Plan to reflect the evident demand for commercial uses in the City Centre and that anticipated in CASP (see Chapter 3: paras. 3.8–3.13). It also contains the Neighbourhood Centres at Shandon Street and Barrack Street.
- 9.11** All uses are permitted throughout the CCA, except comparison retail uses, which are restricted to the City Centre Retail Area (see para 9.14 below) unless they serve a local need only. Market forces will tend to dictate that retail, offices, residential and commercial leisure will prevail. In order to make the CCA a vital and interesting place the Council will promote active ground floor uses in all new-build developments. New-build developments should generally be designed to accommodate higher order retail uses at ground floor level and thus include high floor-to-ceiling heights, of at least 3.75 metres at ground floor level, separate and independent access to upper floors, servicing capability, and the avoidance of pillars in the middle of floorplates. As the prime retail area expands during the Plan period, and beyond, this will enable buildings to be adapted to higher order retail uses without the need for fundamental alterations or the unsustainable demolition of buildings. Only in exceptional circumstances will buildings not be required to be designed for higher order retail use at ground floor level, ie situations where buildings are on unservicable narrow streets, where the location is unlikely to ever be viable for primary retail, where plots are extremely small, or where buildings are specifically designed to serve a civic function but will include active ground floor uses.

POLICY CC 1

Active ground floor uses

To require all new developments within the commercial core area to be designed to accommodate high order retail uses at ground floor level, except where having regard to site size and location it is not practical or appropriate.



Retail

The City Centre offers a distinctive and vibrant destination for shopping incorporating a range of department stores, smaller primary shops, secondary shops and a range of venues to eat and to participate in cultural activities.

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National planning guidelines in the form of *Retail Planning: Guidelines for Planning Authorities* (2000) and the *Cork Strategic Retail Study 2002* form the basis for retail planning in Cork City and County. As identified in Chapter 3, Cork City Centre is at the top of the retail hierarchy for the Munster region, and hence it is the location where most major retailers would prefer to be located. The City Council is committed to the reinforcement of the City's role in the retail hierarchy through the Plan by facilitating the development of a significant quantum of floorspace to meet projected demand. Based upon population and employment projections, space is needed within the City Centre to accommodate an extra 52,000 sq.m. of new retail floorspace between 2002–2011, the Council would like to see 19,000 sq.m. committed by 2006.

9.13

Retail Planning: Guidelines for Planning Authorities requires planning authorities to define retail areas spatially for the first time. The City Centre Retail Area (CCRA), as defined in Fig. 9.1: City Centre Zoning Objectives, will be the main focus for retail development activity within the City Centre for the Plan period. The existing Primary Retail Frontages within the City Centre Retail Area (based upon rental levels) are identified in Fig. 9.1. Additional streets that have the potential to become primary shopping areas are also identified in Fig. 9.1 as Key Secondary Retail Frontages.

9.14

City Centre Retail Area (CCRA)

To ensure that the CCRA is the priority location for higher order retail development within the City Centre. All new development proposals will be considered in the context of the sequential test outlined in national policy and the retail policy outlined in Chapter 3.

POLICY CC 2

Within the CCRA there are a variety of sites that are capable of being brought forward for development for higher order retail. The City Council will work in partnership with landowners to deliver a range of anchor sites capable of accommodating large and medium higher order (e.g. department stores and higher order fashion stores) retail operators that will have a significant draw on pedestrian movements within the CCRA. The Council will consider intervening in the market with statutory compulsory purchase powers to assemble or bring forward the large and medium retail sites identified, as these have a strategic role to play in shaping the future pattern of retailing in the City Centre.

9.15

The *Cork Strategic Retail Study* (2002) is clear that the City Council must be pro-active in facilitating retail development in the City Centre. At the heart of the strategy are the following elements:

9.16

- The City Centre Retail Area (defined in Fig. 9.1) will be the focus for retail development within the City Centre for the duration of the Plan.
- Identify “higher order retail anchor sites” in order to reserve at least ground and first floor levels for higher order retail activities, and specifically to bring forward prime central developments at the St Patrick's Street/Academy Street site and the “Guy's” site on Cornmarket Street.
- Identify and bring forward a range of other sites capable of accommodating large and medium floorplate higher order retail users within the City Centre Retail Area and at its edge (see Table 9.1).
- Prepare a City Centre Implementation Strategy to progress the development of retail uses in the area and prepare urban design strategies to deliver retail development in the potential areas of growth.
- The identification and implementation of a range of measures to enhance the public realm that will be crucial to enhancing the attractiveness of the City Centre to shoppers, workers and visitors alike, and in particular to achieve a significant qualitative improvement in the shopping environment on St Patrick's Street (see paras. 9.72–9.75).
- Review progress made on the implementation of the Retail Strategy and the City Centre Implementation Strategy on an annual basis.

Higher order retail anchor sites

The Plan identifies two major Higher Order Retail Sites (see para. 9.16 above) that will be reserved for the purpose of providing retail anchors. The potential also exists for a third site at Kyril's Street/Kyril's Quay. The City Council will require that these sites be developed with higher order retail uses at least at

9.17

ground and first floor levels. The development of each site will be subject to separate implementation policies (see below).

POLICY CC 3

Higher Order Retail Anchor Sites

To reserve a number of major higher order retail anchor sites to facilitate the expansion of the primary retail area. On these sites the Council will require developments to accommodate higher order retail activities at ground and first floor levels.

- 9.18** The St Patrick's Street/Academy Street site (highlighted in Fig. 9.1) is located within the existing City Centre Retail Area. The redevelopment of the site will be subject to the detailed objectives for the site (see para. 9.82) and the adopted development brief. The redevelopment of the site is likely to extend the prime retail frontage along Academy Street to Paul Street.
- 9.19** The Guy's site on Cornmarket Street (highlighted in Fig. 9.1) will be developed to create a strategic anchor department store/development at the western end of St Patrick's Street in order to draw pedestrians along the entire length of St Patrick's Street. The development of this site will capitalise on existing high levels of footfall on Paul Street, and when developed it will extend the prime retail area along Cornmarket Street. The City Council will prepare an urban design strategy to explore the detailed development of this area. The redevelopment of the site will provide a crucial link between the North Main Street shopping area and the existing prime retail area, and will balance retail viability around the City Centre Retail Area more evenly.
- 9.20** The Kyril's Quay/Kyril's Street site is only likely to be brought to the market following the completion of development on the Guy's site. This will provide a new anchor at the northern end of Cornmarket Street. The Council will develop a site development brief for this site as part of the *Cornmarket Street Area Action Plan* in 2004.
- 9.21** The MacCurtain Street/St Patrick's Quay area also has the potential to become a higher order shopping destination given its proximity to St Patrick's Street and level of accessibility by private car or public transport. The area must be linked effectively to St Patrick's Street and Merchants Quay in order to provide high levels of footfall, therefore making retail development viable. This potential will be enhanced by the re-introduction of a two-way traffic management system on MacCurtain Street, which will create a more attractive pedestrian environment for shopping. In addition, a new pedestrian bridge linking Merchant's Quay to St Patrick's Quay would provide improved linkages between the north and south of the River Lee, as will the planned upgrading of the bus station.
- 9.22** The City Council will also seek to restrain non-retail uses at ground floor level on prime retail frontages in order to limit the dilution of the prime retail frontage, and also on other key secondary retail streets that have the potential to become prime retail frontage within the Plan period and beyond (see Policy CC4). In addition, the City Council has identified a number of streets whose commercial viability suffers for a number of different reasons (traffic, poor pedestrian environment). It is an objective of the Council to improve the commercial function of these streets through encouraging retail uses at ground floor level. Where resources allow, integrated proposals will be developed to achieve this objective. This will include the consideration of environmental improvements and development briefs for related sites and buildings.

POLICY CC 4

Protection of Prime and Key Secondary Retail Frontages

To restrict retail offices, general offices, hot food takeaways, public houses and restaurant uses from locating at ground floor level on prime retail frontages, and restrict retail offices, general offices, hot food takeaways and public houses at ground floor level on key secondary retail frontages (as defined in Fig. 9.1).

- 9.23** Medium and large floorplate shops play an extremely important role in providing accommodation for larger retail users, commonly termed "anchor stores". They provide magnets to draw people to and through the centre of the City. The City Council will seek to promote the viability of the City Centre by restraining the sub-division of medium and large floorplate shops in the City Centre in order to ensure that a sufficient proportion of floorspace in the centre is capable of accommodating larger retail users, such as department stores and large and medium-sized chains (see Policy CC5). This is particularly important considering the majority of building stock in the centre is historic and therefore subject to limitations on adaptability.

Restriction on sub-division of large floorplate shops

To restrict the subdivision, other conversion, or change of use of existing large and medium floorplate shops (eg. department stores) in order to retain the City Centre's anchor stores and ensure an adequate distribution of accommodation size in the City Centre.

POLICY CC 5**Potential areas of growth at the edge of the CCRA**

Key areas of potential expansion of the CCRA are identified in Table 9.1. The City Council will be proactive in providing a vision of how these areas could be brought forward for development should floorspace within the CCRA not be brought on stream in sufficient quantity to meet the targets set out in the *Cork Strategic Retail Study* (2002). This will involve the preparation of urban design strategies that address both development and public realm issues, the preparation of development briefs for key sites, and working in partnership with existing landowners in these areas.

9.24

Of critical importance, however, will be the need to ensure that any new-build developments in these areas are designed to accommodate higher order retail uses at ground floor level, should the CCRA need to expand in the Plan period, or beyond. This will mean that floor-to-ceiling heights will need to be at least 3.5 metres at ground floor level. Policy CC1 provides the policy relating to this matter.

9.25

Area	Key Sites	Planning Objectives
East of Parnell Place	Bus Eireann Station and adjacent sites, Ground floor of Clontarf Street site, Ground floor of any redevelopment site.	<ul style="list-style-type: none"> Area currently largely derelict. Redevelopment crucial to image of City and extension of City Centre into Docklands. Waterfront potential.
Grand Parade	Grand Parade/ South Main Street	<ul style="list-style-type: none"> Key pedestrian route to City Centre from South Main Street. Possible quayside amenity area. Possible tourism/specialist shopping function. New uses for key protected/unprotected structures.
St Patrick's Quay/ Penrose Quay	Brian Boru Street/Lower Glanmire Road block.	<ul style="list-style-type: none"> Extension to MacCurtain Street. Key route into City Centre for pedestrians. Link to new railway station.

TABLE 9.1

Potential extensions to the CCRA

Whilst City Centre sites take time to assemble and bring to the market, the City Council is confident that the 52,000 sq.m. can be accommodated within and close to the CCRA. The preferred sequence of development in the City Centre will be:

9.26

- Development of floorspace on higher order retail development sites at Cornmarket Street and/or St Patrick Street and on "windfall" sites within the CCRA.
- Commitment of floorspace on sites defined as Potential Expansion of the CCRA (2006–2011) which seek to expand the CCRA into the Eastern tip of the City Centre Island, east of MacCurtain Street, areas such as the eastern end of Grand Parade and also the commitment of floorspace at the Kyril's Quay/Cornmarket Street site.
- Commitment of other sites at the edge of the existing and expanded CCRA. For example this may include sites to the east of Ship Street, forming a further extension of the MacCurtain Street retail area, once the Brian Boru Street/St Patrick's Quay block has a commitment for redevelopment.

This represents the preferred sequence of development, and the Council will develop an implementation strategy to deliver it. It should be noted that the *Retail Strategy* will be monitored on an annual basis and the implementation strategy reviewed as necessary. The Plan can be varied if necessary in response to changing circumstances.

9.27

The development of the Kent Station site to include a significant amount of comparison floorspace additional to station-related shopping would compete with the existing CCRA rather than complement it and is not considered appropriate at this stage. It may have potential for retailing in the medium to long term once the preferred sequence of development outlined above has been achieved. For similar reasons, the South Docks is not envisaged as a comparison retail location within the Plan period until the capacity of the CCRA potential expansion zones have been maximised. It may however have potential for 'festival retailing' associated with the development of a tourist or leisure attraction.

9.28

Offices

9.29 The main location for offices in the Cork Metropolitan Area is the City Centre and Docklands (as outlined in Chapter 3: Enterprise and Employment). Office uses will be permitted in principle throughout the Commercial Core Area, subject to restrictions in the City Centre Retail Area, as outlined above. There is a demand for new-build office developments on unconstrained sites in the CCA. In response to this demand the CCA has been extended to enable the development of a new “office quarter” for retail and general office uses between the existing City Centre and Docklands. This area includes:

- The eastern end of the City Centre Island extending South Mall eastwards.
- An area south of Albert Quay/Albert Quay East, extending the existing office areas of City Hall and South Terrace.
- An area to the north of St Patrick's Quay/Penrose Quay where a number of office-based industries already exist.
- The Kent Station and Victoria Road (East) Mixed Use Opportunity Sites in Docklands (see Docklands Section below).

9.30 These areas have already benefited from market interest for developing office uses and many of the traditional uses in these areas have already been displaced/relocated to other locations in the City. The Council is keen to work in partnership with such displaced industries to assist them in remaining within the City in order to maintain diverse employment opportunities within the City (see Chapter 3).

9.31 The City Council will also promote the CCA as an appropriate location for office-based industries due to its locational and accessibility benefits.

9.32 The main focus for retail offices (see Chapter 3) in the City is the CCA, and particularly South Mall which is the primary office location, where the historic building stock and recent office developments provide the venue for a range of users within the business/finance and professional services sector. Other key office streets include Sullivan's Quay, George's Quay, Washington Street, and Grand Parade, although these streets contain a mixture of uses including offices. In line with policy in the previous City Development Plan, the City Council will seek to promote the retention of office uses in South Mall in order to maintain the demand for space and viability of the office sector. A policy of permitting shopping would substantially alter the character of the street and undermine demand for shopping in the Oliver Plunkett Street area which relates better to the City Centre Retail Area.

POLICY CC 6

City Centre Offices

To ensure that the commercial core area is the priority location for office development within the City. The Council will seek the implementation of a range of office developments within the Plan period to meet projected demand for floorspace.

POLICY CC 7

Ground floor uses on South Mall

To resist changes of use from office to retail and/or commercial leisure at ground floor level on South Mall.

Other Commercial City Centre Uses

9.33 Other major City Centre uses are likely to comprise residential (see paras. 9.40–9.44), commercial leisure, civic uses, tourism, arts, and institutional uses (e.g. health and education). Tourism and arts-related uses will be promoted and specific development objectives will be identified in the area specific sections below. Commercial leisure uses will include hotels, restaurants, public houses, cinemas and entertainment.

Hotels

9.34 Large and medium sized hotels would best be accommodated outside of the fine grain of the historic core of the City. In order to provide a level of direction to the market, the City Council has identified potential locations for hotels. These provide the opportunity to combine waterfront locations, mixed use developments, and active frontages at ground floor level:

- Copley Street.
- Albert Quay/Eglinton Street block.
- The Kent Station site.
- Victoria Road/Kennedy Quay apex.
- Brian Boru Street/Lower Glanmire Road block.
- Lapp's Quay.

Public houses/restaurants/entertainment

The City Council acknowledges the essential role which restaurants, bars, clubs and other entertainment uses play in the economy and character of the City Centre. However, there is a need to strike an appropriate balance between entertainment uses and the following objectives:

- The need to maintain the dominant role of the retail functions of key City Centre streets and ensure a balanced mix of uses.
- The wider aim of increasing the City Centre population and the need to protect the amenities of residents.

The City Council's entertainment policy for the City Centre will seek to control and guide development relating to 'super-pubs' and nightclubs. In assessing applications for new uses or extensions to existing accommodation, the Council will consider the cumulative impact of proposals against the above objectives. To enable a satisfactory and reasonable assessment of proposals, applications will have to be accompanied by information which helps to establish whether they are likely to harm residential amenity and/or the established character or function of an area.



Of primary concern is the danger that entertainment uses would come to dominate the commercial and visual character of particular streets. Changes or intensification of use to 'super pubs' and nightclubs will not be permitted on primary and key secondary retail frontages at ground floor level (see Policy CC4). This includes the majority of Oliver Plunkett Street and the streets connecting it to St Patrick's Street, as well as Cornmarket Street where the objective is to promote higher order retail uses in order to expand the retail base of the City Centre. The City Council will consider proposals in other locations on their merits.

Large entertainment uses, which attract large numbers of people, can cause relatively greater environmental nuisance and amenity problems, including late night noise, litter and

general disturbance to residents. Such uses will generally be considered unsuitable in residential areas due to their effects on the amenity and character of these areas. This is of particular concern in the City Centre, in areas of the South Parish along Douglas Street, the area around the Marsh by Sheares Street/ North Main Street and around Coburg Street. Similarly, the expansion of entertainment uses in residential neighbourhoods in the suburbs will also be generally considered unacceptable. The City Council will also consider the cumulative impact of further growth in entertainment uses in areas adjacent to primary residential areas and within mixed use areas where upper floors are in residential use, such as the Washington Street and North Main Street areas, where residential amenity has been affected by the expansion of entertainment uses in recent years.

- 9.39** The City Council will seek to promote alternative locations for entertainment uses of an appropriate type and scale. These might include some of the quayside amenity areas and new development areas in the north and south docks.

POLICY CC 8

Public House and Entertainment Uses

To control the location, size and activities of entertainment uses that are likely to attract large numbers of people, in particular 'super-pubs' and night clubs, in order to safeguard residential amenity, environmental quality and the established character and function of parts of the City Centre.

Encouraging People to Live in the City Centre

- 9.40** During the 1990's, in the context of a declining city-wide population, the population of the City Centre increased, reversing an established trend in population decline which had threatened to undermine its function as a residential area. This may reflect an increased appreciation of the many advantages to living in the City Centre for residents, including: proximity to a range of services, proximity to the workplace, participation in a City Centre community and the "buzz" generated by the City Centre. Residential uses also add activity and vitality to the area, generate little traffic, and make investment viable in new and historic building stock.
- 9.41** In order to make the City Centre and the Docklands attractive places to live it is important that new developments are to the highest possible design standards, particularly in terms of the size of units and the provision of semi-private amenity spaces, e.g. courtyards (see Chapter 11: Development Control Standards).
- 9.42** The City Council will aim to improve the amenities that the City Centre/Inner City/Docklands areas offer to existing and prospective residents. Of particular importance to improving the amenities of residents will be:
- The development/renovation of key vacant/derelict sites in the City Centre area.
 - The improvement of local services.
 - The improvement and better management of the public realm.
 - The provision of new amenity spaces within or at the edge of the existing City Centre and within Docklands where there will also be extensive waterfront amenity areas.
 - The control of entertainment uses (see Policy CC8 above).
- 9.43** The City Council will seek the development of new residential developments in:
- The Commercial Core Area (CCA).
 - The Inner City Residential Neighbourhoods (ICRNs).
 - Docklands Mixed Use Opportunity Sites.
- 9.44** Within the Commercial Core Area (CCA) new residential developments will not normally be encouraged at ground floor level but will be encouraged on the upper floors of new developments. In addition, the City Council is promoting the use of vacant upper floorspace in existing buildings in the City Centre through the Living Over The Shop (LOTS) Scheme. The scheme offers tax incentives to developers/ investors to encourage them to convert under-used space to residential accommodation. The benefits apply to particular streets only; the principal streets being: North Main Street, Oliver Plunkett Street, MacCurtain Street, Barrack Street and Shandon Street. Benefits of the scheme include an increase in the number of residential units/population in these areas, the provision of greater levels of activity and better support of local services, as well as physical improvements to buildings and a reduction in dereliction.

POLICY CC 9

Upper floor residential uses in the Commercial Core Area

To actively seek the development of residential units on the upper floors of existing and new buildings in the CCA, particularly on secondary and tertiary shopping streets.

Inner City Residential Neighbourhoods

The areas outside of the CCA within the City Centre and some areas in Docklands are given this zoning objective. These areas, formerly designated as housing protection areas and for general employment and residential uses (excluding shops and offices), include a large quantity of older housing stock and other commercial uses. The City Council sees the future of these areas as mixed use residential neighbourhoods. The retention of non-residential uses in these areas provides an important source of local employment and function for sites that would otherwise be undeveloped. The Council will seek the retention of such uses where they are compatible with residential or other amenities and do not conflict with specific renewal objectives.

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The purpose of the zoning objective is:

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- To consolidate and reinforce the existing housing areas at the edge of the CCA with new residential development so as to enhance residential amenity, ensure a good mix of dwelling types and increase City Centre population to support local services.
- To seek the development of these areas as medium density residential neighbourhoods, where the primary use is residential but other uses are open for consideration if they serve a local or civic need.
- To ensure that existing housing areas at the edge of the CCA are not lost to other uses.
- To ensure that in existing inner city areas at least one-third of all new housing in the area are family-type homes (i.e. town houses and larger apartments).
- To resist the sub-division of existing family dwellings to flats.
- To ensure a good mix of uses, including the provision of local services and local employment opportunities.
- To allow for the continued use of existing non-residential uses providing they are compatible with residential uses.
- To promote the development of live-work units.
- To facilitate the expansion of institutional, civic and community uses in a manner compatible with residential amenity.

Inner City Residential Neighbourhoods

To reinforce the residential character of existing inner city residential neighbourhoods by:

- *Resisting the conversion of existing housing stock to other uses.*
- *Resisting the sub-division of existing dwellings.*
- *Seeking the redevelopment of vacant and derelict sites for residential use or small-scale local employment.*
- *Ensuring that new non-residential developments serve a local or civic need.*

POLICY CC 10

Docklands

The City Council will seek to ensure that Docklands will be an attractive residential location to a broad range of residents, from all age groups and social backgrounds. The Council will seek to ensure that the development of the area will incorporate a wide range of dwelling types suited to a range of needs, a mix of tenure and the provision of a full range of community infrastructure (see section on Docklands below).

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Tourism Development

The City Council seeks to establish Cork as a major urban tourism destination. Chapter 3: Enterprise and Employment provides an overview of the Council's approach to tourism development in the City. Realising the City Centre's tourism potential is a crucial element of this approach.

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The Plan identifies a number of measures that will improve the tourism potential of the City Centre. The development of pedestrian friendly, high quality public spaces will be the focus of a strategy defining the City Council's vision for the City Centre's public realm (see paras. 9.72–9.75). While the enhancement of "Quayside Amenity Areas" will help improve the riverside environment in the City Centre.

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- 9.50** There are also a number of locations that have the potential to become foci for clusters of visitor attractions within the Plan period, including a southern cluster at the South Parish and Douglas Street/St Fin Barre's area and a northern cluster at Shandon.
- 9.51** Both of these areas have been identified as "Tourist Improvement Areas". This objective focuses on the existence of multiple attractions in an area; co-ordinating their development and establishing support uses such as restaurants and accommodation to help realise their potential as key tourist clusters in the City Centre (see para. 9.34 on location of hotels). The improvement of the public realm, the creation of attractive focal public spaces and the enhancement of strategic pedestrian linkages to and from these areas will also be prioritised.
- 9.52** The Shandon area of the City contains a number of visitor attractions but these are not overly visible to visitors and tourists. Aside from not being visually prominent, there are poor physical linkages to Shandon from the City Centre and the perception of physical proximity needs to be enhanced. A strategy is already in place to address this problem as part of the Shandon Renewal Project and includes a new pedestrian bridge from Cornmarket Street, an improved public realm in Shandon and along Pope's Quay, a series of tourist walkways around the City including Shandon, and the provision of appropriate signage.
- 9.53** Inadequate physical linkages and a poor standard of public realm are also evident in the South Parish area, where St Fin Barre's Cathedral, the Elizabeth Fort, Nano Nagle's grave and the Red Abbey Tower form a cluster of tourist attractions. The area has an historic character and also supports a number of cultural and artistic activities. Thus significant scope exists for the development of an attractive tourist and cultural quarter. The preparation of a Local Plan/Action Plan for the South Parish during the period of the Plan will help co-ordinate efforts at enhancing the attractiveness of the area both as a place to live and a tourist location.

Access to the City Centre, Traffic Management and the Public Realm

- 9.54** Chapter 4: Transportation outlines the city-wide policies and specific objectives relating to the promotion of sustainable modes of transport. The following section details policies relating to access, traffic management and the improvement of the public realm. Fig. 9.2 City Centre Development Objectives illustrates the measures proposed.

Access to the City Centre

- 9.55** There is general agreement that it is desirable that more people access the City Centre by more sustainable modes of transport (walking, cycling, and public transport), that fewer cars have access to the City Centre and that more of the public realm be made pedestrian friendly. In order for there to be a meaningful shift from the private car towards sustainable modes of transport there will need to be investment in infrastructure on a significant scale.
- 9.56** Key to promoting sustainable modes of transport will be the development of a City Centre Local Transport Plan, which will provide the framework for policy and investment in transport over the period 2004–2010. The following sections detail the specific objectives and policies relating to the improvement of access to the City Centre and Docklands, including: traffic management, car parking and sustainable modes of transport.

Encouraging walking

- 9.57** The City Council is committed to encouraging people to walk to, and around, the City Centre and Docklands, and will do all within its powers to make walking both safe and pleasurable. The section on public realm (see paras. 9.72–9.75) deals with individual spaces and this section identifies the overall strategies.
- 9.58** The following are measures that will contribute towards the creation of a high quality City Centre walking network (see Fig. 9.2 and Fig. 9.5).
- The designation of Strategic Pedestrian Linkages to, and through the City Centre, in order to ensure high quality pedestrian routes (in terms of surfaces, public realm configuration and design, junction design and junction priority).
 - The identification of key junctions where pedestrian/vehicular conflicts exist, in order that the pedestrian experience can be improved by design and priority measures (Key Pedestrian Junction Improvements, see Table 9.3).

- The designation of pedestrian priority areas.
- Providing new pedestrian bridges across the River Lee at Cornmarket Street and Harley's Street.

Encouraging cycling

The City Council will undertake the following:

- A Cycling Strategy will be completed in 2004. As well as identifying city-wide cycling routes, the strategy will identify preferred cycle routes through the City Centre, alterations to traffic management, standards for road and junction design, parking and lighting. It is likely that many one-way streets will revert to two-way, to make cycling a more attractive proposition.
- Provide new cycle parking facilities within the public realm in appropriate locations.
- Require new developments to make bicycle parking provision.

9.59

Encouraging the use of rail

The City Council will work in partnership with Coras Iompair Éireann (CIE) to:

- Redevelop Kent station and upgrade facilities (see Policy CC 13 below). This is intended to increase the capacity of the station and railway network and link to the development of commuter rail stations as described in Chapter 4: Transportation.
- Ensure that the new improved Kent Station is well integrated into the City Centre, Docklands and its wider context for all modes of transport, particularly sustainable modes.

9.60

The existing access to Kent Station is 1,000 metres from St Patrick's Street and the route to the station offers a very poor pedestrian environment through a run-down area of the City Centre. The rebuilt station will be well integrated into the City Centre by means of:

9.61

- The development of vacant/derelict sites along key routes.
- A strategic walkway connecting the City Centre to the station.
- New access to the station from Horgan's Quay.
- New access to the station from Alfred Street (as a continuation of MacCurtain Street).
- New bus services at the station.
- The reversion of MacCurtain Street and the Lower Glanmire Road to two-way traffic.

Encouraging the use of coaches and buses

The City is well served by suburban and metropolitan bus routes, and sub-regional/national services. Chapter 4 deals with the city-wide issues relating to the need for an improved bus/coach hub, the proposed green routes, the need for bus lanes and bus-related infrastructure.

9.62

In order to meet the projected increase in demand for coach and bus travel for the 2001–2020 CASP period and beyond, the City Council and CIE/Bus Éireann have identified the need for an upgraded bus station facility. The City Council will work in partnership with public transport providers and An Garda Síochana to identify suitable locations for bus stops, termini and layover spaces.

9.63



Traffic management and the road network

- 9.64** The City Council's goal is to minimise through traffic in the City Centre. The Council will undertake a review of the traffic management system as part of a City Centre Local Transport Plan.
- 9.65** It is a key objective to re-introduce two-way traffic where possible in the City Centre. Priorities for implementation include MacCurtain Street/Lower Glanmire Road, Washington Street/Lancaster Quay, and Victoria Road/Albert Road/Albert Quay. These projects will assist in creating pedestrian friendly environments on key shopping streets, thereby enhancing the viability and vitality of the retail function and the success of the streets concerned. The feasibility and sequence of conversion will be considered on a route by route basis.
- 9.66** Traffic will be given disincentives to 'rat-run' through historic residential areas within the City Centre in order to enhance amenity and to restrict the impact of excess traffic on narrow streets. These areas are defined in Fig. 9.2 as areas in which through traffic should be minimised.
- 9.67** Another key objective is the reduction of non-essential traffic in the City Centre, as well as the encouragement of pedestrian movements. Pedestrian priority areas are proposed for the majority of streets within the City Centre island east of North/South Main Street and north of South Mall. The concept of "dynamic traffic management" will be employed to achieve pedestrian priority throughout normal trading hours. This does not preclude the use of the streets by vehicles in principle. In some cases total pedestrianisation may be considered (e.g. Oliver Plunkett Street). The intention would be to develop a traffic system that could respond to changing needs throughout the day, week and year. The presence of vehicles in the evening can be desirable as they contribute towards the perception of safety due to the additional surveillance and activity provided by vehicles and drivers.
- 9.68** The City Council proposes to introduce a dynamic traffic management scheme on St Patrick's Street following completion of the landmark public realm project for the street. In order for this to be implemented, City Centre through-traffic will need to be given alternative routes on the South and North Ring Roads and road improvements to the Kyril's Quay/Sheares Street route will need to be developed and implemented. The traffic management scheme would restrict access to public transport, taxis and cyclists for a core period each day. The purpose of the project is to maximise the pedestrian potential of this key public space, and limit traffic movement to enable the retail function of the street to be enhanced. A road widening scheme is proposed along Kyril's Quay to complete the widening of the road on the southern side of the North Lee Channel.

Freight traffic

- 9.69** The City Council will commission a Freight Management Study to look at, among other things, the delivery of goods to shops. This will form the basis for policy and traffic management development for the Plan period.

Car parking

- 9.70** The main features of the City Council's car parking policy are contained in Chapter 4. City Centre parking is a key issue, both from the point of view of the continuing health of the City's economy, particularly its retail function, and its influence on the choice made between modes of transport. The Council is committed to encouraging alternatives to the private car and will therefore seek to restrict car parking spaces in the City Centre. New car parking within the City Centre is contrary to the objective of introducing extensive areas of pedestrian priority, it will increase the number of vehicles present in the public realm and in particular has a deleterious effect on the street environments adjacent to such car parks due to vehicle queuing. The majority of public car parking spaces are short stay, aimed at supporting the City Centre's retail function. This conforms with the City Council's objective of managing capacity in the interests of promoting short term parking and restricting long-stay commuter parking.
- 9.71** The City Centre car parking policy provides for the following:
- Ensuring appropriate supply of short-stay parking for shoppers and permitting parking for hotels where appropriate.
 - Restricting long-stay parking, while encouraging alternative modes of transport and 'park and ride' for commuters. In exceptional cases a small proportion of parking may be allowed to encourage development of strategic sites, subject to satisfactory mobility management plans.

- No new Multi-Storey Car Parks (MSCPs) will be permitted on the City Centre Island.
- A new MSCP will be considered at the Kent Railway Station site to serve the needs of long-distance commuters only.
- New MSCPs should be designed to be visually unobtrusive and should not occupy street frontages (i.e. they should be contained within blocks).
- The City Council will continue to extend the disc parking cordon to meet the needs of local communities suffering from intrusive commuter parking.

City Centre Car Parking

To restrict the development of further parking supply in the City Centre, targeting parking at short stay users and encouraging alternative modes of transport for commuters.

POLICY CC 11

Improving the public realm

The public realm provides the arena for transport, leisure/recreation and the setting for commerce in the City Centre. It also has a significant impact on people's perceptions and images of the City Centre and whether they choose to patronise the services the City has to offer. It is therefore extremely important that the City invests in its public realm, in order to provide a functional arena for movement, relaxation and commerce and a good quality visual backdrop to the City Centre.

9.72

Within Cork there is a general acceptance that the quality of the public realm in the City Centre is poor. In particular, the majority of space in the City Centre is dominated by vehicles and is not pedestrian friendly. There is also generally poor maintenance of hard surfaces.

9.73

The City Council has introduced an ambitious rolling programme of improvements. The level of investment required to improve the City Centre's public realm is significant but the Council feels that it is extremely worthwhile. Projects to improve the public realm will need to be phased over the Plan period (and beyond) and will be prioritised according to whether they satisfy the following criteria:

9.74

- Create landmark projects.
- Provide safe pedestrian crossings at key junctions.
- Upgrade recreational facilities for residents and visitors.
- Improve the environs of tourist, heritage and culture attractions.
- Improvement of commercial streets/expansion of CCRA.
- Create spaces that will facilitate outdoor eating.
- Create attractive focal public spaces.
- Create attractive waterside amenity areas.
- Create improved pedestrian priority areas.
- Provide strategic pedestrian linkages to/from focii.
- Upgrade facilities for public transport users.



9.75 A range of public realm improvements are proposed, including upgrading the main shopping and pedestrian areas, providing new higher order retail development areas within the City Centre Retail Area (e.g. Cornmarket Street and Parnell Place) and potential expansion areas. These are indicated in Figs. 9.2 and 9.5. Strategic pedestrian linkages from the City Centre to the bus and rail stations, to Docklands and to tourism areas will also be upgraded. Key pedestrian junctions around the City Centre will be improved to facilitate pedestrian movements. Tables 9.2 and 9.3 below list the main public realm improvements and key pedestrian junctions respectively. Tourism Improvement Areas are proposed in the South Parish Area and Shandon (see paras. 9.48–9.53 above), in order to secure public realm improvements and to promote tourism-related uses in these areas. The upgrading of St Patrick's Street is the first priority as it satisfies multiple objectives and because it is the City Centre's primary shopping street and public space. The City Council will review its public realm programme on an annual basis according to priorities and available resources. Of particular priority for the next few years should be the development of projects that create quality strategic walkways through the City Centre and those that bridge existing junctions that currently provide a poor quality pedestrian experience. These will provide a dramatic improvement to the pedestrian experience and are a basic building block of the development of a high quality public realm. The improvement of Parnell Place will also be a priority. The treatment of the public realm in Docklands is dealt with under the Docklands section below. In addition, works to the public realm in Areas of Special Character and Street Improvement Areas (see Chapter 6: Built Environment and Urban Design) should be designed to complement their distinctive architectural and historic character.

Quayside amenity areas

9.76 Within the City Centre and Docklands, Quayside Amenity Areas are identified along the north and south channels of the River Lee. The purpose of the designation is to identify those areas that will provide a high quality pedestrian-friendly public realm adjacent to the river channels to promote their use as linear public spaces and to improve the visual appearance of the City Centre/Docklands and the wider river corridor areas. There is a general presumption against development within the Quayside Amenity Areas. Within Docklands this manifests itself as a general presumption against development within 10 metres of the riverside as the vast majority of the waterfront already has a gap of at least 10 metres between the top of the quay and development. However, consideration will be given to small scale development where it relates to the use of the river, or the enjoyment of the riverside location (e.g. cafes/restaurants), providing there is sufficient capacity for generous areas of public space around them (as on quayside amenity areas elsewhere in the City Centre).

9.77 There are a small number of confined sites in the City Centre where a distance of 10 metres may not be achievable as a Quayside Amenity Area, in which case developers can make the case for development encroaching within 10 metres of the riverside and provide boardwalks to ensure an overall width of 10 metres.



Quayside Amenity Areas

To create a riverside amenity corridor to ensure the creation of accessible positive public space along the river for the benefit of the City as a whole, including a pleasant environment for pedestrians and cyclists. There is a general presumption against development encroaching within 10 metres of the existing quayside unless:

- Small-scale development within the space relates to the use of the river or quayside space and can ensure an adequate amenity space to facilitate passive recreation, walking and cycling.
- In the case of City Centre sites where a site is so confined as to make the 10m area impractical to provide. In these cases provision of a reduced setback supplemented by a boardwalk may be an acceptable alternative.

POLICY CC 12

Project	Programmed
St Patrick's Street	2002–2004
Shandon Street	2003–2004
Barrack Street (Lower)	2005
St. Anne's Churchyard (N)	2004
St. Anne's Churchyard (S)	2005
French Church Street, Carey's Lane and Paul Street	2003–2004
Oliver Plunkett Street Phases 1 & 2	2004–2005
Red Abbey	2004
Pope's Quay	2004–2007
Shandon – Historic areas/laneways	2004–2007
Oliver Plunkett St Lower	2004–2006
Streets connecting Oliver Plunkett Street to South Mall	2004–2006
Grand Parade	Not programmed
Banks of the River Lee	Not programmed
Cornmarket Street	Not programmed
Parnell Place	Not programmed
Elizabeth Fort	Not programmed
South Mall	Not programmed
South Parish Historic Streets and Laneways	Not Programmed

TABLE 9.2

Programme of proposed public realm improvement projects



Key Pedestrian Junction Improvement
North Gate Bridge (north and south)
Christy Ring Bridge (north and south)
Brian Boru Bridge (north and south)
Michael Collins Bridge (north and south)
Eamon de Valera Bridge (south)
Parnell Place/Oliver Plunkett Street
Albert Road/Albert Street
Parnell bridge (north and south)
Washington Street/Grand Parade
South Mall/Parliament Street

TABLE 9.3

Key pedestrian junction improvements

Public realm strategy

There is a need for the development of a strategy that will define the City Council's vision for the development of the City Centre's public realm and consequently the role of public spaces and broad design objectives for individual spaces. Priorities for improvements will be derived from the process of developing this strategy. This will develop the concepts for the objectives proposed in this Plan and form the basis for future decisions on the public realm.

9.78

Public realm code

- 9.79** The City Council will develop a public realm code to define the principles for the design of public spaces. This will also bring together and review guidelines contained in *The Public Realm in the City Centre: Guidelines for Design, Implementation and Maintenance* (Cork City Council, 1996), reflecting the high priority that the Council attaches to the public realm.

Green Spaces

- 9.80** As already noted, the provision of high quality well managed public parks within the City Centre can play a crucial part in attracting people to live in the City. Whilst high quality hard landscapes incorporating street trees (such as on the quays) can provide for some recreational needs, there is still a need for additional green spaces. Within the City Centre the only significant green spaces are Bishop Lucy Park and Shalom Park. The St. Anne's graveyards in Shandon and the Red Abbey area will be upgraded to pocket parks. The provision of green spaces will be a key part of the character of the development of the Docklands and in particular the green spaces on the Kennedy Park/St Luke's Church axis will serve City Centre populations. Marina Park will serve the southeast of the City, including the South Docks area, the Inner City Residential Neighbourhoods and suburban areas. The potential for additional "pocket parks" will also be explored.

City Centre Implementation Policies

- 9.81** The following section contains policies relating to the detailed implementation of specific area development proposals, followed by the identification of a list of priorities for the preparation of urban design strategies and site development briefs.

Major sites with potential for higher order retail development

St Patrick Street site

- 9.82** The St Patrick Street site is outlined on Figure 9.1: City Centre Development Objectives, as a site for higher order retail development (department store, fashion goods) with ground and first floor levels reserved for that use. Any application for development within the designated area will be considered in the light of the City Council's main objectives for the area and the *St Patrick's Street Development Brief* (2001):

- To create a new retail precinct facilitating improved pedestrian movement within and through the area, linking the Emmett Place cultural area with the City's main shopping precinct at St Patrick's Street.
- To improve the urban quality of this part of the City by achieving active ground floor uses and a vertical mixture of uses on the site.
- To facilitate redevelopment for higher order comparison retail at ground and first floor levels, allowing for some cafes and restaurants onto the laneways at ground floor level. Upper floor uses could include commercial leisure, cultural uses, general offices, and residential.
- To retain and reinforce the existing framework of lanes and blocks.
- To ensure that new east-west routes are introduced across the blocks to facilitate permeability. This should be via a new public square between Faulkner's Lane and Bowling Green Street. Private arcades may be considered as an alternative based on their merits.
- To strengthen pedestrian links between St Patrick's Street and Emmett Place/Drawbridge Street by widening one or more lanes.
- To retain protected structures and other buildings considered to be important parts of the urban environment.
- To ensure that new buildings are compatible with the architectural character of this area of the City, particularly with regard to scale, massing, height and elevational design.
- To ensure that the public realm is designed to a high quality utilising natural materials and reflects either historic materials evident in the streetscape or the Emmett Place/St Patrick Street schemes.

Cornmarket Street

- 9.83** The Cornmarket Street site is outlined on Figure 9.1, and is reserved at ground and first floor level for higher order retail use (ie. department store, fashion goods), this objective however would not preclude development for other uses on other floors. Any application for development within the designated area will be considered in the light of this objective.

The development of a major multiple store at the western end of St Patrick's Street is necessary to provide an "anchor" to the smaller shops located on St Patrick's Street and other secondary streets and to facilitate the necessary expansion of the prime shopping area. The site bounded by Cornmarket Street, St Paul's Avenue and Little Market Street is currently vacant and should be brought forward for development to fulfil this function. The former St. Paul's Church fronting onto Paul Street forms part of the site, and should be re-used and conserved in an appropriate way as an integral part of any redevelopment. Provision should be made for a pedestrian access to the development site from Paul Street via the St Paul's churchyard. The churchyard itself must be retained and converted to a public open space.

9.84

The City Council will prepare an urban design strategy for Cornmarket Street and its context, extending from North Main Street to Half Moon Street. This will outline a vision for the area that demonstrates its full potential as an extension to the Prime Shopping Area, the built form and the character of the public realm. The urban design strategy will ensure that the management of vehicular and pedestrian traffic, the casual trading area and the proposed tourist route are compatible with existing and proposed uses. The casual trading area has the potential to once again become the City's "market space", capable of accommodating a wide range of users and products, adding to the vitality of this area of the City Centre and complementing the uses contained within the adjacent buildings. For example, there is strong demand for an arts and crafts market in the City Centre. If this were accommodated on Cornmarket Street it would raise the profile of the area and also enhance the character of the existing casual trading area/market. The strategy will also include development principles for the other key development sites in the area.

9.85

Other areas requiring Local Area Plans, Action Plans, and Development Briefs

As identified in Chapter 1, the North Docks and South Docks are of city-wide significance and therefore the priorities for the preparation of Local Area Plans within the City Centre. In addition, resource permitting, a local area plan will be prepared for the South Parish area and action plans/urban design strategies will be prepared for other areas. Site specific development briefs will be prepared for:

9.86

- Eglinton Street/Albert Quay block (including the An Post site).
- Custom House Point (brief to be prepared by the property owners in conjunction with Cork City Council).
- North Mall Distillery site.



Cork City Docklands

Three times as large as the existing City Centre, the Cork City Docklands area represents the biggest development opportunity for the CASP area over the Plan period and beyond, its redevelopment and renewal will be of regional and national significance. Development will capitalise on the intrinsic advantages of the area:

9.87

- Four kilometres of waterfront provides an attractive setting for new development.
- Proximity to the City Centre.
- Proximity to the City's transportation hubs.
- Potential for integration into the areas of the City it addresses.
- Potential to provide a new high quality residential quarter of sufficient quality to shape the market, capable of transforming the City Centre into a desirable place to live.
- Potential for the creation of a new City Quarter of mixed uses and sufficient scale to bring about an urban renaissance in Cork and convert it into a city of European significance.

9.88 The *Cork Docklands Development Strategy 2001* (CDDS) sets out the City Council's broad strategy for the renewal of the area, dividing the Docklands into precincts (see Fig. 9.3: Docklands Precincts). Generally speaking the precincts can be divided into five areas in terms of their role relating to the Plan:

- **City Centre Extensions:** East City Centre (Island); Penrose Quay; South City Gateway; and Victoria Road (west) precincts.
- **City Centre Transitional extensions:** Station Core and Victoria Road (east) precincts.
- **North Docks:** Kennedy Spine North and North Docks.
- **South Docks:** Kennedy Spine South and the southern docks area extending to Marina Park.
- **Marina Park:** Parkside and Marina Park.

9.89 The CDDS proposes a programme for development of the Docks area that extends from 2001–2025. Whilst the existing City Centre area has significant development capacity capable of accommodating a large quantum of commercial development, the Council anticipates that the first phase of Docklands development will be implemented during the Plan period and proposes zoning objectives on this basis. The following areas of Docklands are zoned:

- The City Centre extension areas (see above) are included within the City Centre Area of the Plan, and are zoned as extensions to the Commercial Core Area.
- The Parkside and Marina Park precincts are zoned in the Plan for Business and Technology/Public Open Space use. This area is subject to a site specific objective (see Policy CC 16 below).
- The Station Core and Kennedy Spine North precincts are zoned within the Plan for redevelopment as a Mixed-Use Opportunity site (see Policy CC 13 below) and Inner City Residential Neighbourhood along Horgans Quay.
- The Victoria Road (east) precinct is zoned as Mixed-Use Opportunity sites.
- The Kennedy Spine South precinct is given a dual zoning as both Inner City Residential Neighbourhood and Business and Technology.

FIGURE 9.3
Dockland Precincts

- 1 East City Centre
- 2 Penrose Quay
- 3 Station Core
- 4 South City Gateway
- 5 Victoria Road Precinct
- 6 Kennedy Spine North
- 7 Kennedy Spine South
- 8 North Docks
- 9 Centre Park West
- 10 Centre Park East
- 11 South Docks
- 12 Monohan's Road West
- 13 Power Station
- 14 Monohan's Road East
- 15 Parkside
- 16 Marina Park

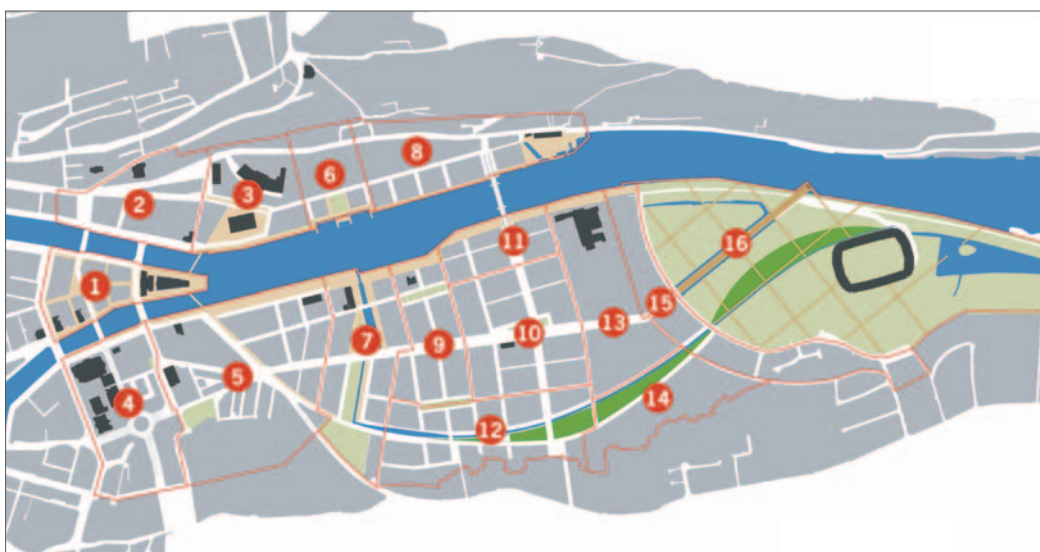


Fig. 9.4: Docklands Zoning Objectives illustrates the zoning objectives for the Docklands area, while Fig. 9.5: Docklands Development Objectives illustrates the development objectives for the area. The zonings reflect an optimistic view of development capacity and viability which reflects the City Council's desire to provide flexibility in the Plan sufficient to respond to increases in development activity or development proposals of significant scale and importance (such as landmark developments, significant inward investment or the decentralisation of government departments).

9.90

The following sections are structured to provide the policy context for development in Docklands:

9.91

- Kent Station and Kennedy Spine North Mixed Use Opportunity Site.
- Victoria Road Precinct (east) Mixed Use Opportunity Site.
- Kennedy Spine South mixed use area.
- Marina Park/Parkside area.
- North Docks.
- South Docks.
- Generic Docklands policies.

The City Council will pursue a role as a catalyst for the redevelopment of Docklands in order to provide greater certainty and confidence to key stakeholders and progress regeneration. It will undertake the following:

9.92

- Local Area Plans for the north and south docks areas.
- Bid for Strategic Planning Zone status if considered beneficial for the redevelopment of the area and complete planning schemes in response to SDZ status.
- Use its powers to assemble sites by compulsorily purchasing land in the public interest if required.
- Identify timescales for the implementation of key infrastructure/public realm projects contained in the Local Area Plans.
- Commission studies to facilitate the redevelopment of the area. The Council has already made progress in this area by commissioning the Water Street Bridge Feasibility Study and the South Docks Drainage Study.
- Establish a forum of stakeholders, recognising the central role of the Port of Cork.

Kent Station And Kennedy Spine North Mixed-Use Opportunity Site

The redevelopment of this site is possibly the most crucial to the City as a whole as it holds the key to unlocking the transportation strategy contained in CASP for the metropolitan area and hence the implementation of the overall development strategy. The site must be developed in a comprehensive fashion to ensure that any redevelopment relates well to both the Lower Glanmire Road and to its southern frontage onto the proposed new link road to the south of the railway station.

9.93

The redevelopment of this precinct focuses on the development of a new station building and concourse to the south of the existing Kent Station. The lands around the station will include enabling development to part-fund the construction of the new station and also a station-related multi-storey car park to cater for commuters. The railway station building will also include station-related retail uses and cafe-bar uses. A Neighbourhood Centre to serve the North Docks will be located fronting on to Station Square.

9.94

The site is outside the Commercial Core Area but will be developed as an extension of the City Centre with a mixture of commercial, residential and civic uses. The range of uses may include: general offices, conference centres, hotel, commercial leisure, cultural, residential, public institutions (e.g. educational or cultural) and business and technology, with active ground floor uses. Retail uses will be acceptable at the limited scale of station-related and neighbourhood retail uses (convenience and local low order comparison shopping). Retail office uses will be acceptable in the North Docks neighbourhood centre. The Council anticipates that the site will be one of the key locations for new office development in the City Centre should the National Spatial Strategy provide additional demand for new floorspace in Cork. The area may have potential for retailing at a larger scale in the future, when priority retail locations in the central area have been developed (see para. 9.16 above).

9.95



- 9.96** There must be a sufficient mix of uses to provide activity during out of work hours and to support local services and active ground floor uses. A key element of achieving this will be the provision of a significant proportion of residential floor-space and the development of a hotel.
- 9.97** There are a number of protected structures that should be assessed in a conservation study and given new uses in any redevelopment.
- 9.98** The development must address both the River Lee and the Lower Glanmire Road successfully, with buildings on both frontages with active ground floor uses. Fronting onto the river will be a new station square providing a large public space as a dramatic entrance to the City from the railway station. This will be fronted by active ground floor uses and will provide a venue for outdoor seating related to the café/bar uses in the station and the ground floors of surrounding buildings. The development will also need to incorporate bus stops, cycle parking facilities and a taxi rank.
- 9.99** Of critical importance to the redevelopment of the site will be the creation of a new direct link in the form of a street from Alfred Street to the railway station, and beyond to the relocated Horgans Quay route to the south of the railway. This link should provide a clear and legible route linking MacCurtain Street to the railway station and will help create a permeable extension to the City Centre. This will provide the basis for the eastwards extension of the MacCurtain Street area of the City Centre Retail Area in the future. The creation of such a route will allow for the accommodation of changes in traffic management in the future.

Kennedy Spine North and North Docks

- 9.100** The Kennedy Spine North and North Docks precincts are zoned as Inner City Residential Neighbourhoods, within which 90% and 60% respectively of floorspace is proposed for high density residential use, the balance being live ground floor uses, local services and community uses. Along Kennedy Spine a new urban square and park is proposed on the St Luke's/Kennedy Park axis. The delivery of this park, as with Kennedy Spine South (see below), will be funded through the development of the adjacent blocks.
- 9.101** One block of the Kennedy Spine North precinct is included within the station mixed use opportunity site. This provides the flexibility for this block to be developed for a mixture of uses should demand for commercial floorspace increase, although it is likely that this block will be the pilot block to demonstrate high density inner city living in Cork.
- 9.102** The North Docks precinct should be developed broadly in accordance with the proposals outlined in the CDDS. The area south of the railway along Horgan's Quay is designated as an Inner City Residential Neighbourhood. At least 60% of floorspace is proposed for residential use. This area will be developed at a high density maximising the south-facing water frontage. Of critical importance to the development of this area will be urban design considerations. In particular, blocks must be narrow to allow frequent views through the site to the river from the north and of the northern ridge from the south. The City Council will develop policy further for this area in the Docklands Local Area Plan/Strategic Development Zone Planning Scheme. It should be noted that the site east of Water Street, the Harbour Commissioner's slipway, could be developed more intensively than shown in the strategy, subject to traffic considerations.

Kent Station, Kennedy Spine North and North Docks

To work in partnership with land owners to promote the development of a quality new railway station and new urban quarter on the site. It is the policy of the City Council to assess applications for the redevelopment of this site according to whether proposals achieve:

- *The comprehensive redevelopment of the whole site.*
- *A new railway station and related uses.*
- *An appropriate mixture of commercial and residential uses across the site.*
- *An appropriate network of streets and routes.*
- *An appropriate urban grain.*
- *A high quality public realm.*
- *Protected structures conserved in an appropriate fashion.*
- *Appropriate pedestrian linkages to the City Centre.*
- *Appropriate transportation infrastructure and an effective traffic management system.*

The North Docks area should be developed in line with the Inner City Residential Neighbourhood zoning objective.

POLICY CC 13**Victoria Road Precinct (East) Mixed Use Opportunity Site**

The City Council's objective is to create a mixed-use urban quarter as an extension to the existing City Centre. This will be the first phase of the renewal of the South Docks area.

9.103

This site differs from the Victoria Road precinct articulated in the CDDS, in that it excludes the area west of Victoria Road from its boundaries, as it is considered that this area will develop organically as an extension to the City Centre's Commercial Core Area. The site stretches from Victoria Road eastwards to the Kennedy Spine South precinct.

9.104

This area could see development activity early in the period of the Plan, subject to the relocation of a number of key occupiers and the assessment of drainage issues (see para. 9.125 below).

9.105

Buildings of architectural and historic significance that benefit from protected structure status should be incorporated into development proposals and provided with new uses. Their development should be cross-subsidised by development on adjacent sites should their conversion not be viable on a stand-alone basis.

9.106

This area will be developed as a high density residential quarter based on a block structure of a City Centre grain that addresses the river, the Victoria Road neighbourhood centre, Centre Park Road and Monaghan's Road. The area benefits from three sites located at the apex of functions that give rise to exciting development opportunities to add interest and legibility to the area. Commercial activities will focus on the apex site at the corner of Victoria Road and Kennedy Quay with live ground floor uses being located on Victoria Road, the quayside, and Centre Park Road. The Monaghan's Road apex site would be suitable for development as a local supermarket. The Centre Park Road apex site would be suited to a variety of uses. All uses, except comparison retail, will be considered in this area but the area would be particularly suited to general offices, hotels and commercial leisure uses, cultural uses, educational uses, student housing, as well as the primary residential use. The Victoria Road neighbourhood centre will be the convenience shopping focus for the south docks area and is also likely to contain a range of other community uses and local services, including local retail offices (see Chapter 3: Policy E1).

9.107

The existing block structure will be enhanced by adding new north-south linkages across the site to create a tighter urban grain. The design of the waterfront area, Victoria Road, Centre Park Road and all key public spaces will be considered in the light of the proposed Public Realm Code (see paras. 9.133–9.136). In particular, consideration will be given to the building line on Kennedy Quay in advance of any developments being considered.

9.108

In order to provide development guidance and to consider a detailed set of public realm and traffic management issues the City Council will prepare an urban design strategy for the South City Gateway and Victoria Road precincts during the Plan period.

9.109

Victoria Road Precinct (east) mixed use opportunity site

To assess applications for development in this area insofar as they achieve the objectives stated above and other policies in the plan, incorporate a mix of uses: the primary use being residential but also including general offices and the development of a neighbourhood centre. Approximately 80% of floorspace should be in residential use.

Kennedy Spine South

- 9.110** This area lies to the east of the Victoria Road (East) Mixed Use Opportunity Site and has many features to make a distinctive urban quarter, including the riverfront, Kennedy Spine Park, Centre Park Road, and landmark buildings at the entrance to the park. The City Council's objective is to promote the redevelopment of this area for a mixture of uses. The area has dual zoning objectives of Business and Technology and Inner City Residential Neighbourhood and incorporates a key public open space.
- 9.111** The site's long term zoning will be as an Inner City Residential Neighbourhood, making the area a high density residential quarter with a sizable public open space area. Other uses will be open for consideration (excluding shops and offices). For example, the Council is keen to encourage educational and cultural uses in the area. At least 60% of floorspace will be in residential use and the area could include a significant quantity of live-work units. For the period of the Plan, the area will have a dual zoning, also including Business and Technology. This will allow office based industry and light industry to continue in the area whilst providing the opportunity to develop high-density high quality residential developments.
- 9.112** A range of uses could be appropriate for the existing Art-Deco Grain Silo at the entrance to the proposed Kennedy Park and the proposed adjacent tall building opposite. In particular, the Council is keen to encourage educational and cultural uses. The development of the precinct must cross-subsidise the conversion of the grain silo building and other protected structures if their conversion is not economically viable on a stand alone basis.
- 9.113** The area's focus is the Kennedy Spine Park public open space, which forms a spine to development, linking the riverside to Kennedy Park along the St.Luke's Church/Kennedy Park axis. The new Kennedy Park will be provided and implemented by developers directly, who will fund this element through the development of adjacent blocks. Higher residential densities will be permitted fronting onto the Park.
- 9.114** Buildings will front onto the proposed new public open space on all sides. New developments fronting onto the park should be narrow fronted to create a strong vertical rhythm to the buildings (in general with a maximum width of 15 metres). A high-density residential development is proposed, with development in perimeter block form and buildings of 4/5/6 storeys, with active ground floor uses fronting onto the park. The design of the park should be the subject of a design competition and be of a very high standard, including either the proposed Kennedy Basin or a large water feature and community facilities as design features. Building heights will be graded to reflect proximity to existing residential areas to the south and non-primary frontages will be of 4/5 storeys. The landmark building will be designed to mirror the height of the grain silo. Key linkages will create the block structure for the area, and the area will have a tight urban grain.

POLICY CC 15**Kennedy Spine South**

To assess development proposals according to the zoning objectives, the objectives stated in the paragraphs above and in the Docklands Strategy. In particular, the development of this area must deliver the proposed Kennedy Spine Park and the re-use of protected structures. The area should be developed as a high-density inner city residential neighbourhood, with at least 60% of floorspace in residential use.

Marina Park/Parkside

- 9.115** It is an objective of the Plan to develop the southern area of the site as a sub-regional park and the northern area of the site as a science and technology park linked to an on-site third level educational/research institution. The zoning objectives for this area will be public open space, sport and recreation and science and technology (linked to an educational institute), with the area of the Parkside precinct located east of Monahan Road zoned as an Inner City Residential Neighbourhood.

The concept for the development of this zone is the creation of a large green, open, recreational sub-regional park for the southeast of the City bounded by a contrasting high density development in the Parkside precinct.

9.116

Marina Park will have an extremely important role to play in visual terms, providing a soft and semi-natural environment at this eastern gateway into the Docklands area. The park will incorporate the wooded linear park extending from Monahan's Road, the Munster Show Grounds, an expanded Atlantic Pond, and the Parc Ui Chaoimh GAA stadium and will link the City to Blackrock via the Marina. Some pavilion buildings may be considered where they provide for exhibition or leisure (sports and recreation) use and allow the park to retain its open green character.

9.117

The northern portion of the Marina Park precinct is located north of the wooded Linear Park. It is proposed to develop this as a third level educational/research institution campus with buildings set into a landscape-dominated environment. This is intended to function as an economic anchor for the Docklands area and development for this use is considered essential to provide an incentive sufficient to bring forward a science and technology park within the Parkside Precinct.

9.118

Parkside will be developed to accommodate a science and technology park between the river and Monahan's Road with residential development to the east of Monahan's Road. Development should be of an urban scale with buildings providing enclosure to the Marina Park. The character of development in these precincts will be expanded upon in the proposed Local Area Plan/Planning Scheme.

9.119

Marina Park/Parkside

To seek the development of this area according to the above stated objectives, and in particular to provide for:

- *The creation of a high quality sub-regional city park allowing for a limited number of pavilion buildings within the park, providing the open character of the park is retained.*
- *The development of a third level educational/research institute with a linked science and technology park.*

POLICY CC 16

South Docks

The central area of the South Docks is likely to remain in light industrial/business and technology uses unless the Shell Oil Depot, which is a Seveso site (see Chapter 7: Policy ENV 28) is relocated out of the Docklands within the Plan period. Likewise, the ESB power station, will remain in its present use for the foreseeable future. The central area of the south docks is therefore given a Business and Technology zoning objective, as this will permit both office-based industry and light industrial uses.

9.120

The area to the south of Monahan's Road is zoned Business and Technology in the central section and Inner City Residential Neighbourhood at its east and west ends.

9.121

Key to the medium term development of this area will be the implementation of the Water Street Bridge, the Mahon–City Centre green route, and reorganisation of traffic management in the Victoria Road (west) precinct. The design and implementation of these measures is essential to facilitate more intensive development of the South Docks.

9.122

Generic Docklands Policies

Port of Cork

Cork Port has a major role to play in the economic life of the region. The Port's *Strategic Development Plan* (2002) indicates an intention of gradually moving its operations on the City Quays downstream to locations such as Ringaskiddy. The relocation of some activities from the City Quays to Tivoli may also be an option. The City Council recognises the need to support viable port activities as an important contributor to the economy of the region.

9.123

The issue of phasing of redevelopment in Docklands is largely dependent on land availability, while infrastructure provision will also be a factor. The North Docks is likely to be the first area where land will come on stream in the period of the Plan. Development in the South Docks is dependent on the relocation of some of the major activities in the area. Such relocation will have a significant effect on port activity due to the strong links between such activity and the land based businesses. The City Council will work with

9.124

the Port of Cork and the landowners to ensure an orderly transition from the current uses to achieve the regeneration of the area as envisaged in the CDDS. Financial support will be needed to secure relocation of port activities where such relocation is desirable. The CASP implementation body can play a role in helping to co-ordinate the re-location of such activities. Provision of infrastructure, such as bridges, will be developed in consultation with all stakeholders and in particular the Port of Cork.

Public utilities and drainage infrastructure

9.125 The South Docks are low lying and have drainage problems. In order to advance the implementation of the Docklands Strategy and facilitate development the City Council has commissioned consultants to analyse this problem on an area-wide basis. This study will identify the sites affected, the extent of the problem, develop an engineering design solution and quantify the cost.

9.126 Docklands will be serviced by Broadband, providing an opportunity to encourage higher order business and technology users to locate in the area.

Site remediation and environmental issues

9.127 The Docks have historically been the location for industrial uses and a variety of industrial processes which may possibly give rise to ground contamination in a limited number of areas. Policy ENV27 in Chapter 7 provides the policy context for dealing with this issue. Developers will be required to remediate sites prior to development.

Transport infrastructure

9.128 The City Council will seek to secure the delivery of major elements of transport infrastructure in order to maximise accessibility to the Docklands, and enable development to occur on the scale envisaged in the *Cork Docklands Development Strategy*. Chapter 4 outlines the strategic policy relating to transportation and access. Fig. 9.5 identifies the key elements of transport infrastructure that will need to be secured.

9.129 It is likely that the City Council itself will seek to implement some of the main infrastructural elements in order to achieve improved access and provide market confidence so that the Docklands area is a feasible development opportunity. The cost of providing infrastructure will be funded by a contributions scheme and by public resources.

POLICY CC 17

Transport Infrastructure for Docklands

To require the provision of the following major elements of transportation infrastructure to facilitate the development of Docklands:

- *Road/streetscape improvements.*
- *An improved/redeveloped railway station.*
- *An improved/redeveloped bus station.*
- *Water Street bridge.*
- *Public transport strategy.*
- *A green route extending from Mahon via the south docks to the City Centre and on to the south-west of the City.*
- *A quality traffic link to connect Water Street Bridge to the South Link Road.*
- *Relocate route along Horgan's Quay northwards.*
- *Service roads along Centre Park Road.*
- *Harbour walls and riverside walks.*
- *Improve linkages from the south docks to the City Centre and other adjoining areas to facilitate vehicular and pedestrian movements.*

Key new streets/linkages

9.130 The City Council's objective is to facilitate the development of Docklands as an extension to the City Centre with a block structure that facilitates accessibility and permeability, views to and from the river, a mixture of uses and a distinctive urban environment.

9.131 The majority of the elements of layout shown in the CDDS are essential to make the Docklands a viable and permeable development with an urban grain appropriate to its edge of City Centre location. As well

as reserving existing public roads, the City Council will seek to secure land to deliver the following key elements of layout (illustrated in Fig. 9.5: Docklands Developments Objectives):

- Existing access roads.
- Key north-south routes to maximise physical and visual accessibility to the River Lee and the prospects beyond.
- Key desire lines.
- Key routes necessary to deliver major elements of infrastructure (e.g. the road linking Monahan's Road to Water Street via the proposed bridge).
- Key routes necessary to break down large blocks to make the environment more permeable.
- Key routes at the edge of proposed areas of public open space.

The elements shown in Fig. 9.5 are indicative only. The City Council will identify the precise locations for linkages in the proposed Local Area Plan/Planning Scheme for the area. Key elements of layout will be implemented as port and land-based activities decline/relocate and sites come forward for re-development.

9.132

Key new streets/linkages in Docklands

To secure those elements of layout defined in Figure 9.5: Docklands Development Objectives.

POLICY CC 18

Key areas of public open space

The City Council will seek the provision of a number of key public open spaces within Docklands as a constituent part of the creation of a high quality urban extension to the City Centre, to provide for the amenities of residents, workers, and visitors alike. Overall, the Council will seek 10% of all land in Docklands to be public open space, excluding the Marina Park area (see Fig. 9.4), which is a sub-regional park. Public open spaces will be provided through two mechanisms:

9.133

- The direct provision of spaces by developers, including Kennedy Spine North and South, Quayside Amenity Areas, Station Square, Centre Park Square and smaller green spaces in residential areas.
- The development/improvement of public open spaces through a Docklands Developer Contributions Scheme.

In determining applications for residential development the City Council will take into account the following factors:

9.134

- Proximity to proposed public open spaces.
- Proximity to local and neighbourhood areas of play.

Contributions towards the creation of new public spaces and the enhancement of existing public spaces may be levied in lieu of new public open space from sites where the existing space is adjacent to development proposals.

9.135

A detailed public realm strategy and code will be prepared to set the standards for the form and detailed design of public spaces within Docklands.

9.136

Public Open Space (Soft And Hard)

To reserve the following areas for the development of Public Open Space (see Fig. 9.4: Docklands Zoning Objectives):

POLICY CC 19

- Custom House Quay
- Station Square
- South Quay Riverside Walkway
- Horgan's Quay Walkway
- Horgan's Quay Pocket Park
- Harbour Commissioner's Slipway
- Kennedy Park/Kennedy Park Extension/Kennedy Quay
- Centre Park Square
- Monahan's Road Linear Park
- The Marina Park

POLICY CC 20**Public realm strategy and public realm code for Docklands**

To prepare a detailed public realm strategy relating to the design and delivery of new public spaces and the streetscapes generally.

POLICY CC 21**Public open space relating to residential developments**

To seek the provision of additional public open spaces relating to residential developments in accordance with the requirements set out in Chapter 11: Development Control Standards.

Historic buildings

9.137 The City Council will seek all new developments to preserve protected structures, their elements of significance, and give them new viable uses. Historic buildings of national and regional significance are listed in Volume 2 of this Plan, Record of Protected Structures. There may also be buildings of local significance worthy of protection. Proposals for the development of protected structures will be assessed against policies in Chapter 6: Built Environment and Urban Design.

9.138 Any development in Docklands must seek to incorporate protected structures into proposals and must cross-subsidise their conversion with development on adjacent sites should their conversion not be viable in its own right. The City Council will work in partnership with developers, national government and local organisations to identify non-commercial civic/cultural uses for protected structures where appropriate.

Non-compatible uses

9.139 Applications for the intensification or extension of existing uses within the Docklands area will be assessed against the zoning objectives within which the relevant site falls. This will mean that new general industrial uses will not be permitted in the South Docks area. Applications for intensification of any use may be permitted where they are not compatible with the zoning objective if:

- They do not involve significant investment that would have high capital costs relative to the likely term of usage.
- They are envisaged as being short-term investments as a precursor to relocation out of the Docklands. In this instance short-term permissions may be granted.

General urban design principles

9.140 Urban design principles will be further developed in the Local Area Plan/Planning Scheme. In particular, developments must be developed to a tight urban grain, with buildings fronting onto streets and at the rear-edge-of-pavements. Block sizes should reflect the layout proposed in the CDDS and be large enough to accommodate a range of uses successfully whilst creating a permeable and accessible urban environment.

Building height

9.141 The general height of buildings in Docklands will be 4 to 6 storeys. Building heights may increase above 5 storeys fronting onto the River Lee and Kennedy Spine South. Building heights must take cognisance of adjacent residential neighbourhoods and should decrease in a stepped fashion to address buildings of lower storey heights. The Council will develop detailed building height guidance as part of the development of the Local Area Plan/Planning Scheme.

Tall buildings

9.142 The following locations have been identified by the City Council, in principle, as having the potential to accommodate tall buildings which could provide visual landmarks in the Docklands area:

- **Kennedy Spine South:** Opposite Art-Deco silo building
- **Victoria Road precinct:** Riverside
- **Station core:** East of new Railway Station/Station Square

9.143 Proposals for tall buildings in these locations will be assessed against the objectives in Chapter 6: Built Environment and Urban Design. In particular, tall buildings should be either narrow or on a north-south axis to avoid the loss of views across the City from ridge to ridge.