

## 2. City Docks



Figure 10.2: City Docks including and Marina Park.

### Introduction

#### 10.23

Cork's 147-hectare City Docks is the largest regeneration project in Ireland and will bring significant investment to Cork between now and its build out. The regeneration of the City Docks is central to the ambition for Cork set out in the National Planning Framework and will provide significant strategic value and local benefits. The ambition for the City Docks is to be an exemplar development for regeneration and design quality in Europe.

### Vision and Role of City Docks

#### 10.24

The City Docks will be:

- A new sustainable neighbourhood in the centre of Cork City that benefits from public realm-led excellent placemaking, with people-centred streets and spaces;
- A great place to live and work: an extension to Cork City Centre and a key destination for the economic, cultural, educational, commercial, civic and social vibrancy of the City;
- A green lung for the City that optimises the use of the River Lee, green and blue infrastructure and nature-based solutions.

#### 10.25

The City Docks has the capacity to accommodate 9,000- up to 10,000 homes and a residential population of between 20,000 and 25,000 people. It also has the capacity to accommodate 400,000 sqm to 500,000 sqm of non-residential space and 20,000- 25,000 jobs with potential for 3,000 students in further and higher education institutions. The City Docks therefore has the capacity to accommodate approximately 20% of the population growth target for Cork City to 2040. The role of the City Docks therefore reflects its vision: a strategically significant new sustainable residential neighbourhood, an extension to the City Centre with a strong economic role and a sustainable green lung for Cork.

#### 10.26

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

- Authenticity, equality and inclusivity;
- Liveability;
- Design-led placemaking;
- Environmental responsibility;
- Active travel;
- Fun, with programmed animation and 'meanwhile' uses.

## Local Area Planning

### 10.27

The South Docks Local Area Plan 2008 was expanded upon by the Docklands Public Realm Strategy 2012 and have provided important planning and urban design precedents for the Framework Plan. ~~This Plan provides a strategic policy that will form the basis for the development of the City Docks. Cork City Council (CCiC) will seek to prepare urban design masterplans for the City~~

~~Docks to update the urban design strategy for the development of the area. A strategic A Cork Docklands Framework Plan will be~~ has been prepared to inform the design of infrastructure projects, master planning and provide supplementary design guidance across the South Docklands. ~~In addition, a~~ This takes a public realm-led Placemaking approach to the design of a new City neighbourhood. The process has included the preparation of an Illustrative Framework Plan which highlights how URDF funded enabling infrastructure projects, which are City Council-led, will be catalysts to the regeneration and phasing of the site. This will serve to inform both communities and developers of the future physical form of development as part of a plan-led process.

The Framework Plan proposes a design approach that is derived from a process of analysis of need, best practice comparative studies, stakeholder engagement and informed by the vision set out in the City Plan. Volume 4 (Section A) includes a summary of the Framework Plan strategies which provides a robust framework to enable individual strategic infrastructure projects to be sequenced and delivered in parallel, including a clear description of the transformation to be brought about by the proposed package of interventions.

A North Docks masterplan will be prepared to integrate the development of the North Docks with the infrastructure required for Kent Station to function as a transport hub.

Cork City Council ~~will prepare~~ has prepared Character Area ~~Guidance Masterplans to guide the development of individual sites or areas in the City Docks~~ to assist developers and delivery partners achieve a coherent urban structure and to utilize each sub area's defining assets to create distinctive urban design qualities and local identity. Volume 4 (Section B) sets out guidance on a site wide and area specific basis.

~~An updated Cork City Council will also update the Docklands Public Realm Strategy is set out in Volume 4 (Section A) Strategic Infrastructure via an Illustrative Framework Plan -Policy during the lifetime of this Plan- Cork City Council CCiC will continue to progress the design and project planning of the key project bundles in relation to transport, flood protection, sports infrastructure and public realm infrastructure for the City Docklands over the Plan period in parallel with the development of strategic framework and other masterplans.~~

## Placemaking Strategy

### 10.28

It is an ambition of Cork City Council that the development of the City Docks is an exemplar development. The City Docks will have a strong sense of place built around a range of factors:

- Exemplar ambition (see Objective 10.18);
- A place for people (see Objective 10.19);
- The River Lee (see Objective 10.20);
- Character areas (see Objective 10.21);
- Building on its uniqueness (see Objective 10.22);
- Integration into its surroundings (see Objective 10.23);
- Climate resilience (see Objective 10.24);
- High quality amenities including Marina Park (see Objective 10.25);
- A high quality public realm and key streets (see Public Realm section and Objective 10.32).

## A Place for People

### 10.29

A key component of the development of the City Docks will be an over-riding ambition that it is developed as a place for people (see Objective 10.19).

This will influence:

- A land use strategy that seeks to ensure that there will be a strong presence of people and activity around-the-clock, combining residential, community and destination uses;
- The active promotion of a meanwhile use strategy to encourage people to come to the City Docks and make it part of their City experience, giving the City Docks an economic and people profile that can be responded to in future developments;
- The design of all streets and spaces so that

they optimise placemaking value and provide the arena for people to enjoy the opportunities presented by spaces, for meeting and also to

carry out functional trips;

- The public realm will be designed to ensure that all age groups are given equal consideration and universal design principles are applied;
- All streets will be designed to give highest priority to pedestrians and cyclists, with many streets being Pedestrian and Cycle Streets.

## The River Lee

### 10.30

The River Lee is the key physical asset of the City Docks, the river corridor itself being a manmade structure and product of civic design from the eighteenth and nineteenth centuries. The river corridor is therefore a built heritage asset, will also be a key focal point for people to gather and enjoy, and is also a biodiversity asset.

### 10.31

Public investment in enabling infrastructure will integrate the ~~The River Lee space will need to integrate the following into its~~ within the public realm via:

- Strategic walkways / cycleways (“greenways”);
- Quayside Amenity Areas (including passive and active recreation, seating, focal points, etc.);
- Bridges and their approaches / abutments;
- Flood defences that are integrated into the public realm, and embraces both the heritage of the area and the amenity of the river;
- Access to the river to enable a significant expansion in water-based recreational activity, reflecting Cork’s cultural heritage;
- Built heritage assets to maintain the identity of the wharfs / docklands.
- **As a linear biodiversity corridor.**

### 10.32

The River Lee will be framed by development on its north and south sides. On Kennedy Quay the quayside amenity area will be maintained at a depth of c.30m, allowing the building line of the development sites fronting onto the quay to be brought forward by a variable width, and subject to retention of built heritage

assets. The **Character Area Guidance in Volume 4 outlines how the** building line on Horgan’s Quay will frame the space that is now Horgan’s Quay to ensure that the Quayside Amenity Area is deep enough to provide a range of needs according to the public realm strategy. A new Quayside Amenity Area will be provided as part of the development to the east of Water Street. **This will create a new destination point around a significant and substantially intact industrial archaeology complex associated with the City’s early shipbuilding industry.**

## Character Areas

### 10.33

The City Docks is comprised of **an updated series of** character areas that were generated through the **Docklands Framework Plan-Docks Public Realm Strategy 2012**. These character areas present the opportunity to provide a coherent urban structure for City Docks, with each area having its own identity and urban design qualities. Figure 10.3a ~~and 10.3b~~ illustrate the **eleven** ~~eight~~ character areas. Each area will each have its own coherent character, informed by their **defining heritage assets**, land use, density, building height, housing mix, public realm and a range of other factors. The character areas are capable of being implemented in phases that would allow infrastructure **bundles** to be phased to meet the needs of each area. **The Character Area names are informed from a baseline assessment of the history of the area.**

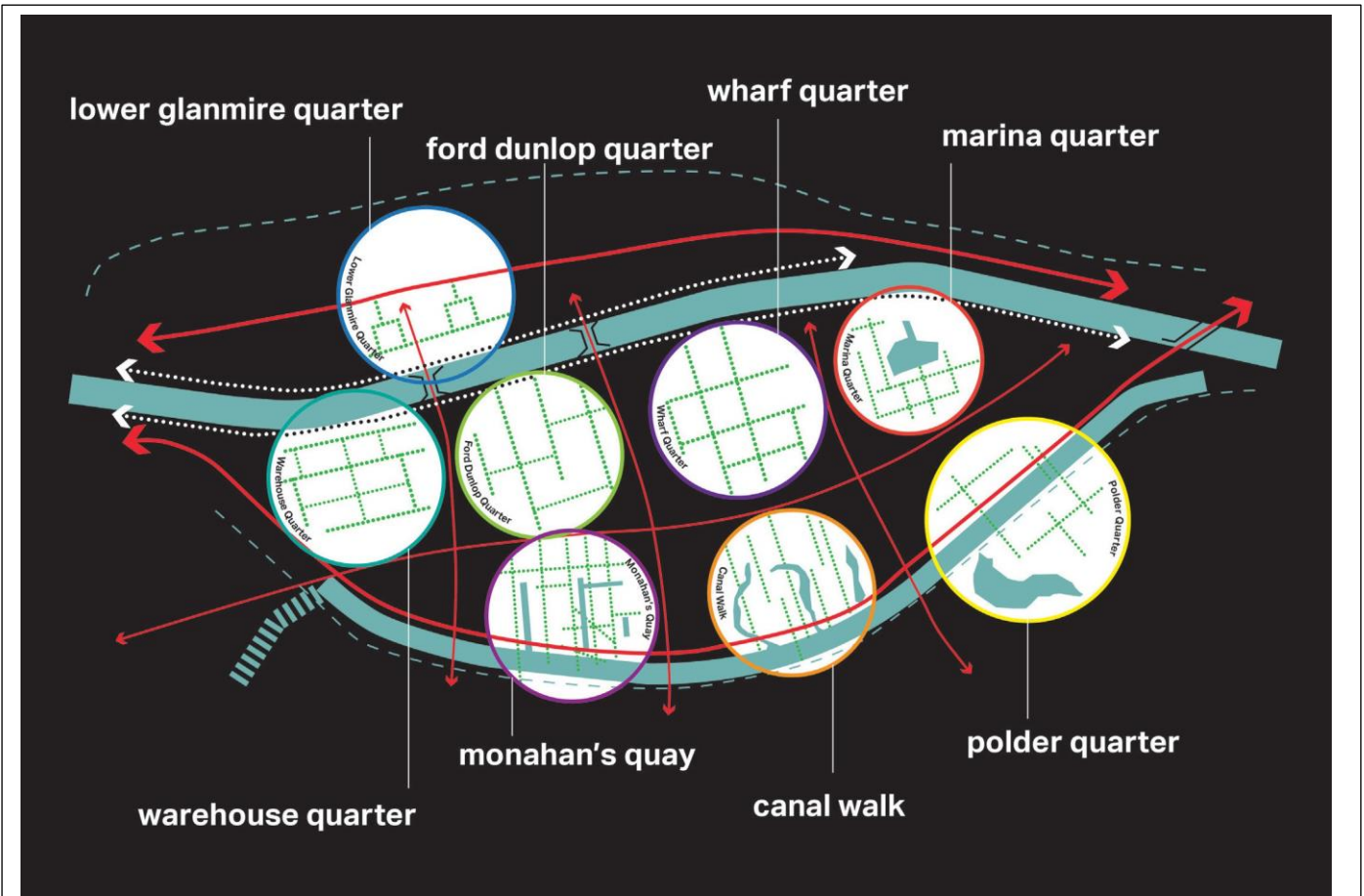


Figure 10.3a: City Docks Character Area Concept.



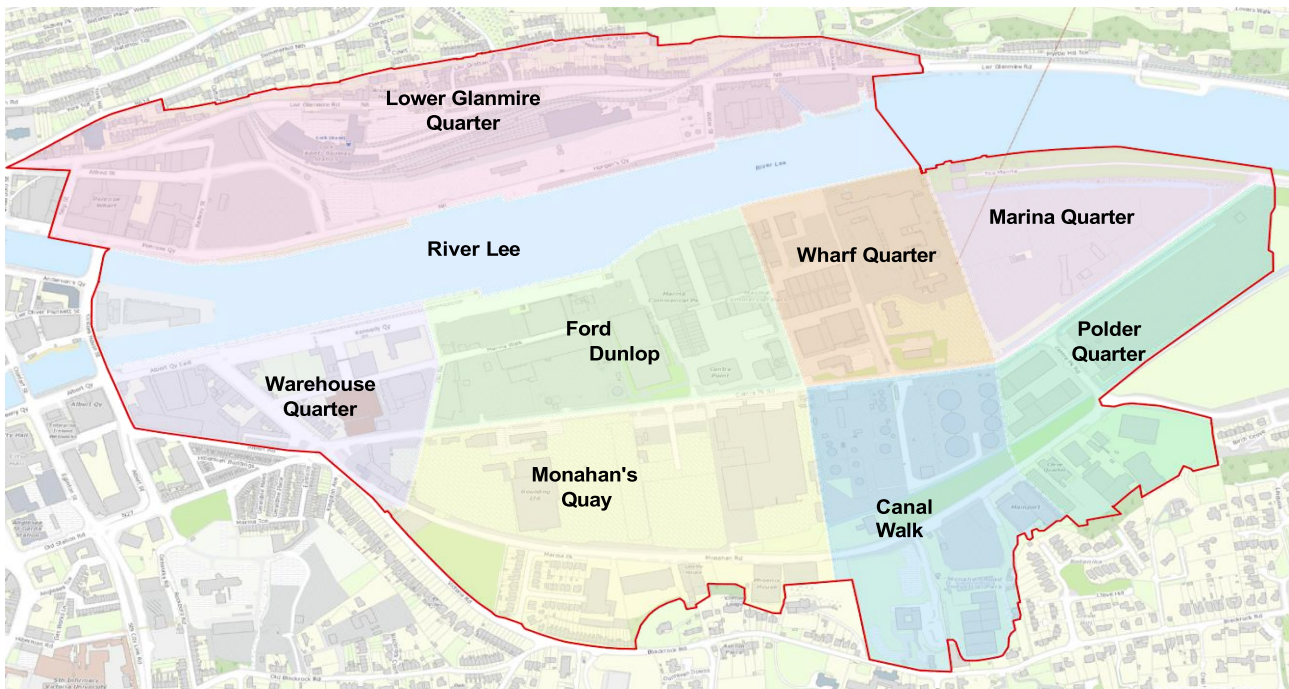


Figure 10.3b: City Docks Character Area Boundaries.

## Character Areas

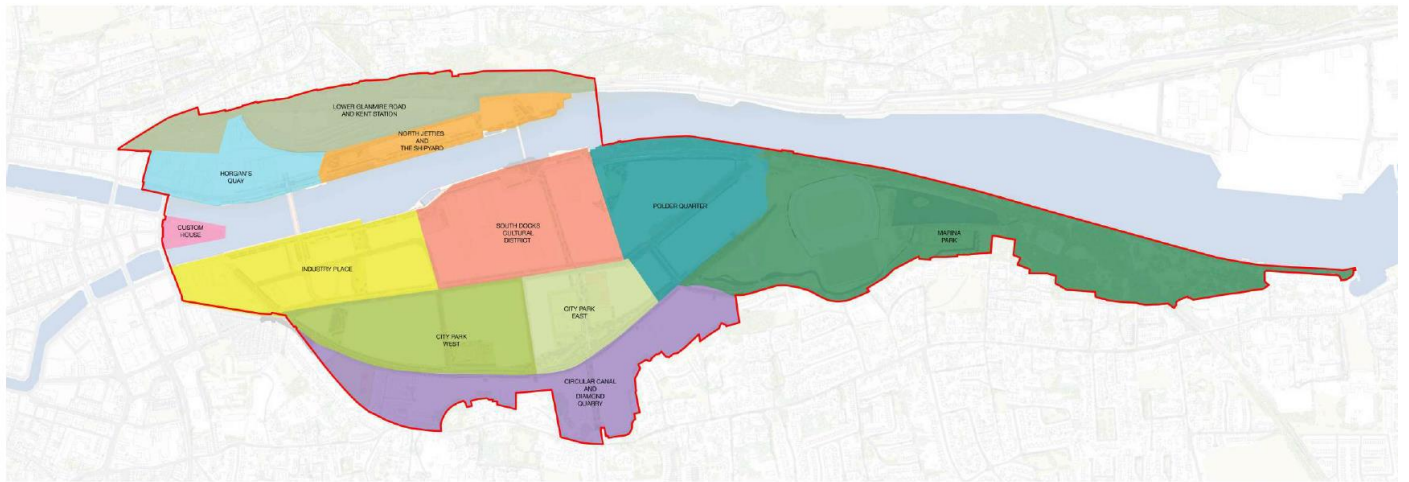


Figure 10.3 Character Area boundaries.

## Authenticity in the Development of the City Docks: Built Heritage Strategy

### 10.34

The City Docks contains a wide range of built heritage assets that ~~tell the story of the area~~ captures its “genius loci” or spirit of place, including:

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

### 10.35

There are many built heritage assets within the City Docks. Most of the structures considered to be of significance are former industrial architecture, railway and port related in origin, with some residential and commercial buildings. This gives the City Docks a special significance to Cork as it reflects the origin and role of the City and the development of the city eastwards from the historic centre. These assets are listed in Volume 3 of this Plan and most are included on the National Inventory of Architectural Heritage.

### 10.36

The Odlums mill and warehouse complex is on the RPS (PS856) and NIAH (20506406). The complex of buildings front onto Kennedy Quay / Mill Road / Marina Walk, and are a visual landmark in the docks area, being visible from many parts of the city. The buildings are architecturally distinctive, tall and remain largely intact. Objective 10.22 sets out the City Council’s objectives for its development.

### 10.37

The Ford Factory complex is a designated Architectural Conservation Area (see Volume 3: Specific Built Heritage Objectives).

### 10.38

The design of the quayside will need to respect the historic quay wall and appropriately frame those built heritage assets that front onto the sequence of key spaces on the River Lee,

including the Ford Factory and Odlums buildings.

McMahon’s yard is a significant and substantially intact industrial archaeological complex at the north-eastern extents of the site. The patent slipway, Harbour Commissioner’s workshop and the Harbour Master’s house (all protected structures) contribute significantly to our understanding of the ship building history from the 18th and 19th centuries Maritime Port and will contribute to the Placemaking response at this location.

Beyond the physical assets there are also intangible assets that have contributed to the evolution of Docklands. These are defined as:

- Continuing Cork’s legacy of locating civic uses along the Waterfront and ensuring that the quays remain a prominent part of the Docklands’ public activity;
- Reinstating the historic Navigation Walk connecting City Hall to Blackrock Castle along the waterfront, using the historic quay wall as a consistent and visible linear element supported with associated heritage infrastructure
- Enabling the adaptive reuse of historic assets within the development and public realm of the Docklands;
- Recreating the sense of enclosure created by the Escarpment, as part of Cork’s distinct view along the River
- Reflecting Cork’s recognition as ‘Venice of the North’ through the reintroduction of water and wet landscapes around the Docklands as part of the drainage strategy.

## City Docks Integrated into its surroundings

### 10.39

The City Docks will be integrated into its surroundings in terms of its pedestrian and cycle connections to create a permeable and seamless environment. Opportunities have been identified in the Character Area Guidance in Volume 4 where accessibility can be enhanced between the site and its adjoining urban neighbourhoods.

## Climate Resilience

### 10.40

Climate resilience is addressed in Chapter 5 Climate Change and Environment. The City Docks will be developed as a climate resilient neighbourhood by incorporating, where appropriate, sustainable urban drainage systems (SUDS) and by achieving an ambitious mode split that prioritises walking, cycling and public transport over other modes. These will have a significant benefit for climate resilience and in terms of placemaking by designing streets that are not dominated by vehicular space. In addition, the DockLs, in partnership with relevant stakeholders, will explore opportunities for community energy schemes, such as district heating, roof mounted micro-generation, etc.

## Public Realm: Marina Park

### 10.41

Marina Park will be a new City Park to serve the City Docks, the City Centre, and the South-East Suburbs. Ultimately, it will also be accessible to the North-East of the City via the Eastern Gateway Bridge. Marina Park will provide for passive recreational needs primarily, as well as accommodating:

- Flood storage capacity;
- Páirc Ui Chaoimh / Centre for Excellence;
- An LRT corridor;
- River-based recreational activity
- Biodiversity areas;
- The Eastern Gateway Bridge; and
- Ancillary car parking.

### 10.42

The Marina Park is being delivered according to the Marina Park Masterplan 2013 (subject to amendment).

## Public Realm: Key Streets and Space

### 10.43

The ~~South Docks Local Area Plan 2008 Framework Plan Overview~~ established principles for the development of a network of streets and spaces, which ~~was expanded upon by the Docklands Public Realm Strategy (see section, below)~~ is supplemented with Guidance for Strategic Infrastructure and private development plots on a Site-wide and Character Area basis in Volume 4.

### 10.44

The revised street network (see Transport Strategy) ~~will integrate~~ limiting vehicular access, sustainable urban drainage systems (SuDS) (see South Docks Drainage and Levels Strategy, below), extensive street tree planting, and a range of other design generators, ~~will mean that the standard~~ into a series of street typologies that are illustrated in Volume 4 (Sections A) and referenced within the Area Specific Guidance (in Section B). ~~will need to be updated during the life of the Plan. In the interim period the Docklands Public Realm Strategy Street Design Guide will be applied.~~

## Land Use Strategy

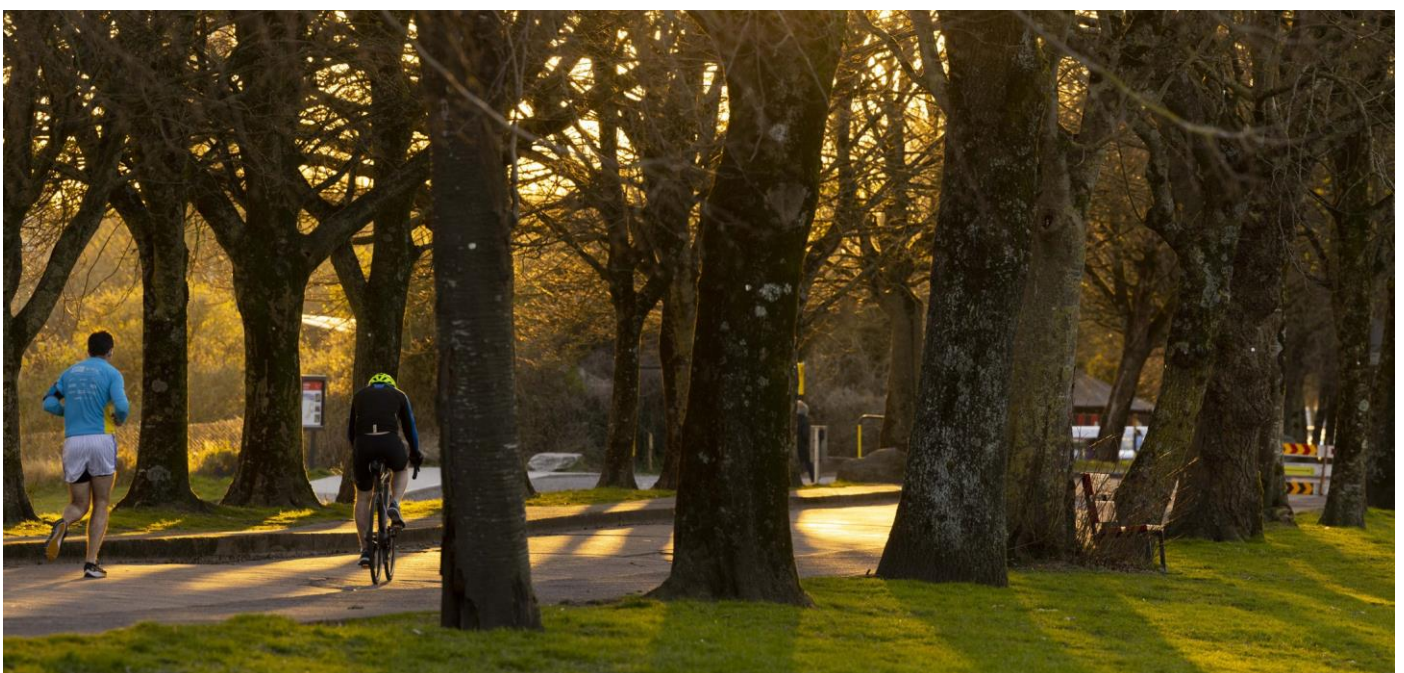
### 10.45

The City Docks land use strategy reflects the City Docks Vision to develop an extension of the City Centre, a new sustainable residential neighbourhood and to create a green lung for the City. ~~Table 10.1 sets out the land use zoning objectives and key development components proposed.~~



	Land Use Zoning Objectives	Character Area
New Residential Neighbourhood	ZO 2 New Residential Neighbourhoods Housing, employment, neighbourhood services, community hub, education, health services, cultural activities, sports and recreation, amenity and open space.	Lower Glanmire Road Wharf Quarter Marina Walk Monahan's Quay Canal Walk Polder Quarter
	ZO 7 District Centres	Ford Dunlop Quarter / Canal Walk
	ZO 8 Neighbourhood and Local Centres	Ford Dunlop Quarter Polder Quarter / Marina Walk
	ZO 12 Education	Monahan's Quay Canal Walk Marina Walk
A Green Lung	ZO 15 Public Open Space	Marina Park Kennedy Spine N+S / Kennedy Park Monahan's Road The Marina School Square
	ZO 16 Sports Grounds and Facilities	Canal Walk Sports Hub

**Table 10.1:** City Docks Land Use Strategy.





## Specific Land Use Objectives

### 10.46

Land use zoning objectives are set out in Chapter 12 Land Use Zoning Objectives. For those areas zoned ZO 4 Mixed Use Development the target mix of uses are set out in [Volume 4 \(Section B Area Specific Guidance\) Character Areas below](#).

### 10.47

The following are specific land use objectives that pertain to the City Docks:

- **Western Neighbourhood / Local Centre:** This urban centre is not zoned but its centre-point should closely correlate to the LRT route / stop. ~~Whilst CMATS 2040 and the~~ The City Docks Transport Strategy ~~have~~ [has integrated assumed a the indicative preferred tram route \(April 2025\) into the street design this will need to be confirmed by the TII LRT Alignment Study due for publication in 2022. Three route options are currently being considered.](#) The Neighbourhood / Local Centre should comply with ZO 8 Neighbourhood and Local Centres and provide a focal point for commercial / community services for this western City Docks area with the proposed tram stop at its heart. An indicative location is provided in Map 2: Development Objectives.
- **Live Uses at Ground Floor Level** – Live ground floor frontage will be considered appropriate within the Mixed-Use Zone area and the zoned District Centre and neighbourhood centres. Live ground uses can bring positive benefits to key locations, such as:
  - Horgan’s Road;
  - Centre Park Road
  - Monahan’s Road;
  - The Water Street Link Street;
  - Key corners; and
  - Frontage onto key spaces [as defined in the Area Specific Guidance](#)

### 10.48

Outside of these areas live ground floor uses will not be permissible, in order to promote a high quality of residential amenity on all other street frontages and front doors to homes onto the street.

### 10.49

Live ground floor uses within the New Residential Neighbourhood areas could be provided in the form of: local commercial and community services; retail showrooms, live-work units (with workspace at ground floor level); workspaces (light industrial activities, such as commercial studios for artists / makers), or small retail offices.

### 10.50

**Retail Warehousing:** will be open for consideration, only where it can be demonstrated in a retail impact assessment that there is sufficient retail warehouse capacity and that such uses will not have a detrimental impact on the city centre or other retail centres, as a live ground floor use at the edge of the District Centre in the ZO 4 Mixed Use Development zone, in accordance with the provisions of the ZO 11 Retail Warehousing zoning.

### 10.51

**Catalyst Uses:** The City Council is seeking to develop a range of catalyst developments to bring life and interest to the City Docks. These will be most appropriate in the area zoned ZO4 Mixed Use Development but will be open for consideration in the New Residential Neighbourhood areas where the City Council considers the strategic significance of the proposal has been demonstrated and reasonable levels of residential amenity can be maintained. [The land-use strategy has identified locations along the South Docks Waterfront as the optimal location for non-residential catalyst uses to create destination points and synergies with the River, planned public plazas and transport infrastructure.](#)

### 10.52

**Existing Light Industrial (and related) Uses:** Cork City Council will work with its partners to find solutions to the relocation of existing low intensity light industrial (and related) uses currently located within the City Docks. The City Council is proposing that new light industrial estates would be developed in locations around the City (see Chapter 7: Economy and Employment) to accommodate businesses that would seek to relocate from the City Docks. Within the City Docks small-scale light industrial uses (e.g. workshops) will be compatible with other uses where they occupy ground floor space within mixed-use buildings on non-residential street frontages.

	2022-2028	Up to 2040
Homes Target	c. 3,000	10,000
Forecast Average Household Size	2.3 <sup>1</sup>	2.3
Students Forming Part of the Total Residents	Max 10% of Population Purpose-Built Student Accommodation Bed Spaces.	Max 10% of population Purpose-Built Student Accommodation Bed Spaces.

**Table 10.2:** City Docks Housing Targets.

## Housing

### 10.53

Housing must be provided in accordance with Chapter 3 Delivering Homes and Communities. The strategic targets for the City Docks are set out below in Table 10.2, above.

## Dwelling Type and Size Mix

### 10.54

Cork City Council’s ambition for the City Docks is that it should be developed as a new City Centre neighbourhood that it is attractive to live in for a broad spectrum of household sizes and dwelling types Cork City Council will aim to ensure that residential frontage at ground floor level is comprised of own-door family units, as far as possible. This will ensure that frontage is fine grain and benefits from frequent front doors, as well as ensuring that family homes are on lower floor levels accessible to communal and public open space for children. A range of block, building and dwelling typologies are possible to achieve this configuration.

### 10.55

The Dwelling Size Mix for the City Docks is set out in Chapter 11 Placemaking and Managing Development.

### 10.56

In order to ensure that the City Docks is developed as a balanced neighbourhood a maximum of ten percent of the population shall be students, and therefore purpose-built student bed spaces / studios shall comprise a maximum of 10% of homes developed.

## Social and Affordable Housing

### 10.57

Cork City Council aims to ensure that the City Docks is developed as a balanced and sustainable residential neighbourhood that is inclusive, in accordance with national policy and best practice. The City Council aims to apply the Joint Housing Strategy targets for below-market priced (Social and Affordable) housing to the City Docks in order to ensure the development of a balanced community and neighbourhood and to meet housing need. In addition to the opportunities provided by Part V the City Council will explore options to enable provision to be elevated to the Joint Housing Strategy target (see Objective 10.28).

<sup>1</sup> The Joint Housing Strategy has assumed a citywide average household size of 2.4935 for the Development Plan period, however an average household size of 2.3 is considered more appropriate for the City Docks.

## Community Infrastructure

### 10.58

Community Infrastructure will be provided in accordance with the objectives set out in Chapter 3 Delivering Homes and Communities.

The Framework Plan has established the need for approximately 9,500m<sup>2</sup> of community space within Docklands to meet the needs of the future population. Both formal and informal infrastructure is required such as a library, primary healthcare facilities, crèches and childcare services, youth facilities, flexible community space, community maker spaces/ grow space, creative studios and after-school clubs.

It is considered that the Community need can be spatially distributed as follows:

- Approximately 5,000 sqm of the 'Community' floorspace needs can be accommodated via the Community Hub model within lands zoned "District centre" to create a node in heart of the Docklands and to accommodate more civic uses (e.g. library and healthcare facilities) in combination with residential and non-residential activity.
- A total of 3,000m<sup>2</sup> can be spatially distributed across the site as "community outposts". This will include the co-location of community space within the URDF funded projects (e.g. Canal Walk Sports Centre), within school campuses and at locations identified in the Character Area Guidance.
- Approximately 1,500m<sup>2</sup> of community space can be accommodated within private developments. See further details in Volume 4.

## Education and Schools

### 10.59

There are three zoned Education sites with the aim of meeting the primary and post-primary educational need of the City Docks. Additional educational development, such as higher educational institutes and further education, is most likely to be accommodated within the land designated for Mixed Use development. The Department of Education and Skills forecast that 4-6 Primary Schools and 1-2 Post-Primary Schools will need to be provided across the three sites to meet the needs of the new City Docks Neighbourhood.

### 10.60

Sports pitch/play needs will be mostly met off-site within lands zoned for the purposes of Sports Grounds and Public Open Space, which are located adjacent / proximate to the proposed school campuses. These will be public facilities benefiting from optimised use that are likely to be all weather pitches to enable intensive use, including schools use.

### 10.61

Some school buildings and facilities (e.g. indoor sports halls) will be encouraged to be made available for public usage and located accordingly in the school campuses. It is Cork City Council's preference to see the development of a Community Hub within or adjacent to one of the school campuses in order to maximise the value for money for public investment.

### 10.62

Cork City Council ~~will~~ **is** working collaboratively with the Department of Education ~~and Skills~~ to **develop spatial briefs and indicative block layouts for each of the school campus sites** to enable the delivery of schools in a timely fashion to meet the needs of the catchment. **These have informed the approach in the Illustrative Framework Plan and Area Specific Guidance in Volume 4.**



## Community Hub

### 10.63

Community Hubs are multi-purpose facilities that act as a community focal point and provide value for money for the public purse. They combine a range of specific community uses with space that is available for rent and can be used for a variety of purposes. Further details can be found in Chapter 3 Delivering Homes and Communities. Within City Docks it is envisaged that a Community Hub will be developed to meet the needs of the new neighbourhood. **The Framework Masterplan identified a spatial need of 5,000m<sup>2</sup> to accommodate the spatial needs of a Community Hub.** Cork City Council will seek to prepare a Community Hub Feasibility Study during the lifetime of the Plan. The Hub will likely combine a library, community centre, indoor sports facilities, primary care and youth facilities. It is possible that the hub could co-locate and have synergies with a school campus, neighbourhood centre or potentially a swimming pool or other community infrastructure.

## Active Recreational Infrastructure

### 10.64

The City Docks Neighbourhood aims to meet the needs of the community as far as possible, including meeting the active recreational needs of the neighbourhood for residents and workers, and also any strategic sporting requirements suited to the City Docks location. There are already national-standard sports facilities in City Docks in Páirc Uí Chaoimh and the Centre of Excellence.

### 10.65

~~Within the City Docks Cork City Council will provide sports pitches at four locations:~~

- ~~• Monahan's Park (south of the western primary school) within sites designated ZO15 – Public Open Space;~~

- ~~• Canal Walk Sports Hub (Centre Park Road / Monahan's Road) within sites designated as ZO16 – Sports Grounds and Facilities);~~
- ~~• Ardfoyle Convent Lower Grounds within a site designated ZO15 – Public Open Space); and~~
- ~~• Other locations, including those outside but accessible to the City Docks.~~

The Framework Plan has interrogated the strategic active recreational infrastructure need for a range of sports uses. This has identified a significant deficit of sports pitch provision. The Framework Plan focuses on pitches that can be used by multiple sports. These will be provided at a number of locations:

- Provision of full sized pitch that has flexibility for an all-weather multi-use pitch on Monahan Park (zoned ZO15 Public Open Space) that caters to the school campus site (north) and provides informal amenity (including play) for surrounding residential communities.
- Delivery of an indoor Sports Centre (including a swimming pool and other ancillary sports uses such as a gym, studio space etc.);
- Creation of complementary outdoor sports facilities including a full-size all-weather, floodlit pitch and separate junior pitches on lands zoned ZO16 Sports Grounds and Facilities adjoining the Sports complex at Canal Walk;
- Provision of junior grass pitches at Ardfoyle Convent Lower Grounds within a site designated ZO15 Public Open Space.

### 10.66

Cork City Council aims to provide and manage these facilities to meet the needs of the area and to ensure optimisation of use for public, club and school usage. Sports grounds and public open space will play an important role in complementing educational / schools campuses in the City Docks and meeting the needs of pupils during the “school day”. Other complementary full size sports grounds will be accessible to the City Docks by public transport, walking and cycling.

### 10.67

Within the City Docks individual developments will provide communal active recreational infrastructure facilities in the form of multi-use games areas (MUGAs), outdoor gyms, indoor gyms, and other facilities in accordance with Chapter 11 Placemaking and Managing Development. Cork City Council will integrate similarly small-scale public facilities into the public realm in accordance with the public realm strategy, which envisages that a range of facilities will potentially be provided, including MUGAs, ~~skate parks,~~

outdoor water play areas for children, play areas, a floating swimming pool, and more. The provision of an indoor pool will be subject to a feasibility study.

### 10.68

The River Lee provides the focus for river-based activity in the City. The Marina accommodates a number of existing rowing clubs, with potential for the development of additional boating facilities including clubhouses and slipways. The north side of the river also has the potential to provide river access at the Castleview Terrace slipway on Lower Glanmire Road.

The Framework Plan has identified opportunities to improve river access and recreation across the Waterfront. Provision of a community-based water sports facility has been identified through the process and will be located on suitably zoned lands (ZO 16 Sports Grounds and Facilities) close to Blackrock Pier and will include provision of a new public slipway.

## Ecology and Biodiversity

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

The ambition as outlined in the Volume 4 is to establish an integrated and cohesive regenerative landscape that transforms the current industrial Docklands landscape into a flourishing landscape that promotes enrichment of local biodiversity and creates new habitats that tie into the City's wider ecology network.

The strategic approach to ecology and biodiversity in the Docklands addresses three distinct layers of intervention:

- Protecting existing assets and integrating these into new development, where feasible;
- Creating a regenerative landscape that positively contributes to the biodiversity value of the Docklands, and
- Enabling development to be a positive addition to the ecological system rather than something to be mitigated.

## Arts and Culture

Public art is integral to the planning and development process, and to creating successful urban places. Cork City Council ambition is to embed public art in the Docklands and to promote the city and its identity.

Informed by an analysis of the strategic need and existing assets, Cork City Council's approach to future arts and culture infrastructure will be achieved by:

- Seeking to develop a range of catalyst uses, which may include cultural uses.
- Celebrating Docklands creative industry by seeking to retain existing creative business where appropriate and attracting new creative practitioners into Docklands.
- Identifying existing heritage assets, opportunity buildings and sites for artists to live, work and exhibit.
- Identifying locations and synergies that promote the role of third-level education institutions (e.g. UCC, MTU) in facilitating artistic and design-based education in Docklands.

The Percent for Art allocation must be delivered in collaboration with Cork City Council's Arts Office and in accordance with the National Public Art Guidelines.

Cork City Council acknowledges the role the creative community may have in influencing design proposals, and on influencing the quality and use of the public realm, in particular. This City Development Plan sets a framework for good practice and a road map for the planning and the delivery of a range of public art projects through each stage of the regeneration process. Objective 8.16e commits to implementing the Arts Strategy for Cork Docklands Public Realm as part of Docklands Development. Further guidance is contained in Volume 4.

# Density, Development Capacity, Building Height and Tall Buildings

## 10.69

This section provides an overview of the development capacity of the City Docks based upon an assessment of the net developable area (allowing for deductions of schools, sports grounds, open spaces, quayside amenity areas and strategic street corridors).

## 10.70

~~Table 10.3 sets out~~ the indicative development capacity of the City Docks ~~which~~ is estimated to be c.1,110,000 square metres (sqm), of which c.750,000 sqm are residential and c.360,000 sqm of non-residential floorspace in addition to completed developments and planning commitments (excepting Marina Commercial Park which is included as a future development).

## 10.70

This yields a total of c.10,000 dwellings when combined with current planning commitments.

## 10.72

Cork City Council and the proposed Docklands Delivery Office will support the development of the City Docks and will monitor the output of developments to update targets accordingly.

## 10.73

The density strategy for the City Docks seeks to ensure that development in City Docks is to an average of ~~225~~ 240 dwellings per hectare (dph), ~~with a density range that increases in intensity from south to north across the South Docks.~~

~~Table 10.4 below~~ The Character Area Guidance sets out the density and building Height strategy. These densities and heights are targets, and there may be justification to deviate from these targets where it can be demonstrated that it is in the interests of good placemaking and design principles.

## 10.74

~~The strategy is based upon the recommendations from t~~The Cork City Urban Density, Building Height and Tall Buildings Study 2021 sets out the density strategy for the whole city, which is specifically refined for the Docklands on an area specific basis Volume 4 (Section B Site wide and Area Specific Guidance).



Character Area	Indicative Floorspace Capacity	Indicative plot ratio – Floor Area Ratio (FAR)	Residential Floorspace %	Non-Residential Floorspace %
Lower Glanmire Quarter	50,000	2	90	40
Warehouse Quarter	85,000	2.25	30	70
Ford-Dunlop Quarter	195,000	2.25	30	70
Wharf Quarter	185,000	2.25	85	15
Marina Walk	95,000	2.5	90	40
Monahan's Quay	225,000	2	90	40
Canal Walk	125,000	2	80	20
Polder Quarter	163,000	2.25	95	5
City Docks	1,110,000	2.25	65	35

**Table 10.3:** City Docks Development Capacity to 2040.

Character Area	Target Residential Density	Building Height (Residential Storey Equivalents)	
	Dwellings Per Hectare <sup>2</sup>	General	General Range
Lower Glanmire Quarter	200	6	4-8
<b>North of Centre Park Road / Waterfront</b>			
Warehouse Quarter	n/a	7	6-10
Ford-Dunlop Quarter	n/a	7	6-10
Wharf Quarter	250	7	6-10
Marina Walk	250	7	6-10
Polder Quarter (East)	250	7	6-10
<b>South of Centre Park Road / West of Marquee Road</b>			
Monahan's Quay	200	6	5-8
Canal Walk (North)	200	6	5-8
<b>South of Monahan's Road</b>			
Monahan's Quay (South)	150	5	4-7
Canal Walk (South)	150	5	4-7
Polder Quarter (South)	150	5	4-7
City Docks	225	7	5-10

**Table 10.4:** City Docks Residential Density and Building Height



Delete **Figure 10.4:** City Docks Zones Appropriate for Tall Buildings and replace map with updated Figure 10.4 (below).



**Figure 10.4:** City Docks Zones Appropriate for Tall Buildings.

## Tall Buildings

### 10.75

The City Docks has been identified in the Cork City Urban Density, Building Height and Tall Building Study as an appropriate location for tall buildings because it is suited to higher urban density and building height, and has limited sensitivity to height at a strategic level. Figure 10.4 illustrates the area considered suitable for tall buildings (refer to Chapter 11 Placemaking and Managing Development).

# City Docks Transport Strategy

## 10.76

City Docks Transport Strategy (ABTA) (2020) was prepared by Cork City Council as a development plan input study. The City Docks ABTA is a Final Draft document and presents the key transport findings and recommendations of the Area-Based Transport Assessment process and should be read in conjunction with the supporting reports produced at key stages. The transport strategy for Cork City Docklands is firmly rooted in the National Planning Framework, the RSES and best practice in docklands regeneration.

## 10.77

The City Docks Transport Strategy's innovative and ambitious approach will enable a step change in how people move around the City Docks and wider Metropolitan Cork Region. The approach prioritises walking, cycling and public transport as the instinctive modes of choice, and disincentivises the use of the private car for short trips. In line with international best practice, transport orientated development underpins the City Docks' regeneration, facilitating the creation of liveable and connected neighbourhoods.

## 10.78

High-quality place-making allied to sustained investment in strategic public transport, will underpin the vision of the City Docks as a

vibrant, mixed-use and attractive waterfront urban area to live, work, play and invest in.

## 10.79

The key components of the City Docks Draft ABTA are:

- Mode Split targets
- City Docks Transport Network
- Clear Street Hierarchy
- High quality walking and cycling Networks
- Transit-Orientated Development
- City Docks Bridges
- Demand Management

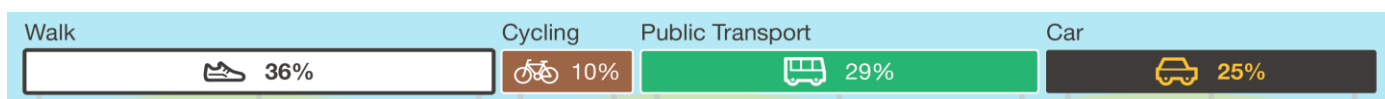


Figure 10.5: AM Peak Mode Share.



## City Docks Transport Services

### 10.80

Cork City Council and the NTA ~~will work~~ ~~are working~~ in partnership to seek to ensure that levels of public transport in the City Docks are increased to meet evolving trip demand patterns generated by planning commitments and project delivery. This will be especially relevant to this major regeneration project in advance of the LRT project delivery, and the ambition to ensure that a gradual ramp-up of the bus network and services is provided to meet the needs of the area and facilitate the subsequent development of the adopted tram route. This public transport improvement will primarily be delivered through BusConnects Cork, but will be supplemented by further enhancements aligned with, and responding to, the development of this overall area.

## Mode Split

### 10.81

The City Docks mode split target is ambitious and reflects the vision for the City Docks as a City Centre neighbourhood, with a 75% mode share for walking, cycling and public transport. The breakdown of the AM Peak Mode Share is set out in the infographic at Figure 10.5.

### 10.82

Achieving this mode split will require the full suite of transport strategy components to be delivered, including extensive pedestrian / cycle priority, the LRT, limiting car parking and confining vehicular access to specific streets.

## City Docks Transport Network

### 10.83

The development of the City Docks transport network ~~has been designed~~ ~~was undertaken~~ to align with future land use for the City Docks and the wider Cork Metropolitan Area to ensure close integration of land use and transport proposals.

- The vision is for walking and cycling to be ~~the~~ a primary modes of choice within the City Docks. ~~The Active Travel Bridge, the Blue Green Infrastructure (BGI) Route~~ ~~Pedestrian and Cycle Streets~~ and Kent Station Bridge will provide strategic north-south movements through the City Docks and ~~will be supported by~~ ~~act as~~ a network of ~~secondary active travel routes within the planned street and public open space network~~. The BGI Route will be a strategic quietways for pedestrians and cyclists. The greenway routes along the North and South quays ~~together with Centre Park Road and Monahan Road~~ will facilitate strategic east-west movements. ~~Lower Glanmire Road and the Local Collector Roads~~ will perform a secondary function within the active travel network.
- BusConnects Cork will provide a significant step-change in public transport connectivity with destinations across the Cork Metropolitan Area. Transport-Orientated Development (TOD) will play a critical role in enabling low-carbon development, by creating walkable neighbourhoods focused around public transport stops and stations. Bus Connects Cork will define the bus network and level of service. This will be dynamic in response to development activity (see City Docks Transport Services, aforementioned);
- A new Light Rail Transit (LRT) corridor and stops will be defined by the TII Light LRT Alignment Study. The LRT stations will be located in areas with a mix of live ground floor uses.
- Three new City Docks Bridges will provide multi-modal connectivity between the North and South Docks, and Tivoli Docks. Kent Station Bridge (active travel plus possible public transport); Water Street Bridge (active travel); and Eastern gateway Bridge (multi-modal, active travel, public transport and vehicular traffic);
- Kent Station will be the epicentre of activity in the North Docks and will play a significantly increased role as a multi-modal interchange from Cork Suburban Rail Network and InterCity services to significantly enhanced multi-modal accessibility from walking, cycling, BusConnects and light rail.

### 10.84

The City Docks Transport Network will comprise a combination of:

- Kent Station interchange and the suburban rail;
- Light Rail Line;
- Arterial Streets and spine transport network at Horgan's Road, Monahan's Road, Marquee Road and Centre Park Road;
- Bus lanes / bus priority;
- Link Streets;
- Local Streets with filtered permeability;
- Transition Zones (see DMURS) from faster design speeds to lower design speeds **is proposed at the interface of Marina Park within the City Docks;**
- Pedestrian and Cycle Streets; and
- Cycle / Pedestrian Greenway on the quays **and the Blue Green Infrastructure (BGI) Route.**
- **Berthing facilities and pontoons for water-based transport**

### 10.85

The Indicative Transport Network sets out the ambition for the City Docks. **This has informed the Illustrative Framework Plan will be applied to the Masterplans (see Objective 40.17: Masterplanning)** that **will to be** has been prepared to balance competing design objectives and confirm precise street locations, role and corridors within the intent of the overall vision and framework for the transport network.

## City Docks Transport Services

### 10.86

~~Gork City Council and the NTA will work in partnership to seek to ensure that levels of public transport in the City Docks are increased to meet evolving trip demand patterns generated by planning commitments and project delivery. This will be especially relevant to this major regeneration project in advance of the Light Rail Transit project delivery, and the ambition to ensure that a gradual ramp-up of the bus network and services is provided to meet the needs of the area and facilitate the subsequent development of the adopted tram route. This public transport improvement will primarily be delivered through BusConnects Cork, but will be supplemented by further enhancements aligned with, and responding to, the development of this overall area.~~

## Clear Street Hierarchy

### 10.87

The City Docks street network is based upon a clear street hierarchy consistent with the Design Manual for Urban Roads and Streets (DMURS). It has been configured to prioritise pedestrian, cyclist and public transport users for internal movements and to facilitate external connectivity by all transport modes. Arterial and Link routes are multi-modal facilitating movement by a range of road users. The design of Local streets and Filtered Permeability techniques will reinforce pedestrian and cyclist priority and place-making with design speeds set at 30kph (or lower) in line with best DMURS practice. High-quality public realm elements such as traffic calming, lighting and seating, are also required to emphasize the liveability of the City Docks. This will be further supported using Sustainable Drainage Systems (SuDS) and soft landscaping features including trees, swales and rain gardens to adapt the street network for climate change. The design speed of the streets in the City Docks will reflect the intended nature of the urban environment with placemaking qualities being given equal or greater weight on all streets, apart from the Arterial Streets.

## High-Quality Walking and Cycling Networks

### 10.88

The vision is for walking and cycling to be the modes of choice within the City Docks. Walking and cycling are embedded into the City Docks Transport Plan from the outset, based on the street user hierarchy principles set out in the Design Manual for Urban Roads and Streets (DMURS). A comprehensive network of walking and cycling routes and **a Quietways** will be supported by high-quality public realm and the concept of Healthy Streets™. Strategic Greenways utilising the quaysides will be frontloaded to embed active travel and recreational benefits from the outset, including the closing of The Marina to through-traffic.

## Transit-Oriented Development

### 10.89

The regeneration of the City Docks is envisaged as a transit-oriented development. Public transport provision and capacity underpins the development of the City Docks in a coherent and logical manner that is consistent with CMATS. The early implementation of high-frequency bus services is a critical enabler for the City Docks. Cork City Council will work with the NTA to promote the provision of routes and services to meet transport need.

### 10.90

The following are the integral building blocks of the City Docks public transport network:

- A dedicated LRT corridor running east-west and connecting to the City Centre (see Chapter 4 Transport and Mobility).
- An enhanced role for Kent Station as multimodal interchange between other modes;
- Enhanced Cork Suburban Rail services.
- The indicative bus network builds upon the CMATS bus network to serve the City Docks and ~~the bus network to be delivered will be~~ ~~has been~~ defined by the NTA through the Bus Connects Cork Study. This may include continuous various bus priority corridors:
  - ~~N8 to Albert Quay via the Eastern Gateway Bridge and the Monahan Road / Victoria Road;~~
  - ~~Lower Glanmire Road serving Kent Station.~~
  - An inbound bus lane along the re-aligned Horgan's Road
- ~~A (longer-term) bus gate at the section of Monahan's Road near the junction with Maryville.~~
- Greater levels of permeability to the surrounding area.

### 10.91

The Cork LRT Alignment Feasibility Study, which will determine the route of the tram, is currently being prepared by Transport Infrastructure Ireland (TII). ~~It is anticipated that this study will be completed in 2022.~~

## City Docks Bridges

### 10.92

The transport strategy proposes three new bridges that will provide multi-modal connectivity between the City Docks and Tivoli Docks and wider connectivity to Metropolitan Cork. The nature of the public transport role of the bridges is subject to NTA / TII confirmation through the LRT Alignment / Bus Connects Cork Studies:

- A new bridge to connect Kent Station to the South Docks for walking and cycling. The nature of the public transport role of the bridge will be determined by the NTA / TII.
- Eastern Gateway Bridge: Multi-modal bridge catering for bus, cycle, pedestrian and general traffic movements; and
- Water Street Bridge: Pedestrian and cycle only ~~connecting two public plazas north and south of the River Lee.~~

## Demand Management

### 10.93

Car parking standards based upon the transport strategy Car Parking Zones will be applied to the City Docks area, taking into account factors such as finite street capacity, development capacity of the area and mode split targets. Car Parking Standards are set out below in Table 10.53 and Figure 10.6 sets out the Car Parking Zones referred to in Figure 10.53. Cork City Council will seek to engage with applicants for major development proposals to identify solutions for car parking provision where the public transport infrastructure and services envisaged for Docklands has not yet been provided, subject to the overall long-term achievement of the maximum capacity targets set out for the Docklands. Cork City Council will seek for disabled parking to be provided within parking provision.

### 10.94

Smart demand management measures are required to achieve and surpass sustainable mode share targets over-and-above that of public transport provision alone. Investment in strategic sustainable transport measures will be complemented by innovation in parking management in line with international best practice, including Mobility Hubs, Park and Rides, Resident Parking Zones, disabled parking and EV charge point provision.



### 10.95

Car-free and low-car developments will be supported in tandem with Mobility as a Service (MaaS) systems such as low emission car clubs, bike sharing systems and cargo bikes to provide residents, employees and visitors to the City Docks with alternatives to private car ownership and usage.

### 10.96

Development proposals should consider the potential for other demand management measures, including Construction Logistics Centres serving multiple development sites in the City Docks as a whole, in collaboration with other developers. Construction Logistics Management Plans should be submitted with proposals for development considering this issue.

### 10.97

~~Mobility Hubs are planned to be part of the residential parking offer for the City Docks for residential development. Each facility is envisaged to accommodate around 300 car parking spaces and combine car parking with car-share and multi-modal facilities to accommodate users of other modes of transport, such as cycling and public transport. Mobility Hub parking spaces will be deducted from the available maximum parking provision for each Car Parking Zone and will therefore reduce the amount available for individual developments. Cork City Council will prepare a feasibility study to guide the future development of mobility hubs and multi-modal facilities.~~

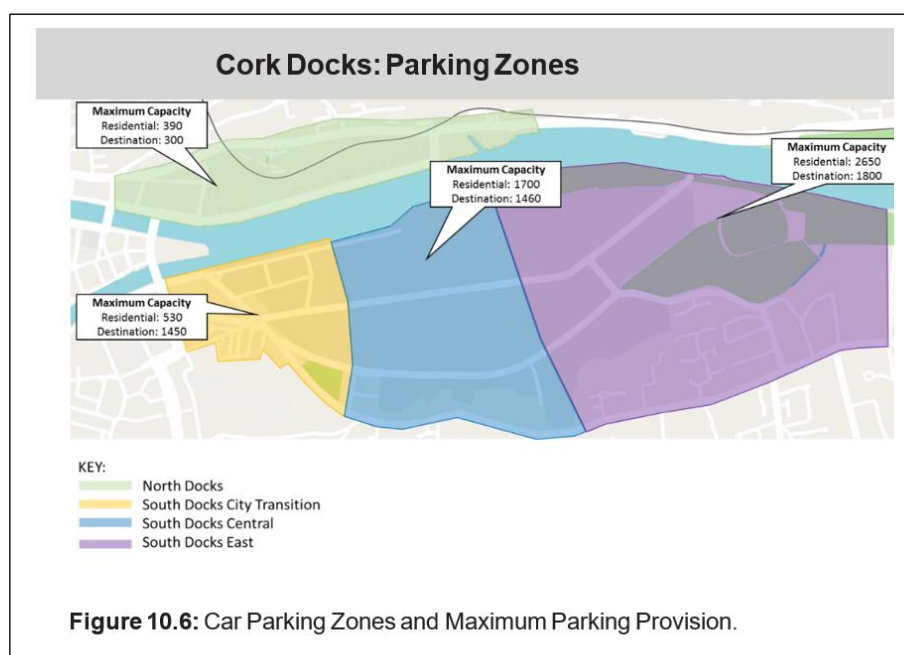
### 10.97

Mobility hubs will be supported as part of both the residential and commercial parking offer in the Docklands. Mobility Hubs will include a range of sustainable transport measures including car-share, bike share, electric vehicle charging and consolidated parking allowing more efficient use of parking spaces within the Docklands. Any parking spaces associated with the delivery of mobility hubs will be deducted from the available maximum parking provision for each Car Parking Zone and will therefore reduce the amount of available parking for individual developments.

A feasibility study with respect to the delivery of mobility hubs was prepared and has informed our movement strategy. The size and scale of any mobility hub will need to address the receiving environment including impacts on the Dockland's street network and should ensure multi-modal access to key public transport nodes. Mobility hubs would ideally be co-located with local retail/ tourist/ community centres prioritising the movement of people over vehicles and contributing positively to the public realm in the City Docks, however it is recognised that there will also be a role for more residential focused mobility hubs. Additional guidance on the interface of Mobility Hubs and the street is provided as part of the Site-Wide Guidance. See Volume 4.

### 10.98

Offices will be assumed to have an employment density of 1 person per 16 gross sqm.



Parking Zones	Destination Parking	Residential Parking (Spaces Per Unit)	
	1 Space Per	1 Bed	2/2+ Bed
North Docks	20 employees (5% provision)	0-0.15	0-0.3
South Docks City Transition	20 employees (5% provision)	0-0.15	0-0.3
South Docks Central	7 employees (14.3% provision)	0-0.2	0-0.4
South Docks East	6 employees (16.66% parking)	0.0.25	0-0.5

Table 10.53: Maximum Car Parking Standards.

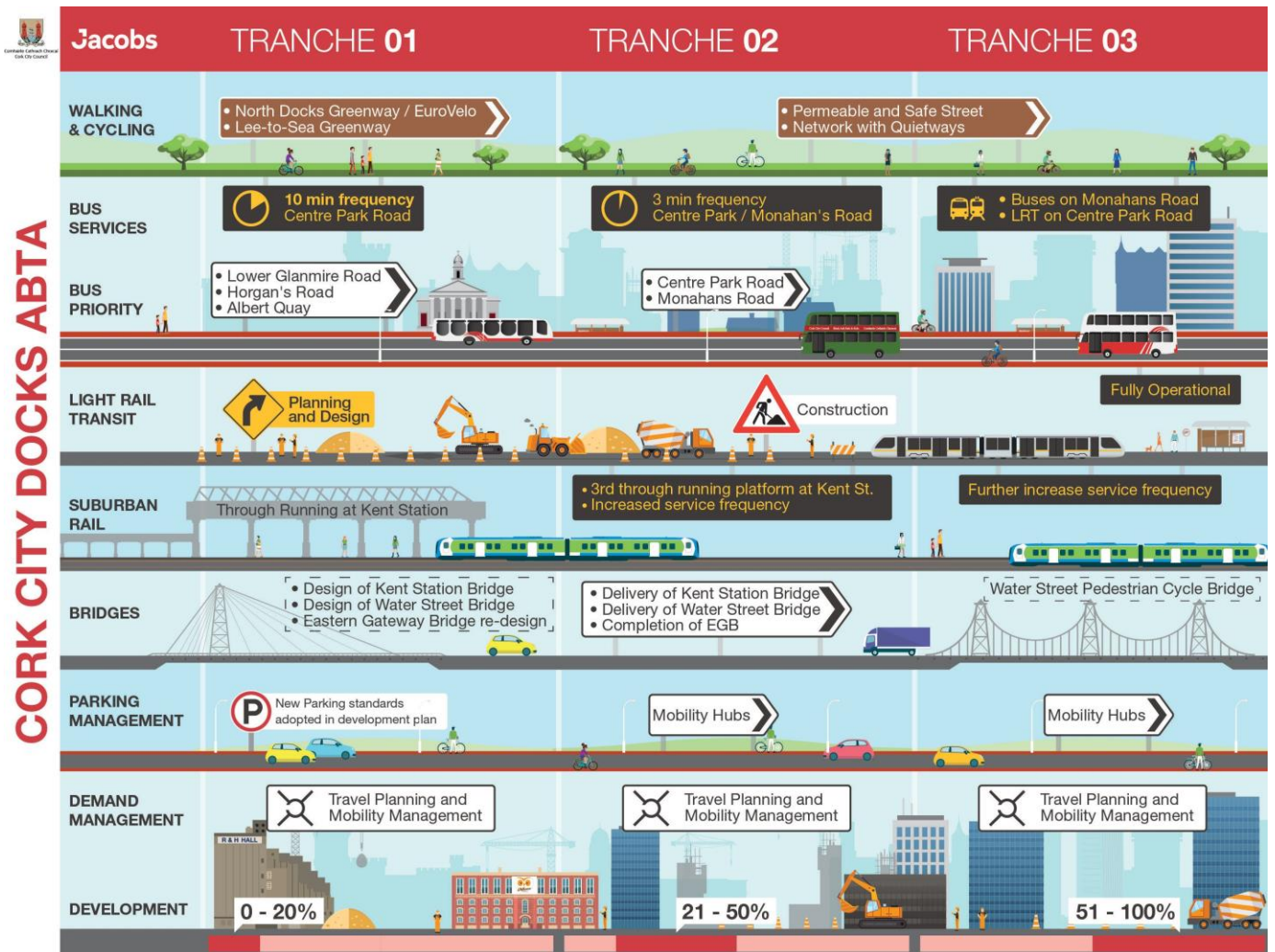


Figure 10.7: Indicative Phasing of Mobility and Transport.





Figure 10.8: ~~Public Realm Strategy Masterplan 2012.~~

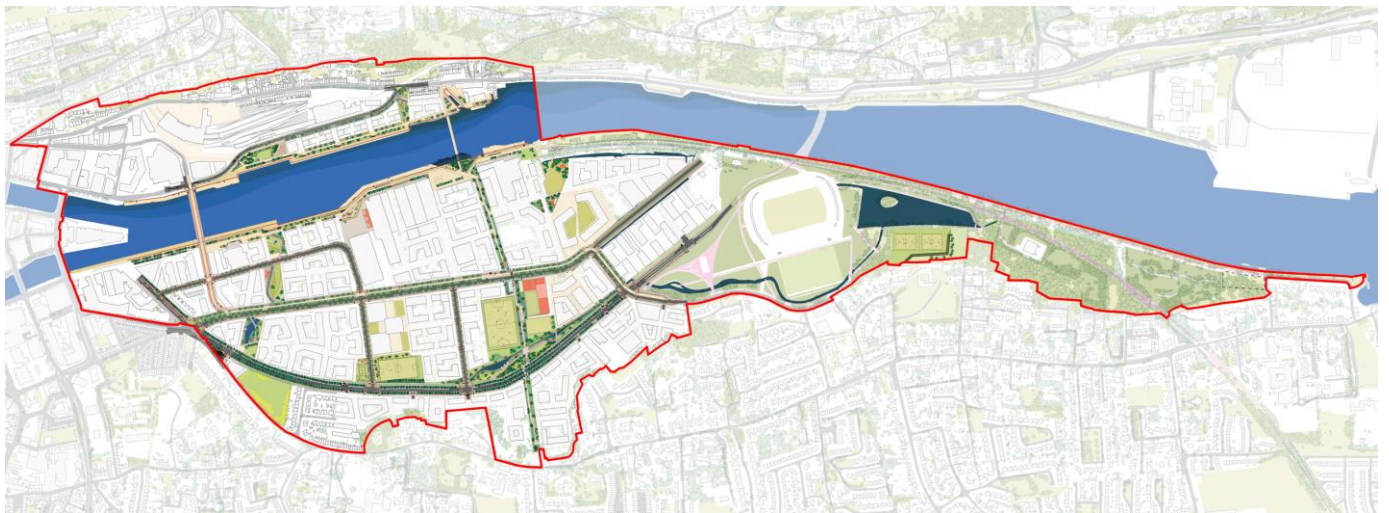


Figure 10.8: Illustrative Framework Plan including public realm strategy

# Public Realm /Public Open Space

## 10.99

Cork City Council will seek that the City Docks will have exemplar public realm and public open spaces befitting of a City Centre extension and new sustainable neighbourhood. The City Docks will include strategically important open spaces and public realm to provide for the passive and active recreational needs of the neighbourhood and to provide focal points for social interaction and pedestrian and cycle routes:

- **Marina Park** – The Marina Park Masterplan 2013, as amended by subsequent planning permissions, is being delivered in two phases by Cork City Council.
- **Quayside Amenity Areas** on Horgan's Quay (including extension), Custom House Quay, Albert Quay and Kennedy Quay.
- **Kennedy Spine** – A linear park extending from Kennedy Park to Kennedy Quay and also on Horgan's Quay to the north of the River Lee.
- **Monahan's Road Park Canal Walk Linear Park** – A linear park that combines swales with open space and landscape to create an attractive park place for predominantly passive recreation.
- **Monahan Park** – an active recreation park accomodating multi-use playing fields for a variety of team-based sports. This will complement the sports needs of the adjacent schools along with the wider community sports needs.
- **The Polder Cut Park** – a wild landscaped park under the overhead ESB electricity power lines.
- **Water Street Park**– A pocket park to support the new residential population on the North Quays.
- **The Shipyard Plaza** – an urban civic space with a focus on the heritage of the harbour, the maritime activities, and the existing graving dock and patent slip.
- **Active Recreational Infrastructure (ARI)**  
– sports grounds to provide facilities to meet the active recreational needs of the City Docks within the neighbourhood and close to homes, schools and places of work will be provided by Cork City Council. These facilities will be complemented by

facilities outside of the City Docks but accessible by walking / cycling and public transport, including the possibility of additional ARI in accessible locations, such as Mahon. In addition, within the City Docks ARI needs will be met by indoor

facilities, multi-use games areas (MUGAs), specialist sports provision, water-based activity infrastructure, a skate park, and potentially a swimming pool or lido.

## 10.100

Developments will be required to provide (at least) 10% - 15% of their net developable area as public open space. Developments will be required to incorporate small-scale ARI (e.g. MUGAs / sports halls) commensurate to the scale of the proposed development and to meet the needs of the community. Outdoor facilities can be provided within public open spaces, streets, communal courtyards or at rooftop level.

## 10.101

The strategic public realm, such as Marina Park and the quaysides, will generally be provided over-and-above the 10% - 15% Public Open Space requirement to be provided by developments themselves given their strategic nature.

## 10.102

Key spaces to be provided by developers within their site development strategies will include:

- **Kennedy Spine** is a new urban amenity park extending from Kennedy Park to the Kent Station lands, the park combines urban zones with green open space, and will provide key views from the South Docks to the Saint Luke's / Montenotte ridge and Saint Luke's Church. This will be provided by developers as part of their 15% open space provision.
- **Water Street Park** is a new residential pocket park on the North Quays adjoining the promenade. This will be provided by developers as part of their open space provision.
- **The Shipyard Plaza** is a new south facing urban plaza designed around the patent slip and an existing cluster of port-related buildings. This will be an important amenity space for new residential development planned at the waterfront.
- **The Polder Cut Park** is an important green space planned to serve the new residential community in the Polder Quarter and the adjoining Education campus.



- ~~Marina Park – River Lee Spine – This north-south green spine will extend from Marina Park and the River Lee waterfront, and is derived from South Docks Drainage Strategy and Levels Strategy. The north-south green route broadly along the line of Marquee Road and the boundary of the ESB and former Tedcastle sites. This will require urban~~

~~blocks to be set back to frame a strong urban landscape and tree corridor, and the provision of public open space within site masterplans to respond to this significant public realm opportunity.~~

### 10.103

Public space (open space, sports grounds, streets or otherwise) will be provided through:

- The direct provision of spaces by developers as part of ~~a 15% their public open space~~ provision (including Kennedy Spine North and South, Quayside Amenity Areas, ~~Station Square, Centre Park Square~~ and smaller incidental greenspaces provided within developments), in accordance with the provisions of Chapter 11: Placemaking and Managing Development.
- The development / improvement of ~~existing~~ public open spaces through the Development Contributions Scheme (including Mahony's Avenue Park to meet the needs of the Lower Glanmire Quarter).

### 10.104

Volume 4 provides supplementary guidance on key urban design elements including:

- Strategic Infrastructure
- Character and Identity
- Built form
- Climate resilient and adaptation
- Heritage and conservation
- Public realm
- Signage and wayfinding
- Transport, mobility and street network
- Public art

~~Cork City Council completed the Docklands Public Realm Strategy in 2012 which included a public realm masterplan and urban design guidance, and:~~

- ~~Arts Strategy and Guidelines~~
- ~~Lighting Strategy and Guidelines~~
- ~~Paving Strategy and Guidelines~~

- ~~Street Furniture Strategy and Guidelines~~

- ~~Planting Strategy and Guidelines~~

- ~~Waymarking Guidelines~~

- ~~Detailed Design for each character area and key streets and spaces at 1:200 and 1:100~~

### 10.105

The South Docks Drainage and Levels Strategy (2022) is a key input to the public realm and public open space design ~~provides key changes to the context to the Docks Public Realm Strategy 2012, it~~ including es:

- A SUDS Drainage system that utilises nature-based (green infrastructure) solutions to mitigate, convey and store storm water, including swales on Centre Park Road and Monahan's Road and storage within open spaces.
- A ~~new~~ landscape concept ~~to be~~ that has been integrated into the Public Realm Masterplan.

### 10.106

The Framework Plan ~~Cork City Council will~~ creates an updated ~~the Docklands~~ Public Realm Strategy to take into account of ~~the evolving context during the lifetime of this Plan, including~~ the South Docks Drainage and Levels Strategy (2022), the Cork Metropolitan Area Strategy 2040, LRT Alignment Study 2022, and Design Manual for Urban Roads and Streets 2019.

### 10.107

Centre Park Road will be a Civic Street and have a corridor width of in the order of 32m ~~and may be exceeded depending on the infrastructure requirements~~ and the building lines will be required to be set-back to frame this key street. The nature of the corridor ~~will~~ may vary along its length responding to the LRT stops and incidental public open space and plaza provision. The Character Area Guidance provides further details on the mitigation of level changes through hard landscape interventions, setbacks and activation of the street to support public life.

## South Docks Drainage and Levels Strategy –

### 10.108

Cork City Council has prepared a South Docks Drainage and Levels Strategy (2022) to inform the

development of the City Docks (hereafter referred to as “the Strategy”). The objective of the Strategy is to provide a long-term placemaking vision that is flexible, environmentally responsible and climate-resilient, particularly to potential changes in sea level and rainfall intensity.

The Strategy is based on a sustainable urban drainage solution (SUDS) approach to provide the drainage network and conveyance and mitigation of water. The aim is to provide water features on Centre Park Road and Monahan’s Road that form an integral part of the urban landscape. The Strategy was finalised in Q3 2022.

### 10.109

The Strategy provides an integrated landscape and sustainable blue-green drainage concept design, combining a number of key components:

- Marina Park /Atlantic Pond, the strategic park of landscape and recreational significance to the City South Docks and wider area. The Park is designed to accommodate significant flood storage (c.72,000 cubic metres including c. 43,000 at the Atlantic Pond / surrounds, c. 24,000 within the park and c5,500 at the Pairc Uí Choimh Aall Wweather pitch tanks-storage cells);
- The Kennedy Spine Park that will provide flood storage for c.1500 cubic metres of flood storage integrated into a park that will combine soft and hard landscapes reflecting the vision for this key park piece of public open space;

- An east-west green spine along Centre Park Road (West of Marquee Road), incorporating an open swale that is designed to accommodate c.2,300 cubic metres of flood storage;
- An east-west green spine along Monahan Road, incorporating an improved drainage ditch-channel/open swale designed to accommodate c.4,900 5000 cubic metres of flood storage;
- ~~Storage adjacent to the Atlantic Pond on the Ardfoyle Convent lands capable of accommodating c. 5,000 cubic metres of water;~~
- ~~A north-south green spine between Marina Park and the River Lee Frontage. The north-south green route broadly along the line of Marquee Road and the boundary of the ESB and former Tedcastle sites.~~
- The Strategy sets out a the full schedule of the strategic flood storage locations for the City South Docks.

### 10.110

The Strategy provides the following (Refer to see Map in Chapter D in Volume 2: Mapped Objectives: which provides a Ssummary of Pproposed Iinfrastructure Mmeasures in the South Docks Drainage and Levels Strategy):

- An infrastructure strategy to ensure that the South Docks is resilient to flood risk and climate change;
- Drainage catchments that reflect the capacity of the network to deal with pluvial (rainfall) runoff;
- A surface water drainage network based upon SuDS / nature-based solutions, including conveyance by grey infrastructure.

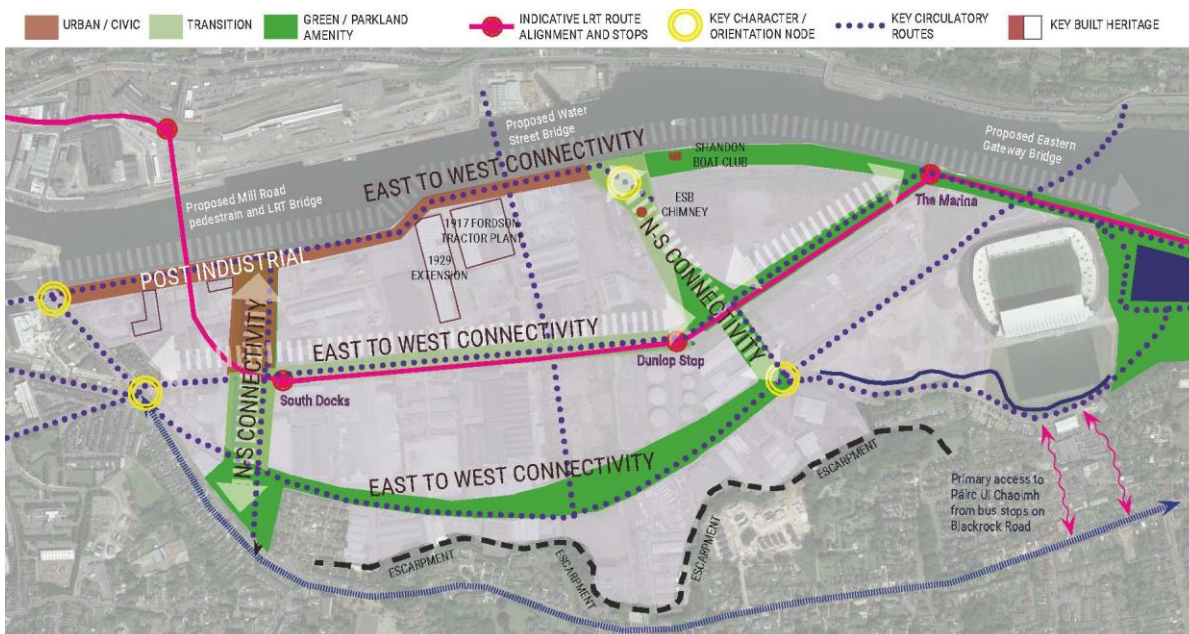


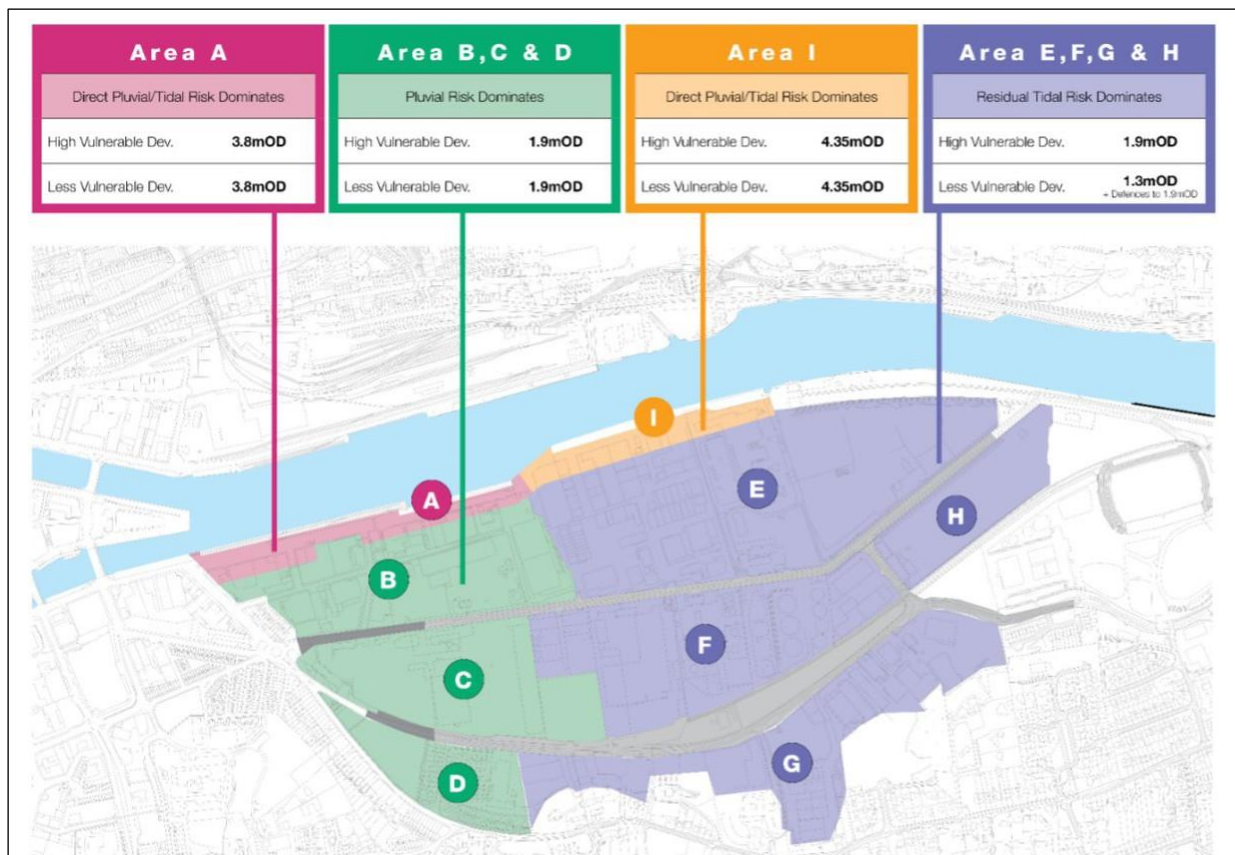
Figure 10.9: South Docks Drainage Strategy Placemaking and Landscape Concept.

- A perimeter flood protection from tidal and fluvial (river) flood risks, ~~in accordance with the Drainage and Flood Levels Strategy,~~ including a transition from the standard perimeter defence of 4.35m OD at the proposed Kent Station Bridge to the proposed flood protection levels at Albert Quay East, ~~to be delivered as part of the Cork Docklands to City Centre Road Improvement Scheme.~~
- Minimum ground (public realm and streets) level and building finished floor levels (FFLs) with proposed ground levels as close to existing ground levels as possible, while mitigating against pluvial (~~cloudburst~~ rainfall) flood risk.
- Public strategic (regional) flood storage ~~will need to be~~ provided across a number of locations in the South Docks, as set out above.
- Site acquisition ~~is likely to be~~ as required to deliver elements of ~~this green storage infrastructure, which the strategy that are located~~ in private ownership. ~~A key location for the preferred additional storage location will be. The proposed public open space to the south of the Atlantic Pond and within the Ardfoyle Convent lands, which would form part of the Marina Park.~~

- The Strategy indicates that there may be a requirement for a surface water pumping station in the vicinity of ~~the proposed extension to the Atlantic Pond area in the future to ensure the necessary adaptation plans are in place to meet the challenge~~ mitigate the risks presented by climate change. ~~It is estimated that with a total site area of a total of c.250sqm being will be required to accommodate this pumping station infrastructure. The Strategy identifies a possible locations for this facility on the proposed extension to the Atlantic Pond area. However this is indicative only~~ ~~the suitability of these, or other locations,~~ for the pumping station will ~~need to be identified during the life of the Plan~~ when required, in response to the prevailing climate change.

### 10.111

~~A perimeter flood defence will also need to be integrated into the design for the North Docks and included in the North Docks Masterplan, which is due to be prepared. This will be based on the same principles of using SUDS, public realm, embracing the river and developing amenity as part of the drainage and flood defence for the North Docks.~~



**Figure 10.10:** South Docks Drainage Catchments Overview with Finished Floor Levels.



## Minimum Ground Levels and Finished Floor Levels

### 10.112

It is necessary to marginally increase localised ground (public realm and roads) levels at low points to between 0.85m OD and 1.0m OD to facilitate an effective gravity system and achievable storage volumes for ~~scenarios~~ flood events up to ~~Medium~~ High End Risk Future Scenario (HEMRFS).

### 10.113

To ensure that ~~the~~ proposed buildings within the South Docks ~~achieve the appropriate standard of protection from flooding~~ ~~are at acceptably low levels of risk of surface water flooding~~, it is proposed to set minimum finished floor levels (FFL) at least 300mm above the predicted ~~1-in-100-year~~ relevant High-End Future Scenario flood event, taking account of two types of flooding:

- A pluvial flood event, where stormwater discharges from the South Docks are “tide locked”
- Tidal inundation from the River Lee in the event of a breach in the polder defence.

The standard of protection to be provided is summarised as follows:

- Pluvial and Fluvial flood protection designed to a standard of 1%AEP, assuming +40% rainfall intensity, due to climate change.
- Tidal flood protection designed to a standard of 0.5%AEP, assuming +1.05m sea-level rise due to climate change.

~~pluvial flood level and the residual inundation risk, which varies across the docks, as shown in Figure 10.10.~~ The recommended finished floor levels throughout the South Docks are summarised in Figure 10.10.

Flood defence for the North Docks will be achieved through the setting of appropriate building finished floor levels for new developments, designed to withstand sea-level rise of up to 0.5m due climate change, in accordance with OPW document The Planning System and Flood Risk Management Guidelines.

### 10.114

Finished floor levels within Figure 10.10 are recommendations only. ~~It is recommended that this minimum level apply only to Water Compatible Development and Less Vulnerable~~

~~Development as defined by the Flood Risk Planning Guidelines<sup>3</sup>, and subject to site specific flood risk assessment demonstrating appropriate flood mitigation strategy. Within the polder, finished floor levels for less vulnerable uses do not strictly need to be above the residual risk level but will need defences up to that level through building flood resilience measures.~~ Planning applications for new development both within the South Docks and the North Docks will still need to demonstrate compliance with the provisions of the OPW Guidelines by means of a Site Specific Flood Risk Assessment.

### 10.115

Notwithstanding the provisions of paragraph 10.114 above, ~~w~~Within the polder defended ~~polder~~ areas of South Docklands, ~~a general minimum FFL~~ the finished floor level for **Highly Vulnerable Development** shall be +1.9mOD. This is required to mitigate the residual flood risk arising from a ~~of~~ breach of the polder defence ~~during~~ ~~based on 1-in-200-year~~ 0.5%AEP tidal flood level, including appropriate allowances for climate change, ~~residual risk (breach and overtopping)~~ and freeboard.

### 10.116

It is envisaged that minimum FFLs along the quayside would be set at or above the proposed polder defence level of +3.85m to +4.35m OD, except for the western end of Kennedy Quay which transitions ~~from~~ to Albert Quay East. At this location ~~where~~ a minimum FFL of +3.85m OD ~~can~~ will be accommodated due to constraints imposed by existing streetscapes.

### 10.116

~~Proposed Minimum Finished Floor Levels are provided in Figure 10.10 and in the Character Area Guidance. The proposed ground levels as for streets and spaces are set out in the South Docks Drainage Strategy (see Map D in Volume 2: Mapped Objectives: Summary of Proposed Infrastructure Measures in the South Docks Drainage and Levels Strategy.~~



## Development Management Controls

### SuDS and Site run-off

#### 10.117

It is proposed that all private developments, except waterfront developments, will provide on-site storage for surface water, to prevent overwhelming ~~of the capacity~~ of the proposed public system during extreme events and thus share the burden of providing the necessary surface water storage volume, which can be designed and provided through many storage mitigation techniques. Waterfront developments can discharge directly into the River Lee unattenuated. The gradual implementation of the private storage will incrementally reduce the pressure on the public drainage system, thus providing flexibility in the relative timing of the delivery of both public and private sector developments

and infrastructure.

#### 10.118

It is proposed that there will be a ~~split~~-shared responsibility for surface water storage between private and public lands by requiring all developments to limit discharges to the public system to an absolute maximum of 68l/s/ha (approximately 50% of design peak brownfield runoff rate for critical storm event) irrespective of tidal phase.

#### 10.119

Development proposals ~~will have to demonstrate site run-off flow rates of 50% of greenfield run-off rate to the public SuDS. Developments will be required to ameliorate the private 50% rainfall~~ will be required to demonstrate how this discharge limit will be achieved, and include calculations for the volume of onsite storage to be provided. The proposals should seek to present storage solutions that are in line with ~~on-site utilising~~ Sustainable Urban Drainage System and Nature Based Solutions Principles (see Objective 9.4: Sustainable Urban Drainage Systems and para. 11.258).

<sup>3</sup> "The Planning System and Flood Risk Management: Guidelines for Planning Authorities", OPW/DoEHLG, 2009.

## Basements and Structural Design Strategies

### 10.120

Based on the findings of the Hydrogeology Desk Study (November 2021) completed as part of the Strategy, maintaining the aquitard function provided by the existing alluvium soil layer has been identified as a key requirement of the proposed redevelopment of the South Docks. It is however recognised, that the nature of the ground conditions and anticipated type and height of the buildings will mean that piling, and potentially basements, will be required in many instances. Where it is necessary for such structures to penetrate the alluvium layer, the detailing of the foundations, basements and piling will need to ensure that no new flow paths are created and that an equivalent aquitard function is maintained post-development. Structural design strategies that do not penetrate the alluvium later will be the preference for structural design solutions and departure from this approach will require justification.

### 10.123

~~All finished floor level guidance provided in Tables 10.6 to 10.13 are subject to final levels pending the completion of the South Docks Drainage Strategy.~~

## Guidance for the City Docks Character Areas

### 10.121

The City Docks has been divided into character areas to enable the creation of coherent precincts with ~~distinct characters~~ **defining assets** to create **authentic strong** places and neighbourhoods (see Character Areas, above). The key guidance for each character area is set out in ~~Tables 10.6-10.13, below~~ **Volume 4 on a site wide and area specific basis.**

### 10.122

~~The guidance may be updated by masterplans prepared during the lifetime of the Plan. This guidance is indicative and development proposals must demonstrate high quality placemaking and must comply with other objectives of this Plan. It should be noted that building heights are expressed in residential storey equivalents.~~

## Land Use Targets

A series of strategic infrastructure bundles have been packaged to progress projects of a geographical or thematic nature. These are detailed further in Volume 4.

### 10.124

The land use targets reflect the intended nature of the City Docks, including a city centre extension and a residential neighbourhood. The targets provide an overview for the Character Area.

### 10.125

Applicants for development proposals must demonstrate how the proposal contributes towards the achievement of the land use targets for each character area.

### 10.126

Deviations from the land use targets may be considered on their merits where justified, including where:

1. a proposed development is of strategic significance.
2. a proposed development is a catalyst development of civic significance
3. a proposed development is deemed to be of exceptional design quality.

## Infrastructure Programme & Delivery Strategy

### 10.127

Cork City Council has a clear understanding of the infrastructure programme and the infrastructural projects (see Tables 10.14 and 10.15, below) that are necessary to unlock the potential of the City Docks and to create a sustainable neighbourhood. In 2021, Cork City Council was successful at the first stage of the Urban Regeneration and Development Fund (URDF) process for the enabling infrastructure required to unlock the potential of the City Docks. There is now a clear funding stream and Government support for delivering the projects that will unlock the City Docks within the National Development Plan period.

Indicative Plot Ratio	Target Dwellings / Ha	General Building Height	Building Height Range	Car Parking Zone
2	200	6	4-7	North Decks
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure Planned within Character Area	Key Links To Be Provided
Existing	+3.85m (North)  Flood protection would enable reduction, subject to Site Specific Flood Risk Assessment.	<b>Residential</b>	New Horgan's Road Horgan's Quay Flood Protection	Water Street to Lower Glanmire Road Horgan's Quay Greenway
		<b>Non-Residential</b>	Kennedy Spine Park & Mahony's Avenue Park Kent Station Bridge Water Street Bridge	

**Table 10.6:** Lower Glanmire Road Quarter.

Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone
2.25	n/a	7	6-10	South Decks Transition
Ground Plane Levels	Finished Floor Levels (Minimum)	Target Land Use Split %	Key Infrastructure Planned within Character Area	Key Links To Be Provided
Existing	Area A: +3.8m OD Area B: 3.8m OD.  Please refer to Figure 10.10.	<b>Residential</b>	Albert Quay / Kennedy Quay Centre	Kennedy Quay Greenway  Transport Network
		<b>Non-Residential</b>	Park Road Victoria Road  Kent Station Bridge	

**Table 10.7:** Warehouse Quarter.



Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone
2.25	n/a	7	6-10	South Docks Transition and Mid
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure Planning within Character Area	Key Links To Be Provided
Min +0.7m OD	Area A1: +3.8m OD Area A2: +4.35m	Residential 30	Kennedy Quay Flood Defence Barrier	Kennedy Quay Greenway
	Area E: +1.9m Highly Vulnerable Development; +1.3m Less Vulnerable Development  Please refer to Figure 10.10.	Non-Residential 70	Kent Station Bridge Water Street Bridge Catalyst Developments at Odlums Buildings & Fordson Building  Centre Park Road  Kennedy Spine	Water Street Extension Pedestrian / Cycle Street

**Table 10.8:** Ford Dunlop Quarter.

Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone
2.25	250	7	6-10	South Docks: Mid
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure Planning within Character Area	Key Links To Be Provided
Min +0.7m OD	Area A2: +4.35m	Residential 85	Kennedy Quay Centre Park Road—Water Street	Kennedy Quay Greenway Water Street Extension Pedestrian / Cycle Street
	Area B: +1.9m OD until flood defences provided. Area E: +1.9m Highly Vulnerable Development; +1.3m Less Vulnerable Development  Please refer to Figure 10.10.	Non-Residential 15	Link Water Street Bridge	

**Table 10.9:** Wharf Quarter.

Indicative Plot Ratio	Dwellings Per Hectare	General Building Height	Building Height Range	Car Parking Zone
2.5	250	7	6-10	South Docks East
Ground Plane Levels	Finished Floor Level (Min)	Target Land Use Split %	Key Infrastructure Planning within Character Area	Key Links To Be Provided
Min +0.7m OD	Area E: +1.9m Highly Vulnerable Development; +1.3m Less Vulnerable Development  Please refer to Figure 10.10 for levels.  Please refer to Figure 10.10.	Residential	Schools Campus Centre Park Road  Kennedy Quay / Marina Greenway	Kennedy Quay Greenway
		90		
		Non-Residential		
		40		

**Table 10.10:** Marina Walk.

Indicative Plot Ratio	Dwellings Per Hectare		General Building Height		Building Height Range		Car Parking Zone
1.75	North	200	North	6	North	5-8	South Docks Mid
	South	150	South	5	South	4-6	
Ground Plane Levels	Finished Floor Levels (Minimum)		Target Land Use Split %	Key Infrastructure Planning within Character Area		Key Links To Be Provided	
Min +0.7m OD	Area C: +1.9m (Less Vulnerable Development and Highly Vulnerable Development)		Residential	Kennedy Spine Monahan's Park Centre Park Road  School Campus and related Park / Sports Ground		Link Street  Pedestrian / Cycle Street connections to Blackrock Road	
	Area F: +1.9m OD (Highly Vulnerable Development) and +1.3m OD (Less Vulnerable Development)		90				
	Please refer to Figure 10.10		Non-Residential				
			40				

**Table 10.11:** Monahan's Quay.

Indicative Plot Ratio	Dwellings Per Hectare		General Building Height		Building Height Range		Car Parking Zone
	1.75	North	200	North	6	North	
	South	150	South	5	South	4-7	South Docks East / Mid
Ground Plane Levels	Finished Floor Levels (Minimum)		Target Land Use Split %		Key Infrastructure Planning within Character Area		Key Links To Be Provided
Min +0.7m OD	Areas F and G: +1.9m OD (Highly Vulnerable Development) and +1.3m OD (Less Vulnerable Development)  Please refer to Figure 10.10.		Residential		Centre Park Road Sports Grounds Monahan's Park  Schools Campus		Link Street  Pedestrian / Cycle Street connections to Blackrock Road
			80				
			Non-Residential				
		20					

Table 10.12: Canal Walk.

Indicative Plot Ratio	Dwellings Per Hectare		General Building Height		Building Height Range		Car Parking Zone
	1.75	North	250	East	7	East	
	South	150	South	5	South	4-7	South Docks East / Mid
Ground Plane Levels	Finished Floor Levels (Minimum)		Target Land Use Split %		Key Infrastructure Planned within Character Area		Key Links To Be Provided
Min +0.7m OD	Area G and H: +1.9m OD (Highly Vulnerable Development) and +1.3m OD (Less Vulnerable Development)  Please refer to Figure 10.10		Residential		Monahan's Road Extension  Marquee Road Monahan's Park  Eastern Gateway Bridge		Monahan's Road Extension
			95				
			Non-Residential				
		5					

Table 10.13: Polder Quarter.

**Table 10.14:** City Docks Infrastructure and Delivery Programme.

Programme Stream	Project	Tranche
<b>Masterplans and Studies</b>	North Docks Masterplan (including Public Realm)	1
	South Docks Urban Design and Masterplan (including Public Realm)	1
	Mobility Hub Feasibility Study	1
	District Heating Feasibility Study	1
<b>Cork Light Rail Transit (LRT)</b>	LRT Route Alignment Study	1
<b>Approved Transport Infrastructure</b>	Monahan's Road Extension	
	Albert Quay Block	1
<b>Parks</b>	Marina Park: Phase 1	1
	Marina Park: Phase 2 and 3	1
<b>Flood Resilience</b>	Quay Walls Repair and Perimeter Protection	1-2
	Sustainable Urban Drainage System	1-2
<b>City Dock Bridges</b>	Kent Station Bridge	2
	Eastern Gateway Bridge	2
	Water Street Bridge (Design and Tender)	2
<b>Strategic Streets</b>	Monahan Road and Park	2
	Centre Park Road	2
	New Horgan's Road (to replace Quay)	1-2
	North-South Link Streets	2-3
	Docklands to City Centre Transport Network Improvements: Albert Quay / Victoria Road / Albert Road	1-2
<b>Community Infrastructure</b>	Community Hub (library, community hall, youth facilities, sports, and primary care centre, assessment and delivery)	1-3
	City Docks Active Recreation and Play Strategy and consequent assessment and delivery (e.g. swimming pool, sports hub, and water-based activity)	1-3
	Sports Pitches and other active recreation project delivery	1-3
<b>Parks</b>	Kennedy Park	2
	Kennedy Spine North	2
	Mahony's Avenue	2
	Smaller Public and Civil Spaces	1-3
<b>Public Realm</b>	Horgan's Quay	1-2
	Kennedy Quay	1-2
	Smaller Public and Civic Spaces	1-3
	Public Art and Cultural Programme Preparation and Delivery	1-3



Programme Stream	Project	Tranche
Utilities	Common Ducting on all New Streets and Key Street Upgrades	1-3
	Water Supply to Docklands	To Be Defined
	Waste Water Infrastructure to Support New Developments	To Be Defined
	Gas: Pressure Conversion Chamber	To Be Defined
	Removal of SEVESO Designation	1-2
	Remediation of Contamination	1-3

## Delivery

### Development Phasing: Three Tranches

#### 10.128

The City Docks will be delivered in the three development tranches set out in Table 10.15.

#### 10.129

The actual timing for the completion each tranche will be subject to a wide variety of factors. Cork City Council's target is to achieve the build-out of the City Docks between 2021 and 2040 but recognises that this may not be achievable.

	Tranche 1	Tranche 2		Tranche 3
Development Proportion	0% - 20%	21% - 50%		51% - Build Out
		21% - 30%	31% - 50%	
Zoning Tier	Tier 1	Tier 2	Long-Term Strategic Development	Long-Term Strategic Development
Public Transport	Bus Services	High Quality Bus Services		LRT will need to be operational. Supplemented by to Bus Connects Services
Key Infrastructure Bundles	Walkway / Cycleway Existing Infrastructure use optimised	Enabling Infrastructure set out in Infrastructure Strategy (Table 10.4)		LRT Network
Supporting Community Infrastructure	Community Infrastructure to meet needs of development	Community Infrastructure to meet needs of emerging neighbourhood (including schools)		Community Infrastructure to meet needs of neighbourhood (including schools)

**Table 10.15:** City Docks Development Tranches.

## Catalyst Developments

### 10.130

Catalyst developments will be essential to make the City Docks a successful urban development project and to develop the identity and socio-cultural-commercial profile of the City Centre Extension and new City Centre Neighbourhood. A number of catalyst developments have already been completed or are in the process of being delivered, including:

- Parc Uí Chaoimh and Centre for Excellence
- Marina Park
- Horgan's Quay mixed use development; and
- Navigation Square office development.

### 10.131

Cork City Council will seek to work with its partners to deliver a range of catalysts to create anchor projects for the City Docks. There is great potential to combine or group catalyst uses around focal points / buildings and to create economies of scale. Catalyst developments might include:

- Educational, cultural, tourism, commercial and community developments;
- The waterfront pedestrian/cycleways (greenways);
- Key public realm, active recreation and meanwhile use projects;
- The City Docks bridges; and
- Visitor attractions.

## Programming and Meanwhile Uses

### 10.132

The City Docks will be developed over a long period. It is important to integrate the Docks into the City by creating attractions and destination uses. It is also important to give vacant sites and buildings appropriate productive uses.

International best practice suggests a number of ways to achieve this:

- Programming events to bring life to the City Docks.
- The creation of temporary parks, public spaces and nurseries.
- The development of "meanwhile uses".
- The development of public art and lighting programmes.

### 10.133

Cork City Council will explore options and aim to work with its partners to achieve the effective integration of the City Docks into the wider Cork City and the Cork Metropolitan Area, including the productive use of vacant sites and buildings.

### 10.134

"Meanwhile uses" are a range of temporary uses on land and property awaiting longer-term development. Examples of meanwhile uses could include: culture and creative uses; community uses; business spaces; retail, hot food, cafes, housing and workshops. Development proposals for meanwhile uses will be assessed against the development objectives and standards set out in Chapter 11 Placemaking and Managing Development.

### 10.135

The meanwhile use of a site must not result in an unacceptable impact on residential amenity or prevent development sites from being brought forward for development in a timely fashion. Parameters for any meanwhile use, particularly its longevity and associated requirements, should be established from the outset and agreed by all parties.

### 10.136

The time period for meanwhile uses will vary and temporary permission may be renewed with consideration for site circumstances. Consideration will be given to starting the time period for the temporary permission for the meanwhile use from the date of occupation rather than the date of planning permission, in order to support the viability and delivery of more costly developments (e.g. housing development).



# Strategic Consolidation and Regeneration Areas Objectives

## 2. City Docks



### Objective 10.17

#### Masterplanning

Cork City Council will seek to prepare masterplans during the lifetime of this Plan for the following:

- A Framework Masterplan to reconcile strategic design issues and provide an urban design framework for the City Docks;
- A North Docks Masterplan to provide a framework for development, public realm, and transport;
- Masterplans for the South Docks Character Areas to provide more detailed development and public realm guidance.



### Objective 10.18

#### City Docks Exemplar

It is an objective of Cork City Council to promote the development of the City Docks as an exemplar new urban neighbourhood, regeneration project, waterfront development, climate resilient development, green mode split community, lifetime design and design quality. During the lifetime of the Plan, Cork City Council will investigate the potential for a design review process to ensure excellence in design and will develop a City Docks Architectural Policy.



### Objective 10.19

#### City Docks A Place for People

It is an objective of Cork City Council to ensure that the City Docks is developed as a place for people by ensuring that placemaking is at the heart of all development proposals and that the needs of people of all ages, abilities and backgrounds are considered in development proposals.



## Objective 10.20

### The River Lee

- To ensure that the River Lee is maintained as a defining feature of the City Docks.
- To secure access to the riverside and provide walkway / cycleways (see Volume 2: Mapped Objectives).
- ~~To update the Public Realm Strategy for the City Docks to take into account the evolving masterplan for the City Docks (north and south).~~ To respond to the principles and strategies for the Public Realm as defined in Volume 4 of the Plan.
- Measures will be put in place to enhance the River Lee's biodiversity value.
- To provide new active recreational infrastructure to improve access to the river, and to repair and enhance steps and slipways.



## Objective 10.21

### City Docks Character Areas

It is an objective of Cork City Council to ensure that the City Docks is developed in a way that reinforces the identity and urban design, placemaking and architectural qualities of the ~~eight~~ eleven character areas as distinct urban quarters as set out in Volume 4 of the Plan.



## Objective 10.22A

### City Docks Built Heritage

It is an objective of Cork City Council to

- Conserve and enhance designated and, where possible, undesignated built heritage assets of the City Docks in accordance with the policies set out in Chapter 8: Heritage Culture and Arts and Chapter 11: Placemaking and Managing Development;

- Utilise conservation strategies to ensure that built heritage assets are integrated into the urban design, architecture and public realm strategies for developments;
- Require inventories for each development proposal to ensure that undesignated heritage assets are recorded, understood and conserved, where possible.



## Objective 10.22B

### Development of the Odlums Buildings

It is an objective of Cork City Council to:

- Retain the 1890-1930s built fabric at the eastern side of the block to be the cornerstone of a newly regenerated block to have a civic and / or publicly-accessible use with a socio-civic significance that creates a destination within the city and / or a focal point within the City Docks. The block development strategy should make a positive contribution to both the Warehouse Quarter and the Ford-Dunlop Quarter that it addresses. Appropriate uses could include cultural, educational or community uses;
- Ensure that key design challenges are resolved in the development of proposals, including the need for a quantum of floorspace that balances development feasibility and built heritage value, flood resilience, flood defences on Kennedy Quay, proposals for a new Kent Station Bridge, the need for an appropriate lighting strategy to ensure that the building provides a visual focal point after dark, creating a strong relationship with Kennedy Quay and a range of other factors;
- Conserve and enhance the Odlums Buildings in accordance with the policies set out in Chapter 8: Heritage Culture and Arts and Chapter 11: Placemaking and Managing Development.





## Objective 10.23

### Integration into its Surroundings

It is an objective of Cork City Council to ensure that the City Docks is integrated into its surroundings by:

- a. Provision of connections across the river to integrate the North Docks (including Kent Station) and South Docks, and the City Docks with Tivoli Docks and the wider Metropolitan Area (see Indicative Bridge Locations in Volume 2);
- b. Provision of adequate capacity for pedestrian / cycle movement between the City Docks and the City Centre;
- c. Provision of Pedestrian / Cycle Streets ~~between Monahan's Road and Blackrock Road~~ (see locations identified in Volume 2: -Mapped Objectives and Transport Strategy and the Indicative Transport Network).



## Objective 10.24

### City Docks A Climate Resilient Development

To ensure that the City Docks is developed as a climate resilient neighbourhood by:

- a. Ensuring that the South Docks Drainage Strategy is implemented, including the use of Sustainable Urban Drainage Scheme (SUDS) measures and a tidal / fluvial flood defence;
- b. Ensuring that the City Docks Area-Based Transport Study objectives are implemented, including the achievement of highly ambitious mode split targets;
- c. Exploring measures to ensure that buildings are designed to the highest standard;
- d. Ensuring a mix of land uses and multi-purpose community infrastructure to reduce the need to travel.



## Objective 10.23A

### The Shipyard Plaza

It is an objective to deliver enhanced permeability from Lower Glanmire Road to the Shipyard Plaza via the reinstatement of existing entrance points located either side of the Harbour Commissioners Workshop for active travel modes. Local vehicular access to the proposed new residential developments adjacent to Shipyard Plaza will be provided from the realigned Horgan's Road.



## Objective 10.24A

### City Docks District Heating Feasibility Study

It is an objective to ensure a District Heating Feasibility Study, in coordination with the SEAI and Department of the Environment, Climate and Communications (DECC) is prepared during the lifetime of this Plan.



## Objective 10.25

### Marina Park

To support the provision of Marina Park.



## Objective 10.26

### Specific Land Use Objectives

It is an objective of Cork City Council to ensure that:

- a. The western neighbourhood / local centre is centred upon the western City Docks LRT stop;
- b. Live ground floor uses are provided in appropriate locations and restricted in all other areas to ensure a good quality of residential amenity in the new residential neighbourhood;
- c. Ancillary residential communal facilities will be acceptable at ground floor level as a residential use. These will also offer passive surveillance to streets within the neighbourhood.



## Objective 10.27

### Dwelling Size Mix

- a. To ensure that the City Docks is developed to accommodate a variety of dwelling sizes to support the development of a balanced neighbourhood;
- b. Purpose-Built Student Accommodation should support the creation of a balanced community and sustainable neighbourhood and the student population should not exceed 10% of the overall target population for City Docks.



## Objective 10.28

### Balanced Community and Social and Affordable Housing

Cork City Council will seek to ensure that the Joint Housing Strategy targets for below-market priced housing for Cork City in the form of Social and Affordable housing targets are met in the City Docks. Cork City Council will utilise Part V of the Planning and Development Act 2000 (as amended) and will work with its partners to utilise available measures and opportunities to provide below-market priced housing products.



## Objective 10.29

### City Docks Community Infrastructure and a Community Hub

- a. Cork City Council will support the development of community facilities to meet the needs of the City Docks, including a Community Hub facility in the City Docks to meet the needs of the neighbourhood;
- b. Cork City Council will support facilities for rescue, emergency and safety services in Cork City Docklands;
- c. During the lifetime of this Development Plan Cork City Council will seek to prepare a Community Hub Feasibility Study to inform the development of a project for delivery.



## Objective 10.30

### Active Recreational Infrastructure

- h. To ensure that the City Docks provides for the active recreational needs of the living and working community.
- a. To ~~develop~~ ~~deliver~~ an ARI Strategy for the City Docks that ensures that active recreational need is met whilst optimising use of all assets for public usage in accessible locations, and to prepare feasibility studies for necessary infrastructure (e.g. swimming pools / leisure centre, sports halls and sports hubs).
- b. To undertake land acquisition, design and delivery of active recreational infrastructure within the City Docks to provide for the needs of the community.
- c. To ~~update~~ ~~deliver~~ the Docklands Public Realm ~~Framework Plan~~ ~~Masterplan~~ with a view to integrate small- scale active recreational provision into the public realm to optimise the value of streets and spaces ~~as public and active spaces as set out in the Volume 4.~~
- d. To encourage water-based leisure activities and land site facilities such as rowing, light craft and swimming ~~as outlined in the strategy.~~
- e. To require developments to make provision for on-site ARI commensurate to the scale of the proposed development.



## Objective 10.31

### Cork City Docks Transport Strategy

~~To implement the City Docks Transport Strategy and its key recommendations, including:~~

- ~~a. Achieving a 75:25 modal split in favour of sustainable transport modes;~~
- ~~a. The delivery of the City Docks Transport Network and a clear street hierarchy that confines vehicular access to the City Docks within traffic cells in order to optimise the placemaking and public realm potential of the City Docks;~~
- ~~b. High quality walking / cycling streets and strategic routes along the quays, including improvements to the pedestrian / cycle realm at Albert Quay / Eamon de Valera Bridge;~~
- ~~c. Transit orientated development, including the phased delivery of improvements to public transport from bus services, high quality bus services and the LRT;~~
- ~~d. The delivery of three City Docks Bridges: Kent Station Bridge, Water Street Bridge and the Eastern Gateway Bridge;~~
- ~~e. The provision of new pedestrian / cycle streets between Monahan's Road and Blackrock Road;~~
- ~~f. Demand Management measures including maximum car parking standards;~~
- ~~g. Preparation of a Mobility Hub Feasibility Study during the lifetime of this Plan.~~



## Objective 10.31

### Cork City Docks Transport Strategy

To implement the City Docks Transport Strategy and its key recommendations, including:

- a) Achieving a 75:25 modal split in favour of sustainable transport modes;
- b) The delivery of the City Docks Transport Network with a clear focus on ensuring active travel modes are the primary modes of choice within the City Docks. This vision will be supported through the delivery of the wider BusConnects programme in the Metropolitan Cork Area, the construction of the Cork Light Rail Transit project along with the new City Docks Bridges (Kent Station Bridge, Water Street Bridge and the Eastern Gateway Bridge) directly serving the transport needs of the City Docks. Finally, Kent Station will act as the major transport hub for the City Docks supporting multi-modal interchange and delivering on the accessibility vision for the City Docks;
- c) A clear street hierarchy that manages vehicular access within the City Docks to support fully the placemaking and public realm potential of the City Docks, to include the proposed Blue Green Infrastructure Route connecting the north quays with Blackrock Road to the south of the City Docks;
- d) High quality active travel infrastructure along the quays, including improvements to existing infrastructure currently the city centre to the west;
- e) Transit orientated development, including the phased delivery of enhanced public transport services in tandem with the delivery of new development in the City Docks;
- f) Demand Management measures including application of maximum car parking standards and the support of car-free and car-lite developments;
- g) Support with respect to the delivery of Mobility Hubs as part of the wider parking offer within the City Docks.



## Objective 10.31A

### Kent Station Transport Hub

It is an objective to deliver an integrated transport interchange on the lands to the south of Kent Station bounded by: Kent Station to the north; Alfred Street and the future light rail corridor to the west; and the realigned Horgan's Road to the east and south. Land-use Zoning Objective ZO 14 Public Infrastructure and Facilities, paragraph ZO 14.3 facilitates a mix of residential and non-residential uses as additional primary uses on the above lands in order to support the development of a compact, sustainable integrated multi-modal transport interchange at this location.

As well as accommodating a multimodal transport interchange supporting bus and light rail services, the development of the interchange shall accommodate a range of interdependent uses, high-quality public realm and the provision of a statement building at the southern interface addressing the River Lee and the northern axis of the Kent Station Bridge, maximising the potential of the waterside location. A mix of non-residential and/or residential uses is required to activate the streets, animate the waterfront, maximise accessibility to a range of public transport services and maximise surveillance of the surrounding public spaces. Pedestrian connectivity is intrinsic to the development of the urban form. Further detail is set out in Volume 4, Section B, Area Specific Guidance.





## Objective 10.32

### Public Realm and Public Open Space

- a. ~~Public realm design in the City Docks will be guided by the Docks Public Realm Strategy, Public Realm Guidelines, the Marina Park Masterplan 2013 and the South Docks Drainage Strategy 2021 (including the strategic landscape concept and its components).~~
- b. ~~Cork City Council will update the Public Realm Strategy (including the Masterplan) during the lifetime of the Plan.~~ Development proposals shall respond to the Docklands Public Realm Strategy as set out via the Illustrative Framework Plan and accompanying Guidance in Volume 4.
- c. The design of the quaysides will be a key priority as the provision of new public access and public realm on the River Lee waterfront is an early catalyst project that the City Council will seek to deliver to open up public access to the City Docks.
- d. Development proposals will be expected to provide public open space to a minimum of 10% 15% of the net developable site area, and

configure this space to reflect the land use zoning objectives, the strategic landscape concept and best practice in urban and landscape design as defined in Volume 4.

Establishing a strong Green and Blue Infrastructure network, including strong tree corridors, and will be a core requirement.

- e. Public realm proposals will need to provide for all age groups and universal design.
- f. Development proposals will be encouraged to meet the active recreational infrastructure needs of the development as part of their proposals within public and communal space.
- g. To ensure that the Centre Park Road street corridor is a minimum of 32m in width and other streets are provided taking into account the transport-related functional requirements set out in the Transport Strategy and the corresponding DMURS guidance, combined with best practice in urban and landscape design.
- h. To ensure that the “Indicative Streets” are provided in broad alignment with the corridors indicated in Volume 2: Mapped Objectives and Volume 4 (Strategic Infrastructure and Site wide guidance).







## Objective 10.33

### South Docks Drainage Strategy

To implement the South Docks Drainage Strategy 2024 2022.



## Objective 10.34

### Perimeter Flood Defence and Flood Storage

- a. To provide a perimeter flood defence to protect the South Docks from tidal and fluvial flooding building on, where appropriate, SUDS, amenity and heritage while embracing the river.
- b. To ~~provide achieve a perimeter~~ flood defence ~~necessary to protect the North Docks~~ from tidal and fluvial flooding ~~to new North Docks properties through provision of appropriate finished floor levels, in line with OPW guidance and incorporate this into the North Docks Masterplan and Public Realm Strategy.~~
- c. To ensure the provision of appropriate levels of flood volume storage on sites through the planning process and / or by site acquisition and development to incorporate that provision with compatible uses and urban landscape design in accordance with best practice.
- d. All future developments with potential to interact with the hydrodynamics of the tidal stretches of Cork Harbour must demonstrate clear and precise mitigation measures to ensure none of the qualifying interests of the Great Island Channel SAC [001058] or the special conservation interests of the Cork Harbour SPA [004030] will be significantly affected. These must be sensitively designed to ensure they do not undermine any of the site-specific conservation objectives.



## Objective 10.35

### City Docks Infrastructure Programme and Delivery Strategy

To implement the Cork City Docks Infrastructure Programme and Delivery Strategy set out in this Plan. Cork City Council is committed to land acquisition, design and delivery of the following key enabling infrastructure work packages (as set out in Table 10.14).



## Objective 10.36

### Development Phasing

- a. Cork City Council will work with its partners to seek to ensure that the enabling infrastructure to unlock the potential of the City Docks in each development tranche is delivered in a timely fashion.
- b. Cork City Council will work with the Port of Cork to agree a decommissioning strategy for the City Quays to enable the development of the quays and waterfront sites to proceed on a phased basis.





## Objective 10.37

### City Docks Programming and Meanwhile Uses

- a. To work with its partners to ensure that an appropriate range of uses are provided to animate the City Docks and ensure the efficient use of land and properties.
- b. Temporary planning permissions (for “meanwhile uses”) to make efficient use of land and buildings that do not prejudice proper planning and sustainable development may be considered where it can be demonstrated that there will be no unacceptable impacts and that any such use will not prejudice the future development or use of the land or building(s) concerned.

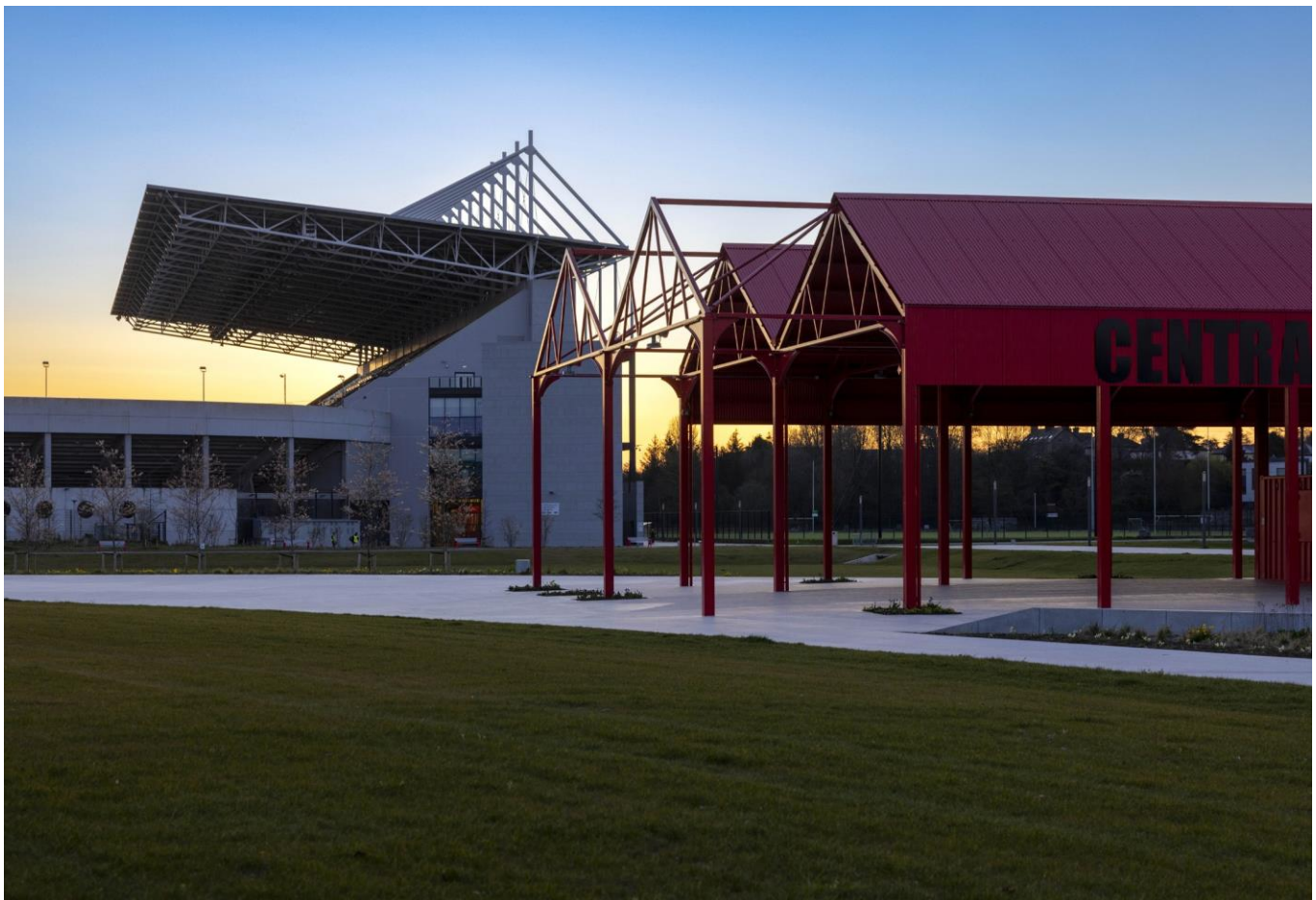


## Objective 10.38

### Land Acquisition

Cork City Council will seek to ensure that land is available to provide the infrastructure necessary to enable the unlocking of the City Docks and also to ensure that it is a successful place and neighbourhood supported by community infrastructure to meet its needs. This will include land for the purposes of:

- a. Public realm (e.g. Quayside Amenity Areas);
- b. Parks and active recreation infrastructure;
- c. Community infrastructure (e.g. education, community hubs, et al);
- d. Street enhancements and transport projects;
- e. City Docks Bridges;
- f. Flood defence and amelioration; and
- g. Other Public Infrastructure and Utilities;
- h. Cork City Council may utilise its statutory powers.









Consequential text changes arise in Volume 1: Written Statement and are set out below.

Insert new text in **Chapter 1: Introduction** after paragraph 1.29 as follows:

## **Volume 4: Supporting Strategies and Guidance**

### **1.30**

This includes strategies and supporting guidance for certain strategic areas of the City, including the City Docks.

Amend text in **Chapter 11: Placemaking and Managing Development**, paragraphs 11.44, 11.49 and 11.50 as follows:

### **11.44**

The Cork City Urban Density, Building Height and Tall Buildings Study 2021 provides the basis for the tall building strategy:

1. The definition of a tall building in Cork City;
2. The identification of the City Centre Island Tip / City Docks as the strategic area considered to be suitable for tall buildings in Cork City on the basis of its suitability for the highest forms of high density developments and its inherent lack of sensitivities;
3. The identification of appropriate locations within the City Docks for tall buildings in principle, the area being large enough to include ~~the four~~ sub-location zones;
4. Cork City Council has identified five locations that are considered suitable for landmark medium rise buildings, generally between 10 and 14 storeys, based upon the suitability of locations for higher density, being either regeneration areas or areas with strong suitability due to the proposed LRT corridor. These are Blackpool, Tivoli Docks, Victoria Cross, Mahon and Wilton.

### **11.49**

Cork City Council has identified the City Docks as the strategic area for tall buildings in Cork. ~~Four~~ ~~z~~Zones appropriate for tall buildings have been outlined and updates made to their distribution within the site in light of the revised Building Height Strategy. These zones will be the focus for tall buildings in the City Docks which will provide landmarks for the area.

### **11.50**

The ~~four~~ City Docks zones are as follows (west-to-east):

Tall Building Zone / City Docks Character Area	Description
Tip of the Island / <del>Warehouse Quarter</del> Upper Harbour Quay and Industry Place	This is an existing cluster of tall buildings comprising The Elysian and several planning commitments.
Kent Station Bridge / Kennedy Spine	This is a new area that will focus tall buildings on the riverside and around the Kent Station Bridge and Kennedy spine.
Ford Factory / <del>Ford-Dunlop Quarter</del> South Docks Cultural District/ City Park East	This area includes central areas of the South Docks along Centre Park Road, including Marina Commercial Park and at the District Centre.
Interface of Blue Green Infrastructure Route and Monahan Road/ Circular Canal	This is a key north-south axis and orientation point.





and Diamond Quarrey District	
Eastern Gateway / <b>Marina Walk</b> Polder Quarter	This eastern end of Centre Park Road fronts onto the River Lee and forms the visual gateway to the City Docks adjacent to the proposed 'Eastern Gateway Bridge'.

Include new text in after paragraph ZO 14.2 in **Chapter 12, Land Use Zoning Objectives** as follows:

**ZO 14.3**

This zone includes lands at and near Kent Station, which is the principal rail terminus for the City. CMATS has identified the need for a multimodal transport interchange in this location. The lands zoned for this objective bounded by: Kent Station to the north; Alfred Street and the future light rail corridor to the west; and the realigned Horgan's Road to the east and south, shall be able to accommodate additional primary land-uses other than those specified for the other lands in this zone. The above lands can, in addition to the uses specified in paragraph ZO 14.1 above, accommodate a mix of residential and non-residential uses, to be determined through the planning process and as considered appropriate by Cork City Council, in order to support the development of a compact, sustainable integrated multi-modal transport interchange. Objective 10.17a sets out further requirements for these lands. This paragraph only applies to the lands at Kent station described above and does not apply to any other lands covered by this zone.

