



Uimhir Thagarta Uathúil: CRK-C155-DEV21-252

Údar: Tower Development Properties Ltd

Stádas: Submitted

Aighneacht:

Submission to Draft Cork City Development Plan 2022-2028 on behalf of Tower Development Properties Ltd

Comhairliúchán:

Draft Cork City Development Plan 2022-2028

Dáta a cuireadh isteach: 04.10.2021 - 11:56

Submission to Draft Cork City Development Plan 2022-2028 on behalf of Tower Development Properties Ltd.

Caibidil: Volume 1 - Written Statement» 12. Land Use Zoning Objectives

Ábhair: Land use zoning objectives

This submission has been prepared by McCutcheon Halley Chartered Planning Consultants on behalf of Tower Development Properties Ltd and relates to land at North Custom House Quay and South Custom House Quay, Custom House Street, Cork City.

Our client welcomes the publication of the Draft Cork City Development Plan 2022-2028 and the opportunity to participate in the plan making process, which will inform the future development of Cork City. Our client also welcomes the draft policy provisions in respect of height and tall buildings and supports the removal of height limits for tall buildings, in line with the Urban Development and Building Height Guidelines for Planning Authorities, December 2018.

It is imperative that the forthcoming development plan recognises the functional spaces that have been permitted by the recent permission for the site and that the primary function of the northern quay to support and service the development and facilitate continued berthing facilities are protected.

Furthermore, a focus should be placed on protecting the maritime nature of Cork City and its existing port activities and avoiding fixed bridges which do not protect the maritime history of Cork, interfere with shipping and port activities, and have the potential to disrupt tourism opportunities for the city.

The purpose of this submission is to request that:

- Draft Zoning Policy ZO 19 Quayside Amenity is removed from the site.
- In terms of the proposed new bridge connecting Kent Station to the south docklands, it is put forward that a more suitable route is selected to promote public transport by promoting the use of the former railway line.
- The proposed pedestrian bridge connectivity between the north and south Docks and Tivoli Docks are designed to facilitated continued port activities and protect the maritime role of Cork City (i.e. swing bridge, not fixed bridge).
- Amend typographical error on page 533 of Volume 1 of the draft plan in respect of zoning objective ZO 6 so it reads as "ZO 6 City Centre" and not 'Sustainable Residential Neighbourhoods'.

Our client welcomes the draft policy provisions in respect of height and tall buildings and supports the removal of height limits for tall buildings, in line with the Urban Development and Building Height Guidelines for Planning Authorities, December 2018.

It is imperative that the forthcoming development plan recognises the functional spaces that have been permitted by the recent permission for the site and that the primary function of the northern quay to support and service the development and facilitate continued berthing facilities are protected.

Furthermore, a focus should be placed on protecting the maritime nature of Cork City and its existing port activities and avoiding fixed bridges which do not protect the maritime history of Cork, interfere with shipping and port activities, and have the potential to disrupt tourism opportunities for the city.

Príomh-iarraais:

- Draft Zoning Policy ZO 19 Quayside Amenity is removed from the site.
- In terms of the proposed new bridge connecting Kent Station to the south docklands, it is put forward that a more suitable route is selected to promote public transport by promoting the use of the former railway line.
- The proposed pedestrian bridge connectivity between the north and south Docks and Tivoli Docks are designed to facilitate continued port activities and protect the maritime role of Cork City (i.e. swing bridge, not fixed bridge).
- Amend typographical error on page 533 of Volume 1 of the draft plan in respect of zoning objective ZO 6 so it reads as “ZO 6 City Centre” and not ‘Sustainable Residential Neighbourhoods’

Main reasons:

As part of the draft plan, there is a policy provision for quayside amenity along the northern quay and eastern end of the Custom House site to protect and preserve quayside, natural heritage and river amenities, with supporting text stating that this zone is limited to public realm improvements, quayside amenity, landscaping, walkways and cycleways. This zoning is a legacy of the extant Cork City Development Plan 2015 and is considered to be futile, having regard to the comprehensive live permission in place for the site which gives different functions to different spaces, in particular to the northern quay.

The draft plan allows for three new bridges to be provided which will connect the north and south docks and Tivoli Docks and provide multi-modal connectivity including walking, cycling, general traffic and public transport. Our client recognises the merits to enhancing connectivity and promoting sustainable development, however, requests that the Council protect the maritime nature of the city and existing port and boating activities and therefore ensures that the bridges are designed to lift up to facilitate these activities.

The northern quay of our client’s site as well as Horgan’s Quay and Penrose Quay have always been used for docking large vessels and it is therefore imperative that these quays and the river remain fully accessible for this use. It is considered that the public transport route for the future tram should follow the former railway line in Cork City. This will make use of an existing connection route and protect the maritime character of Cork City.

Refer to attached submission for further information.

Ceangaltáin:

CRK-C155-DEV21-252-12986 - RPT_211004_Custom House_Draft CDP Submission_MOS.pdf