



Comhairle Cathrach Chorcaí
Cork City Council

Cork City Docks Local Area Plan

Pre-Plan Consultation Report



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**Planning Policy Section
Strategic Planning and Economic Development Directorate
Cork City Council**

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Table of Contents

1. Introduction	1	
2. Summary of the Issues raised in written submissions	3	
Housing	4	
Employment	4	
Other Proposed Uses	5	
Transport	6	
Place Making and Design	7	
Green/ Blue” and Recreational Infrastructure	9	
Sustainability/Environmental Infrastructure	10	
Delivery & Phasing	10	
3. Summary of additional issues raised in the Consultation Workshops	13	
Appendices		
One	List of Submissions received	17
Two	Details of Written Submissions	20
Three	Public Consultation Workshops attendees	54

1.0 Introduction

This document

This Consultation Report, that summarises the issues raised in the Pre-Plan consultation, has been prepared for two purposes:

- To provide a record of the issues raised in consultation; and
- To inform the preparation of the *Draft Local Area Plan* for the Cork City Docks.

The City Council would like to acknowledge the contributions of all those that have engaged with the Pre-Plan Consultation process.

Background

Cork City Council has begun preparation of Local Area Plans (LAPs) for the Cork City Docks and the Tivoli Docks on foot of commitments to do so in the *Cork City Development Plan 2015-2021*.

The purpose of the *Cork City Docks LAP* will be to set out an integrated land use, transportation and urban design framework to facilitate the future regeneration of the area. The nationally significant development opportunity lies immediately adjacent to the City Centre and extends eastwards to the Tivoli Docks. The City Docks has a waterfront of approximately 4 kilometres and has an area of 162 hectares, of which 117 hectares are developable. The *Cork City Docks LAP* will replace the existing South Docks LAP 2008-18.

Pre-Plan Consultation

Cork City Council launched a public consultation process on 29 May 2017 in advance of preparing the Draft Plan for the area. The public consultation was for a 6 week period to 7 July 2017 with the aim of both making people aware of the Plan-making process and seeking the views of the general public, prescribed bodies, stakeholders, and sectoral interests (e.g. business, cultural, environmental, educational, health, sporting groups, and others).

Cork City Council published the *Cork City Docks LAP Issues Paper* to promote discussion about the future of the area and draw attention to the challenges in making this happen. In addition, public workshops (involving Technical and Stakeholder groups) were held on 20 June 2017 at the Clayton Hotel. These involved approximately 160 participants over the workshops contributing their time to debate the future of the Cork City Docks and Tivoli Docks.

Fifty-four written submissions were made to the Cork City Docks LAP consultation process by the deadline of 7 July 2017. Submissions were predominantly made through Cork City Council's public consultation portal (consult/corkcity.ie).

Cork City Council worked closely with the Public Participation Network to consult stakeholders in Cork and also to invite attendees to the Public Consultation Workshops.

Consultation Report

This report summarises the issues raised in the 54 written submissions but also includes additional issues raised in the workshops. The comments made in submissions were made according to the structure set out in the Issues Paper. Appendix One includes a list of submissions and Appendix Two includes a summary of the issues raised in individual submissions.

A report on the Public Consultation Workshops was published to www.corkcity.ie in early July. This is available separately. Appendix Three includes details of attendees.

Next steps

Prepare the Draft Plan

Over the coming months, the Planning Policy Team will consider, inter alia, national and regional policy and guidance, and the matters/ issues identified during the consultation process and set out in this report, and prepare a draft Local Area Plans in accordance with Sections 18 - 20 of the *Planning & Development Act 2000* (as amended).

Consultation on the Draft Plan

Cork City Council will publish a public notice to make a local area plan in a locally circulated newspaper such as the Irish Examiner and make available copies of the proposed (draft) plan at specified locations including the City Libraries for a period of not less than 6 weeks.

Submissions and observations on the draft plan will be invited during this period and a Chief Executive's report on the submissions and recommended responses shall be prepared within 6 weeks and given to elected members for their consideration. Members shall make or amend the plan within 6 weeks after the furnishing of the Chief Executive's Report.

Document Structure

The remainder of this document is structured as follows:

- Summary of the issues raised in Written Submissions;
- Summary of Additional Issues Raised in the Consultation Workshops;
- Appendix 1: Details of Written Submissions
- Appendix 2: Details of Workshops

2.0 Summary of the Issues Raised in Written Submissions

A total of 58 no. written submissions were received in relation to the Cork City Docks. Submissions were received from a range of different groups including public bodies, sectoral interests, landowners, local businesses groups, and residents / groups living in the local area. The ideas and issues raised in each submission can be grouped under ten broader themes, and cover 25 identifiable issues:

Theme	Issues Raised Within Each Theme
Housing	Design; Tenure; Social / Affordable;
Employment	Economic Development; Offices
Other Proposed Uses	Other Commercial Uses; Social Infrastructure; Cultural Sector
Transport, Accessibility and Connectivity	General Approach; Public Transport / Other; Bridges, Local Street Network; Car Parking
Placemaking and Urban Design	Placemaking; Density; Design; Built Heritage; Site-specific submissions
“Green/ Blue” and Recreational Infrastructure	Waterfront; Water Use; Parks and Green Spaces
Sustainability/Environmental Infrastructure	
Delivery Challenges	General; Catalysts; Funding; Phasing; and Existing Uses.

The key points under each of these ten themes / 25 issues are summarised below.

Please note that it is not the intention of this document to re-iterate every item raised word-for-word. Rather, this document is a summary of the key items raised in relation to the key planning issues. A more detailed summary of written submissions is included in Appendix 1.

Housing

Good quality, affordable, and socially inclusive mixed tenure communities that cater for different family sizes singles and the elderly were themes in a number of submissions.

Design

- Some submissions called for high density residential development; others stated a preference for houses, not apartments. A number of submissions noted the need for a mix of types and building heights.
- Some state that the plan should ensure apartments developments contain an acceptable proportion of larger flexible units to provide long-term options for families. Others state that the plan should allow flexibility in unit mix to allow for commercial viability.
- Design apartment developments as permanent homes, not “temporary living” or “long-term hotels”.

Tenure / Social/ Affordable/

- One submission states that housing should be market led. Another calls for the set up of a not-for-profit Housing Agency and build housing with public funding in the public interest and the inclusion of a significant portion of publicly-funded housing with rents based upon income (looking to the Netherlands as a model).
- Include affordable as well as social housing.
- Provide for a variety of tenure types. Include build-to-rent schemes.
- See also: “Other Proposed Uses-Office and Commercial Development” for comments regarding mix of commercial / residential and “Delivery and Phasing” regarding delivering housing

Employment

Economic Development

- Cork is competing with other regional European capitals for investment and workers. Quality of life is often a deciding factor, so enhancing Dockland’s attractiveness through design and recreational opportunities must be built into the strategy.
- Ensure City Docks is attractive to a variety of business sectors and sizes for resilience in any downturns. Grow and accommodate indigenous business, not just FDI.
- There is an identified need for large floor plate office development in the Docklands; due to property costs that additional office space should be allowed to improve competitiveness.
- Ensure best infrastructure for future orientated employment opportunities.
- A direct model, also consisting of upskilling and reskilling opportunities would be most beneficial. Provide apprenticeship opportunities.
- Consideration must be made to the economic importance of port activity until such time that it can be relocated.
- Secure R+D Institute in City Docks. Explore potential for Ford R+D technology (e.g. driverless vehicles).
- Incorporate a significant tourist attraction; see ideas under (see also: “Proposed Uses-Arts, Culture, Heritage and Tourism”)

Offices

- One submission specifically suggests that North Docks should focus on offices and hotel development, with South Docks being a mix of commercial/ residential/ recreation.

- Opinions vary on commercial/ residential use mix. One states avoid ghost-town office districts on evenings and weekends; promote mixed uses throughout (even in the same buildings) and provide adequate local neighbourhood services shops, and crèches. Some support the 40:60 or 60:40 target ratio (commercial/ residential). Others consider the ratio should be removed for commercial viability and response to the market.
- A number of submissions request that the Plan should allow for flexible zoning to avoid too much land zoned for “employment use;” this includes a suggestions to provide a number of sites without a “designed” purpose to allow the market to dictate their use as the City Docks evolve as a location.
- Some consider that small/medium business should be emphasised rather than international corporations. Others state the need for large office floorplates.
- Some state that the City centre should remain main retail focus. Others state that more retail floorspace is required to serve the level of population proposed. Given this, the type, scale and nature of uses permissible in District Centres should be considered.
- Some submissions emphasise the importance of including research facilities, such as Research and Development Institutes and production facilities for biosciences / microbiology / genetics / robotics (including potential for Ford R+D technology such as driverless vehicles).

Other Proposed Uses

Other Commercial Uses

- Spaces for creative industries need to be provided for the benefit of the cultural sector and the wider economy. To include production / practice / education / nightlife / tourism etc.)
- Facilities for tourism on a significant scale, e.g. conferences, venues and accommodation.
- Restaurants / cafes / pubs;
- See Catalysts under Delivery Challenges.

Social Infrastructure (including Education/Community Centres)

- A place of worship
- Third- and fourth- level education facilities should be a core objective for City Docks. Retain existing zoning in the current plan but support this use in Mixed Use or other zoning categories as well, in case the specifically-zoned lands are not released.
- The plan should retain requirement for primary and secondary schools, noting that an Educate Together secondary school would be suitable for City Docks.
- Incorporate community facilities in schools (shared space, in-built design)
- Neighbourhoods need community spaces to enable social cohesion (e.g. arts centres / community centres). Docklands should included publicly funded arts spaces.
- Crèches should be required in major employment developments in Docklands (current policy is aimed at employers rather than developers). Suggested threshold of office developments likely to house more than 1,000 employees should provide a crèche to appropriate design criteria (e.g. floor area of 230 sq m, on ground floor, etc.)
- A social and cultural centre is proposed at the Customs House.
- City Docks would be a more logical location for a new hospital than a site in Curaheen/Riverstown; it is regionally accessible.

Cultural Sector

- Include space for artists and cultural groups. Community-based arts spaces should be provided by the public sector as an investment in the cultural identity of the area and in tourism. Groups such as the National Sculpture Factory would be interested in expansion into the Docklands.

- Medium-scale performance venues, which the city is short of and which would contribute to vibrancy of area; consider a mixed use amphitheatre/arts space.
- A sculpture park with artist-in-residence programme, similar to the Austrian Sculpture Park.
- Athletic facilities, potentially an Olympic sized pool (potentially open air, 50m fed by river water); dedicated cycle training/ racing track/ Velodrome ; a dedicated c. 5km running way; an Olympic sports village for a wide range of sports;
- Box Park like Shoreditch, which would link to the maritime heritage.
- Include temporary interventions to articulate City Dock's narratives;
- See also: Built Heritage for specific suggestions regarding reuse of heritage buildings.

Transport

General Approach

- Almost half the submissions received included comments regarding transport. Submissions called for a clearly designed transport strategy. A number state that transport for City Docks should prioritise walking, cycling, and public transport with some suggesting that the area should set an objective to be car-free in future. However, other submissions considered that priority should first be given to a good roads network, with light rail following later.
- The plan should include a detailed public transport strategy with a time scale. See also: Delivery and Phasing Section.

Public Transport/ Other

- 10 no. submissions stated a desire for light rail or BRT. Some considered this should act as a catalyst for development and form the central theme for the Local Area Plan.
- Kent Station should be developed as a multi-modal transportation hub, including relocation of city bus station and private coaches on St. Patrick's Quay and as a destination for a park-and-ride from the north.
- Ensure a link between any Light Rail/ BRT line and commuter rail; include good public transport links to the airport and the port.
- A number of submissions state a desire for river ferry services.

Bridges

- Consider whether all bridges are viable/ required.
- Scale back design of bridges to reduce infrastructure costs.
- Some support prioritisation of the Eastern Gateway bridge, others the Water Street bridge.
- Some considered all bridges should be "green modes" bridges only (i.e. not serve cars) as they would create "induced demand" (i.e. building new infrastructure leads to more traffic.) Others support building a vehicular bridge as a catalyst.
- One suggested replacing the Eastern Gateway bridge with a tunnel emerging on the South Link.
- One of the two planned footbridges should be adaptable to facilitate a Light Rail interconnector in the future.
- The bridge's impacts on through traffic in the city centre should be considered; the Lee tunnel should remain toll free for the foreseeable future.
- See also: "Green/Blue/Recreational Infrastructure" and "Phasing and Delivery" sections.

Local Street Network

- Pedestrian and cycle access should be prioritised along the river with no on-street parking adjacent to river, such as Quebec. (See also "Recreational Infrastructure" section).

- Existing laneways and pedestrian/ cycling routes should be enhanced. Suggestions include linking through Ballincollig to Cobh and linking into a north/south city route as well.
- New dedicated cycle paths should be built from the outset based on best practice in Copenhagen and Dutch cities.
- Permeability/connectivity for walkers and cyclists is critical to provide the shortest possible access routes to adjoining areas, local services, and public transport stops.
- The Marina should be closed to through traffic as soon as possible.
- Through-traffic between blocks should be restricted, in particular between Centre Park Road and the waterfront.

Car Parking

- The National Transport Authority stated that the provision for and management of parking will be a critically important element of transport demand management.
- Some submissions reference trends for a decrease in private car ownership in cities over the long-term and that the plan should reflect this (e.g. flexible parking ratios that can adjust to this reduced requirement over time, provision for car clubs and shared ownership, and adequate cycle parking facilities to reduce the need for car parking.)
- Pilot a “car-free” or low-car usage neighbourhood, perhaps around Kent Station.
- One submission stated there should be no surface car parks, another that parking should be underground, and some that multi storey car parking, undercroft parking or similar solutions close to ground level should be facilitated to avoid the need for excavations.
- Provide a multi-storey, high capacity park-and-ride facility near Dunkettle.

Place Making & Urban Design

Placemaking

- Development should be guided by the culture of the area (e.g. maritime, natural, industrial, Jewish Quarter).
- Complement and reflect the identity of the city; "Pure Cork" and distinct from the City Centre.
- Create identifiable quarters and different character areas.
- Embrace waterways in defining City Dock’s character. Use nature and environment as the navigation orientation mechanisms. Create visible, immediate linkages to the riverfront and other water channels. Use canals to engender discernable character as a continual point of reference.
- Link the area’s history with contemporary technology.
- Safeguarding and enhance the existing built heritage (see specific suggestions under Built Heritage below) and protected views.
- Identify current cultural assets in area, e.g. National Sculpture Factory.
- Provide for landmark buildings of high architectural quality to emphasise the significance of the area.
- Include a signage and orientation strategy that is legible to visitors in all languages.

Density & Building Heights

- Plans should ensure that objectives are set to achieve adequate densities in Docklands (and all along the proposed light rail/ BRT route) in order to make it viable.
- Some state a preference for “town”-scale, low density. Most submissions support higher density but vary in their definition of what this would mean. Suggestions for building heights vary greatly, ranging from:
 - No height limits to maximise floor space.

- Increased heights should be allowed provided that they are of a high design standard.
- Maximum 3-6 storey for residential
- Minimum 15-20 storey apartments
- Greater heights and scale than standards set for non-landmark buildings in current plans (up to 10-storeys)
- Tall building height: Specific height policy for tall buildings should be amended to allow height of iconic buildings of international prominence / exceptional design quality to be subject to bespoke assessment through planning application process.

Design

- One states that the North Docks and western extremity of South Docks should be urban; eastern part of South Docks a mix of urban and high density suburban.
- Ensure varying heights so it is not monotonous.
- Comments included high quality design public realm and a mix of uses; architecturally attractive;
- One submission says to ensure that massing and building heights should maximise the penetration of sunlight and create a sheltered environment (in conjunction with the scale and nature of the public realm). Urban blocks should have sufficient depth to allow for well lit internal gardens and passageways. Another says that the plan should acknowledge that BRE 209 (daylight and sunlight) are guidelines to be balanced against other considerations.
- Do not make plan prescriptive regarding location of local streets.
- Have regard to expected changes in transport/ automotive development over the next 30 years (i.e. “mobility as a service”) rather than car ownership model. (See also: Transportation: Local Street Network)

Built Heritage

- Ford Factory: One submission states that it should meaningfully inform the design, character and appearance of the whole City Docks area. Another submits that the Architectural Conservation Area at the Marina Commercial Park should be deleted, as it is not consistent with the extant permission on the site.
- Customs House/Bonded Warehouses: Some consider that this complex should be taken into public ownership and serve as a river amenity centre with moorings and training facilities, a retail and cultural centre, or maritime museum.
- Odlums Building: Retain; consider as a self-funded cultural Centre for art and artists.
- Marina Power station could be a cultural facility or museum (e.g. sustainable energy or maritime).
- Harbour Master’s House (now McMahon’s Timber): Include policy to recognize the historic maritime importance of the Harbour Master’s House and the slip ways.
- Slip ways: Recognise slipways
- Warehouses on North Docks: Retain and renovate, possibly as apartments.

Site Specific Submissions

- Support large office floorplate proposals in the western Docklands area.
- One submission states that the Customs House Quays site should allow for a tall building; another states opposition to a tall building at this location.
- City Quays should provide for a range of commercial activities, particularly entertainment or tourist uses including pavilion-type structures.
- The Ted Castle site should be considered for a residential-led scheme in the short-to-medium term.
- Allow 4-6 storey residentially-led mixed use development adjacent to open space (such as Kennedy Park).

- One submits to keep Horgan’s Quay open as a working dock; another to support a master plan for redevelopment.
- In the North Docks, warehouses could be redeveloped as apartments. A hotel, restaurant and bar could be built on the west side of the dry dock on the current McMahon Building Provider’s site.
- Omit the 10 m quayside amenity area from the Water Street site; allow for a mix of commercial and residential uses.
- Some space reservation will be required around the bonded warehouse for access to drainage infrastructure.

Green/ Blue and Recreational Infrastructure

Waterfront

- Many submissions call for a a continuous public walkway/ cycle route along the river. Suggested widths ranged from 10 – 20 metres with overlooking, surveillance and lighting. Link these walkways to existing facilities from Ballincollig through Distillery Fields/Curaheen to Little Island/ Cobh.
- North facing quays an issue—solar aspect critical to generate attractive usable urban spaces.
- Corks maritime history provides an opportunity to develop associated maritime amenities.
- See also: “Place Making” section regarding designing around water heritage and “Transport: Local Street Network”

Water Use

- A River Use and Management Plan is required (Objective 11.31).
- Several submissions state that bridge design must take water users into account and facilitate access to the city centre, including:
 - Access to the river and its current condition (i.e. few obstacles and wide channels) should be maintained for rowing clubs
 - The “no wake zone” policy west of Blackrock Castle should continue.
 - The current design of the Eastern Gateway bridge would hinder rowing and should be altered.
 - The Water Street bridge support pillars should provide adequate space for rowers.
 - Need slip ways, including restoration of historic slipways.
- Facilitate water-based activities including boating; open-air swimming (possibly around Marina/ Blackrock with safe access from a recessed quay); cycling, walking, and running along the waterfront; inner city sailing school; a small marina for visiting boats and houseboats; a yacht Marina near Blackrock Harbour; facilitate small and medium cruise liners at North Custom House Quay; facilitate permanently moored restaurant and museum vessels at City Quays.
- Create synergy between Docks regeneration area and maritime assets of the wider Cork Harbour area, particularly under themes of marine leisure, water based transport, synergy between the city centre and tourism/recreation assets in the wider harbour area etc.

Parks and Green Spaces

- Include public playing pitches, community gardens, and several sizeable public parks, and in the plan.
- Retain objectives to upgrade Railway Park at Grattan Hill, including refuse facilities, lighting, CCTV, and a secure boundary.

- Retain as many existing trees as possible (including those along Centre Park Road) and plant more(also helps with flood mitigation, air quality and reduction of wind tunnel effect from buildings).
- Promote idea of civic ownership of space and recreation facilities.
- See also: “Athletic Facilities” under Arts, Cultural Heritage, and Tourism

Sustainability/Environmental Infrastructure

- Some state that flood defence should be addressed through planning and development control as defence is not feasible or cost beneficial. Others state that there is a need for a tidal barrier.
- The Plan should provide clarity on how the flooding issue will be addressed and provide flexibility on finished floor levels, road levels, and ground floor/ basement usage subject to appropriate flood mitigation measures.
- Submissions note the need for a sound flood mitigation/ climate change plan and call for exemplary flood defence and adaptation measures including sustainable urban drainage, green roofs, and porous surfaces.
- Submissions also note the need for energy efficient development, including alternative forms of energy creation/saving for high density developments and green building (including housing).
- Irish Water advises
 - Localised potable water network reinforcement will likely be required.
 - There is adequate capacity for waste water treatment; however storm water and surface water separation is critical for both North and South Docks.
 - The existing Interceptor sewers should have capacity for redevelopment around Kent Station.
 - Space to reserved at Custom House Quay for access to siphon.
 - New connection sewers will be required for South Docks. Conditions in the area (hydraulic infiltration, poor ground conditions, underground structures, and contaminated ground) may impact on design risks and construction costs.

Delivery & Phasing

General

- Several suggest that the Local Area Plan should not be overly prescriptive, as this could prevent implementation.
- Market-test the plan and include a fully costed implementation programme with buy-in of those who manage public funding streams.
- The requirement to provide social infrastructure should be equitably shared amongst landholdings. In particular, the allocation of non-value generating uses on the Ted Castle and Origin sites is not equitable and will impact deliverability.
- Adopt an “Active Land Management” approach recommended by national government. Develop a Cork Docklands Development Forum; establish a implementation and delivery team.
- The release of state-owned lands, ESB lands, and CIE lands should be achieved from the outset.
- Some submit that North and South Docks should be treated as separate plans to avoid delays in South Docks; another states North Docks should be prioritised. A third welcomed a single plan for comprehensive planning in respect of the river.
- Site remediation could influence the phasing schedule. Identifying remediation processes and effective methods to integrate it within a programme of works may be beneficial at an early stage of the process. Consider international best practice.

Catalysts

- Several submissions suggest a nationally significant museum—maritime; sustainable energy; national transport; a diaspora narrative linked to Cobh; an open museum/ workshops on making; or a science theme (in partnership with Science Gallery, Tyndall, or similar groups); an art gallery in the style of the Guggenheim.
- Deliver one of the bridges (or a tunnel) to improve vehicular access ASAP.
- Public transport routes
- High speed rail link to Dublin
- Short-term projects to connect Docklands to the City (e.g. open up the waterfront connecting the City Centre to The Marina when the Port moves).
- Have an “anchor” use policy for South Docks to attract a catalyst and create a sense of place. Anchors include Páirc Uí Chaoimh, river frontage, and a new ‘anchor’ site close to western extremity.
- Financial incentives such as rebalancing of rates in early years
- Reduced or waived development contributions are needed to make Docklands a priority development area.
- State should purchase key sites and develop them
- Focus on North Docks and prioritise relocation of Horgan’s Quay Road.
- see also: Blue / Green Infrastructure section.

Funding

- Establish a “challenge team” to reduce upfront infrastructure costs.
- Both local authorities should make a joint submission to borrow from the European Investment Bank to fund mass transit. It could be repaid via future fares, a parking levy (as in Nottingham), and a corridor development contribution scheme like London’s Crossrail .
- Funding in addition to LIHAF, such as ISF, is required.
- Marina Commercial Park site should be included in LIHAF funding.
- North Docks Area should be omitted from Section 49 Development Contributions, as it will not benefit from same.

Phasing

- The phasing strategy must take the existing city centre environment into account.
- Phasing should be constructed around the infrastructural funding available. A clear phasing programming which identifies “infrastructure packages” to deliver both the overall network of enabling infrastructure specific infrastructure requirements for each phase of development, inclusive of social infrastructure, may benefit the work of stakeholders to collaborate with the Council and support delivery of this infrastructure.
- Base phasing on deliverability. Build on development underway at Páirc Uí Chaoimh and the Marina Park.
- Development location should be prioritised, and the sequencing of development informed, by the need to promote and provide for the development of public transport services, accessibility to services at the local level and the delivery of supporting sustainable transport infrastructure.
- Identify the spare capacity of the existing transport network to establish how much development can proceed in the short-to medium term in advance of new transport infrastructure. Share it equitably among sites with potential to develop in the short-term (some say with potential for housing development).

- Only lands capable of early development should be zoned, with regard to new legislation to tax landowners of undeveloped lands. Begin with eastern Ted Castle/ Ford Site) and western (Origin) extremities.
- Site with permission should be allowed offer bespoke infrastructure solutions that are not infrastructure led.
- Ensure social infrastructure is provided in tandem with development.

Existing Uses in City Docks

- The plan should provide clarity on how the interface between existing and new development will be managed.
- Key issues include relocation of Gouldings Fertiliser (remaining SEVESO site) and relocation of Port of Cork. Port of Cork submits that SEVESO relocation requires national support, e.g. strategic national policy, streamlined consenting process, and incentives / mechanisms for relocation.
- A funding initiative between Port of Cork and the City Council as well as improved transport connectivity (particularly the M28) are needed to release City Quays. The rate of transfer of City Quays could be gradual at an economically viable rate for both parties.
- Businesses in operation across the docklands area will require time and support in identifying alternative sites; the Local Authority should prepare alternative sites (e.g. Tramore road).

3.0 Summary of the Additional Issues Raised in the Consultation Workshops

A full record of the consultations workshops held on 20 June 2017 can be found in the Photoreport of the Docklands Consultation Workshops that can be found at www.corkcity.ie/localarea plans. Appendix Three of this report includes a full list of attendees for reference purposes.

This section of the report provides a summary of those issues / ideas that were raised at the Consultation Workshops that are ADDITIONAL TO THOSE RAISED IN WRITTEN SUBMISSIONS.

The workshops were structured to provide the opportunity to participants to raise issues that they wished to make. The workshop questions were as follows:

- | | |
|----|---|
| Q1 | What kind of place do you want the City Docks to be?

(one word and then full responses) |
| Q2 | What kind of place do you want the Tivoli Docks to be?

(one word and then full responses) |
| Q3 | What will the differences be between the City Centre, the Cork City Docks and Tivoli Docks? |
| Q4 | What kind of social, community, cultural, recreational and educational infrastructure do we need in the City Docks and the Tivoli Docks? |
| Q5 | What uses would make the City Docks and Tivoli Docks interesting places to be and bring life to them? What temporary uses should we consider to bring people to the area? |
| Q6 | What should the priorities be for infrastructural investment in the next 10 years? |
| Q7 | How do we ensure that the Cork City Docks and Tivoli Docks are developed as sustainable urban neighbourhoods? How do we ensure that they develop as socially inclusive communities? |
| Q8 | 1 Big Idea (each person) |
| Q9 | 1 big idea for Cork City Docks

1 big idea for Tivoli Docks |

Vision for Cork City Docks: 2018-2050

As part of the consultation process stakeholders were asked to review the Vision for the City Docks contained in existing policy documents to enable the development of a coherent set of principles upon which the development framework should be based.

The following vision principles were proposed at the Public Consultation Workshops in response to Q1. Attendees were asked to summarise their vision for the City Docks in one word. This provides a very succinct set of principles upon which to base a review of the vision for the City Docks.

Cork City Docks Vision descriptors

Accessible	Diverse	Liveable
Alive	Ecologically neutral	Mixed
Attractive to families	Exciting	Neighbourhood identity
Beautiful	Extension (to City Centre)	Passenger/ shipping
Clean	Flexible	People
Commercial	Future proofed	Professional
Community	Green	Prosperous
Community space	Healthy	Quiet
Connected	Hospitable	Responsive
Considered and considerate	Human-scale	River focused
Cosmopolitan	Iconic	Safe
Creative	Inclusive	Unique
Creative hub	Innovative	Urban
Destination	Integrated	Vibrant
Distinct	Inviting	Welcoming

The following issues were raised in the workshops in addition to those identified in the written submissions:

Housing

Design

- Adamstown model; Include some designs like Harty's Quay
- No gated communities
- Wheelchair friendly housing

Tenure / Social/ Affordable/

- Go beyond requirements for social/ affordable housing (e.g. Poolbeg to provide 23%)
- Encourage co-ops and housing associations
- Integrate social housing without differentiation
- Support millenials to own homes
- Provide for a variety of tenure types. Include build-to-rent schemes. The Local Authority should work with builders in public private partnership on build-to-rent.

Employment

Economic Development

- Offer tax incentives for indigenous business.
- Determine whether Cork has a specific industry that could be fostered in Docklands? (e.g. Digital Docks)
- City Docks could be the headquarters for Asian transport logistics to Europe.

Offices

- Some consider that small/medium business should be emphasised rather than international corporations and that space for start ups should be included.

Other Proposed Uses

Other Commercial Uses

- A restaurant and food hub should be developed, including a cluster of restaurants complemented by a food/ fish market

Social Infrastructure (including Education/Community Centres)

- Include a library, a place of worship, an ambulance station, and a garda station.
- Include a primary care centre.

Cultural Sector

- Medium-scale performance venues, which the city is short of and which would contribute to vibrancy of area; consider a mixed use amphitheatre/arts space. It could be a partially covered area in Marina Park (like the Marquee operates at present).
- Paírc Uí Chaoimh should have more spin-off activities as an events centre.
- Include temporary interventions to articulate City Dock's narratives; encourage arts as temporary use during transition

Transport

Public Transport/ Other

- A number of submissions state a desire for river ferry services; some suggested a helicopter pad.

Place Making & Urban Design

Placemaking

- People should want to live there; work should follow. It should be a grouping of villages/ neighbourhoods, not a "corporate wasteland".
- Need a sense of community; not like Dublin Docks.
- Organise heritage awareness-walking tours

Design

- Comments included high quality public realm design and a mix of uses; architecturally attractive; fine urban grain.
- Include Car-free zones

Built Heritage

- Marina Power station could be a cultural facility or museum (e.g. sustainable energy or maritime) or other cultural use (e.g. 'morning rave').
- R & H Hall: Re-use, possibly as a climbing wall

Green/ Blue and Recreational Infrastructure

Waterfront

- Other specific suggestions include a city beach, a boardwalk along the Lower Glanmire Road, a building with a boardwalk on top along the City Quays, and a plaza over the river at City Hall.

Parks and Green Spaces

- Include public playing pitches, community gardens, and several sizeable public parks, and a permaculture food forest in the plan.
- The linear park on Monahan Road needs to be larger.

Sustainability/Environmental Infrastructure

- There is a need for energy efficient development, including alternative forms of energy creation/saving for high density developments (e.g. district heating, green energy, solar power like Freiburg and Utrecht) and green building (including housing).
- Monitor environmental quality

Delivery & Phasing

General

- Learn from other docklands redevelopment projects (Lyon, Hamburg, Lisbon)
- Several suggest that the Local Area Plan should not be overly prescriptive, as this could prevent implementation. Some suggest an SDZ (Strategic Development Zone) approach.
- Need an attraction that pulls people to Docklands, such as events centre, sports centre, or convention centre
- Historic buildings as tourist attraction e.g. Odlums Building and bonded warehouses; similar to meatpacking district in New York (see also: Built Heritage).
- Parks and public realm updates to area.

The images below illustrate the big ideas for redevelopment of the City Docks suggested at the workshops (in response to Q8 and Q9 set out above)

Technical Workshop -The Big Ideas



Public Consultation Workshop -The Big Ideas



APPENDIX ONE:

SUBMISSIONS RECEIVED

No.	Author	On behalf of organisation
1	James O'Shea	
2	Gerard Kiely	
3	Brian McCutcheon, MHP	Tower Development Properties Ltd.
4	Mike McGrath-Bryan	
5	Adam McCarthy	
6	Kieran O'Sullivan	Cork Boat Club
7	Kevin Burke	
8	John Paul Fitzgerald	Railway Park Action Group
9	Gillian O'Sullivan	Educate Together
10	Eadaoin Glynn,	Nurture Childcare
11	Cian O'Mahony,	EPA
12	Robert Fennelly	Southern Regional Assembly
13	Frank Coughlan	Shandon Boat Club
14	Tony Collins	
15	Patrick Leader	
16	Emmett Murphy	
17	P. Collins	
18	Michael MacAree,	National Transport Authority (NTA)
19	Mary McCarthy	National Sculpture Factory
20	Leah Hearne	
21	Cathal O'Boyle	Wain Morehead Architects
22	Mike Spillane	
23	HW Planning	BAM Clarendon JV
24	Fiona Dunne	One Cork
25	Matthew Collins	Irish Water
26	Gilbert Steele	
27	John Adams	
28	Oliver Moran	The Green Party
29	Amy O'Donoghue	People Before Profit
30	Michelle O'Sullivan	Cork Chamber of Commerce
31	Dylan Collins	
32	Donncha Kavanagh	
33	Frank Ryan,	Cushman & Wakefield
34	Daniel Murphy	
35	Ger Kiely	
36	Niall McCarthy	Cork Airport
37	Greg O'Neill	
38	Clr Fiona Ryan	Solidarity – The Left Alternative

39	Jack Sheehan	Jack Sheehan Associates Ltd.
40	Dave Coakley, Coakley O'Neill	Topaz Energy Ltd.
41		Save Cork City
42	Coakley O'Neill	Tedcastles Group
43	Henry Kingston	Port of Cork
44	Conor O'Connell	Construction Industry Federation
45		Department of Transport, Tourism & Sport
46	Karina O'Doherty	Cork Environmental Forum
47	Bernadette Connolly	Origin Enterprises Ltd.
48	Tony Reddy, Reddy Architecture	
49	John Crean, Cunnane Stratton	Alleyquay Investments
50	Reynolds,	Failte Ireland
51	Yvonne Jackson,	Meitheal Mara
52	Mary Doran,	Templeford Ltd.
53	Jim Keogan, McCutcheon Halley,	UCC
54	Mairi Henderson, McCutcheon Halley,	
55	John Crean, Cunnane Stratton	Werdna Ltd.
56	Reynolds,	Progressive Commercial Construction Ltd.
57	John Crean, Cunnane Stratton	Transport Infrastructure Ireland
58	Reynolds,	Cork Cycling Campaign
	Elaine Edmonds	Transport & Mobility Forum
	Stephan Koch	
	Stephan Koch	
	William Martin	

APPENDIX TWO:

DETAILS OF WRITTEN SUBMISSIONS

Individual Submissions (Themes / Issues / Topics)

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
1	James O'Shea		Infrastructure Delivery Challenges	Infrastructure: Docklands requires significant improvements in accessibility for cars as well as walking, cycling and PT. Delivery Challenges: Consideration should be given to delivering one of the bridges (or a tunnel) to improve vehicular access ASAP.	Bridges Tunnel
2	Gerard Kiely		Vision Placemaking	Vision: Enough floorspace should be provided to allow for the proper development of the area. Building height limits should not restrict floorspace. Placemaking: Building higher will make more use of the total area being developed.	Capacity Building height
3	Brian McCutcheon, MHP	Tower Development Properties Ltd.	Planning Policy Change	Tall building locations: The planning policy context should be amended to allow a landmark tall building at Custom House Quay; Tall building height: Specific height policy for tall buildings should be amended to allow height of iconic buildings of international prominence / exceptional design quality to be subject to bespoke assessment through planning application process.	Custom House Quay Tall buildings Tall Building height
4	Mike McGrath-Bryan		Vision Employment Placemaking Infrastructure	Vision: Community-based arts spaces should be provided by the public sector for a wide-range of purposes to enable Docklands to be a culturally distinct and vibrant place for City and tourism; Employment: Spaces for creative industries need to be provided for the benefit of the cultural sector and the wider economy. To include production / practice / education / nightlife / tourism etc.); Placemaking – In order to ensure that creative practitioners	Cultural life Cultural space

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				are part of the cultural life of Docklands / the city there is a need to ensure spaces are provided for the creative sector; Infrastructure – neighbourhoods need community spaces to enable social cohesion (e.g. arts centres / community centres).	
5	Adam McCarthy		Housing	Affordability of housing – it is essential that Docklands provides for all sectors of the community and not just the affluent, including a significant portion of publicly-funded housing with a radical widening of purpose to provide for all sections of the community with rents based upon income (as in the Netherlands).	Housing affordability Public housing purpose / provision
6	Kieran O'Sullivan	Cork Boat Club	General	Historic Rowing location: One of five active clubs currently using the River Lee, an historic location for Rowing, active stakeholders in the area Water safety: major concerns need to be addressed with any increased activity that could hinder access and use of the river	Rowing Activity Water Safety
7	Kevin Burke		Vision Climate Change / Sustainability Placemaking Planning Policy	Vision: Docklands should be led by an East-West mass transit corridor (EWMTC) (e.g. BRT) to support the development of a high density Docklands and higher density PT corridor (higher growth scenarios should be fed into the <i>NTA Cork Metro Transport Strategy</i>). Placemaking <ul style="list-style-type: none"> • Through-traffic between blocks should be restricted. Local streets between Centre Park Road / River Lee should be connected / safe for pedestrians / cyclists. • Avoid ghost-town office districts (after dark) – promote 	Transport and land use BRT Funding infrastructure Kennedy Park

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>mixed uses throughout</p> <ul style="list-style-type: none"> • Include a skin of 4-6 storey dwellings on edge of Kennedy Park. • No surface car parks – space above should be recreational (parks / pitches / play spaces, etc.) • Exemplary adaptation measures required (e.g. SUDS, green roads, porous surfaces, etc.). <p>Infrastructure</p> <ul style="list-style-type: none"> • Eastern Gateway Bridge (EGB) not desirable as a major traffic route. EGB should be a green-modes bridge. • If is a traffic bridge disincentivise through-traffic with road pricing (essential to keep Jack Lynch tunnel toll-free in contrast to Docks road pricing to counterbalance). • Close The Marina to through-traffic ASAP. <p>Environment</p> <ul style="list-style-type: none"> • Exemplary flood defence and adaptation measures required (e.g. SUDS, green roads, porous surfaces, etc.). • Tidal barrier should be prioritised to protect City Centre / Docklands. <p>Delivery</p> <p>Explore European Investment bank loan to fund EWMTC up-front to be repaid through corridor development contribution scheme.</p> <p>Planning Policy</p> <ul style="list-style-type: none"> • City Council needs to actively manage relocation of lower 	

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>value uses from Docklands by providing alternative locations.</p> <ul style="list-style-type: none"> • Flexible land-use zoning required – avoid employment zones. • Max parking standards with car clubs / shared ownership provision; <p>Other – <u>Leisure and Open Space:</u> Optimise Quality of Life offering of Docklands / Cork Waterside recreational / amenity / walking / cycling corridor of at least 10m-15m; Provide public bathing areas on the Riverside;</p>	
8	John Paul Fitzgerald	Railway Park Action Group	Placemaking Planning Policy	<p>Placemaking: Upgrading of Railway Park at Grattan Hill required.</p> <p>Planning Policy: Retain park area / objectives with the City Docks LAP(from North Docks LAP) to ensure focus is brought to delivering actions to upgrade / provide public open space in the area, which presently has very poor levels of provision.</p>	Public open space shortfall Railway Park LAP boundary
9	Gillian O’Sullivan	Cork City Educate Together 2 nd Level Campaign	Vision Infrastructure (Community)	<p>Infrastructure (Community) The vision for Docklands should retain requirement for primary and secondary schools. Educate Together is looking to patronise a new secondary school in Cork City and Docklands would make an excellent location for this. Schools should be located next to public transport stops and be accessible by walking / cycling.</p>	Educate Together Second-Level School

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
10	Eaidain Glynn	Nurture Childcare	Planning Policy Infrastructure (Community) / Placemaking /	Planning Policy Existing policy should be reframed to require crèches in major employment developments in Docklands (current policy is aimed at employers rather than developers). Suggested threshold of office developments likely to house more than 1000 employees should provide a crèche (and other criteria to be considered including min. size of 230sqm / ground floor / parking, etc.). Placemaking / Infrastructure (Community) Creches are an important facility for society and in making successful places	Creche Policy and assessment criteria
11	Cian O'Mahony	EPA	General	SEA (Strategic Environmental Assessment): The EPA welcomes the commitment to undertake SEA and state that the plan would appear to exceed the targeted population for which an SEA is required. Details are submitted on how the SEA process can provide opportunities to avoid, reduce and mitigate any significant adverse environmental impacts identified and provide for environmental enhancements. The EPA will provide further input at the SEA scoping and Draft pan stages and welcome the opportunity for further engagement during the plan making process. References to further guidance notes, information sources and references are provided. Details of notices to be given to the environmental authorities is also provided. Infrastructure: Adequate and appropriate infrastructure should be in place or required to put in place to service any development proposed during the lifetime of the plan	SEA Infrastructure AA

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>AA (Appropriate Assessment): The relevant legislation should be taken into account and the National Parks and Wildlife Service (NPWS) should be consulted with regard to screening. Where an AA is required, findings and recommendations should be incorporated into the SEA and the Plan, as appropriate.</p>	
12	Robert Fennelly	SRA	General	<p>Urban Regeneration: The SRA welcomes the forthcoming plan and considers the regeneration of c.160ha brownfield land at the heart of the Cork City Gateways within Cork City will strengthen the critical mass of population and economic activity in Metro Cork, driving wider regional and national economic growth. The SRA welcome the long-term vision set out in the issues paper for high quality, high density communities in docklands connected to the rest of the city and metropolitan Cork by integrated sustainable transport networks. Examples of policies and sections from the SW RPG's (2010-2022) are provided that show support for Docklands regeneration and show its significance for the region. The SRA consider that the strategic future role of the docklands will be a key focus of the forthcoming Regional Spatial and Economic Strategy (RSES).</p> <p>Accessibility: The SRA welcomes the emphasis on accessibility by sustainable and encourages development of a density to support public transport and a good quality public realm.</p> <p>Infrastructure: The SRA welcome the reference to the recent joint Cork City Council and Cork County Council submission to</p>	<p>Urban Regeneration Accessibility Infrastructure Residential Mix Urban Design Connectivity Site Remediation Active Waterfront</p>

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>the NPF “Cork 2050: Releasing the Full Potential”. The SRA support reference to the regional and national significance of dockland regeneration as a driver for growth in Metropolitan Cork. The SRA have supported the delivery of the M28 Cork to Ringaskiddy Motorway and sustainable development of new port facilities in Ringaskiddy which will facilitate the relocation of port activity from the city centre and progress regeneration plans. A clear phasing programming which identifies “infrastructure packages” to deliver both the overall network of enabling infrastructure specific infrastructure requirements for each phase of development, , may benefit the work of stakeholders to collaborate with the Council and support delivery of this infrastructure.</p> <p>Residential Mix: Recognising long term population trends (including aging cohorts) and attracting inward migration to the region (particularly for employment), it is important that diversity in unit typologies and tenure types are included for inclusive residential communities.</p> <p>Urban Design: The opportunity for the LAP to promote excellence in innovation, sustainable and creative design and set a high quality benchmark for urban place is recognised. The extent of land, unique waterfront setting and gateway context provides an opportunity for a unique city quarter and pilot initiatives. This is encouraged to promote Metropolitan Cork on a regional, national and international platform.</p> <p>Connectivity: While a separate LAP to Tivoli, the potential for</p>	

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>longer term complementarity and synergy between a broad range of uses in both dockland regeneration areas and the city centre, particularly where good connectivity between each location is delivered early in phasing programme, is an opportunity. The synergy and connectivity between future uses in each location could be demonstrated across both dockland LAPs.</p> <p>Site Remediation: Considering the extent of past industrial activity and SEVESO sites on this site, the process of site remediation may be timely and costly and could influence a phasing schedule. Identifying remediation processes and effective methods to integrate it within a programme of works may be beneficial at an early stage of the process. There may be good national and international practice on brownfield remediation processes to consider.</p> <p>Active Waterfront: Reflecting the waterfront setting and strategic importance of the region’s marine assets, there may be opportunities to explore interaction and synergy between the dockland regeneration area and the maritime assets of the wider Cork Harbour area, particularly under themes of marine leisure, water based transport, synergy between the city centre and tourism/recreation assets in the wider harbour area etc.</p> <p>The SRA will welcome the opportunity for future engagement with the Council on further stages of the process.</p>	

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
13	Frank Coughlan	Shandon Boat Club	Infrastructure	Infrastructure (Recreatiional) <ul style="list-style-type: none"> • Eastern Gateway Bridge needs to be redesigned to allow for the safe use of the river by boat users between the City Centre and the bridge. Boat users include Shandon Boat Club, Presentation College Rowing Club, Lee Rowing Club and Naomhóga Chorcaí. This has serious implications for the recreational use of the river as there are limited locations for boat clubs to operate from. The bridge design needs to be rotated through 180 degrees to make it safe. • Water Street Bridge also needs to be designed to take boat users into account. • River Use and Management Plan required (Objective 11.31). 	Eastern Gateway Bridge design Boat Club Recreation River Use and Management Plan
14	Tony Collins		Infrastructure Delivery	Infrastructure (Recreational) Shortage of parks in City Centre. Investment in existing pocket park at Lower Grattan Hill required making it safe / attractive / usable.	Public Open Space Railway Park at Lower Grattan Hill
15	Patrick Leader		Vision Infrastructure Delivery	Vision <ul style="list-style-type: none"> • North Docks – suitable for offices and hotel development; • South Docks – combine live / work / recreate coherently. • Opportunity to develop Olympic sized pool / Velodrome / Olympic sports village for a wide range of sports); • Science focus for the South Docks - Research and production facilities for biosciences / microbiology / genetics / robotics (with buildings designed by internationally significant architects – e.g. Calatrava). 	Port of Cork Marino Point BREXIT impact Olympic Village R+D

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>Employment BREXIT may mean additional business for the Port of Cork at Ringaskiddy</p> <p>Infrastructure Light rail link is needed to connect South Docks and Tivoli Docks(and Ringaskiddy); Rail to connect Kent Station to Tivoli Docks, Little Island, etc.</p> <p>Delivery</p> <ul style="list-style-type: none"> • Gouldings Fertiliser needs to be relocated to release South Docks site for development (possibly at Marino Point subject to planning); • Port of Cork need to be supported in their relocation. 	
16	Emmett Murphy		Vision Placemaking Infrastructure Delivery	<p>Vision – set big goals that may seem unrealistic today Cork City should establish big goals to aim towards, including:</p> <ul style="list-style-type: none"> • Cork will have an East-West light-rail corridor (e.g. Bern is a smaller city with one); • Cork will prioritise pedestrians / cyclists in Docklands. • Docklands / Cork City Centre will be car-free by 20XX. <p>Placemaking People should be prioritised over cars by:</p> <ul style="list-style-type: none"> • 20 metre waterfront for pedestrians / cycles; • Reserve / design light rail corridor; • No through traffic / on-street parking near the waterfront; • No traffic bridges – capacity brings more cars. 	People over cars Waterfront Lightrail Ambition Riverfront walkway / cycleway Short term projects

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>Infrastructure: Create uninterrupted waterfront for all (green modes / amenity purposes).</p> <p>Delivery (Getting Started Quickly) Short term projects (as soon as Port of Cork relinquish control) are required to connect Docklands to the City. An excellent first project would be to open up the waterfront connecting the City Centre to The Marina.</p>	
17	P Collins		Placemaking (Built heritage / architecture)	<p>Placemaking</p> <ul style="list-style-type: none"> • The Ford Factory, as an iconic and significant building in the City Docks (and of wider significance to Cork City / Ireland), should meaningfully inform the design, character and appearance of the whole City Docks area. • The design of the Ford Factory buildings should inform the architectural strategy for the whole of Docklands. 	Ford Factory Architecture
18	Mick McAree	National Transport Authority	Housing Placemaking Delivery Challenges & Infrastructure Climate Change & Sustainability	The submissions notes that the NTA is currently working with City and County Councils on the preparation of a Transport Strategy for the Cork Metropolitan Area, covering the period 2017 to 2036, addressing all land transport modes. The NTA's general principles for integration of land use and transport planning, including consolidation, accessibility & permeability, are set out. Within this context the following recommendations are given for the preparation of the local area plan:	Urban Regeneration Accessibility Infrastructure Connectivity

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<ul style="list-style-type: none"> • Development location is prioritised, and the sequencing of development informed, by the need to promote and provide for the development of public transport services, accessibility to services at the local level and the delivery of supporting sustainable transport infrastructure; • Strategic transport infrastructure assets, including the national road and rail networks, are protected and their utility optimised, through the appropriate location of development and the provision of complementary network options and modes of transport; • Provision for and management of parking, as a critically important element of transport demand management, is considered in conjunction with other transport objectives; • An integrated approach to land use and transport planning within the local area plan areas is undertaken, to provide a stronger basis for the use of non-car modes, the development of improved public transport services and the provision of supporting infrastructure. This would be best addressed through the preparation of an area based Transport Assessment, as part of the local area plan preparation process. The Cork Metropolitan Area Transport Strategy will provide both a local and strategic context for the achievement of this objective. <p>In relation to public transport service provision, transport network planning and transport investment, a strong focus on the following, is recommended:</p>	

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<ul style="list-style-type: none"> • The examination of existing transport deficiencies and possible solutions; • The assessment of transport demand arising from proposed development objectives and associated population and employment growth/ distribution; • Likely transport investment requirements and priorities over the period of the local area plans and over the longer term; • Bus network planning over the period of the local area plans and over the longer term; • Integration with the existing rail network and the identification of opportunities for improved connectivity through additional stations and bus/ rail service integration; • Walking and Cycle network planning <p>The NTA would welcome an opportunity to meet with the Council, to discuss in more detail, a range of transport issues relating to each of these locations and the application of the principles set out above.</p>	
19	Mary McCarthy	National Sculpture Factory (NSF)	Vision; Employment; Placemaking; Infrastructure; Other	<p>Vision: Futures research required into the future of cities, employment and living challenges.</p> <p>Employment: Futures research required. Secure R+D Institute in City Docks. Explore potential for Ford R+D technology (e.g. driverless vehicles). Ensure best infrastructure is provided to meet</p>	NSF Museums / Galleries Futures research Cultural stories Green transport Research Institute / R+D

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>needs.</p> <p>Placemaking: Use nature and environment as navigation / orientation mechanisms. Link history to contemporary technology. Create visual linkages to riverfront and other water channels.</p> <p>Infrastructure: Identify current infrastructural assets (including cultural assets, such as NSF). Streets need to balance traffic need with environmental park standards (i.e. strong place qualities). Need light rail / green transport solution / connectivity / bridge links.</p> <p>Other (Culture):</p> <ul style="list-style-type: none"> • Temporary interventions to articulate Cork Docks narratives; • Consider Science Museum (e.g. Science Gallery Ireland / Tyndall) • Museum / workshops on “making” • NSF should be extended <p>Other (architecture): Contemporary, diverse, varying scales.</p>	
20	Leah Hearne		Vision, Place-making, Arts	<p>Vision: To provide a space for artists and art workers to work, grow and develop. A place for people, play and learning; vibrant, socially inclusive. This would be beneficial to the arts community currently lacking places to perform.</p> <p>Place-making, Urban Design: Medium scale venues will make the docklands an exciting and</p>	Arts Art centre Medium-scale concert venue Exhibitions Place-making Urban Design

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				interesting place to be. More than just a housing and commercial development.	
21	Cathal O'Boyle	Wain Morehead Architects	Place-making, Infrastructure, Climate change and Sustainability, Delivery challenges, Flood risk	<p>Place-making, Urban Design: Nature of Cork City, its fabric and waterways influence. Amenity opportunities: canals, basins, integrated in townscape. Maintain appropriate distances, transport links. Integrate docklands as a seamless part of the City Centre. Pedestrian bridge crossings; cycling and walking prevalence. Correct balance of work, living, leisure and retail; public amenities and utilities. Public parks; sunlit internal gardens and passageways. Retention of trees (Centre Park Road).</p> <p>Infrastructure: Tidal protection. Management of water systems. Raised floor levels allow room for capping material and reduce flooding risk; car-parking opportunity. Permeable, integrated transport. Infrastructure-led development. Park and Ride facilities. Old Blackrock passage monorail line. Proper link to Mahon via quality transport.</p> <p>Climate change and Sustainability: Tidal rise. Contaminated land and water issues. Buildings should embrace energy efficiency by better design.</p> <p>Delivery challenges: Priority, funding; state and private investment.</p>	
22	Mike Spillane		Housing, Place-making, Infrastructure, Climate change and Sustainability	<p>Housing: Sustainable residential development; cater for different family sizes, singles, elderly. Promote passive house, green roofs, energy efficiency, rain water and solar collection, permeable paving.</p> <p>Place-making:</p>	Sustainability Social inclusion Passive housing Art venues Waterside amenities/walkways

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				<p>Arts centre/venues for art groups, space for the arts and cultural groups within the community. Waterside walkways. Links to Marina park, Rochestown-Mahon passage. Heritage recognition: Jewish Quarter, Industrial heritage.</p> <p>Infrastructure: Car free development, more cycling and walking infrastructure. Light rail system (Ballincollig, City Centre, South Docks, Mahon). Concerns about Eastern Access Bridge. Cycle and walking linkages to Tivoli and North Docks, ferry service for lower harbour.</p> <p>Climate change and Sustainability: Reduce run off into the river Lee; amenities that can store water during flood events. Flooding considered in the wider context. Against flood defence scheme, impacting heritage.</p>	<p>Heritage recognition Links and passageways Car free development Cycling/Walking Light rail Eastern Access Bridge concerns Ferry service Flood risk</p>
23	HW Planning	BAM Clarendon JV	Vision, Housing, Place-making, Infrastructure, Delivery challenges	<p>Vision: Kent Station and Horgan’s Quay lands Masterplan strategy. Intensive mixed-use development, of appropriate height and scale. The Docklands as an extension of the City Centre. Urban live-work-play lifestyle. Greater heights and scale suggested (up to 10-storeys).</p> <p>Housing: Socially inclusive residential quarter, of good quality. Build-to-rent scheme.</p> <p>Place-making: Safeguarding and enhancing of existing built heritage and protected views. Landmark buildings of high architectural quality to emphasise the significance of the area. Public plazas and open spaces, reflecting the nature of the scheme. Continuous public walkway along the river.</p>	<p>Vision Housing Height and scale Infrastructure Public walkways Built-to-rent scheme Transportation hub Pedestrian/cycling Strong policy support</p>

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>Infrastructure: Enhancement to existing laneways and pedestrian/cycling routes. Multi-modal transportation hub at Kent Station, access to and from the site for all mixed uses proposed for the development. Maximise the advantages of transport connectivity. Public transport linkage between Ballincollig and Mahon via the City Centre.</p> <p>Delivery challenges: Strong policy support to enable delivery of this transformational development.</p>	
24	Fiona Dunne	One Cork	Housing, Employment	<p>Housing: Address housing crisis. Socially inclusive mixed tenure diverse communities. Provide a long term public housing programme. Improve the use of housing voids; compulsory purchase orders on derelict sites are an option. “At arms-length” Municipal Authority with responsibility on the building and maintenance of housing provision.</p> <p>Employment: Direct model, also consisting of upskilling and reskilling opportunities would be most beneficial. Apprenticeship opportunities.</p>	<p>Housing Employment Upskilling Reskilling Social inclusion Accessibility Sustainability Affordability</p>
25	Matthew Collins	Irish Water	Infrastructure	<p>Infrastructure: Localised water network reinforcement most likely to be required. There is adequate capacity in for wastewater treatment but storm water and surface water separation is a critical issue for North and South Docks. Existing interceptor sewers should have capacity for North Docks redevelopment. Space needs to be retained at tip of Island (Bonded Warehouses, Custom House Quay) for access to siphon and</p>	<p>Water network Stormwater Surface water Upgrades Cork Main Drainage Pre-connection enquiry process</p>

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				pipe wayleaves. Aware of Cork Main Drainage scheme of hydraulic infiltration, poor ground conditions, underground structures and contaminated ground in the area; may impact design risks and construction costs.	
26	Gilbert Steele		Vision, Housing	<p>Vision: Adequate spaces for art and nightlife. Preference for small/medium business, rather than international corporations. Places specific to Cork, heritage protection.</p> <p>Housing: No high-end city apartments, need for affordable housing.</p>	
27	John Adams		Vision, Housing, Place-making, Infrastructure	<p>Vision: Using the river and docks area as an amenity and resource. Water sports brought to the people in the city, more than just rowing. Preference for small business, local produce, and arts and crafts in Cork.</p> <p>Housing: Diversity in building types. Houses preferred, not apartments. Quality construction, yet affordable.</p> <p>Place-making: Port of Cork Maritime Museum, bonded warehouses proposed as location for it. Cultural Centre for art and artists (old Odlums Building proposed for this); self-funded.</p> <p>Infrastructure: No bridges that could potentially stop ships and boats from coming into Cork City, maritime heritage should be protected and they should be allowed in. Water taxis and buses.</p>	
28	Oliver Moran	The Green Party	Vision, Housing, Place-making, Infrastructure, Climate change, Other	<p>Vision: The Victorian Quarter should extend to the North Docks to provide cultural inspiration for its redevelopment. Customs</p>	High-density housing Customs House Light rail

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>House as an essential part of the heritage, proposed public ownership, use as a recreational/cultural amenity by the river.</p> <p>Housing: High density residential development, parklands and recreational facilities.</p> <p>Place-making: Dockland Quarter, for residential and commercial uses. Social and cultural centre; Customs House as a proposed location. Cultural motifs (like the Victorian Quarter) for area development; heritage should be taken into account. Post-industrial reuse of buildings for community/sports elements.</p> <p>Infrastructure: Transport hub, working dock and recreational amenities extending to the Victorian Quarter. Light rail through the Docklands and river ferry services. Retain port facilities for future development and cruise liners' dock. Keep access to the city via the river. Intercity bus services moved from St Patrick's Quay to the North Docks. Horgan's Quay to be kept open as a working dock. Opposition to a bridge at Tivoli docks, since it would restrict access to the river.</p> <p>Climate change: Flooding risks, tidal barrier.</p> <p>Other: Save Cork City campaign support. Urban Design team competition to invite and choose designs. Skepticism about moving the Port of Cork to Ringaskiddy, which is not served by rail or other transport.</p>	<p>Place-making River amenities Ferry services Save Cork City campaign Urban Design competition Heritage</p>
29	Amy O'Donoghue	People Before	Housing	Housing:	Social housing

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
		Profit	Place-making Infrastructure	<p>Essential public investment in housing. Docklands can facilitate the expansion of Cork City, and tackle the housing and homelessness issues; social housing crisis, quality of housing. Built with public funding and in the public interest. Affordable housing.</p> <p>Place-making, Urban Design: Infrastructure and amenities that create a vibrant urban environment; live and work. Development based on public need rather than private profit. Innovative urban planning, emphasis on sustainable and environmentally-sound development. Community gardens, public parks.</p> <p>Infrastructure: Light rail suggested. Green, sustainable infrastructure. Improved connectivity across the river Lee, new bridges served by public transport. Pedestrian/cycling routes.</p>	<p>Homelessness Public funding Place-making Vibrant urban environment Sustainability Environmentally friendly Parks Light rail system</p>
30	Michelle O’Sullivan	Cork Chamber of Commerce	<p>Climate Change Vision PP Delivery Housing Employment Infrastructure Place-making,</p>	<p>Climate change and sustainability: There must be an appropriate mix of Business/commercial to residential land use as well as the business operations sectors to ensure resilience for any potential sector downturns. There must be a climate change assessment that will guide the development plan in relation to the effects of a one in a hundred year flood</p> <p>Vision: The Development of the City docks presents a one in a generation opportunity to create a new urban quarter.</p> <p>Planning Policy: The city docks should be built at a high density; to create buildings that are architecturally attractive in construction.</p>	<p>Climate change and sustainability Vision Planning Policy</p> <p>Delivery Challenges Employment Housing Infrastructure Place making</p>

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>The potential of repurposing of distinct buildings such as the Odlums building and the ESB power plant.</p> <p>Delivery Challenges: Businesses in operation across the docklands area will require time and support in identifying alternative sites. Lands own by the state must be released for development.</p> <p>Employment: It's important that the City Docklands is attractive to business to ensure future vitality. Provision of adequate public transport will allow for the fluid transition of people.</p> <p>Housing: Advocates for the development of mixed use and high density urban villages; mixture of tenure types; various building heights.</p> <p>Infrastructure:</p> <ul style="list-style-type: none"> • The eastern gateway bridge is crucial in connecting the South docks with Tivoli ensuring a fluid movement of people. • The provision of public transport infrastructure is critical with the public transport routes acting as a catalyst in this redevelopment. • The Gouldings Seveso site must be negotiated and an appropriate alternative site found. <p>Place making:</p> <ul style="list-style-type: none"> • The Docklands should provide amenities conducive to a viable and thriving population. • Pedestrianised streets, access to the river and cycling facilities should be prioritised to deliver an attractive, 	

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>alternative way of living to the current norm.</p> <ul style="list-style-type: none"> A section of the City Docks site could be reserved for river and boating activities 	
31	Dylan Collins		Housing Employment Infrastructure	<p>Housing: High density and higher building heights should be the building topology to reduce the effects of sprawl.</p> <p>Employment: There should be no restriction on building heights for office facilities as long as they are reasonable.</p> <p>Infrastructure:</p> <ul style="list-style-type: none"> Provision of light rail will be a eventual necessity to reduce the effects of pollution by cars and improve access to the city centre. A good roads network is essential. 	Housing Employment Infrastructure
32	Donncha Kavanagh		Infrastructure	<p>Cycling Infrastructure: Providing dedicated cycle paths should be a priority.</p>	Cycling Infrastructure
33	Frank Ryan	Cushman & Wakefield	Delivery	<p>Delivery:</p> <ul style="list-style-type: none"> Specific locations should be recognized for specific zonings. Due to the scale of the South Docks development should be phased. Both Tivoli and South Docks must implement an Anchor use policy 	Delivery
34	Daniel Murphy		Vision Infrastructure	<p>Vision: Creation of a development plan that takes into account the wishes of the already existing community.</p> <p>Cycling facilities:</p>	Vision Cycling Facilities Roads

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<ul style="list-style-type: none"> • Cycle paths as a form of traffic calming • Proper mixed use development to promote 24 hour uses Roads: Improving road infrastructure to reduce congestion.	
35	Ger Kiely		Infrastructure	Green Infrastructure: <ul style="list-style-type: none"> • Create space along the river for open air swimming facilities • Provision of Cycle and running facilities 	Green Infrastructure
36	Niall McCarthy	Cork Airport	Vision	Vision: <ul style="list-style-type: none"> • Cork to be designated as a national growth centre. • Alignment of population and employment growth. • Provide requisite Infrastructure to support continued growth and prosperity • To support continued growth in connectivity at Cork Airport. • Support Strong education base of Cork 	Vision
37	Greg O'Neill		Vision Place-making Housing	Vision: The Docklands as a catalyst for a new Dynamic city Public space: Various areas should be dedicated to create a public green zone. Housing: Proper development could allow for the development to provide up to sixty one percent of the city's housing needs to meet future targets.	Vision Public Space Housing
38	Cllr Fiona Ryan	Solidarity – The Left Alternative	Housing Place-making	Housing: A sustainable housing model must be implemented	Housing Public space

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
			Infrastructure	Public space: Securing of space that is affordable for spaces for non-profit community groups. Public transport: Priority should be given to sustainable form of public transport.	Public transport
39	Jack Sheehan	Jack Sheehan Associates Ltd.	Delivery Infrastructure	Delivery: Any development must have consideration for funding availability. Infrastructure: A review of the Drainage design to reduce initial costs	Delivery Infrastructure
40	Dave Coakley, Coakley O'Neill	Topaz Energy Ltd.	Delivery Infrastructure	Delivery: Three challenges to progressing development; the delivery of necessary infrastructure; the relocation of the port of cork; The relocation of the Gouldings Seveso use Transportation: A clear transportation strategy must be established to facilitate development.	Delivery Transportation
41		Save Cork City	Infrastructure	Infrastructure: Tidal Barrier provision will allow for protection and the full development of the docklands	Infrastructure
42	Coakley O'Neill	Tedcastles Group	PP	Planning Policy: Review of the Lap Policies and objectives as well as the allocations made for the Tedcastle site.	Planning policy
43	Henry Kingston	Port of Cork	PP Delivery Place-making	Planning policy: Objectives of the LAP should be in line with National Strategy. Delivery: Investment of capital and local and national planning	Planning Policy Delivery Urban amenities

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>objectives must become integrated and support the role of the port of cork company</p> <p>Urban amenities: The Quays can provide much more amenities than just a cycle and pedestrian paths but can also provide various other maritime related and tourist activities.</p>	
44	Conor O'Connell	Construction Industry Federation	PP Infrastructure	<p>Planning policy: The LAPs must be clear and accessible. Buildings need to be built with higher density</p> <p>Flooding Consideration must be give to Flood mitigation and its associated costs</p> <p>Infrastructure: There must be a clear defined transport strategy</p>	Planning Policy Flooding Infrastructure
45	Karina O'Doherty	Department of Transport, Tourism & Sport	PP	<p>Planning policy: Consideration must be made to the economic importance of port activity until such time that it can be relocated.</p>	Planning Policy
46	Bernadette Connolly	Cork Environmental Forum	Housing Infrastructure Place-making	<p>Housing: Housing should be sustainable; built at high density, Mixed in housing type</p> <p>Transportation & Traffic: Reduced reliance on private transport, increased use of public transport. Any development should have a versatile parking management system.</p> <p>Green space and Public Realm: Open public space need to be enhanced as private open space will be at a minimum.</p>	Housing Transportation and traffic Green space and public Realm Cultural, Community, Educational & Health Facilities Energy City Neighbourhood Communities

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>Cultural, Community, Educational & Health Facilities: Provisions must be made for water based activities, protecting the aqua environment and for any facilities that are needed to make a functional living environment.</p> <p>Energy: Any development must be fitted to be energy efficient; Alternative forms of energy creation/saving should be considered for high density developments.</p> <p>City Neighbourhood Communities: Concentrated residential centres with access to key facilities that make a space liveable.</p>	
47	Tony Reddy, Reddy Architecture		<p>Vision Housing Employment Place-making Delivery</p>	<p>Vision: A place for people; of mix use; sustainable and a new identity for the docklands</p> <p>Housing: A flexible ration between office and residential to best achieve potential.</p> <p>Employment: Specific residential and office ratios can enhance performance of the innovation economy</p> <p>Place making: To create an attractive and functional urban environment.</p> <p>Delivery: A balance must be struck between a phasing strategy that compliments the already existing city environment.</p>	<p>Vision Housing Employment Place making Delivery</p>
48	John Crean, Cunnane Stratton Reynolds,	Alleyquay Investments	<p>Infrastructure Housing</p>	<p>Infrastructure: Centre Park Road as a key area with a LRT/RBT stop identified on the site. Noted a need for short terms dates for delivery</p>	<p>Infrastrucuture Building height Flood Strategy</p>

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>and allowing for design from consented site.</p> <p>Building height: Building heights of 12/13 stories are unviable due to construction costs; mixed use residential uses should match in terms of height of office uses.</p> <p>Flood Strategy: Notes that a comprehensive review and objectives in the City Docks flood strategy is needed</p> <p>Housing: A variety of accommodation types must be accommodated for with a focus on build to rent model.</p> <p>LIHAF: To consider use of alternative funding to meet the areas infrastructure demands.</p>	Housing LIHAF
49	Yvonne Jackson,	Failte Ireland	Infrastructure Vision Place Making	<p>Public transport: Good public transport alongside tourism infrastructure is necessary due to the location of the sites in relation to the city.</p> <p>Pedestrian and cycle Access: Pedestrian access as well as cycle access should be accommodated for along the river for people’s enjoyment; it will also provide connectivity.</p> <p>Intensification and Vibrancy: Development and the increasing numbers of residents and workers is important to increase economic and cultural vibrancy; any development should complement ad reflect the</p>	Public transport Pedestrian and cycle Access Intensification and Vibrancy Waterfront Linkages Maritime Heritage Built Heritage and Cultural Heritage

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>identity of the city.</p> <p>Waterfront Linkages: The Waterfront has potential as a space for recreational purposes: promoting the water front as a greenway by creating pedestrian and cycle linkages.</p> <p>Maritime Heritage: Corks maritime history provides an opportunity to develop associated maritime amenities.</p> <p>Built Heritage and Cultural Heritage: Retention of historical and cultural sites are important to promote corks trading and industrial heritage</p>	
50	Mary Doran	Meitheal Mara	PP	<p>Planning Policy: A change to the current planning policy to recognize the historic maritime importance of the harbour masters house(McMahons timberyard) and slip ways</p>	Planning Policy
51	Jim Keogan, McCutcheon Halley,	Templeford Ltd.	Delivery challenges	<p>Infrastructure:</p> <ul style="list-style-type: none"> • The reconsideration of the approach given to the prioritisation of the Eastern gateway bridge in favour of the Water Street Bridge • Estimate the existing road networks spare capacity and allocate it fairly among the sites that have potential for housing development in the short term • The deletion of the Architectural conservation area at the marina Commercial park as it is not consistent with the extant permission on the site. 	Infrastructure

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52	Mairi Henderson, McCutcheon Halley,	UCC	Planning Policy	<p>Planning policy:</p> <ul style="list-style-type: none"> Continues to recognize the value of third level education facilities as a core objective for the development area. Retains a sustainable area of zoned lands to be identified primarily for third and fourth level educational facilities and / or research facilities in recognition of the benefits such as a large scale development would bring to the City Docklands <p>Allows for the provision of third level education and research facilities as one of the primary uses to be considered within a Mixed-Use development Zoning Objective. It is requested that the zoning objective is refocused to provide a presumption in favour of third level educational and research facilities within the Mixed-Use Development Zoning Objective.</p> <p>Provides a strategic objective that substantial development proposal for third level education and / or research facilities will be considered favourably on land zoned for mixed use on development anywhere in Cork City Docks Subject to the planning merits of the application.</p>	Planning Policy
53	John Crean, Cunnane Stratton Reynolds,	Werdna Ltd.	General Infrastructure Housing	<p>Parking :</p> <p>Parking solutions need to be flexible on site, provision must be allowed for Multi storey car parking , under croft parking or any other such solutions close to ground level as to avoid the need for excavations</p> <p>Mixed use:</p> <p>There must be flexibility in mixed use of Commercial and Residential. While Residential uses must be the predominant</p>	Parking Mixed use

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				use	
54	John Crean, Cunnane Stratton Reynolds,	Progressive Commercial Construction Ltd.	Challenges	<p>Employment: The need has been identified for large floor plate office development in the Docklands. Due to land costs additional office space should be allowed to improve competitiveness.</p> <p>Parking: Proposal for amendments to be made to allow for alternative parking solutions other than basement car parking i.e. undercroft, surface or multi-storey car parking</p> <p>Flood strategy : Alternative strategies should be provided in the new DLAP which provide some flexibility on FFLs, Road levels, ground floor and basement usage, use of site specific mitigation measures.</p> <p>Infrastructure: More investment is needed in infrastructure that has been lacking in previous years, and this lack of infrastructure provision has prevented the development of many sites.</p>	Employment Parking Flood strategy Infrastructure
55	Elaine Edmonds	Transport Infrastructure Ireland	Infrastructure	<p>Infrastructure: An integrated approach to the design of areas which should include a set of principles and criteria designed to ensure a high standard of access by sustainable transport ,in doing so it creates areas that can be easily accessible by all modes of transport and all sections of society</p>	Infrastructure
56	Stephan Koch	Cork Cycling Campaign	Housing, Place-making, Infrastructure	<p>Mixed Land-Use / Permeability. The area must be mixed use in design to achieve a Vibrant Neighbourhood; this should include mixed uses such housing,</p>	Mixed Land use/permeability

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>offices and local services (shops, restaurants / cafes / pubs, crèche included).These new neighbourhoods must be permeable and connectivity to areas (e.g. South Docks to Blackrock Road area) is important by the shortest means possible .</p> <p>Housing: High Density for the area is strongly supported; 3-6 storey apartment buildings should be the norm. Residency should be seen in the area as long term and apartment developments should be designed as permanent homes. Attractiveness of the development must be considered as the riverfront is a prime asset, therefore design quality of both buildings and public space must be considered before profitability.</p> <p>Urban Green Spaces: The living environment must be attractive; this must include public green spaces, trees and public street furniture, playgrounds. The provision of adequate tree coverage while enhancing the area will also help reduce the effect of adverse weather conditions and reduce the effects of Flash flooding, Improve air quality, ground absorption and reduce the wind tunnel effect of buildings.</p> <p>Transport Infrastructure:</p> <ul style="list-style-type: none"> • Transport Requirements should be explicitly predicated on low use and ownership of private vehicles, and the high use of public transport and sustainable transport Parking needs should be met by the use of underground parking facilities. Provision for alternative transport modes such as car sharing facilities (like “GoCar”), as well 	Housing Urban Green space Transport Infrastructure

No	Name	Organisation	Submission Themes (Vision, Housing, Employment, Place-making, Infrastructure, Delivery, Climate Change, Planning Policy, Other)	Synopsis of Issues raised	Topics Covered
				<p>as public bike sharing stations (“CokeBikes”).</p> <ul style="list-style-type: none"> the provision of a high capacity, multi-storey park-and-ride facility. 	
57	Stephan Koch	Transport & Mobility Forum		<p>Transport:</p> <ul style="list-style-type: none"> New developments should have provisions for various kinds of alternative travel modes: High quality walking and cycling facilities which encourage modes of “active travel” Safe, secure and sufficient parking facilities for bicycles (especially for residents) Facilities for Car Sharing (“GoCar”) vehicles Charging stations for electric vehicles Lower than average provision for car parking Attractive offers of enhanced public transport services (e.g. Bus Rapid Transit) with short access routes, frequent and reliable services <p>Housing:</p> <ul style="list-style-type: none"> Housing Density must be high enough to meet standards to provide services .Housing shall be provided in up to 5 storey apartment buildings of various sizes for a diverse demographic .Building standards and design Quality must be of the highest level. <p>Connectivity:</p> <ul style="list-style-type: none"> The new neighbourhoods must provide shortest as possible access routes for walking and cycling to adjoining areas, local services and public transport stops. Fenced housing areas as often seen in suburban Ireland shall not be permitted. Permeability must be a guiding principle. 	<p>Transport Housing Connectivity</p>

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				<ul style="list-style-type: none"> • The new developments must be connected to other parts of the city, especially the city centre, with a green spine for cycling and walking. • The separating effect of the River Lee must be alleviated by several bridges. For the Tivoli area in particular, a cross river cycling and walking link towards Blackrock and Mahon, but also to the South Docks should be considered. 	
58	William Martin		Transport	Build cycle and walking paths along river for commuting and leisure and connect with existing facilities.	

APPENDIX THREE:

DETAILS OF WORKSHOPS ATTENDEES

Technical Workshop participants

1. Ann Doherty, *CE, Cork City Council*
2. Pat Ledwidge, *DOS SPED, Cork City Council*
3. Tony Duggan, *City Architect, Cork City Council*
4. David Joyce, *DOS E+R, Cork City Council;*
5. Edward Frampton, *AECOM*
6. John Mc Carthy, *Arup*
7. Susan Dawson, *O'Mahony Pike Architects*
8. Brian O Callaghan, *O Callaghan Properties*
9. Margaret Kelleher, *Lisney*
10. Paul Butler, *Butler Cammoranesi Architects*
11. Tony Leonard, *Clarendon Properties*
12. Dave Coakley, *Coakley O'Neill Town Planning*
13. Dave Kirkwood, *Mitchell and Associates*
14. Caroline Massey, *Mitchell and Associates*
15. Mairi Henderson, *McCutcheon Halley*
16. Jim Keogan, *McCutcheon Halley*
17. Helen Wycherley, *Marina Commercial Park*
18. John Breen, *Marina Commercial Park*
19. Patricia Stokes, *Lisney*
20. Paud O'Mahony, *Wilson Architecture*
21. Owen Shinkwin, *NTA*
22. Henry Kingston, *Port of Cork*
23. Harry Walsh, *HW Planning*
24. Robert Fennelly, *Southern Regional Assembly*
25. Sarah Thatt-Foley, *Cork Chamber*
26. Thomas Mc Hugh, *Cork Chamber*
27. Michelle O'Sullivan, *Cork Chamber*
28. Michael McCormick, *TII*
29. Isobel O'Regan, *Savills*
30. Jim Kelly, *Cunnane Stratton Reynolds*
31. Pat Burke, *BAM*
32. John Keane, *Aeon Holdings Limited*
33. Thomas McCarthy, *McCarthy Developments*
34. Tony Walsh, *Freefoam*
35. Michael Kelleher, *O'Flynn Group*
36. Hugh Murphy, *Gas Networks Ireland*
37. Ronan Downing, *Clarendon Properties*
38. Seán Lynch, *A / Senior Engineer, Water Services, Cork City Council.*
39. Emer O'Callaghan, *Parks Dept.*
40. Eoin O'Callaghan, *Parks Dept.*
41. Liam Casey, *Parks Dept.*
42. John Stapleton, *SEE RD+C, Roads and Transportation, Cork City Council*
43. Edith Roberts, *SEE Transportation, Roads and Transportation, Cork City Council*
44. Kevin Lynch, *SP Development Management, SPED, Cork City*

- Council*
45. Dave Ronayne, *Irish Mainport Holdings*
 46. Conor O'Connell, *CIF*
 47. Andrew Archer, *Systra*
 48. William Buttimer, *JW Green & Co Cork Ltd.*
 49. Orla O'Callaghan, *Cunnane Stratton Reynolds*
 50. John Crean, *Cunnane Stratton Reynolds*
 51. Aiden O'Neill, *Coakley O Neill Town Planning*
 52. Karen Ray, *Brady Shipman Martin*
 53. Finbarr Barry, *NAMA*
 54. Phelim O'Neill, *NAMA*
 55. Niall O'Donnabhain, *Cork City Council (Property)*
 56. Eoin O'Mahony, *AECOM*
 57. Billy Healy, *ADM Arcadia Feed Ltd*
 58. Alan Kelly, *IKEA*
 59. Jean Brennan, *Arts Officer, CCC*
 60. David Mc Hugh, *Fehily, Timoney and Company*
 61. David Flannery, *STW Architects*
 62. Kevin Dunne, *STW Architects*
 63. Maria Lombard, *RPS*
 64. Frank Maguire, *RPS*
 65. Frank Ryan, *Cushwake*
 66. Eamonn O'Keefe, *S Tyres*
 67. Redmond Keogh, *ARUP (Kent Station PM)*
 68. Joanne Hughes, *City Archaeologist*
 69. Pat Ruane, *City Conservation Officer*
 70. Laura Courtney, *DHPCLG*
 71. James White, *West End Agri*
 72. John Murphy, *Stevedores, Doyle Shipping Group*
 73. Gerry O'Beirne, *CCC R+T*
 74. Quentin O'Connor, *Transport Planner, Jacob's Engineering*
 75. Christopher Murnane, *Turnkey (student) housing*
 76. Seamus Coghlan, *Senior Engineer,*
 77. Cian O'Mahony, *EPA*
 78. Jack Sheehan, *Jack Sheehan & Associates*
 79. Liam McGree, *Southern Regional Assembly*
 80. Pacelli Nolan, *McCutcheon Mulcahy (Ziggurat Student Housing)*
 81. Martin O'Brien, *JCD Group*
 82. Bairbre Moynihan, *Mott McDonald*
 83. Michael Coomey, *ESB Jo Gazely, AO, Corporate and External Affairs*
 84. Ritchie Power
 85. Patricia Griffin, *SEP, Planning Policy, Cork County Council*
 86. Kieran Coughlan, *Lyonshall Ltd.*
 87. Roslyn McCarthy, *Drainage (SUDS)*
 88. Eileen Crowley, *Cork City Council*
 89. Mick McDonnell, *Cooperative Housing*
 90. Maria Minguella, *Social Inclusion Analyst, Cork City Council*
 91. Pat O'Brien, *OBOS Ltd.*
 92. Stephen Scully, *Cork City Council (Recreation)*
 93. Paul Lordan, *Urban Green Private Ltd.*
 94. Donal O'Sullivan
 95. Niall Sheehan, *Dairygold*
 96. Colin King, *O'Mahony Pike*

* Please note the above participant lists are not definitive and some inaccuracies may occur.

Public Workshop participants

1. Lord Mayor, Councillor Tony Fitzgerald
2. Jesse Dorrington, *Douglas Library*
3. Hugh James Killen
4. Antonio, *Cork City PPN*
5. Polly Magee, *Magee Creedon Kearns*
6. Polly Magee guest, *Save Cork City Group*
7. Denise Cahill, *Healthy Cities Co-ordinator*
8. Donie O'Leary, *Cork City Partnership*
9. Aaron O'Connell, *Cork Simon Community*
10. Dan Boyle
11. John Breen, *Marina Commercial Park*
12. Diarmuid O'Brien, *Marina Commercial Park*
13. Liam Luddy, *ARUP*
14. Rory Mc Carthy, *Fáilte Ireland*
15. Claire Davis, *Cork Smart Gateway*
16. Nodhlaig Barry, *Tuath Housing*
17. Kate Lehane, *Internet Consultation*
18. Denis O'Regan
19. Ciara Gallagher, *Nurture Childcare*
20. Eadaoin Glynn, *Nurture Childcare*
21. Aaron Mansworth, *Cork International Airport*
22. Tricia O'Sullivan, *MPlan, MIPI*
23. Eoin Mac Cuirc, *CSO*
24. Martin O'Donoghue, *Cork Opera House*
25. Conor Keane
26. Lawrence Owens, *CEO, CBA*
27. Oliver Moran, *Green Party*
28. Cllr. Tim Brosnan
29. Steve Browne, *UCC*
30. Claire Hyland
31. Pat Hyland
32. Ann O'Donovan
33. Yvonne Canning
34. Conor Healy, *Cork Chamber*
35. David Joyce, *CCC*
36. James O'Shea, *Douglas Control and Automation*
37. John O'Connor, *Idle Hour pub*
38. Bill O'Connell, *President Cork Chamber*
39. Donal Lynch
40. John Lynch, *Penrose Wharf / Thompson's Bakery*
41. Shane Clarke, *Nano Nagle Place*
42. Frances Lynch
43. Gillian Keating, *Ronan Daly Jermyn*
44. Superintendent John Quilter
45. Keelin Tobin, *Coordinator, Cork Food Policy Council*
46. Noel Cronin
47. Ursula Morrish, *Visit Cork*
48. John Adams
49. Clara O'Neill, *CBA Infrastructure Chair*
50. Mary Doran, *Meitheal Mara*
51. David O'Connell
52. Teresita, *Lee Rowing Club*
53. Michael Fleming
54. Helen Wycherly
55. James Conroy
56. Cllr. John Buttimer
57. Patrick Leader
58. Moira Jenkins, *Dowtcha Puppets*
59. Noel Manley
60. Stephen Mulcahy, *St. John's Ambulance*
61. Henry Kingston, *Port of Cork Co.*
62. Darren McAdam-O'Connell
63. Adam D'Arcy

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