SOUTH DOCKS

# Local Area Plan

# Contents

# Executive Summary

## 1 The South Docks

The South Docks Local Area Plan has been prepared to realise the vision of the Cork Docklands Development Strategy prepared in 2001. The South Docks provide a unique opportunity for the development of Cork City. The area extends from Custom House Quay at the eastern end of the city centre along the Marina to Blackrock. It is roughly bounded by the escarpment behind Monahan's Road to the south and the magnificent River Lee to the north.

The area is strategically located close to Cork city centre and transport infrastructure, having extensive frontage onto the River Lee, obsolescent dockland uses and the availability of large portions of land for development. This opportunity can translate into the creation of a vibrant, innovative, mixed use, sustainable, socially inclusive, urban quarter, enabling the City to perform both economically and socially at a national and international level.

The vision for the South Docks is that of a vibrant mixed use and socially inclusive urban quarter. This vision was articulated in the Cork Docklands Development Strategy 2001 (CDDS), but for a variety of reasons the widespread redevelopment of the South Docks area has not yet commenced. Consequently, Cork City Council decided to prepare a Local Area Plan (LAP) for the South Docks, which builds on the 2001 CDDS and provides a framework to promote and guide the regeneration of the area.

## 2 The Vision

The vision for the redevelopment of the South Docks is committed to the key objectives set out in the Cork Docklands Development Strategy 2001, which include the development of:

- A new identity for the docklands
- Places for people
- Places that are inclusive
- Places that have a mix of uses
- Places for learning
- New places for work
- New places for play
- A sustainable place

## 3 The Issues

The Local Area Plan has identified a number of critical issues which require resolution through the leadership of Cork City Council and co-operation with stakeholders, to promote and facilitate the redevelopment process. These include:

- Access and service infrastructure
- Relocation of Port and related activities including Seveso land uses
- Ground contamination
- Flooding
- Enhanced Public Realm
- Implementation, delivery and phasing
- Energy and telecommunications infrastructure

## 4 Opportunities

The unique location of this site close to the city centre and transport infrastructure, with a wonderful landscape resource in the form of the River Lee, allows the South Docks to readdress the decline in population of the city.

The strategic location of the site and its relationship to the city form the basis of a significant mixed use development of residential, commercial, cultural and amenity areas that will provide a high quality environment.

A capacity analysis indicates that, with appropriate investment, the South Docks area is capable of supporting a population of at least 20,000 residents and a working population of approximately 25,000 persons. However the achievement of this target will be dependant on the delivery of third level education, cultural and social/ community uses and the relocation of the Seveso sites.

The development of a high quality public realm connecting the Marina to the City will be of huge benefit to the South Docks and wider city. Lively and active streets will be an attractive to place to work, live and visit. New parks, play areas and open spaces of the highest quality will be developed throughout the South Docks, complementing and enhancing the development.

## 5 Sustainability

The proposed development pattern based around a high quality public transport route will deliver a sustainable urban quarter. The development will be an adaptive, flexible urban framework where innovative and sustainable building practices are implemented. The City Council will use this as a benchmark for future development of the City.

## 6 Delivery & Implementation

The Plan outlines the critical steps that need to be undertaken to facilitate and encourage the redevelopment of the South Docks. These include:

- The relocation of the Port and Seveso sites;
- Construction of the critical access infrastructure such as the bridge crossings ( Water Street, the Eastern Gateway and Mill Road Bridges);
- Raising of levels within the area to deal with flooding and surface water drainage.

The redevelopment of the South Docks will be completed by the private sector using the framework outlined in this L.A.P. Public investment and leadership in a number of key infrastructural projects will complement private investment.

The overall development of the South Docks is estimated to take approximately 20 years to complete, including the securing of necessary finance and infrastructure. An indicative phasing programme has been completed in order to guide the development of the area, which shall be infrastructure lead. This programme recognises that a number of short-term developments can occur in the east and west of the area, subject to provision of key infrastructural elements. This phase will be followed by medium and longer-term development to complete the programme.

Recognition of the importance of the South Docks and its redevelopment to the city is demonstrated by the existence of a dedicated Docklands Directorate within Cork City Council, which will facilitate and co-ordinate the delivery of this critically important development to the City. The recent establishment of the Cork Docklands National Steering Forum, which comprises Government and private sector representatives, supporting Cork City Council, adds momentum to the South Docks redevelopment.

CORK CITY COUNCIL

# SOUTH **DOCKS**

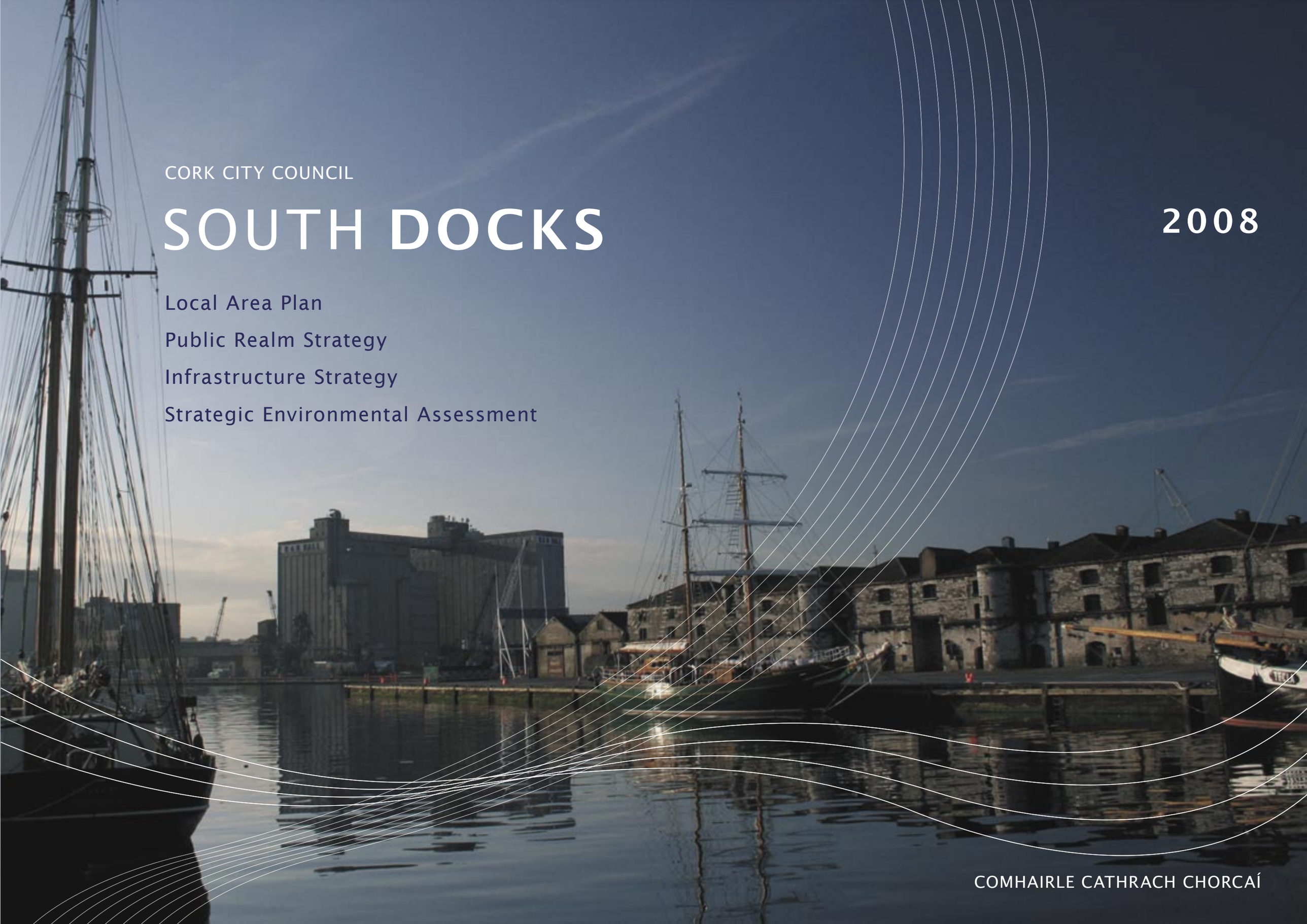
2008

Local Area Plan

Public Realm Strategy

Infrastructure Strategy

Strategic Environmental Assessment



COMHAIRLE CATHRACH CHORCAÍ

# Acknowledgements:

This Plan is a result of an ongoing collaborative process of research and consultation, involving the interdisciplinary Project Team Consultants, the Docklands Directorate, the elected members and staff from numerous Directorates within the Council. We also gratefully acknowledge the valuable inputs from the public, landowners & other stakeholders. See Appendix 3 for a full list of consultees and submissions.

Joe Gavin – City Manager

Pat Ledwidge, Director of Services – Docklands.
Seamus Coghlan, Senior Engineer.
Evelyn Mitchell, Senior Executive Planner.

Kevin Terry, Director of Services – Planning and Development
Ronnie McDowell – Senior Planner – Development Management
Dominic O' Briain – Senior Executive Planner - Development Management
Ann Bogan - Senior Planner – Planning Policy
Jeremy Ward - Senior Executive Planner - Planning Policy
Niall O Donnabhain – Executive Planner - Planning Policy
Ciara Brett - Executive Archaeologist
Niamh Twomey - Heritage Officer
Pat Ruane – Conservation Officer
Katriona Byrne – Conservation Officer

Mick McDonagh – City Architect
Sean Boyle – Executive Architect

Stephen Kearney – Director of Services - Housing
Paul Moynihan – Senior Executive Officer

Dan Buggy – Assistant City Manager/Director of Services – Roads and Transportation
Tony Fleming – Senior Engineer
Pat Casey - Senior Engineer
Noel Tummon - Senior Executive Engineer
John Stapleton – Senior Executive Engineer

Jim O Donovan - Director of Services – Community and Enterprise
Maria Minguella - Social Inclusion Officer
Cathy Buchanan - Social Inclusion Officer

Gerry O' Beirne - Director of Services – Environment
Eamonn Walsh - Senior Engineer
Pat O' Sullivan - Senior Engineer
Michael O' Brien - Senior Engineer
Edmond Barry – Senior Executive Chemist
Mary Walsh – Executive Scientist
Cheng Xiang – Student Engineer
John Walsh – Manager, Cork City Energy Agency

Joe Kennelly – Director of Services – Recreation, Amenity and Culture
Liam Casey Senior Executive Parks Superintendent
Liz Meaney – Arts Officer
Deborah Hegarty – Law Agent

Docklands Policy Committee:
Cllr. Damien Wallace - Chair
Cllr. Donal Counihan - 2007-2008 Lord Mayor
Cllr. Michael Aherne - 2006-2007 Lord Mayor
Cllr. Deirdre Clune - 2006 Lord Mayor
Cllr. Dara Murphy
Cllr. Terry Shannon
Cllr. Catherine Clancy
Cllr. Chris O'Leary
Cllr. Brian Bermingham

This document has been prepared by Brady Shipman Martin under the direction of Cork City Council with input from the following:

**Brady Shipman Martin**

David Bosonnêt - Project Manager
Michael Grace
Dearbhla Walshe
Gemma Conlon
Aine Ryan
Robert Edge
Claire Deasy
Krzysztof Wiorkiewicz

**O'Mahony Pike Architects**

James Pike
Orlaith O'Mahony
Richard Collins

**ILTP Consulting**

Christy O'Sullivan
John Paul Fitzgerald

**John O'Donovan and Associates**

Colm Feeney
Paul Murphy

**AKC Quantity Surveyors**

Gerard Collins
William McGee

**UCC Archaeology Department**

Dr Colin Rynne

"The South Docks provide a unique opportunity for the development of Cork City."

# Foreword

The National Spatial Strategy 2002 – 2020 and the Cork Area Strategic Plan 2001-2020 highlighted the vital role which Cork City plays as the engine of growth for the Region. These Plans stressed that the economic and social regeneration of the City was crucial to the future success of the region. Cork Docklands was identified as having a critical role in the revitalisation of the City and in providing an attractive and pivotal location for many of the new uses, activities and facilities needed to drive the regeneration process.

Cork City Council through the preparation of the Cork Docklands Development Strategy in 2001 acknowledged the opportunity presented by Docklands as an unrivalled location for future investment and redevelopment as a quality working and living environment. The adoption of the North Docks Local Area Plan in 2005 further detailed the planning and development strategy for this area of Cork Docklands.

The regeneration of the South Docks Area will be a major element in the achievement of Cork's Gateway status as set out in the National Spatial Strategy. With the adoption of the South Docks Local Area Plan in February 2008 the planning and development framework for the entire area has now been established paving the way for the regeneration process to begin in earnest. The Plan builds on the vision expressed in the Cork Docklands Development Strategy 2001, the policies and objectives set out in the Cork City Development Plan 2004 and the key recommendations of the Cork Docklands Economic Study 2007. It proposes residential and employment targets of 20,000 and 25,000 respectively for the area which will be achieved through the development of a high density urban quarter centered around a District Centre and two Neighbourhood Centres and served by a high quality public transport system.

The Local Area Plan is structured into four documents:

- Local Area Plan;
- Infrastructure Strategy;
- Public Realm Strategy and the overarching
- Strategic Environmental Assessment.

The **Local Area Plan** sets out proposals in relation to:

- zoning;
- movement and access;
- urban design and building height;
- open space;
- conservation of buildings and other heritage elements;
- community, medical and education (including third level) facilities; and
- environmental sustainability.

Guidance on floor levels and preliminary flood protection proposals are also included. Two rivers crossings are proposed at the Eastern Gateway Bridge and Water Street in the short-term with a third option at Mill Road in the longer term. Positive interaction with the River Lee is also provided for in relation to recreation and transport usage.

The Plan acknowledges that delivery of the full potential of the South Docks is dependant on the relocation of the Port and the 'Seveso' uses and the City Council is committed to working with the relevant landowners to achieve this objective.

The **Infrastructure Strategy** identifies the critical infrastructure required to support and facilitate the development including

- water;
- sewerage;
- flood mitigation;
- utilities;
- roads, bridges and transport.

It also sets out the phasing and implementation plan required for the delivery of the development such that it is infrastructure-led. The importance of public transport provision and other measures to promote environmental sustainability are also stressed in the Plan.

The **Public Realm Strategy** examines how the "space between buildings" will be managed. This is the area where people interact with each other and it will be the major influence on the image of the South Docks and the quality of life for those living and working there. Major features are the development of a sub-regional park (Marina Park), a public walkway along the waterfront and an extension to Kennedy Park.

The **Strategic Environmental Assessment** evaluates the likely significant effects of the Local Area Plan. A constant theme running though the Plan is that of sustainable development. New policies are proposed to further the aim of sustainable development practice. In addition, the City Council will seek to use this Project as a benchmark for future sustainable development in the City.

The South Docks Local Area Plan is the culmination of a great deal of vision, thought, expertise and imagination on the part of all those involved in its preparation. We would like to acknowledge the work of the interdisciplinary Consultant Project Team – led by David Bosonnêt of Brady Shipman Martin for its work in co-ordinating this massive task and delivering a superb plan for the area. We wish to acknowledge the input and advice of staff of the Docklands Directorate, and all other Directorates who prioritised the preparation of the Plan as a key project for the City Council. We would like to acknowledge the work of the Docklands Policy Committee in guiding the Plan through Council and for its support in ensuring that the future development of the area accorded with the highest standards of sustainable practise. Finally we wish to thank those members of the public, landowners and stakeholders who made submissions to the Scoping Stage and in response to the Draft Plan and to its Amendments. Your interest in your city will help shape it over the coming 20 years. We look forward to implementing this Local Area Plan into the future with your help.

**J. Gavin**

*City Manager*

**Cllr. Donal Counihan**

*Lord Mayor*

# Glossary of Terms

| | |
|---|---|
| BGE | Bord Gais Eireann |
| CSO | Central Statistics Office |
| CASP | Cork Area Strategic Plan 2001-2020 |
| CCDB | Cork City Development Board |
| CCDP | Cork City Development Plan 2004 |
| CDDS | Cork Docklands Development Strategy 2001 |
| CIT | Cork Institute of Technology |
| DoEHLG | Department of Environment, Heritage and Local Government |
| CDES | Cork Docklands Economic Study 2007 |
| FDI | Foreign Direct Investment |
| FFL | Finished Floor Level |
| HSA | Health and Safety Authority |
| HSE | Health Services Executive |
| ICT | Information and Communications Technology |
| LRT | Light Rail Transport |
| LAP | Local Area Plan |
| MMP | Mobility Management Plan |
| NIAH | National Inventory of Architectural Heritage |
| NDP | National Development Plan 2000 – 2006 |
| NSS | National Spatial Strategy 2002 – 2020 |
| NDLAP | North Docks Local Area Plan (2005) |
| OD Malin | Ordinance Datum Malin Head |
| R&D | Research and Development |
| Seveso | The EU CoMAH Directive 96/82/EC is also known as the Seveso II Directive. It aims to prevent and control major accident hazards relating to industrial establishments where dangerous substances are present. Further information is available at http://ec.europa.eu/environment/seveso/index.htm |
| SCLR | South City Link Road |
| SWRPG | South Western Regional Planning Guidelines (2004) |
| SWOT | Strengths, Weakness, Oportunities, Threats Analysis |
| UCC | University College Cork |
| VCH | Volatile Chlorinated Hydrocarbons |
| SUDS | Sustainable Urban Drainage Scheme |
| SEA | Strategic Environmental Assessment |
| NORA | National Oil Reserve Agency |

50%
This document is printed on 50% recycled paper

# Contents

## Local Area Plan

## Public Realm Strategy

# Infrastructure Strategy

## Strategic Environmental Assessment

# Appendices

# SECTION 1

## SOUTH DOCKS LOCAL AREA PLAN

### Background

# Section 1 Background

## 1.1 Introduction

Cork is the Gateway city for the South-West Region and the second largest urban area in the State. Internationally recognised in 2005 as the European Capital of Culture, it is a progressive and cosmopolitan city, with excellent educational, retail and cultural facilities and a strong economy.

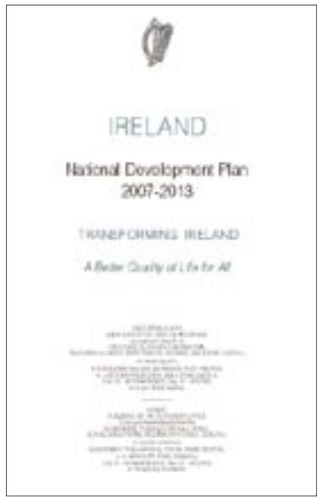
The importance and potential of Cork as a national and international Gateway is identified in the National Spatial Strategy (NSS) and the National Development Plan 2007-2013 (NDP). This status is reflected in current plans at City, County and Regional level, which make provision for significant population growth and improved infrastructure that will further enhance Cork's role as a modern, business-friendly city with an excellent quality of life.

Within Cork, the South Docks area is recognised as a pivotal location having significant development potential within walking distance of the existing city centre. The area's traditional role as a hub of maritime trading and industrial activity is declining but this provides an opportunity for extensive redevelopment that will contribute to the wider development of the Cork Gateway, as envisaged in the NSS and NDP.

The vision for the South Docks is that of a vibrant mixed use and socially inclusive urban quarter, as identified in Section 2.1 of this Plan. This vision was articulated in the Cork Docklands Development Strategy 2001 (CDDS), but for a variety of reasons the widespread redevelopment of the South Docks area has not yet commenced. Consequently, Cork City Council decided to prepare a Local Area Plan (LAP) for the South Docks, which builds on the 2001 CDDS and provides a framework to promote and guide the regeneration of the area.

## 1.2 Context

The Local Area Plan for the South Docks fully conforms to national, regional and local policy frameworks. Consequently, the physical, social and economic development of the area, on foot of the LAP, will realise important national, regional and local objectives.




### National Context

#### National Development Plan 2007–2013 'Transforming Ireland, A Better Quality of Life for All' (NDP).

With a budget of €184 billion for a seven-year time frame, the NDP identifies a number of key themes for the improvement of quality-of-life standards including infrastructure improvements, attraction of inward investment, social infrastructure and social inclusion measures, balanced regional development, protection of the natural environment, sustainable development and co-ordination of Government policies.

The NDP identifies the Cork Gateway as the second largest city in the State and the largest urban and economic centre in the South-West Region. Its strengths are noted as its size, scale and strong economic base with extensive FDI in sectors such as ICT and pharmaceuticals; strong third-level education facilities; airport and port facilities and an outstanding natural setting. The key challenge identified for Cork during the lifetime of the NDP is to increase its rate of development and population growth.

In meeting the challenge, the Docklands area is recognised as having significant potential for growth, with a population of at least 15,000 persons and extensive commercial floorspace provision.

To support the potential, the Docklands area is designated as an Urban Regeneration Area, entitled to aid for small and medium firms (less than 250 employees) until the end of 2013. Regional aid is also available for large firms (250+ employees) to end of 2008.

The need for investment in physical infrastructure to unlock further private investment is also recognised. Key development and investment priorities are identified such as roads, water services, port relocation and associated infrastructure to facilitate docklands regeneration and the enhancement of tourism, cultural and recreational facilities.


### National Spatial Strategy 2002 – 2020 (NSS)

To encourage regional balance and promote sustainable critical mass of population levels, the NSS identified nine key centres, including Cork, as 'Gateways'. The achievement of critical mass of population is recognised as an important factor in the attraction of economic drivers and infrastructure to a region.

The NSS recognises that the Cork Gateway has considerable potential for further development and expansion to achieve more balanced regional development and provide a counter-balance to the growth of the Dublin area. It is envisaged that Cork will function as a national/international Gateway and act as a lever for further investment into the South-West Region. The NSS Gateway designation provides a measure of national support for upgraded infrastructure works.

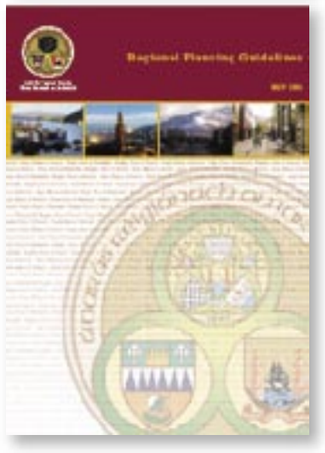
### Regional and Sub-Regional Context


### Southern and Eastern Regional Operational Programme 2007-2013 (SEROP)

Cork is located within the Southern and Eastern NUTS II Region. The SEROP identifies funding requirements from EU co-financed Structural Fund Programmes and is separate to the NDP.

The analysis contained in the SEROP shows a need to grow the Gateway cities, including Cork, as vibrant sub-regional growth centres as a response to an unbalanced national urban structure, in which Dublin predominates. The key objective is to increase critical mass of the Gateways, allowing them to compete effectively on the national and/or international stage. Opportunities identified include continued growth in sectors such as ICT, pharmaceuticals, financial services, and travel and tourism. Identified weaknesses include aspects of policy development and governance, inflexibility, and poor strategic and physical planning.

The development strategy of the SEROP focuses on three broad areas: innovation and knowledge economy; environment and accessibility; and sustainable urban development. Cork will benefit from this strategy as assistance is identified for projects, which will contribute to enhancing the economic, environmental, social, and/or cultural fabric of the city.

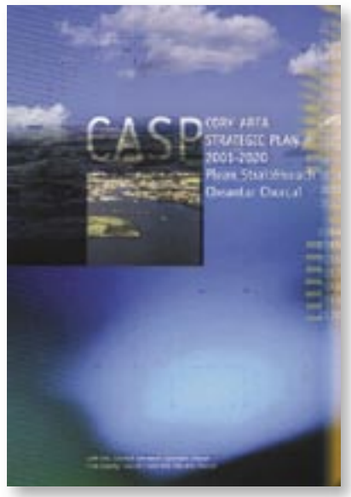



### South Western Regional Planning Guidelines 2004 (SWRPG)

The SWRPG expand on the critical mass policies of the NSS and provide a long-term strategic planning framework for the development of the South-West Region. The guidelines note that the future economic success of the Cork Metropolitan Area hinges upon attracting and retaining mobile investment and skilled labour.

The redevelopment of the Cork Docklands is recognised as a key factor in the revitalisation of the City, further acting as a driver to the development of the region. The redevelopment of the South Docks as a 'mixed use, quality urban quarter' will also facilitate the development of the Gateway itself.

The development of key infrastructure, sustainable transportation routes and integrated transport systems are noted as appropriate tools to give effect to new settlement and economic strategies such as that proposed for the South Docks. The strategy also identifies the Water Street Bridge project, certain drainage works and public realm developments as priorities for the redevelopment of the area.




### Cork Area Strategic Plan 2001-2020 (CASP)

CASP provides an integrated land-use and transportation strategy for the development of Cork City and an extensive area of the County to 2020 and is supported by the NSS and SWRPG. It provides guidance for the scale and rate of economic, social and cultural development of the area, as an engine of further growth for the region. CASP also supports the development of Cork as a dynamic economic engine both nationally and within the European context. The Docklands area is noted as presenting the main opportunity for major development in the city as a modern mixed-use district.

CASP recognises the Port of Cork as an important element in the city economy. Future plans for the relocation of port related activities are noted, as is the provision of new bridges (eastern and northern linkages and a direct pedestrian link from the Kent Station site). The scope for additional technology and innovation activities in the Docklands is noted and the area is proposed as a good location for a science-based Technology Park, or Cork Technopole.

## Local Context


### Cork City Development Plan 2004 (CCDP)

The Development Plan integrates the principles of CASP and incorporates the Cork Docklands Development Strategy. The plan aims to support the regeneration of the Docklands area through the promotion of good quality design to attract residential uses, the development of strategic sites and the gradual relocation of lower order activities.

Zoning objectives for lands within the Docklands are identified in the Plan. These zoning objectives also facilitate the implementation of detailed policies for the development of the major South Docks precincts. Transport infrastructure and key linkages are examined, including a proposal for Water Street Bridge.


### Cork Docklands Development Strategy (CDDS)

The CDDS, produced in 2001, focuses on the renewal of the North and South Docks area. An analysis of the existing urban environment and character areas inform the policies outlined in the strategy and this, in turn, has informed the LAP.

The CDDS is a key document in that it provides a vision for a new urban quarter designed to revitalise the Docklands area. It focuses on the renewal of both the North and South Docks with a vibrant mix of uses and a high quality environment.

The CDDS outlines a vision for the Docklands to the year 2025, and incorporates a new urban character area with some 6,000 residential units and 584,000m$^2$ of non-residential uses.

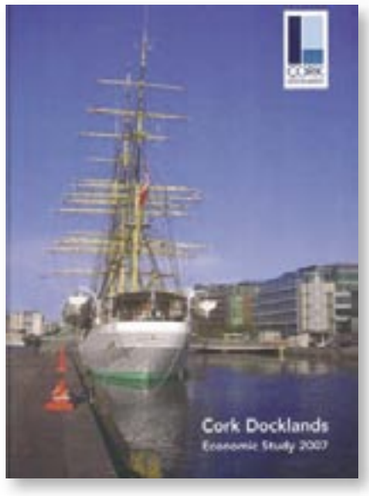
In the South Docks area the diverse pattern of tenancies with small, large and very large landholdings is recognised as an important issue affecting the pace of development. A new urban structure for the Docklands is set out in the CDDS, whilst in the short and medium term the gradual relocation of Port activities is envisaged. Distinct urban precincts are identified and the proposed urban form, zoning, grain, density and mix of uses are outlined for each area.

The residential and commercial capacity of the area is clearly outlined within a defined set of assumptions. Retail provision within the Docklands is projected to follow housing distribution in filling gaps in current provision. Architectural and public realm strategies and green transportation routes are outlined for the area with a focus on civic gateways, parklands and hubs and new bridge crossings respectively.

Although the infrastructural networks and capacities were not considered a significant constraint to development, the need for new bridges, flood management systems and other key projects is recognised.


### Cork City Development Board Strategy - 'Imagine Our Future' (CCDBS)

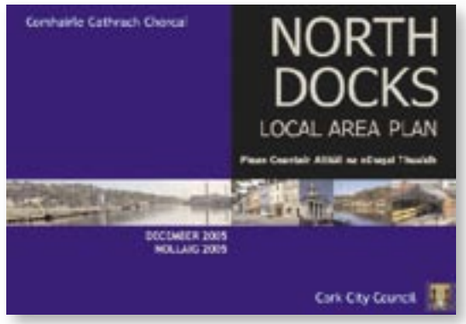
The CCDBS was published in 2002 to identify and strengthen the economic, social and cultural development of the City. In particular, it seeks to improve the co-ordination of publicly funded services. A number of key goals are identified, which seek to promote sustainable and cohesive development. Such goals include integrated and accessible local public services, developing the working and living environment of Cork, promotion of an environmentally sustainable city, access to housing, health, employment, equality and affordable childcare for all families.




### Cork Docklands Economic Study 2007 (CDES)

The Study recognises that the Docklands can play a vital role in harnessing the economic performance of the Cork Region. The Study also recognises that the scale and mix of uses proposed for Docklands, and their timely delivery, are critical in ensuring that the development of the area contributes to the development of the regional, national and European profile of Cork.

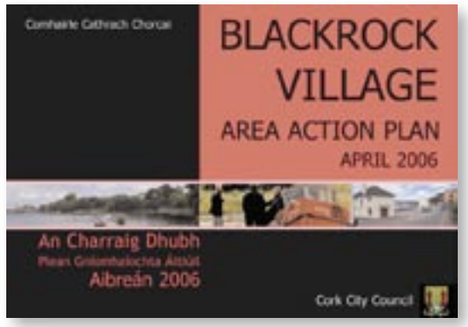
Key recommendations include a focus on research and development in tandem with third level institutions and commercial applications; promotion of cluster development; development of access and transport infrastructure; and mixed-use regeneration including third level education facilities.




### North Docks Local Area Plan 2005 (NDLAP)

The North Docks LAP includes the area of the Lower Glanmire Road and Kent Station (17 hectares). It recognises that the redevelopment of the Docklands area represents the greatest development opportunity for the CASP area. The guiding vision of the NDLAP is consistent with that outlined in the Cork Docklands Development Strategy, being the creation of a new urban quarter based on best practice and sustainable development principles. The plan focuses on public transport and accessibility, the public realm, sustainable development and the creation of viable neighbourhood districts.

The range of policies and objectives promoted within the Plan include the reconfiguration of Kent Rail Station to front onto the River Lee, incorporating public transport and pedestrian access facilities, and the provision of up to 1,500 residential units, the majority along Horgan's Quay. Ease of movement principles are promoted through an improved Lower Glanmire Road and the development of quay side amenity areas, making use of the River Lee resource.




### Blackrock Action Area Plan 2006 (BAAP)

This Plan addresses an area that directly adjoins the eastern boundary of the South Docks LAP area. The primary focus of the BAAP is the Blackrock Village area, extending from the former Ursuline Convent buildings to the River Lee, taking in the convent grounds, village core and harbour. Two specific projects are also considered: the implementation of the Blackrock Harbour/Blackrock Castle walkway and the provision of car parking on the Marina.

A public realm strategy incorporating a broadwalk facility along a realigned harbour and the reinforcement of the aesthetic value of the Marina, with opportunities to continue links along the old railway line amenity walk are also proposed.

The South Docks Local Area Plan and the BAAP are linked by the Marina Walk, which is part of a citywide pedestrian/cycle route along the waterfront. The open space and recreation facilities in the South Docks will be readily accessible to residents of Blackrock along this link.

The redevelopment of the South Docks will also require measures to mitigate the impacts of increased traffic on the Blackrock area. This is provided for in Section 4.3.3. of the Plan.

### Port of Cork Strategic Development Plan 2002

This Strategic Development Plan sets out the future options for the Port of Cork. It recognises that the redevelopment of Cork Docklands cannot achieve its full potential without a relocation of activities from the City Quays to the Lower Harbour and indicates an intention of gradually moving its operations downstream.

Cork City Council is working with the Port of Cork to identify and implement mechanisms that will enable this relocation to occur.

## 1.3 Plan Aims

Cork City Council will work in close co-operation with the local community and other key stakeholders to secure the regeneration of the South Docks. Building on the resources and characteristics of the area and the basis provided by the CDDS, the LAP aims to provide a framework for the creation of a new high-quality mixed-use waterfront urban quarter for Cork, to increase clarity and certainty for local residents and landowners and thereby attract further inward investment.

The Plan has three main functions:

- To promote and facilitate the proper planning and sustainable development of the South Docks as an attractive living, working and visitor area, with a high quality of layout and design close to Cork City centre.
- To provide a policy framework and objectives for the physical development of the South Docks.
- To provide a basis for the assessment of planning applications in the South Docks area.

## 1.4 The Local Area Plan Process – Methodology and Consultation

The procedure for the preparation of a Local Area Plan is set out in the Planning and Development Act, 2000 as amended by the Planning and Development (Amendment) Act 2002 and the Planning and Development (Strategic Environmental Assessment) Regulations 2004. In summary the procedure is as follows with the City Council's methodology and consultation process outlined for each stage of the South Docks L.A.P. in italics:

- Before preparing a LAP, a Planning Authority must first take whatever steps it considers necessary to consult with the public.

*At the scoping stage a review of the relevant background studies at a national, regional and local level was undertaken as well as a series of consultation meetings which were conducted during February–April 2006 with South Docks landholders. A series of consultations were also undertaken with relevant agencies and authorities. An advertisement was placed in a newspaper initially on 23rd July 2004 and again on 31st March 2006 seeking submissions from the public at this Pre-Draft stage in the Plan's preparation. In addition, over 15,000 leaflets were distributed throughout the City Centre, the North and South Docks areas and adjoining areas to advertise the Scoping of the Plan and requesting submissions to be made by June 2006. In response to this advertisement and leaflets some 44 submissions were received from landowners and the general public and other relevant stakeholders.*

*A review and issues paper detailing the results of the scoping exercise was presented to the City Council in mid 2006 providing a review of the period 2001 to 2006, consideration of issues arising and proposed variations to existing policies. The proposed draft policies were adopted for the purpose of preparing the Draft Local Area Plan.*

- After consideration of issues arising out of these consultations, the Planning Authority must send notice of the proposal to make a LAP to An Bord Pleanála and to other prescribed authorities and must also publish a notice of the proposal in one or more newspapers circulating in the area.

*Publication of the Draft South Docks Local Area Plan was advertised on 15th June 2007 and copies of the Draft Plan were issued to the relevant Statutory Bodies and An Bord Pleanala.*

- The Draft LAP is put on public display locally for a period of not less than six weeks during which submissions or observations may be made. A Manager's Report on the submissions received must be made not later than 12 weeks following the date of notification.

*The Draft Plan was available to view in City Hall and in public libraries for a period of 10 weeks – from 15th June–24th August 2007. A public Exhibition was held in Millennium Hall, City Hall for a week (09th–13th July 2007) and was attended by over 1,000 persons. A leaflet drop to over 20,000 premises was undertaken to advertise the Exhibition and encourage people to respond to the Plan.*

*Some 215 submissions from the public were received on the Draft L.A.P. These submissions were considered and arising from this a number of material amendments to the Draft Plan were proposed to Council within the Manager's Report of 06th September.*

◊ The elected members will then consider the Managers Report and, by default, the LAP is deemed to be made, in accordance with the recommendations of the manager, six weeks after the Manager's Report unless, by resolution, the Planning Authority varies or modifies the proposal or decides not to make the plan. If the Planning Authority decides to amend the plan, and in such case the amendment would be a material alteration of the draft, further consultation steps are required including a public display period of at least 4 weeks.

*The proposed amendments contained within the Manager's Report were approved by Council in addition to a number of amendments proposed by the Docklands Policy Committee and Council at a Special Meeting on 15th October 2007. The text and maps outlining the proposed amendments to the Draft South Docks Local Area Plan were available for public consultation for four weeks from 05th November 2007–03rd December 2007. A total of 31 submissions on the Proposed Amendments were received during this time.*

*These submissions were further considered and the Manager's Report on the submissions received was issued to full Council on 31st December 2007. Further Amendments to this Report were recommended by the Docklands Policy Committee.*

EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA) requires Member States to assess the likely significant environmental effects of plans and programmes prior to their adoption, providing for the assessment of strategic environmental considerations at an early stage of the decision-making process. SEA is an iterative process, which evaluates the environmental impacts of a plan or programme while it is being drawn up. A seperate volume details the conclusions and recommendations of the SEA. The recommendations contained in this SEA were considered and changes made to the Plan, as appropiate.

The full Council voted to adopt the South Docks Local Area Plan on 11th February 2008.

A full list of all consultees and submissions is outlined in Appendix 3 .

## 1.5 Conformity with the Cork City Development Plan 2004

*The Draft South Docks Local Area Plan broadly complied with the policies, objectives and development standards set out in the Cork City Development Plan 2004 (CCDP), as required under the Planning and Development Act, 2000 and amendments. However, a number of the proposals set out in the Draft LAP constituted material contraventions of the CCDP (including height standards, apartment size standards, zoning objectives etc). For this reason, and in order to ensure complete compliance with the CCDP, it was necessary, during the final consultation stage of the making of the LAP, to initiate a process to adopt a Statutory Variation of the CDDP. Variation No. 7 of the CCDP was adopted on 11th February 2008.*

Aerial photograph of the South Docks

# SECTION 2

## SOUTH DOCKS LOCAL AREA PLAN

### Realising the Vision

# Section 2 Realising the Vision

## 2.1 Progress since 2001

Whilst the overall nature and character of the South Docks area remains largely unaltered, there have been a number of changes since the publication of the Cork Docklands Development Strategy in 2001 that have implications for the LAP. These include:

- To date, the pace of redevelopment in the South Docks has been slow and, although some development has taken place along Monahan's Road and Centre Park Road, it has been fragmentary and carried out without the benefit of a structured plan. Consequently, it is not contributing to the achievement of the vision of the CDDS.
- The Port of Cork Company has developed a Masterplan which envisages a proposed relocation of activities to Ringaskiddy. This is however dependent upon the Port realising the maximum value for its existing site to enable the decommissioning of the South Jetties. The Port of Cork plays a key role in the region's socio-economic development. It is recognised that any relocation of its activities to the Lower Harbour must not inhibit its capacity to continue in this role.
- There have been significant changes in the land ownership pattern within the area, which will influence the release of lands for development into the future, notably the assembly of a land bank at the eastern end of the study area by a consortium of private individuals. Furthermore, a number of the key landholders have indicated that they are prepared to develop the lands within the short term and this may be seen as providing the momentum necessary to 'kick-start' the regeneration of the area.
- The transportation proposals in the CDDS, which are supported in the Cork City Development Plan and include pedestrian linkages, a new bridge at Water Street and public transport measures, have not yet been implemented and the situation on the ground has not improved. The N27 South Link Road remains heavily congested at peak times with resultant queuing along Albert Road. Public transportation serving the area is rudimentary and pedestrian and cycling facilities in the area are limited.

A number of infrastructure issues have to be resolved before the full potential of the Plan can be achieved. These include the impact of tidal flooding, ground contamination and Seveso regulations, disposal of surface water and ongoing maintenance matters relating to the quay walls, remain unresolved. However studies have been completed on Water Supply, Surface Water Drainage, the Water Street Bridge and Contaminated Land in addition to the Cork Docklands Economic Study and the North Docks Local Area Plan. The Office of Public Works is currently preparing the Lee Catchment Study (Lee CFRAMS), which is examining the risk of flooding as part of its investigation.

The vision for the South Docks espoused in the LAP is the same as that formulated in the CDDS, including:

- A new identity for the docklands and the development of:
- Places for people
- Places that are inclusive
- Places that have a mix of uses
- Places for learning
- New places for work
- New places for play
- A sustainable place

However, in detailing the Plan vision, account is taken of the changes that have occurred since 2001. The vision for the South Docks is that of a vibrant mixed use and socially inclusive urban quarter, building on the characteristics of the area itself, the role of the Docklands in the wider Cork area and the integration of the South Docks within this wider area.

## 2.2 Wider Role of the Docklands

The South Docks, formed from land reclaimed from the river, covers approximately 131 hectares and includes about 4km of waterfront. The area is thus about 2.5 times larger than the nearby city centre 'island'. In the last 100 years, uses of the area have included port-related and industrial activities. Consequently, the South Docks has played an important role in the economy of Cork, providing facilities and employment. It has also had an important cultural and social role, through the Showgrounds and Pairc Uí Chaoimh, whilst the Marina is used for passive recreation.

The changing requirements of the port, with the consequent relocation of many activities downstream, together with the associated decline of some traditional industries, presents a unique opportunity to redefine the role of the South Docks area and to develop it as a large, highly accessible, brown-field site, relatively close to the city centre.

Cork City is vibrant and growing physically, as well as in economic and strategic importance, both within the region and nationally. However, much of this growth is occurring on the outskirts of the City and the urban area is beginning to sprawl over the countryside.

An important facet of the problem is that the City is currently unable to offer the range and scope of residential accommodation and quality of life that is available in the suburbs and in the satellite towns. This, in turn, is due in part to an apparent shortage of suitable building land in the City and, equally important, to a pattern of development that was of uniformly low density. There have also been changes in household structure as the population ages and average household size reduces.

As a consequence of all these factors, Cork City has been losing population over the last two census periods.

This situation has been well understood for many years and since 2000 a series of mutually supportive studies and plans, at national, regional and local level, articulate an integrated strategy for the future development of the greater city area, including recognition of the Gateway status of Cork. The Docklands area is recognised as a strategic opportunity within this framework.

With practical and economic factors dictating a gradual relocation of port and related industry further to the east, the South Docks is a major opportunity brown-field site neighbouring the city centre which, given the necessary investment in critical infrastructure, is ripe for redevelopment. The CDDS recognised this potential and envisaged its renewal as a vibrant new mixed use urban quarter - an extension of the city core.

The Cork Docklands Economic Study reinforces the rationale that the Docklands has the potential to become a transport and commercial hub within the City area. Excellent air, sea, road and rail access to the City already exists. The N25 South Ring Road and Jack Lynch Tunnel, linking the north and south City have been completed with investment funding from the previous National Development Plan and road access from the north will also improve following the completion of the Northern Ring Road Scheme.

With University College Cork (UCC), Cork Institute of Technology (CIT) and the Tyndall National Institute providing major educational and research facilities, the City has a growing population of third-level students (over 30,000); furthermore the Central Statistics Office (CSO) indicates that a high percentage (11%) of the workforce in the Southwest with a third level qualification is skilled in the science area.

Attractive investment conditions prevail, including a competitive Corporation Tax regime, and credits for R&D activity and the establishment of company headquarters. With excellent third-level research linkages and a strong labour pool, a number of leading multinational companies are represented, such as Johnson and Johnson, CITCO and Apple Computers.

Thus, Metropolitan Cork already has a number of industrial sectors, including pharmaceuticals and healthcare, ICT and international trade groupings. The establishment of a 'knowledge zone' stretching from the southwest of the city into the City centre and South Parish has further reinforced this trend. It is noted also that Research and Innovation has received a higher profile following the announcement of the recent Department of Enterprise, Trade and Employment investment strategy (€3.8 billion) for Science, Technology and Innovation 2006 – 2013. Clearly this could provide additional funding opportunities for projects in the agri-food, marine, energy, healthcare and environment sectors.

The wider impact arising from the redevelopment of the Docklands will also be further assessed and mitigated through additional studies under the auspices of CASP and Development Plan reviews in the future.

## 2.3 Nature and Character of the Area

The South Docks area is bounded to the north by the River Lee, to the south by lands adjoining Monahan's Road, the Marina parklands to the east and Victoria Road and North Albert Road to the west. The area also includes the eastern tip of Custom House Quay. Existing land-uses are predominantly industrial and warehousing with some scattered residential properties, open space and port-related development. The area has not seen significant change since the CDDS was issued in 2001. Plot sizes are large and much of the area could be described as a 'brownfield' site.

Permeability throughout the South Docks is poor, particularly on a north-south axis between the quays, Monahan's Road and Centre Park Road (Figure 2.1). The quays, Victoria Road, Centre Park Road and the Marina Walk have some urban quality, but there is great scope for improvement. Overall, the quality of the urban environment is poor and the lack of defined street frontage and permeability contribute to a corresponding lack of supervision of public space and low security levels for pedestrians.

Plate 2.1 Victoria Road - an area characterised by the port

### 1. Area 1 - Albert Quay / Victoria Road

This area embraces Albert and Victoria Roads and Albert and Kennedy Quays, the character of which includes a mix of uses from residential to industrial buildings. Key elements within the area include the River Lee and the quayside. Dockside industries dominate the urban character, including port-related activities such as Southern Milling, Odlums and the IAWS grain storage facilities (Plate 2.1). The National Sculpture Factory, a unique 6,000sq.ft. arts facility is located on Albert Road.

Plate 2.2 Industrial Buildings along Centre Park Road

### 2. Area 2 - Centre Park & Monahan's Road

Along Centre Park and Monahan's Roads activities are predominantly commercial and industrial, with key land uses including the ESB power station and Topaz Energy Ltd. A number of business and commercial parks have been developed including Marina Commercial Park, which provides units for small and medium sized enterprises. Centre Park Road divides the South Docks area into two almost equal parts and the trees lining this road are one of the few landscape features of note (Plate 2.2). There is little sense of urban enclosure or place and street frontages are generally ill defined.

Plate 2.3 Marina and River Lee

### 3. Area 3 - Marina / Showgrounds

Towards the Marina, the character of the area is predominately that of open space with recreational green areas (Plate 2.3). The Marina, Atlantic Pond, Showgrounds lands and Pairc Uí Chaoimh are the key recreational amenities within the South Docks. This area is important in relation to biodiversity and natural heritage due to its proximity to the River Lee and the Atlantic Pond. The area provides a habitat for various species of flora and fauna as well as providing a natural wildlife corridor for the movement of species. This area is also very close to the Special Protection Area (SPA) and proposed Natural Heritage Area (pNHA) near Blackrock Castle, which provides a winter refuge for many protected species of birds.

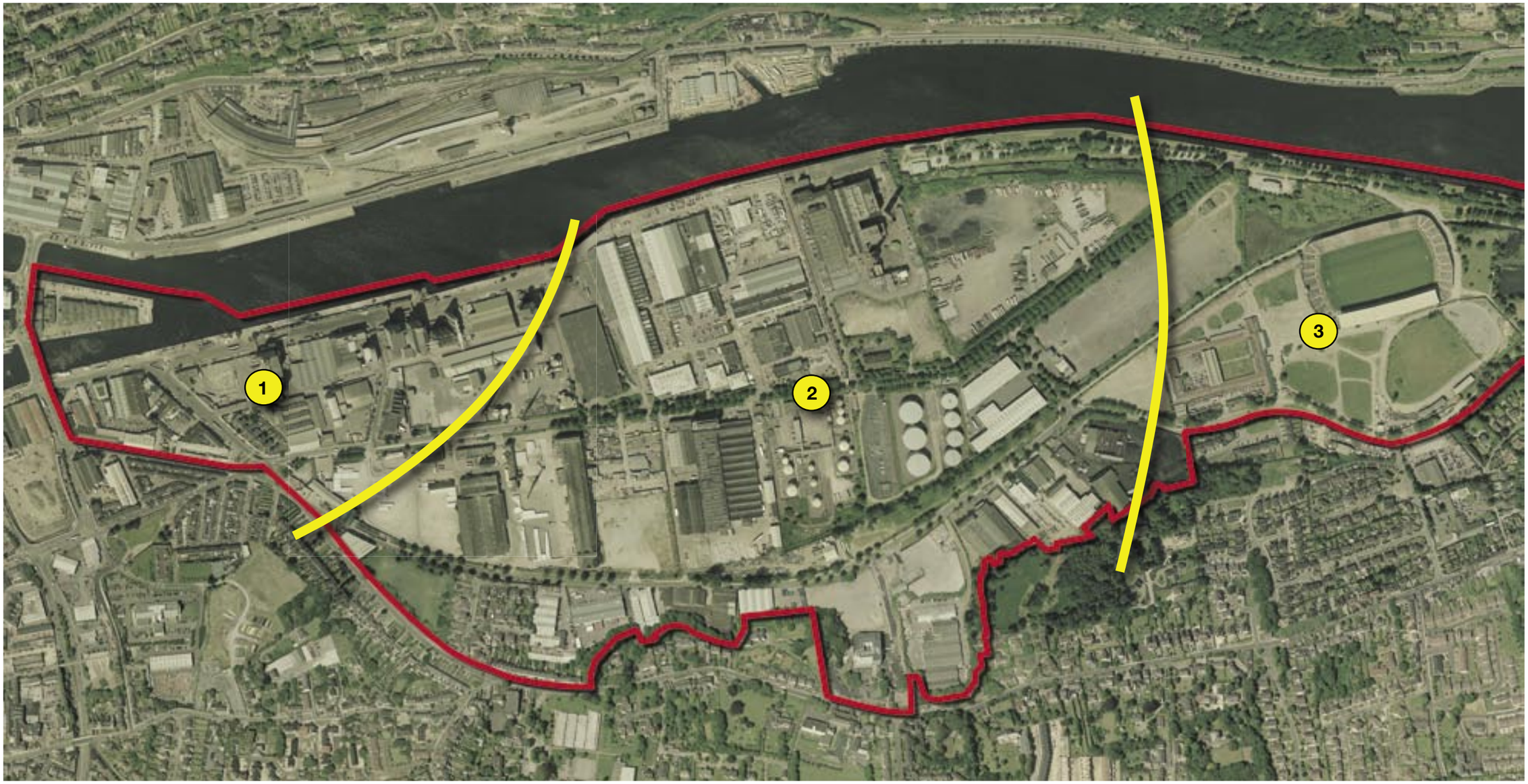



Figure 2.1 General South Docks Character Areas

## 2.4 Key Vision Principles

The nature and characteristics of the South Docks at this point in time represent a unique opportunity to shape the future, not only of the area itself, but also of Cork City. Together with the North Docks, the area is a major land bank asset capable of supporting a substantial population and workforce and of increasing the diversity, variety and intensity of the City economy, through the creation of a new, vibrant, mixed use, culturally and socially inclusive urban quarter.

However, the unlocking of the asset and the realisation of the potential of the area will take time and will require the provision of infrastructure and enabling measures, including flood mitigation. Consequently, a horizon year of 2027 is adopted for the vision, although the Plan will be reviewed within 6 years and the actual rate of progress will depend on the delivery of infrastructure and market conditions.

The following principles guide the formulation of the vision for the South Docks and the strategies that will deliver it:

- The area will be developed to a scale that meets the needs of the wider City, presenting opportunities to expand the City population and to provide greater choice in housing and location of employment.
- Development will be primarily though mixed-use precincts that combine residential use with appropriate employment and the provision of services and which are socially inclusive.
- The achievement of the full development capacity of the area will be dependent on the identification and delivery of a number of key elements including social and cultural infrastructure and third level educational facilities.
- Equitable provision of neighbourhood, community and social facilities including educational, medical and childcare services.
- Development will accord with the principles of sustainability, incorporating high standards of energy efficiency, and be to high standards of design.
- The density of development will be consistent with the principles of sustainability and will facilitate and support the provision of high quality public transport.
- Development will protect, enhance and maintain the heritage (archaeology, built, natural and cultural) of the area.
- The area will have enhanced accessibility and be well connected to the City centre and other parts of the City through the provision of new links, including, as appropriate, new bridges.
- A very high level of urban environmental quality, including resolution of flooding and contamination issues, and the provision of an attractive public realm.
- Development will be phased in line with the provision of physical, economic and social infrastructure.

The application of these principles to the future development of the South Docks area, as detailed later in this LAP, will create a new urban quarter for Cork with capacity to accommodate at least 20,000 residents and provide some 25,000 jobs.

# SECTION 3

## SOUTH DOCKS LOCAL AREA PLAN

## Opportunities, Constraints & Capacity

# Section 3 Opportunities, Constraints and Capacity

## 3.1 Introduction

The area of the South Docks is approximately twice the size of the existing Cork City centre. The area that adjoins the City centre thus provides one of the last large-scale redevelopment opportunities within the City. There are, however, a number of constraints that affect the potential of the area and the rate at which it might be developed. Whilst opportunity and constraint issues within the South Docks often occur in parallel, these are identified in tandem below. The following are the principal opportunities and constraints within the South Docks:

**Opportunities:**

- Substantial land holdings available for redevelopment in close proximity to city centre and Kent Station.
- Low traffic levels on lesser roads and pedestrian and cycle-friendly Marina area.
- Services infrastructure in place.
- Natural heritage and landscape features of interest including Marina Park and River Lee.

**Constraints:**

- Some existing land uses will require relocation (including Seveso activities), further constrained by a multiplicity of landholders and underlying relationships to other land uses (e.g. Port of Cork).
- Access and movement infrastructure will be required.
- Shortfalls in drainage infrastructure (including water supply) require remediation.
- Flood remediation, ground contamination and Seveso issues require comprehensive solutions.

## 3.2 Development Opportunities

### 3.2.1 Land Availability

The land ownership pattern in the South Docks area includes some large holdings. Moreover, some of the existing land-uses are obsolete or are being considered for transfer to alternative locations, which can accommodate their current needs more readily. For example, the intention is to re-locate many port activities downstream to Ringaskiddy or to other suitable locations. Thus, the South Docks area is unique in having substantial land holdings that are available for re-development in the short-to-medium-term.

### 3.2.2 Access and Movement

The principal existing access to the South Docks is via Monahan's Road to the south, Victoria Road and Albert Road to the southwest, Eglinton Street and the N27 South City Link to the west (Figure 3.1). The principal internal roads are Centre Park Road and Monahan's Road. These act primarily as access roads to the South Docks industrial areas and as an access to the Marina. Traffic movements along these routes are relatively low. Lesser roads, including Kennedy Quay, Marina Walk and Mill Road, provide additional access.

Despite current congestion at peak times, accessibility is adequate to facilitate some additional development in the South Docks area but in the medium to longer term, the provision and timing of new bridge linkages from the Lower Glanmire Road area to the South Docks is a central requirement.


Figure 3.1 South Docks Road Network

The South Docks area is generally flat and therefore relatively cycle friendly. In particular Centre Park Road, and the Atlantic Pond areas are pedestrian and cyclist friendly due to low traffic levels whilst the scenic, tree-lined roadway along the Marina is very attractive in this regard.

There are, therefore, considerable opportunities to incorporate appropriate pedestrian and cycling facilities, as well as linkages to the city centre and adjoining neighbourhoods, into the future re-development of the area.

### 3.2.3 Water Services Infrastructure

A feasibility report by Carl Bro Consulting Engineers (2003) concluded that, whilst the existing water supply system can provide an adequate supply for some short-term development within the South Docks, the system is inadequate for the higher levels of development expected in the medium to longer-term. Most of the water supply currently comes from the Lee Road Water Treatment Works to the west of the City via the City network, with a further connection to the South from the Cork Harbour & City Water Supply Scheme (CHCWSS) at Mahon.

The foul sewer drainage system was installed as part of the recently completed Cork Main Drainage Scheme (CMD) and is illustrated in Figure 3.2. The CMD Interceptor Sewer No. 1 connects the city centre with the pumping station at the Atlantic Pond and runs under or alongside Victoria Road and Monahan's Road. It is a very large 3m-diameter pipe and was installed by tunnelling techniques to a significant depth. It is the main collector sewer serving the city and is therefore an important, strategic piece of infrastructure.

Local foul sewers in the South Docks area have been connected to Interceptor Sewer No. 1. They are not very extensive, reflecting the low level of development in the area to date and are located along Centre Park Road and Monahan's Road.

There are also a number of connections to Interceptor Sewer No. 1 from Victoria Road and Blackrock Road. These may be combined sewers. The 3m-diameter interceptor sewer and associated downstream pipe network have the capacity to accommodate the expected foul water generated by the development of the South Docks.

The wastewater treatment plant at Carrigrenan, also constructed under CMD and opened in 2005, has sufficient capacity to accommodate the anticipated foul sewage loading arising from the South Docks redevelopment.

Figure 3.2 Foul Sewer Network

KEY:
- South Docks LAP Area
- Foul Sewer Collector Network
- Interceptor Sewer No. 1 (3m Diameter)

The existing storm sewer network in the South Docks has developed over time since the area was reclaimed from the River Lee. It consists of a series of pipes, culverts, open channels and the Atlantic Pond. The principal components of the existing storm sewer system are shown in Figure 3.3. Further details are outlined in the Infrastructure Strategy, which accompanies this Plan.

Figure 3.3 Storm Sewer Network

KEY:
- Pipes and Culverts
- Open Channel
- Outfall to River Lee

The current water services infrastructure provides a basic framework on which future development of the South Docks can build and is adequate to facilitate a limited amount of the early phases of development, as identified in Section 4 of the Plan and the accompanying Infrastructure Strategy.

### 3.2.4 Energy and Telecommunications Infrastructure

The existing generating capacity of the Marina Power Station is 115MW. There are two 20MW transformers within the South Docks area serving existing enterprises. Additional supply can also be imported from other generating stations as required.

The area is currently served by a Bord Gais Éireann (BGE) above ground installation (AGI) opposite the Marina Generating Station. A major natural gas transmission line carrying gas at 70 bar serves this AGI from the onshore gas installation at Inch in East Cork. This pipeline is part of the national transmission grid and has adequate capacity for any foreseeable development needs. This asset further strengthens the excellent energy supply situation in the South Docks.

The South Docks is currently serviced by an existing Fibre Optic Cable, Cork Metropolitan Area Network (MAN) which extends to Centre Park Road and the Blackrock Road.

Telecommunications services to the South Docks area are supplied by a number of service providers (including Eircom, SMART and Chorus). Supply is via a network of buried cables and ducts that run along the road network.

The communications network has been developed on an ongoing basis to service the current needs of customers in the area and will require on-going upgrading to meet the needs of future development.

### 3.2.5 Landscape and the Public Realm

The South Docks contains a number of landscape features of note, including the quaysides, river frontage, the tree-lined boulevard of Centre Park Road and Marina Park. High development densities require high quality public open spaces to provide amenity, visual relief and to maintain linkages.

There are significant areas of open space within the South Docks at present. Despite a relatively small residential population, the area contains some 33 hectares of land at Marina Park and Atlantic Pond, approximately 3.7km of riverside frontage and the Shalom and Kennedy public parks. Maintaining the natural heritage and biodiversity of this area will add to the aesthetic and recreational appeal of the landscape in the area.

The existing public realm offers a range of recreational opportunities, characterised by the presence of the Shandon and Lee Rowing Clubs, as well as providing visual enhancement and respite to the highly urbanised, inner city area.

## 3.3 Development Constraints

### 3.3.1 Land Availability

Some existing land-uses such as the Seveso sites may place a constraint on the scale, form, location and type of future development. The removal of such obstacles is being addressed as a matter of priority. In addition, a number of NIAH and Protected Structures (e.g. Harbour Commissioners Offices) are located within the Plan area and their conservation is a critical element in maintaining the heritage of the South Docks. Section 4 provides further details on the treatment of important Heritage Structures, which are a valuable asset to the area. Nonetheless, this preservation will influence the layout and form of future development.

### 3.3.2 Access and Movement

Congestion on access routes on the City end of the South Docks via Collins and De Valera Bridges, Albert Road and the N27 South Link Road is evident in the morning and evening peak hours. This traffic may present some constraint to significant development in the earlier stages of development, unless new road linkages and bridges are put in place.

Plate 3.1 On-Street Parking

There are no public transport services provided within the main body of the South Docks at present although the No. 2 bus travels along Victoria Road from the City Centre to Blackrock and Mahon.

Elsewhere, industrial uses, a sparse residential population and access difficulties do not create desirable pedestrian routes. Local conditions do not lend themselves to night-time walking or cycling activities. However, re-development of the area presents an opportunity to overcome these difficulties and to create attractive, safe environments.

A high level of on-street parking occurs along Monahan's Road (Plate 3.1) and a number of smaller roads including Kennedy Quay, Marina Walk and Mill Road. It is believed that most of this parking is serving the City Centre. Again, re-development will present an opportunity to address this issue.

The scale of the South Docks redevelopment area and the quantum of development that it can accommodate will, over time, greatly increase the amount and mix of traffic generated. This increased volume cannot be accommodated on the existing network of roads or by continued reliance on private transport alone. Accordingly there is a critical need for investment in a revamped road network, on comprehensive, high quality public transport, and pedestrian and cycle facilities, all of which are integrated with the City as a whole.

### 3.3.3 Water Services Infrastructure

A Water Supply Feasibility Report (2003) concluded that, while some limited development of docklands can be serviced, the large scale development of the area cannot be serviced by the existing City Water Supply system or the link to the CHCWSS in Mahon.

The Tobin Grontmji Alkyon Report (2005) concludes that the existing surface water/storm network cannot cope with large scale development of the South Docks site. The existing storm sewer is laid to a very shallow gradient and silting of the pipe work is a regular occurrence. Ad-hoc modifications over time of the open channels and piped network have caused bottlenecks. The open channels are blocked in places by silting and vegetation.

Water services infrastructure will require enhancement and upgrading to cater for the needs of the South Docks area as it is re-developed.

### 3.3.4 Ground Contamination

A number of sites within the South Docks are known to have contaminated ground conditions, due to historical industrial uses. Consultants for Cork City Council have recently completed a Land Contamination Study. This Study has indicated that contaminates include relatively low levels of mobile hydrocarbons, and non-mobile metals contamination along with a small number of "hot spots" of volatile chlorinated hydrocarbons due to the sites' previous industrial history and transhipment and storage of coals and oils.

The levels of ground contamination have been assessed as manageable and appropriate mitigation and remedial measures can be undertaken to address these problems during the development phase.

### 3.3.5 Seveso

Three Seveso sites are currently located in the South Docks. Topaz Energy Ltd and National Oil Reserves Agency (NORA) sites are located off Centre Park Road, whilst the Goulding's Fertiliser plant, which has recently become a notifiable facility under the Seveso II Directive, is located to the west between Centre Park Road and Monahan's Road. The location of these sites is illustrated in Figure 4.4.

The Seveso regulations apply to the storage of dangerous substances in quantities equal to or above specified thresholds. Sites are identified and subject to development advice by the Health and Safety Authority (H.S.A.), in accordance with Directive 1996/82/EC and Irish Regulation S.I. No. 476 of 2000 and revision (S.I. 74 of 2006).

The designation as a Seveso site, means that some restrictions apply to proposed land uses in the surrounding area, as identified by the HSA. While each site will incur differing restrictions, generally, the closer a proposed development is located to a Seveso site, the more land use occupation and density restrictions will apply. New developments will be referred to the HSA within the following distances from a Seveso site:

- Topaz Energy Ltd Site: 400m referral boundary
- NORA Site: 300m referral boundary
- Gouldings Fertiliser Site: 700m referral boundary and HSA land use zones

High-density residential development is normally not permitted in areas immediately adjoining Seveso sites.

In general, the strategy will be to encourage the relocation of these facilities to suitable alternative sites with deep-water access if necessary. The Zoning Objectives proposed in Section 4.2 assume the relocation of these Seveso sites in the short to medium term. In the meantime, these sites represent a significant constraint on the full development of the South Docks.

### 3.3.6 Flooding

Cork is a low-lying city and is susceptible to flooding when a combination of adverse meteorological conditions occur (spring tides, low atmospheric pressure, high rainfall and southerly winds). Due to its topography and proximity to the River Lee, the South Docks area is prone to occasional surface water flooding and rare tidal flooding and the risk of this occurring is expected to increase if current predictions concerning climate change are realised both in terms of tidal surge and sea level change.

A significant part of the South Docks is below mean high water level, and the existing surface water drainage network is outdated and inadequate. Figure 3.4 illustrates the concave topography of the South Docks area. The current surface water drainage network within the area is inadequate, resulting in flooding following heavy rainfall with surface water collecting at the low points of Centre Park and Monahan's Roads.

Along the edge of the river, the quay walls and the embankment along the Marina are generally above high tide level, thus preventing inundation of the land during normal high tides. Flooding may also occur where the quay walls are not high enough to prevent occasional overtopping when adverse tidal and weather conditions coincide. This last occurred in Autumn 2004, the impacts of which where not significant with little or no property damage and some restricted access.

Overtopping by extreme high tides on rare occasions has the potential for widespread flooding of the area, particularly in the context of climate change scenarios that are being predicted internationally with sea level rises and more turbulent storm conditions resulting potentially in extreme high tides.

Flood mitigation measures are required to ensure the successful redevelopment of the South Docks into the future. The OPW are currently preparing the Lee Catchment Flood Risk Assessment and Management Study (FRAMS), in conjunction with Cork City and Council Councils. This study will inform further flood mitigation measures in the South Docks and City, once complete.

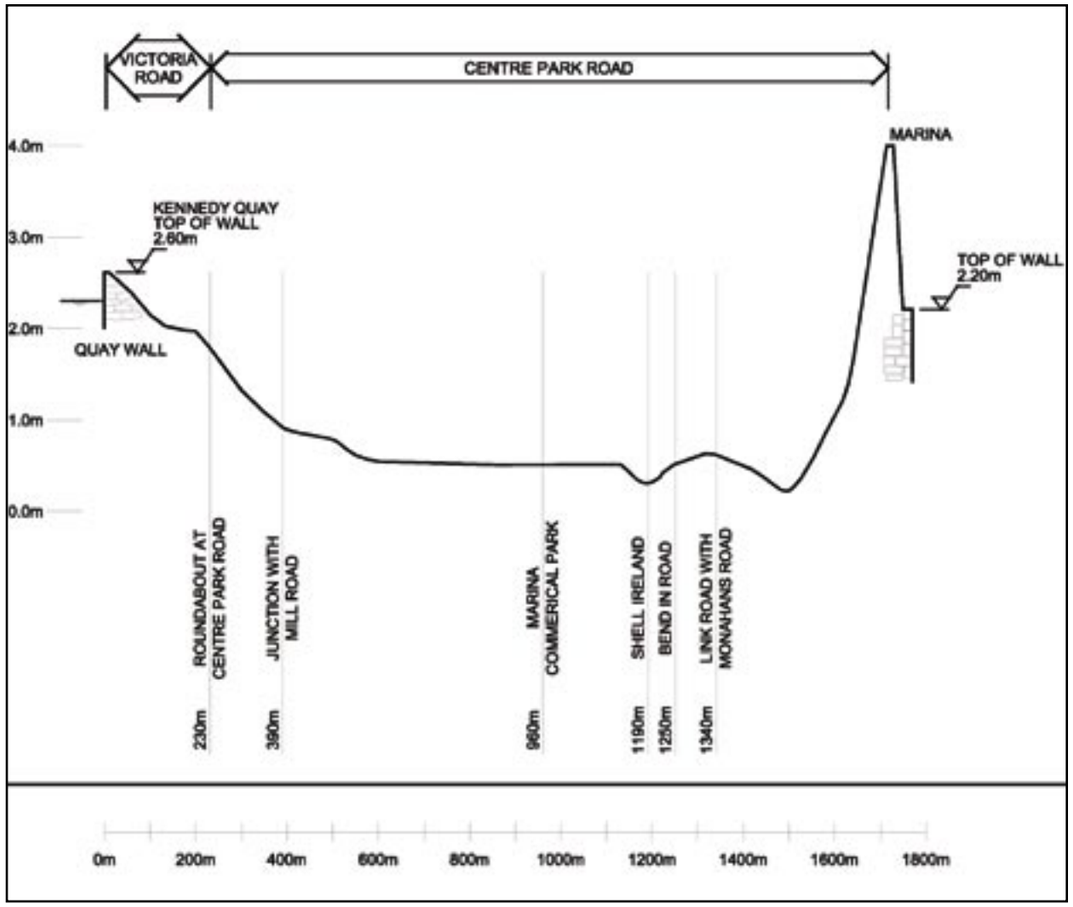



Figure 3.4 South Docks Topography

### 3.3.7 Relocation of Port Activities

The relocation of port activities from the city quays is necessary if the full development potential of the South Docks is to be achieved. Cork City Council will continue to work to address this issue with the Port of Cork in order to identify and implement a solution recognising the key role played by the port activities in the socio-economic development of the region.

As part of the process to facilitate the movement of the Port of Cork to the lower harbour, Cork City Council will prepare a Local Area Plan for Tivoli in order to facilitate appropriate development, taking account of zoning, traffic management, Seveso activities and public open spaces issues.

## 3.4 Development Capacity

Whilst the CDDS identified a number of precincts within the North and South Docks areas, the boundary of the South Docks LAP encompasses additional areas to those outlined in the CDDS. These additional areas include the extended Marina lands leading to the boundary of Blackrock in the east and lands to the south of Monahan's Road (Figure 3.5). The precincts have been altered to accord with the LAP boundary, for example Precinct No. 1: East City Centre has decreased in area to about 20% of its original size, whilst Precincts 12 and 14: Monahan's Road West and Monahan's Road East have increased.

As part of the preparation of the CDDS in 2001, a capacity analysis exercise was undertaken to inform the development potential of the South and North Docks. A more detailed analysis undertaken for this Plan, undertaken on a precinct by precinct basis indicates that, with appropriate investment, the South Docks area is capable of supporting a population of at least 20,000 residents and a working population of approximately 25,000 persons. This increase in population for the CDDS 2001 Strategy results from a number of factors (as outlined in Section 5 of this Plan).

**The indicative capacity outlined above is intended as a guideline only (see definition of plot ratio below). The principles of good design shall underpin all developments within the South Docks and shall determine the ultimate population capacity of the area.**

Existing development densities existing through the City and in the South Docks area are generally considered low in comparison to recent Irish dockland developments, including those in Dublin and Waterford. Given that there are relatively few opportunities to increase the land bank for new development in Cork City, the importance of adopting higher densities for new development in the South Docks is self-evident, including treatment of any buildings that will remain in–situ. It is also the case that the considerable investment in enabling infrastructure cannot be justified if existing densities prevail. Suburbanisation of the South Docks is to be avoided – the area needs to be seen as an extension of the city centre, an urban place, and this in turn requires the flexibility afforded by a regime of high densities.

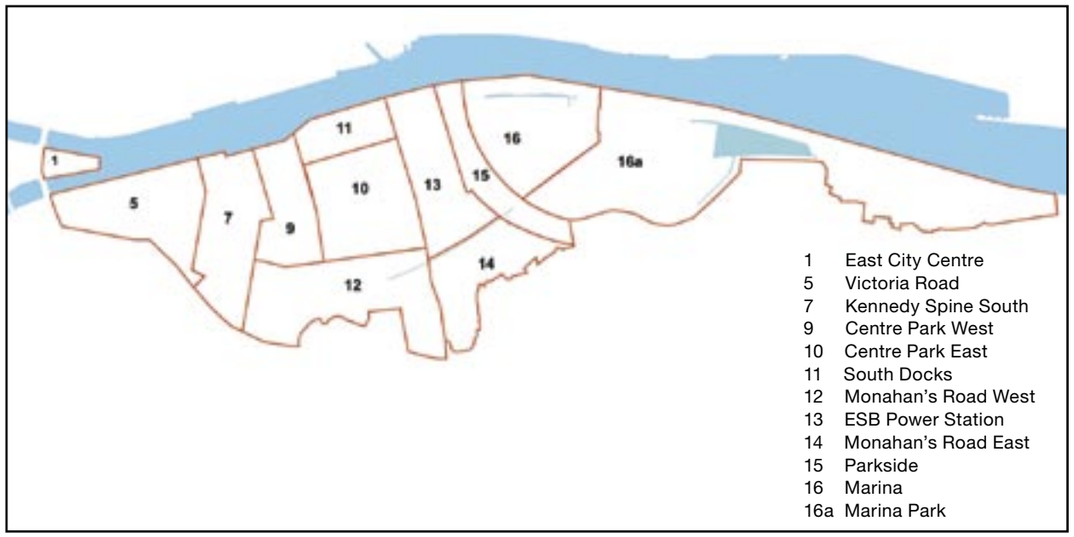



Figure 3.5 South Docks Precincts

### 3.4.1 Plot Ratio

The plot ratios proposed for each South Docks precinct range from 1.5:1 - 2.5:1. These remain within the guidelines as outlined in Table 11.1 of the Cork City Development Plan 2004 for City Centre and Docklands sites. The South Docks plot ratio has been determined in accordance with key planning and sustainable development criteria including:

- Public Open Space - 5m into the River Lee
- Proposed land use zonings;
- Proximity to public transport services;
- Planned upgrading of infrastructure;
- The location of existing lower density development and heritage structures; and
- Approximate height of each storey (measured from floor to ceiling level, according to land use, e.g. residential uses up to 2.7 metres per storey and commercial uses up to 3 metres per storey). *Note: This is an indicative measure used to aid development capacity calculation rather than a prescriptive guideline for new development.*

However, the plot ratios as identified cannot define built form. Each plot ratio is intended to provide a gross site capacity guideline for the precinct areas. Achieving the maximum plot ratio or heights thresholds will be dependent on site conditions and design limitations, including height, public and private open space provision and development control standards including off-street parking provisions, as identified in the Residential Density Guidelines for Local Authorities (DoEHLG) and Sections 4 and 5 of this Plan.

The following definations of Gross and Net Density have been used in the Plan.

**Gross Density Measure**
The gross area density figures include all the developable lands (includes major and local distributor roads, primary schools, churches, local shopping etc., open spaces serving a wider area and significant landscape buffer strips which may define the site boundary/development edge).

For the purposes of capacity analysis a ‘gross’ density measure was applied under this Plan so as to estimate the land area required for mixed-use development, in accordance with Section 2.2 of the Residential Density Guidelines for Planning Authorities, 1999. Therefore, considerably larger percentages for development potential are identified than those outlined in the CDDS which used a Net Density measure.

**Net Density Measure**
Includes only those areas which will be developed for housing and directly associated uses (includes internal access roads, private garden space, car parking areas, incidental open space and landscaping and children’s play areas).

1. A net site density is a more refined estimate and includes only those areas to be developed for housing.

# SECTION 4

## SOUTH DOCKS LOCAL AREA PLAN

## Area Wide Strategies

# Section 4 – Area Wide Strategies

## 4.1 Introduction

The future development framework of the South Docks area is illustrated in Figure 4.1 below. Following the principles set out in 2.4 above, this Plan promotes the sustainable development of the area, identifying optimum land uses and appropriate public and urban realm improvements throughout the area. This section of the Plan identified those objectives and policies that apply to the entire area, with Precinct-specific strategies located in Section 5.

This section is structured as follows:

- Zoning Objectives
- Access
- Mobility Management
- Proposed Land Uses
- Social and Community Facilities
- Conservation Strategy
- Proposed Build Form and the Public Realm
- Public Realm, Landscape and Open Space
- Key Infrastructure Improvements
- Sustainability

Figure 4.1 South Docks Development Plan

USAGE
Existing Building
Proposed Building
Edge of Road
Mixed Use Development SD01
Commercial Core Area as defined in CCDP
Inner City Residential Neighbourhood (ICRN) as defined in CCDP
Proposed District / Neighbourhood Centres SD03 / SD04
Social / Community Infrastructure SD05, SD06, SD09, SD09A
Third / Fourth Level Education & High Technology SD10
Industrial Conservation SD07
Public Open Space SD02
Private Open Space
Public Square
Sports Ground as defined in CCDP
River / Waterways as defined in CCDP
Indicative Water Taxi Stop
Existing Woodland
Proposed Tree

As Access and Mobility Management issues will heavily influence the final form of the South Docks these issues are addressed immediately after the Zoning Objectives.

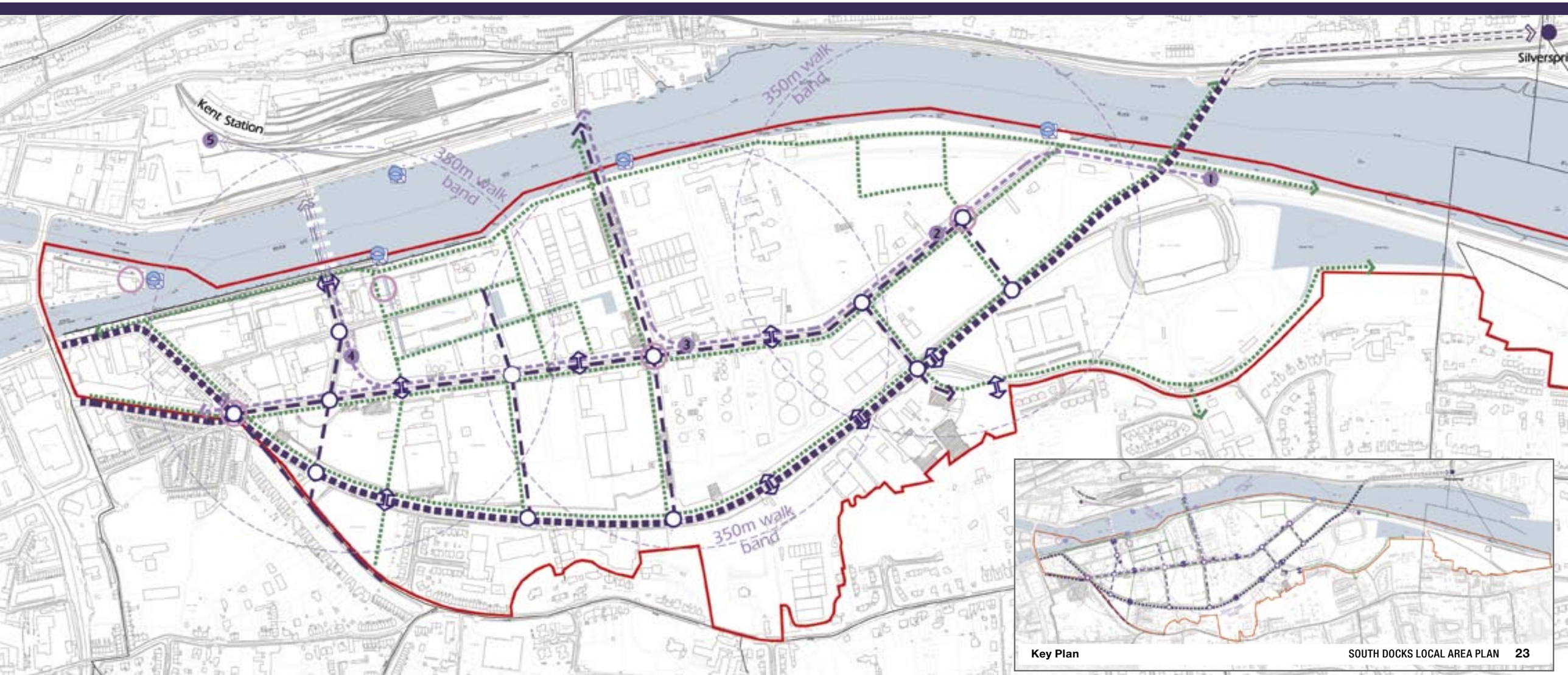
The character of the South Docks area has developed from different factors. Its location on the river and the topography of the surrounding hinterland all impact on the site's potential both visually and environmentally. The South Docks benefit from the natural shelter of the higher ground to the north and south of the site allowing for the optimum climatic conditions to exist with the area.

This higher ground also provides visual links beyond the immediate environment to natural features and landmarks outside the confines of the South Docks creating a spatial legibility. The existing industrial pattern which provided for large plot sizes can inform a new urban grain that recognises the past and develops it anew, helping in the creation of a finer urban grain to this new city area. The South Docks also benefit from a generous and lengthy frontage to the river, which offers a unique opportunity to address the north side of the city with a high standard of architectural and urban design.

The waterfront will become the symbol of Cork Docklands, central to its new identity. Accordingly, great care has been taken to ensure the South Docks addresses the river in an appropriate manner whilst using its potential to contribute to the area's visual experience and quality of life.

The South Docks Precincts (see Figure 3.6) have been assessed in detail to progress a land use planning framework for the South Docks (see Figure 4.1). This land use framework proposes the introduction of three central hub areas (one District Centre and two Neighbourhood Centres) which provide the commercial, retail and local service focal points for the area. Each hub is within a 350m walk band of surrounding mixed-use areas and centred on a public transportation stop, in accordance with the promotion of sustainable travel principles. Walk bands are illustrated in Figure 4.2: South Docks Movement.

Figure 4.2 South Docks Movement



A high quality public transport system is required to serve the South Docks, with flexibility to link to Kent Station and the City in the future. The hubs are further defined by their function as District or Neighbourhood Centres. The District Centre for the South Docks has been placed centrally at the junction of the public transport system on Centre Park Road and the proposed Water Street Bridge access road. This location will benefit from the provision of a south-facing plaza and a public transport stop. The proposed Plaza is an ideal location for district retail and commercial development as well as recreational and hospitality facilities. The District Centre will also contain a Primary Medical Facility.

Neighbourhood Centres are identified in the remaining hubs at Kennedy Spine South (to the west) and the Marina (to the east). These Neighbourhood Centres will serve the local working and resident populations and are also anchored by a public transport stop.

A pedestrian priority route is located between the Kennedy Spine South Neighbourhood Centre and the District Centre. This provides the pedestrian with a canal bank walk between the two centres, which will act as a safe route with active street frontage and own door units to provide 24-hour passive surveillance. Movement throughout the area is also complemented by the provision of waterbus stop facilities at the quayside, which will further connect the South Docks with the City Centre.

Improved access infrastructure is proposed via new vehicular and pedestrian bridge crossings. The Water Street Bridge and Eastern Gateway Bridge are initially proposed, with further study required to progress the Mill Road Bridge. It is intended that all bridges will have opening spans.

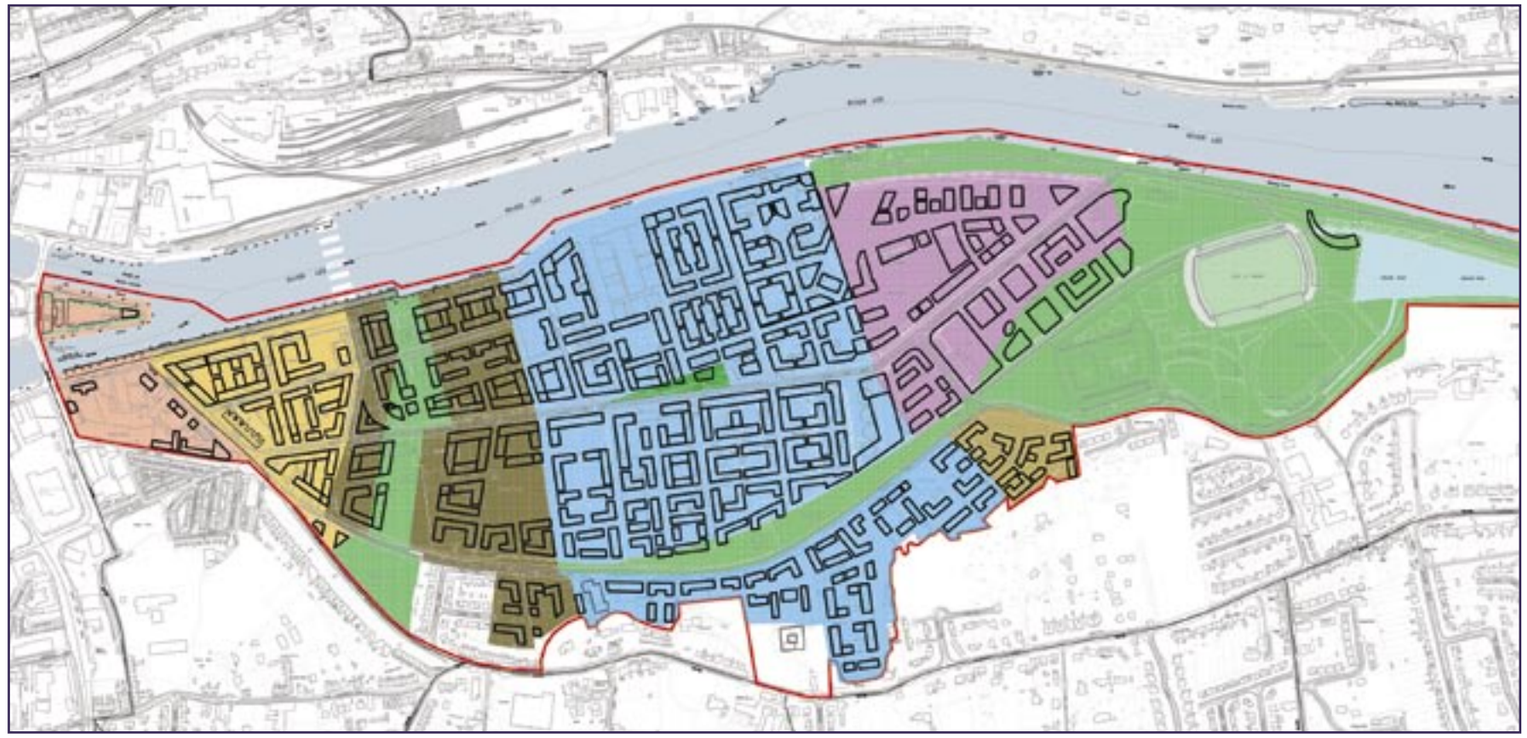


Figure 4.3 Original South Docks Zoning Objectives (CCDP 2004) with Indicative Block Overlay

Two new primary schools and a post primary school are proposed to provide for the educational demands of the South Docks.

## 4.2 Zoning Objectives

This Plan provides a vision for the redevelopment of the South Docks over a 20 year time period to 2027, although development is envisaged to take place during the short term and the Plan is subject to review within six years. The original Zoning Objectives for the South Docks were outlined in the Cork City Development Plan 2004 (see Figure 4.3) as follows:

- Commercial Core Areas (Custom House Quay and Albert Quay);
- Mixed Use Opportunity Site (Kennedy Precinct);
- Business and Technology/Inner City Residential Neighbourhood (adjoining Kennedy Spine South Open Space);
- Public Open Space (throughout the site);
- Business and Technology (Centre Park Road to Quays and Monahan's Road);
- Science Technology/Education (adjoining Marina Parklands);
- Inner City Residential Neighbourhood – ICRN (adjoining Showgrounds);
- Landscape Protection Zone 'A' to rear of existing Tellengana lands;
- Sports Grounds (Pairc Ui Chaoimh).

A number of these Zoning Objectives were considered to be suitable in order to deliver the vision for the South Docks and provide consistency with the City Development Plan. The Zoning Objectives, which continue to apply to the South Docks area, are:

- Inner City Residential Neighbourhood Zone (adjoining Kennedy Spine Park, south of Monahan's Road and adjoining Marina Park);
- Commercial Core Area Zone (at Custom House Quay and at Albert Quay);
- Landscape Protection Zone 'A' (at rear of Tellengana lands);
- Public Open Space (throughout the site);
- Sports Ground (Pairc Ui Chaoimh).

The scale and layout of the land uses for the South Docks required a number of variations to the Zoning Objectives of the City Development Plan to enable the proposed development to be carried out in full (as identified in Figure 4.3). Changes to the original Zoning Objectives were made to ensure:

- The consolidation of commercial and residential uses into a new South Docks quarter, adding to the activity and all-day vibrancy of the City.
- The establishment of diverse character areas within the South Docks. A number of precincts have been identified for the South Docks in which architectural and planning principles require adaptable, mixed-use developments.
- The creation of a coherent and legible hierarchy of development for the South Docks which will promote sustainable high densities and mixed land uses.

Cork City Council anticipates that the first elements of South Docks development will be implemented within the CCDP plan period and defined new Zoning Objectives on that basis. These new Zoning Objectives reflect a positive outlook for development. Cork City Council intends to provide flexibility to respond to changing market outlooks and development proposals of high quality design and strategic importance. Zoning Objectives for the South Docks are illustrated in Figure 4.4.

The full achievement of these Zoning Objectives is dependant on the relocation of Seveso sites from the South Docks area. Until this happens, development proposals on sites which lie within the designated zones surrounding Seveso sites must have regard to the H.S.A./Local Authority land use guidance as outlined in Section 3 of this Plan.

Figure 4.4 South Docks Zoning Objectives

**ZONING OBJECTIVES**

- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- D Proposed District Centre SD03
- N Proposed Neighbourhood Centre SD03
- Social / Community Infrastructure SD05, SD06, SD09, SD09A
- Third / Fourth Level Educational and Advanced Technology Facilities SD11
- Potential Expansions to City Centre Retail Area as defined in CCDP
- Industrial Conservation SD07
- Public Open Space SD02
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River / Waterways as defined in CCDP
- Seveso Site as defined in CCDP

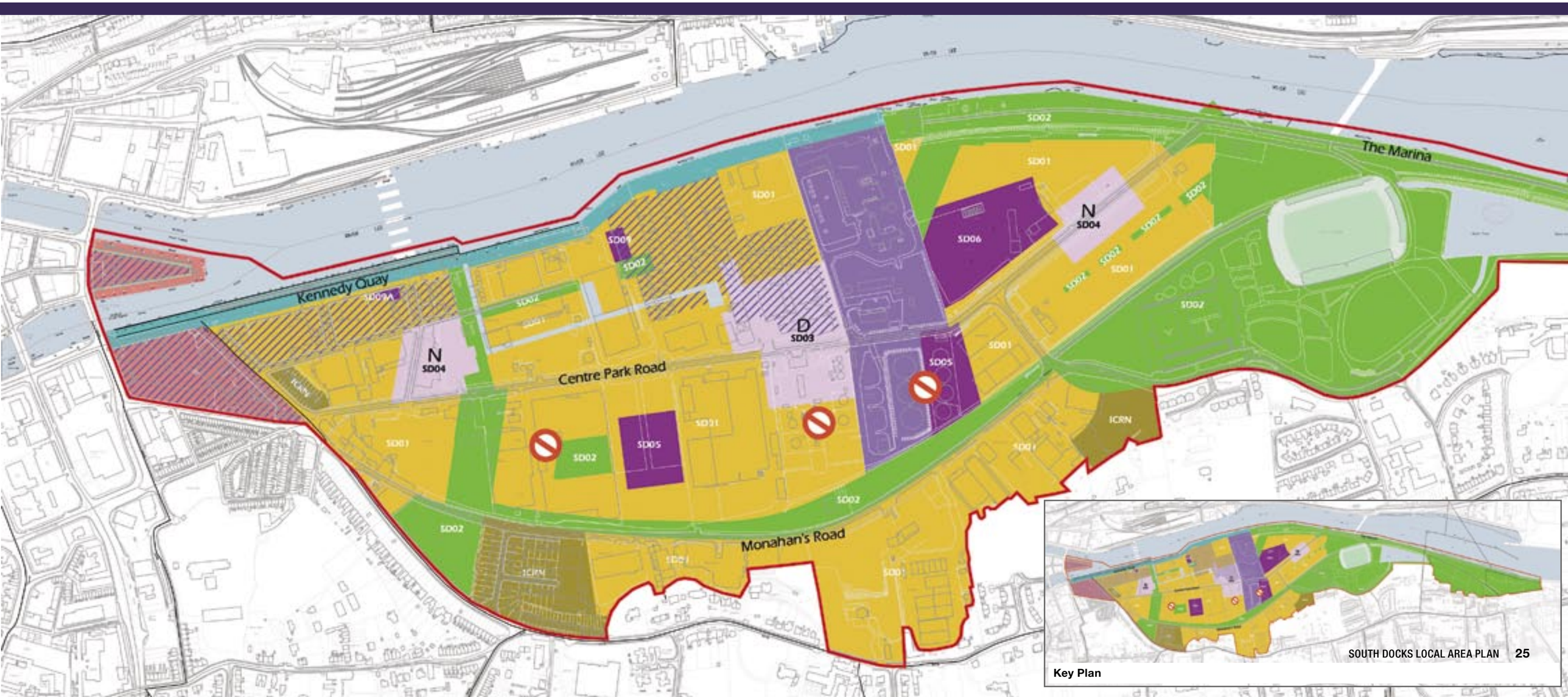


Figure 4.4a Precinct Objectives

**PRECINCT OBJECTIVES**

- Suggested Building Line
- Proposed Building Line
- Edge of Road
- Pedestrian Access
- Vehicular Access
- Suggested Internal Road

- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District / Neighbourhood Centres SD03 / SD04
- Social / Community Infrastructure SD05, SD06, SD09, SD09A
- Third / Fourth Level Education & High Technology SD10

- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River / Waterways as defined in CCDP

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection


Key Plan

On this basis, the following new Zoning Objectives are identified for the South Docks area:

**Zoning Objective SD 01: Mixed Use Development**

**To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency**

The zoning objective facilitates the development of a dynamic mix of uses which will interact with each other creating a vibrant residential and employment area. A vertical and horizontal mix of uses should occur, including active ground floor uses and a vibrant street frontage. A mix of residential and non-residential uses is required per precinct, as identified in Section 5 of the Plan.

The range of permissible uses within this zone includes general offices, conference centre, third level education, hospital, hotel, commercial leisure, cultural, residential, public institutions, childcare services, business and technology/research uses (including software development, commercial research and development, publishing, information technology, telemarketing, data processing and media activities) and financial services (as a sub-set of general office). In addition, local convenience stores/corner shops of 100-400sqm net range in the various precincts will be open for consideration, as well as general community/civic uses. Comparison shopping and retail offices will not be permitted within this zone.

**Zoning Objective SD 02: Public Open Space**

**To protect and provide for recreational uses, open space, natural heritage and amenity features**

This zoning objective includes all amenity open space lands. Only development associated with the open space function is permitted within this zone. The zoning objective also covers the protection and preservation of the quayside/river amenities, natural heritage and provides an opportunity to improve, enhance and encourage biodiversity. Development in accordance with the Public Realm Strategy of this Plan is permissible within this zone.

Uses open for consideration include ancillary recreational uses such as kiosks, recreational buildings, car parking, minor cultural uses and watersports facilities – where provided in association with public recreational purposes only.

**Zoning Objective SD 03: District Centre**

**To protect, provide for and/or improve the higher retail and commercial function of the South Docks area and provide a local focus for commercial and community services**

This zoning objective provides for a District Centre for the South Docks. The proposed District Centre is required to serve the retail and services needs of the working and residential populations of the area and is supported by the Docklands Economic Study 2007. The retail provisions of the District Centre will be delivered in tandem with the pace of residential and other employment development. Such centres provide a higher level of services and larger units than that of Neighbourhood Centres, as outlined in Section 4.5.2 of this Plan.

Retail uses will be permitted in accordance with Section 3.54 of the CCDP (some comparison shopping and convenience anchor units greater than 1,000sqm net are suitable). Other active uses including commercial (general office) and services and upper floor residential will be permitted. Retail office uses (subject to a cap of 75sqm per unit, in accordance with CCDP 2004), commercial leisure and local civic offices will also be permitted. It is an objective of this Plan that a Community Centre with provision for community arts activities and recreation activity as well as a library/information facility be provided within the District Centre. Other land uses which are considered acceptable in principle in this zone include childcare facilities and a conference facility.

The District Centre will also accommodate medical/health centre facilities. The provision of these facilities is subject to detailed discussion with landholders, the Health Services Executive and possible private providers. The facilities to be provided are set out in Objective SD 32: Medical/Health Facilities in Section 4.6.2 of this Plan.

The District Centre will be located around a public plaza on Centre Park Road, which will be at least 0.9ha and function as a civic space at the heart of the South Docks. This plaza may contain a focal feature that will be determined by the detailed design of the public realm as well as performance space.

**Zoning Objective SD 04: Neighbourhood Centre**

**To protect, provide for and or/improve the local retail and services function of the South Docks area**

This zoning objective facilities the provision of Neighbourhood Centres within the South Docks. This is necessary to allow the orderly provision of neighbourhood retailing and service needs for the future residents of the South Docks. The location of each of the Centres is identified as adjoining the public transportation hub point/stops within the South Docks. It is an objective of this Plan that a Community Centre be provided within each of the Neighbourhood Centres with provision for community arts and recreational activities. Full day crèche services shall be provided in the Neighbourhood Centres.

The main permissible uses within this zone include lower order convenience and comparison shopping, local services for residential and local employment areas (see Section 4.5.2 for further details). Active ground floor uses are required to ensure vibrancy during the day. Above ground floor residential uses will provide night-time uses within the Centres. Other uses which are open for consideration within this zone include retail offices (to serve local need and at a cap of 75sqm per unit, in accordance with the CDDP) and general office uses.

**Zoning Objective SD 05: Primary Educational Facilities**

**To provide new primary schools to serve the residential and working populations of the South Docks area**

This zoning objective facilitates the provision of primary educational facilities (1ha per school site) to serve the educational needs of the residential and working populations of the South Docks (see Figure 4.4). Further details, including classroom sizes are provided in Section 4.6.3.

**Zoning Objective SD 06: Post-primary Educational Facilities**

**To provide a new post-primary school to serve the residential and working populations of the South Docks area**

This zoning objective facilities the provision of a post-primary school site of 2.4ha to serve the future population of the South Docks (see Figure 4.4). Further details, including classroom sizes are outlined in Section 4.6.3.

**Zoning Objective SD 07: Industrial Conservation**

**To examine the cultural significance of buildings and sites prior to their redevelopment and identify appropriate and sympathetic uses, where possible**

This zoning objective applies to areas in which further study is required to identify opportunities for development, which is cognizant and sensitive to the industrial heritage of the South Docks (principally NIAH structures). Developers will be required to prepare an in-depth study, to aid in the design of the new schemes, which clearly incorporates appropriate redevelopment, integrating conservation measures as required.

Uses open for consideration remain as those permitted within the primary zoning objective for each size and cultural uses.

Industrial conservation zones correspond to the location of NIAH and Protected Structures in the South Docks (see Section 4.7 for further details).

**Zoning Objective SD 08: Quay Side Amenity Area**

**To protect and preserve quayside, natural heritage and river amenities through the provision of a public quayside walkway**

This zoning objective applies to the provision of a public quayside walkway/cycleway from Albert Quay West to the Marina Walk at Shandon Boat Club, in accordance with the Section 4.9.4 and the Public Realm Strategy of this Local Area Plan (see Figure 4.4). Elements of public art will be actively encouraged along this walkway and information signage will be permissible within this area subject to agreement with the City Council. Further details are contained within the Precinct Strategies of Section 5 and in the Public Realm Strategy which accompanies this Plan.

**Zoning Objective SD 09: Cultural Community Centre**

**To facilitate the provision of a cultural community centre to provide for community and cultural uses in the South Docks**

This zoning objective applies to the provision of a civic building in close proximity to the Water Street Bridge access, providing a central location for such a facility in the South Docks. The provision of this facility is subject to detailed discussion with the City Council. Further details are provided in Section 4.6.1 and Figure 4.4 identifies the location of this cultural community centre.

**Zoning Objective SD 10: Flagship Cultural Facility**

**To facilitate the provision of a flagship cultural facility which will have the potential to become a major destination within the South Docks and a significant cultural asset for the city**

This zoning objective applies to the provision of a major cultural facility in the Odlums building which is a Protected Structure and is located in a prominent position on the waterfront opposite the major transportation hub at Kent Station.

**Zoning Objective SD 11: Third and Fourth Level Educational and Advanced Technology Facilities**

**To promote the development of Third and Fourth Level Educational Facilities and Research and Development, Innovation and Technology Development Facilities**

This zoning objective applies to the provision of Third and Fourth Level Educational facilities and Research and Development, Innovation and Technology Development facilities on the lands owned by the ESB and currently occupied by the Marina Power Station, the Department of Social, Community and Family Affairs, the National Oil Reserve Agency and Bord Gais.

## 4.3 Access

### 4.3.1 Transportation Network

Transportation modelling was undertaken to determine the required level of access and capacity of the road networks along with the required level of public transportation to support sustainable and un-congested development. The overall traffic and transportation network required to accommodate the orderly growth and development of South Docks is illustrated in Figure 4.5. This shows both the road hierarchy and the proposed high quality public transport route along the Centre Park Road, as well as identifying the new linkages to the surrounding network.

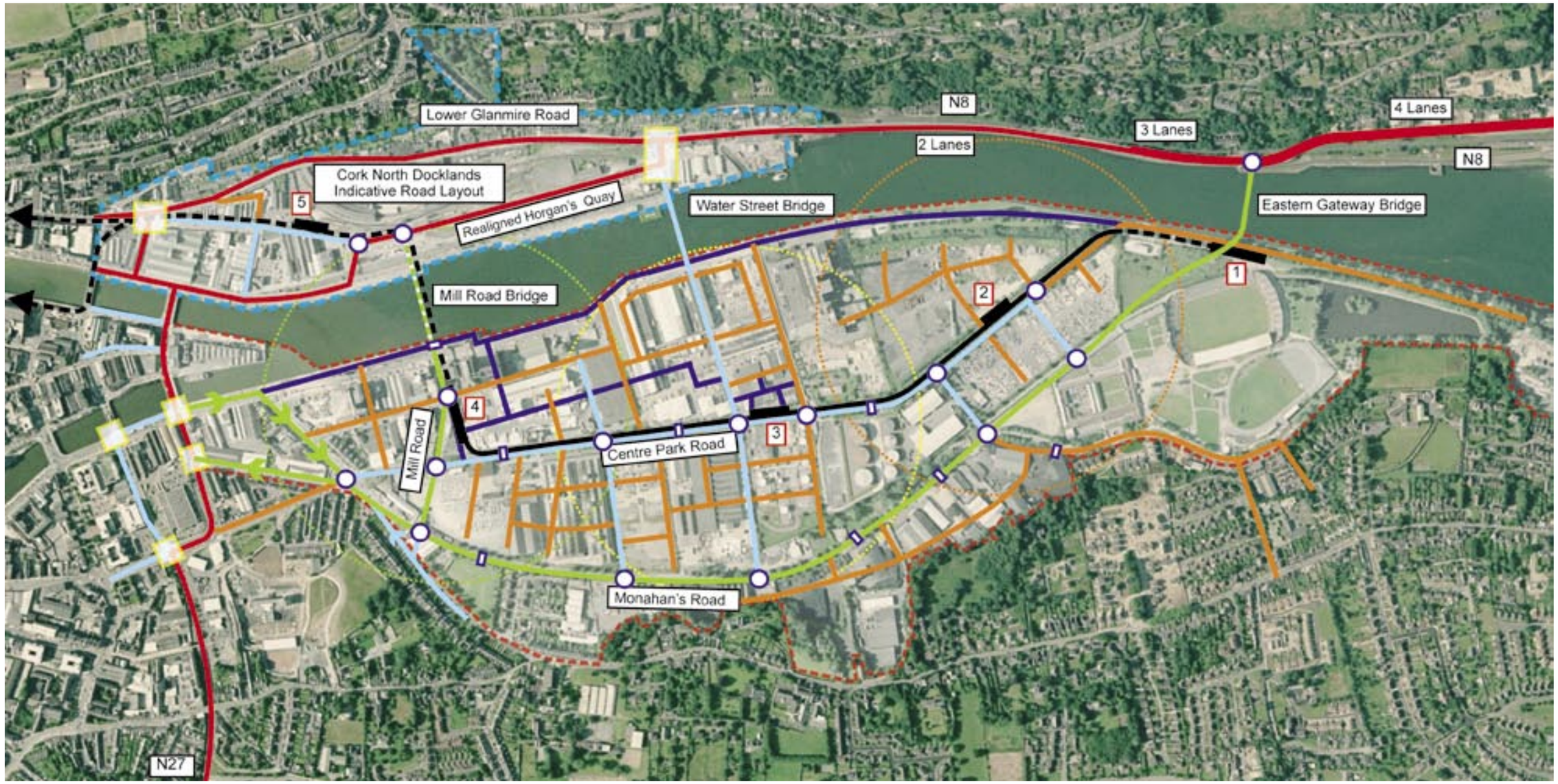



Figure 4.5 Traffic and Transportation in the Soth Docks

South Docklands LAP
North Docklands LAP

**Road Network**
Primary Distributor Road
District Distributor Road
Local Collector Road
Access Only Road
Restricted Access - Pedestrian Priority

**Road Network**
Junction Upgrade Required
Proposed Signalised Junction
Proposed Pedestrian Crossing
Proposed One Way Street

**High Quality Public Transport Network:**
LRT / RBT Reserved Route through South Docks
Potential Extension of LRT / RBT Route
LRT / RBT Stop
1: Pairc Ui Chaoimh Terminal
2: Marina Park Stop
3: Centre Park East Stop
4: Kennedy Spine Stop
5: Kent Station Interchange
350m Walk Band Radius

The development of the South Docks is intended to provide accommodation for significant growth in population and employment in the City and contribute to the achievement of a critical mass for the City and the region leading to increased activity and commerce in the City Centre.

CASP proposed that the entire Cork Metropolitan Area function as single market for labour and employment opportunities, connected by means of a much-enhanced, modern, integrated, high-quality public transport network, linking all the key development nodes within the Metropolitan Area including, most importantly, the South Docks which will be the largest and the most densely developed area of the public transport network in the region.

In addition, the public transport framework of CASP also incorporated the location of higher density populations along the Green Route public transport corridors.

### 4.3.2 Public Transport Access

A critical objective for the development of the South Docks is to ensure the accessibility of the area by means of high-quality public transport services connecting with the remainder of the Cork Metropolitan Area. In particular, connections with the City Centre along with the incorporation of Docklands within the green route network will be important.

As a priority, it will be essential to link the South Docks with the public transport hubs of the Bus Station, Kent Station, Cork Airport and with Park & Ride facilities and to provide accommodation within the development for the provision of enhanced public transport corridors or Green Routes. It is envisaged that in the future the Centre Park Road Green Route could ultimately form part of a LUAS type light rail system or Bus Rapid Transit (BRT) system linking the South Docks to Kent Station (and perhaps) Mahon to Ballincollig via the City Centre.

It is also critical to reserve a public transport route in the South Docks to ensure its implementation. This route is proposed to run along the Centre Park Road and Mill Road.

**Objective SD 12: South Docks Public Transport**

**The provision of a high quality public transport service connecting the South Docks to the City Centre, the wider City and metropolitan area is essential. This is to be achieved through the provision of a Green Route along Centre Park Road through the core of the South Docks**

### 4.3.3 Road Network Access

The road network hierarchy envisages Monahan's Road as the primary access route, linking Victoria Road along the southern boundary of the area to the proposed bridge crossing at Marina linking to the Lower Glanmire Road (Eastern Gateway Bridge).

The Water Street Bridge and link road will connect to Centre Park Road and Monahan's Road and the surrounding strategic road network. This bridge is significantly progressed in terms of procurement following a feasibility study during 2004/2005 and the preparation of a Draft Environmental Impact Statement.

Centre Park Road will be the primary public transport spine or Green Route to the South Docks with walk band distances of 5 minutes north and south to the boundaries of the area centered on transport stops. There will be local traffic distribution but with an emphasis on a pedestrian and cyclist friendly environment, aided by traffic calming measures which will push traffic south onto Monahan's Road. The public realm treatment (including public art) of Centre Park Road will be crucial. As identified in the Public Realm Strategy, it will become a tree-lined boulevard with high quality paving and street furniture, to add to the local distinctiveness of the area. Semi-mature lime trees will be planted on both sides of the road along its full length.

A series of secondary and tertiary orthogonal access streets will cater for the internal access throughout the South Docks linking to Monahan's Road and the bridge crossings. Traffic systems including Intelligent Transport Systems (ITS) and the development of Mobility Management Plans (MMP) will be required in the South Docks, as outlined in Section 4.4 of the Plan and the Infrastructure Strategy which accompanies this Plan.

Initial traffic modelling has indicated potential traffic and transportation issues from the south in the long term. A future study will be required to determine the likely location of access improvements to and from the south, along with consideration of demand management, junction improvements, additional access routes and improved public transport access.

Additional traffic modelling will need to be undertaken both by the City Council and developers (Traffic Impact Assessments) to assess specific mitigation measures to reduce traffic impacts in the adjoining areas of Ballintemple, Maryville, Blackrock Road, Marina and Monerea Terrace.

The development of the South Docks will be infrastructure-driven to provide certainty and to accommodate the proposed level of development. It is thus recommended that the provision of critical infrastructure and services be in place and operational prior to the opening of significant new developments.

**Objective SD 13: Access Infrastructure**

**The City Council will ensure that the following key infrastructural projects will be implemented to facilitate the sustainable development of the South Docks:**

- **Additional vehicular opening span bridge crossings of the River Lee to the east at the Eastern Gateway Bridge on the Marina and at Water Street. The Mill Road Bridge is subject to further detailed studies.**
- **Reservation of a public transportation route (Green Route) along Centre Park (north) and Mill Roads to provide a central public transport spine.**
- **Undertaking of further studies to determine requirements of access from the south in the long term.**
- **Additional modelling will be undertaken by developers and Cork City Council to mitigate traffic impacts in the residential areas adjoining the South Docks.**

**Objective SD 14: Infrastructure Led Development**

**It is an objective of the City Council to ensure that the development of the South Docks is infrastructure-led. The City Council will seek that critical infrastructure and services be in place and operational prior to the completion of significant developments within the South Docks.**

#### 4.3.3.1 Bridge Crossings

A number of bridges are required to span the River Lee, providing access to and from the northern side of the river. They are:

- Eastern Gateway Bridge
- Water Street Bridge
- Mill Road Bridge

The combination of the Eastern Gateway Bridge and the Water Street Bridge are proposed as the initial River Lee crossings to the Strategic Road Network. The Eastern Gateway Bridge will provide access from the east (and Jack Lynch Tunnel) along the Lower Glanmire Road to Monahan's Road (primary internal distributor), which will also feed into the remainder of the development via the local distributors and then via a number of local access roads in accordance with the proposed hierarchy (see Section 4.3.3.3).

Attractive bridge design which will act as focal point

Lifting bridges will allow visiting ships to come up to the city centre

Particular attention will be taken in the design of the Eastern Gateway Bridge to minimize visual and physical impacts on the Marina. Water Street Bridge will provide access for both vehicles and public transport in the initial phases of development and will provide access from the east, west and north of the city.

The Mill Road Bridge is also considered as an additional bridge to the North Docks, further improving permeability on both sides of the River Lee and relieving the very busy gyratory system at South Link Road, Collins/De Valera Bridges and Eglinton Street. This bridge also has the advantage of servicing the western sector of the South Docks with public transport, along with more direct access from the Docklands to Kent Station and therefore this bridge will also provide for the longer term routing of high quality public transport (along with vehicles and pedestrians).

It is of strategic importance to the delivery of effective public transport to the South Docks to provide linkage to Kent Station. It will also provide for pedestrian movement aiding connectivity between the South Docks, Kent Station and the North Docks. The location and timing of this bridge will be undertaken within a wider review of transport strategy for Cork City but this should not diminish its importance for the overall development of the LAP lands. Phasing and constraints elsewhere within the LAP may necessitate the early implementation of this multi-modal link. The need to develop the link must be taken in tandem with development opportunities that may arise in the immediate area and at the Kent Station Interchange.

It is proposed that these crossings will incorporate opening spans to facilitate port access requirements for trading in the short to medium term while also facilitating the long term access of pleasure and larger visiting ships which have traditionally tied up very close to the city at the Point of the Island and which will provide a desirable marine heritage aspect to the Docklands development. Full details of the use of bridge crossings are provided in the Infrastructure Strategy which accompanies this Plan.

**Objective SD 15: Bridge Infrastructure**

**The City Council proposes three vehicular bridges with opening spans within the South Docks. Such infrastructure will require further detailed engineering studies as part of the procurement process. These will examine the requirements for opening span bridge infrastructure, shipping movements, costs, visual impacts and design, specification and quality.**

### 4.3.3.2 Circulation and Access

The transportation network proposed also provides for vehicular, pedestrian and cyclist circulation and access to and from the site in the following manner:

- Enables free and easy pedestrian movement for retail, social and recreational purposes as a high priority.
- Provides a permeable, safe and easily identified pedestrian network.
- Promotes a continuous flow of vehicular traffic at low speeds.
- Emphasises interconnectivity between green spaces and activity zones.
- Provides areas of rest or a spot for gathering along the primary pedestrian spines.
- Provides parking in a variety of methods to add diversity to the urban realm, while still addressing convenience (underground, on-street, in-situ, parking courts, grouped visitor car parks).

The transportation network recognizes that local facilities can bind and reinforce communities and help to reduce car use dependency. The key principles of local circulation in the area include:

- Allow continual passage of pedestrians and cyclists at areas where roadways end.
- Incorporate signage to delineate access routes.
- Make building access and internal spaces accessible to all.
- Allow for access by disabled (including ambulant and sensory impairment) and pedestrian users to and around all public realm areas.

### 4.3.3.3 Street Typologies and Hierarchy

A hierarchy of streets have been developed in the Plan area. This includes Urban Boulevards, Main Streets, Local Distributor Streets, Local Access Streets and Pedestrian/Cyclist Shared Routes. One of the main attributes that determine the character of a street is its width in relation to the scale of surrounding development: therefore each street will have a varied character that reflects its function (see Objectives SD16: Block Sizes and SD17: Street Layouts below).

A number of local collector roads are required in the South Docks to provide for local journeys and linkages to major routes. The accompanying Infrastructure Strategy details the recommended carriageway widths by road type and minimum building setbacks from the centre line. Traffic calming measures will be required within the South Docks, principally on Centre Park Road, Water Street Bridge Road and other secondary and tertiary streets to ensure pedestrian and cyclist safety.

It is envisaged that the quays should exploit their water frontage through the provision of high quality and well-designed hard landscaping that clearly delineates the pedestrian priority area from the limited vehicular traffic-calmed access. The intent should be that drivers are aware that they are encroaching into a pedestrian area. Further details are provided in the Infrastructure and Public Realm Strategies accompanying this Plan.

**Objective SD16: Block Sizes**

**The City Council shall ensure the length of a block shall not generally exceed 60-80m between any streets or through site links, to promote accessibility and permeability of new developments.**

**Objective SD 17: Street Layouts**

**All new streets and upgrades to existing streets within the plan area shall generally be designed in accordance with the following (from front building line to front building line):**

- **Urban Boulevards 25m to 35m**
- **Through Street 19m to 24m**
- **Access Streets 16m to 18m**
- **Shared Surface 10m to 12m**
- **Pedestrian Streets**

## 4.4 Mobility Management

### 4.4.1 Road Hierarchy and Vehicular Access within South Docks

The proposed road hierarchy will provide sufficient movement and access to the South Docks (see Figure 4.5). The hierarchy will reduce the levels of vehicles travelling through residential and pedestrian-friendly areas, helping to create a vibrant, integrated living environment.

The locations of the Primary Distributor, District Distributor and Local Collector Roads are fixed. The Access Only Roads are indicative and can be changed in detailed design subject to Objective SD16: Block Sizes.

The Cork City Centre signal controlled junctions are governed by an Urban Traffic Controller (UTC) called SCOOT (Split Cycle Offset Optimisation Technique). To ensure that the signal controlled junctions within the South Docks operate efficiently and consistently with other City junctions, this system will be expanded to cover the area.

### 4.4.2 High Quality Public Transport

The provision of a high quality public transportation system will be required as a basis for the sustainable redevelopment of the South Docks. This system should be in operation prior to any significant development within the area, in keeping with the principle that South Docks redevelopment will be infrastructure-led (in accordance with Section 6 of this Plan).

#### 4.4.2.1 Light Rail Transit (LRT)/Bus Rapid Transit (BRT)

An LRT or BRT system can provide the public transport service that will be required to facilitate the predicted population and employment levels for South Docks and can also provide an icon and symbol for the South Docks and the wider City. The creation of a Multi-modal Transportation Interchange at Kent Station is desirable not only for the South Docks but the promotion of sustainable commuting and travel in Cork.

The South Docks area will have a population and employment level of sufficient scale and density to support five stops on the proposed route (see Figure 4.2). The location of the stops will coincide with the locations of the three principal development nodes within the area and ensure an optimal level of cover for the whole area.

The LRT/BRT system has the potential to cross the River Lee to the proposed Interchange at Kent Station and integrate with further development of the system within Cork City. Whilst the provision of an LRT/BRT system in the South Docks will require a further in-depth study, the reservation of a public transport route, as identified in the Infrastructure Strategy, will ensure that the system can be easily integrated into the South Docks at a future date.

Potential for high quality public transport

The provision of an LRT/BRT transport system will require detailed demand, routing and cost benefit analysis and will require further studies. It is recognized that the extent of development in the South Docks will have impacts external to its boundaries. It will be necessary to undertake a city-wide assessment of transportation impacts and identify mitigation measures in terms of traffic management, demand management, public transport provision and junction improvements.

It is recommended that further strategic transport studies for the Cork Metropolitan area be procured at an early stage under the auspices of CASP in conjunction with the City and County Councils.

**It is a key principle that the provision of an LRT/BRT system be further examined and introduced to the South Docks at as early a stage as possible and ensure that the high levels of public transport required to sustain the levels of development anticipated are realised.**

#### 4.4.2.2 Local Bus Service Provision

A quality bus service is also required for the South Docks to promote sustainable modes of transport and to reduce the level of car traffic in the area. The early introduction of a bus service will provide the flexibility required for the initial development stages.

Existing and new bus services can be provided to serve the area. A route running from the eastern Neighbourhood Centre, along Centre Park Road, will establish the public transportation hubs within the South Docks. The route would then travel through the bus priority street along Monerea Terrace and on to the Parnell Place Bus Station.

A variation of this route, in the long term, subject to further study, may provide a bus route over the Mill Road Bridge to the Kent Station interchange and then on to the Parnell Place Bus Station. The existing and proposed bus routes are illustrated in the Infrastructure Strategy which accompanies this Plan.

Further studies will be required to provide optimum South Docks coverage. This will be undertaken by the City Council in collaboration with Bus Eireann or through a licence to provide and implement a service itself (similar to the existing Black Ash Park and Ride).

### 4.4.3 Cyclist and Pedestrian Provisions

**The following key principles apply to cyclist and pedestrian movement throughout the South Docks area:**

- **It is proposed that the entire length of the northern edge to the South Docks (facing the River Lee) be developed as a Quayside Amenity Area which will provide a continuous east/west pedestrian/ cyclist priority link with limited/restricted vehicular access.**
- **Cycle paths will be introduced through the South Docks in a similar grid pattern to the pedestrian facilities.**
- **To encourage cycling to work and to the major retail centres within the South Docks, numerous quality bicycle parking areas should be provided in the urban centres and at the workplace.**
- **A spacing of 60 to 80 metres between parallel streets will provide for good pedestrian access.**
- **As a minimum design requirement, quality pedestrian access should be provided on all roads within the South Docks.**
- **Parks and outdoor plazas will provide pedestrian priority and should be segregated from vehicular traffic.**

**Objective SD 18: Pedestrian and Cycle Provision**

**The creation of a pedestrian and cycle-friendly environment will be a priority in the detailed design of roads and the public realm.**

### 4.4.4 Car Parking Strategy and Mobility Management Plans

A Car Parking Strategy and Mobility Management Plans (MMPs) have been formulated for the South Docks, which complement the overall development strategy. The Car Parking Strategy as outlined below takes cognizance of the early development of public transport infrastructure and services in the South Docks.

Parking provision within the South Docks will be apportioned according to proximity to the City Centre. Two parking zones have been identified: (See Figure 4.6)

**Zone 1:** This zone encompasses Precincts 1, 5 and 7 (in the western area of the South Docks). The standards which apply to these zones are in essence a continuation of those which apply to the City Centre.

**Zone 2:** This zone applies to the remaining eastern Precincts which are more remote from the City Centre. During the initial stages of development, higher levels of parking are permissible in this Zone. However, these standards shall be reduced to Zone 1 Standards as development progresses over time.


Figure 4.6 Car Parking Zones

The car parking strategy outlined above allows for higher levels of parking in the initial phases of development pending the provision of public transport services. The excess parking spaces (difference between Zone 1 and 2) provided for retail/commercial uses within Zone 2 shall be capable of conversion to other uses or shall be allocated on the basis that they will service additional floorspace as development progresses in phases. The means of achieving this objective can be by permitting temporary surface parking for the level of difference between the two parking zones which can then be developed as the permission lapses or through the provision of basement car parks which will in the future serve as yet undeveloped floor space. This will have the effect of decreasing the level of commercial parking provision in Zone 2 to Zone 1 standards over time across the area.

Table 4.1 details the proposed parking standards for the proposed parking zones in the South Docks, which are closely aligned to the current City Development Plan standards. Parking provision is made for residents and users of the buildings concerned. Spaces shall not be offered for sale and a condition to this effect will be attached to relevant planning permissions.

These standards will apply until end 2010 and will then be reviewed against progress in the delivery of high quality public transport and levels of congestion being experienced. As the development levels increase, parking will become more restrictive with the maximum allowed set out in Table 4.1 being potentially further reduced in the 2010 review.

| **Land Use** | **Zone 1 Parking Standards** | | **Zone 2 Parking Standards** | |
|---|---|---|---|---|
| | Per Unit | 1 space per | Per unit | 1 space per |
| Residential (Apartment 1 – 2 beds) | 0.5 | | 1.0 | |
| Residential (House - over 3 beds) | 1.0 | | 2.0 | |
| Retail | | 50 sq.m. | Capable of conversion to Zone 1 Standard | 20 sq.m. |
| Office/Commercial | | 100 sq.m. | | 50 sq.m. |

Table 4.1 Proposed Parking Standards within the South Docks (until 2010 Review)

An ITS system positioned strategically on the road network within the South Docks can be used to alert drivers as to the availability of parking spaces in specific car parks. Where further bridge studies indicate the use of opening bridges, it is recommended that the ITS system inform motorists of bridge openings.

#### 4.4.4.1 Car Park Management

Generally, car park occupation in residential areas peaks overnights, whilst the car park occupation peak for office and retail land uses is during the day. It is proposed that a Multi Function Car Parking (MFCP) Strategy be developed for the South Docks, particularly where mixed-use (residential and commercial) development is proposed. This Strategy will be submitted as part of the MMP and assessed on a site-by-site basis to ensure appropriate provision for each new development within the South Docks.

**The key principles of on-street car parking management include:**

- **The District Distributor Road network is designed to facilitate access to the extent of the development whilst discouraging unnecessary through traffic within the residential areas.**
- **On-street parking will be prohibited on the District Distributor Roads and Busway Distributor.**
- **Local Access Roads should include either perpendicular or parallel parking.**
- **Parking spaces should generally be 2.5m x 5.5m where parallel and 2.5m x 5.0m where perpendicular.**
- **Parking for disabled users should meet with the recommended standards.**

#### 4.4.4.2 Mobility Management Plan (MMP)

The City Council shall support the development and monitoring of other public and private sector organisations' plans to promote sustainable transport measures and share good practice and ideas.

A Master Plan will be undertaken by Cork City Council to address the issue of construction traffic with which all developers must comply and which will be submitted as part of the Environmental Impact Assessment for the development.

MMPs will be required to be prepared and submitted by all proposed developments which will address a number of key issues as follows:

- Traffic Impact Assessment
- Freight Management Plan
- Car Parking Strategy
- Pedestrian and Cyclist Strategy
- Construction Traffic Management Plan (compliant with CCC Masterplan)
- Personalised Travel Planning
- Employment Orientated Travel Marketing

Details and recommendations are provided in the Infrastructure Strategy of this Plan.

**Objective SD 19: Mobility Management Plans (MMP)**

**Cork City Council will require commercial and residential developments to prepare and implement Car Parking Strategies and Mobility Management Plans. Each will be assessed on a case-by-case basis.**

### 4.4.5 Parking Bye Laws

As part of the overall management for parking both within the Docklands and areas adjacent to the Docklands, the creation of bye-laws to restrict on-street parking within a specified distance of venues for major sports and other events (e.g. Pairc Ui Chaoimh and proposed Events Centre) will be considered by Cork City Council in conjunction with the residents and the Garda Siochana.

### 4.4.6 Car Club

Cork City Council is currently examining the introduction of a Car Club as an alternative way to reduce the number of cars and car usage in the City and Docklands. A consultant completed a Feasibility Report in September 2007 with key recommendations for its implementation.

### 4.4.7 Harbour Ferry Service

The River Lee is traditionally an active amenity resource. The presence of the Lee and Shandon Rowing Clubs, movement of port vessels and events including the 'Ocean to the City' rowing regatta indicates the strength of the water amenity for the City. It is considered that the redevelopment of the South Docks will provide additional scope for the provision of a harbour ferry service. This service is the subject of a Feasibility Report being prepared by a potential private sector provider which would operate during peak hours, providing linkages to the City Centre and functioning as a commuter and tourism activity in the harbour area. Such a service has implications for the clearance required for the proposed bridges and every effort will be made to facilitate the ferry service in the bridge design which will be subject to other constraints. The Plan will support the provision of such a service by accommodating the termini within the public realm design along the quays at agreed locations.

## 4.5 Proposed Land Uses

The design approach of this Plan recognises that the South Docks should provide for the living, working and recreational requirements of its inhabitants. A proposed percentage split between residential and non-residential uses for each precinct has been identified in Section 5 of this Plan. This reflects the desire to promote the South Docks as a self-sustaining, mixed-use community of residents and workers alike. Other key Plan principles, including transport and movement, also reflect this approach through a balance of trip movements within the area.

The relocation of Seveso activities and port-related activities from the South Docks will be necessary in order to achieve the full development potential of the area as outlined in the Zoning Objectives above and the proposed land-uses below. Objective SD 20 seeks these relocations through working with the operators of the Seveso activities and the Port of Cork.

**Objective SD 20: Relocation of Seveso Activities and Port-related Activity**

**Cork City Council will actively seek the relocation of Seveso activities and port-related activities from the South Docks, working in conjunction with the operators of the Seveso activities and the Port of Cork.**

### 4.5.1 Residential

The CDDP identifies that the Docklands can provide an opportunity to meet the demand for significant residential development in the City. Accordingly, over 8,700 new residences are likely within the Plan boundary, which is consistent with the total developable area, the establishment of a high quality public transportation system and the vision for the South Docks as a mixed tenure residential area. This level of development also conforms to the principles set out in Section 2.4.

The position of the South Docks along the River Lee waterfront has been capitalised upon to ensure active waterfront uses during the day and night. The strategy adopted is to permit high density, mixed use (including residential use) elements along the waterfront, where appropriate. It is envisaged that such development will incorporate active ground floor commercial/social uses. Residential elements should be further distributed to provide accommodation in a number of different typologies including courtyard style, terraced housing detached and semi-detached housing and apartment dwellings throughout the South Docks.

Design layouts should have regard to the urban location of the South Docks and the requirement to boost City population levels into the future, whilst promoting national policies of high-density living. An important aspect of the residential layout within the South Docks is the principle of proximity to secure open space and, where possible, giving a sense of place to the different character areas. A variety of character areas have been identified throughout the South Docks and are further detailed in Section 5: Site/Precinct Strategies.

#### 4.5.1.1 Housing Typology and Space Standards

The South Docks will provide for a significant residential population in close proximity to the City Centre.

A 'confetti' type design approach is required for residential design in the South Docks. This approach involves many different architectural solutions to avoid design monotony and deliver architectural diversity. New residential proposals should demonstrate a mix of housing type, including terraced, duplex, deck access, split-level and apartment buildings.

High quality well designed residential development

**Objective SD 21: Residential Design**

**The City Council requires a 'confetti' type design approach, which avoids repetition and delivers architectural diversity through a mix of housing type for large land holdings and precincts.**

The nature of the dwelling units on the corner of a primary street should differ from those on a secondary or tertiary street, where own door access and townhouses may be more appropriate. The lower floors are also more suited to family or duplex units where they can have direct access to a secure landscaped courtyard within. On the upper levels, enclosed winter garden/conservatories are more appropriate for families than open balconies. Large ground floor units and duplexes provide a finer grain and a more human scale for the pedestrian, whilst above, the balconies, roof gardens and fenestration deliver the visual character with internal activities spilling out onto the street.

In mixed-use buildings a variety of uses shall be required, combining residential with a diversity of uses including commercial, civic and retail. A mix of unit type and size shall be required, which can reflect uses through the own door access, balconies, loggias and window sizes. Own door units are also encouraged through the provision of split-level dwellings and deck access.

Non-residential uses may also occupy lower floors where an active street frontage can allow for regular access points to the upper residential levels. Adaptability in housing typologies will also provide for flexibility of future use. Adaptability can be achieved through the inclusion of higher ceiling levels at ground floor, building depth and the appropriate location of services.

**The following key principles will apply to residential typologies in the South Docks:**

- **Maximise the number of own door units.**
- **Building type should reflect its use.**
- **Family units to occupy lower floors in residential buildings.**
- **Use orientation to maximize solar gain.**
- **Maximise the number of dual aspect units (only in exceptional circumstances will single aspect units be permitted).**
- **Provide scope for future adaptability of use.**

### 4.5.1.2 Space Standards

Household demands change as the requirements of its residents change, necessitating a flexibility of use of the lifetime of the dwelling. The recent Census 2006 has identified that the number of families has increased in the State by 42.1% since 1986. It defines a family unit or nucleus as:

- A husband and wife or a cohabiting couple;
- A husband and wife or a cohabiting couple together with one or more usually-resident, never married children (of any age);
- One parent together with one or more usually-resident, never married children (of any age).

Therefore, lifetime adaptable and accessible homes will be required to meet the changing needs of South Docks residents. The City Council recognizes that high standards of housing will also help to establish social linkages within the South Docks. Gated communities that exclude and divide communities and do not promote a permeable, accessible city will not be encouraged in the South Docks.

**Objective SD 22: Gated Communities**

**Gated communities will not be encouraged in the South Docks where they inhibit the development of a permeable, accessible urban quarter.**

Housing typologies and space standards for the South Docks are set out in Table 4.2. Space standards have been increased from those set by the Department of the Environment Heritage and Local Government (2007) in order to encourage family living in the South Docks and sustainable communities.

**Objective SD 23: Residential Guidelines**

**In order to facilitate sustainable communities in Cork Docklands, the City Council will require all new residential development within the South Docks to comply with the minimum sizes set out in Table 4.2. Adequate storage space will be made available for each residential unit.**

| Dwelling/Apartment | Size (Min.) |
|---|---|
| One bedroom/two person apartment | 55 sq.m |
| Two bedroom/three person apartment | 80 sq.m |
| Two bedroom/four person apartment | 90 sq.m |
| Three bedroom/four person apartment | 100 sq.m |
| Three bedroom/five person apartment | 100 sq.m |
| Three bedroom/six person apartment | 100 sq.m |
| Four bedroom/seven person apartment | 115 sq.m |

Table 4.2 South Docks Residential Space Standards

**Objective SD 24: Residential Unit Mix Targets**

**In order to promote balanced development within the South Docks area, the City Council will promote the development of family-sized residential units to encourage a mixed population within the area. The provision of high quality services, ample private open space (see Section 4.9.2), generous recreational areas and facilities will support this objective. The achievement of the following indicative standards in residential developments will apply:**

- **Minimum of 30% 'family'/flexible units of at least 90sqm**
- **Maximum of 15% one bedroom units**

### 4.5.1.3 Housing Mix

The South Docks will promote itself as a high quality area of family living. The proposed housing mix, type and standards will be promoted through the provision of a variety of services and the linkage of amenity and open space areas. A mix of dwelling types and tenures that will deliver a sustainable social mix and a balanced community, in accordance with the recent DoEHLG Guidelines (Quality Housing for Sustainable Communities; Best Practice Guidelines for Delivering Homes, Sustaining Communities, 2007) is encouraged within the South Docks.

Cork City Council shall assess residential developments with regard to compliance to the Department of the Environment Heritage and Local Government Guidelines, including the 2007 DoEHLG guidelines and the 'Residential Density Guidelines' 1999.

**The following key principles will apply to Social and Affordable housing provision:**

- **Housing should be located in close proximity to City Centre and South Docks service providers (e.g. employment, education and childcare facilities).**
- **Housing should be located within close proximity to public transportation hubs (including LRT/BRT stops and bus routes).**

Accordingly, it is an objective of the City Council to require the reservation of 20% of land zoned for Mixed Use Development or Inner City Residential Neighbourhood for Social and Affordable Housing in the South Docks, in accordance with the Policy H7 of the CDDP 2004 and the Local Authority Social Inclusion Action Plan of 2003.

**Objective SD 25: Mixed Tenure Housing**

**The City Council will require that 20% of land zoned for Mixed Use Development or Inner City Residential Neighbourhood be reserved for social and affordable housing under Part 5 of the Planning and Development Act, 2000 (as amended). The City Council's preferred option for compliance with Part 5 will be the provision of units on the site. Consideration may be given to the acceptance of 20% of the subject land, or to the provision of equivalent zoned lands elsewhere within the South Docks Area.**

#### 4.5.1.4 Estate Management

Estate management aims to secure and improve communications with tenants and improve the social and physical environment in residential areas. The City Council is committed to the encouragement and formation of residents groups within their housing estates. Residents groups are encouraged to participate and be pro-active in the management of their own estates. Therefore a system of estate management, in accordance with Policy H15 of the CCDP shall apply to the South Docks area.

### 4.5.2 Retail Uses: District and Neighbourhood Centres

In accordance with the Retail Planning Guidelines, the Cork City Development Plan and the principles of sustainable development, the South Docks must provide adequate retail services for its projected population. Consequently, the provision of additional retail facilities as part of a high quality integrated urban area is proposed in this Plan.

A key principle of the development of the South Docks remains the provision of sustainable public transportation to serve the needs of the area and to anchor retail/commercial areas. Market driven demand will go some way to dictating retail provision in the South Docks. A review of the Cork Strategic Retail Study was undertaken during 2007, which had regard to the level of population proposed for the South Docks. The Docklands Economic Study, 2007 also recommended a reappraisal of the role that Docklands can play in expanding the retail offer of the City (Recommendation 6.4).

Mix of uses at Neighbourhood and District Centres


It is envisaged that the South Docks will require one District and two Neighbourhood Centres. Such Centres will comprise a mix of retail, commercial, service and civic uses aligned to the South Dock's public transport nodes, in accordance with the principles of sustainable development. Each of the three Centres has been sited within walking distance of surrounding residential and mixed use areas.

The proposed level of retail provision takes full cognisance of the need to maintain the city centre at the top of the retail hierarchy and is regarded as sufficient to cater for the needs of the emerging South Docks population only. Consequently, there should be no adverse impact on retailing in the City Centre.

District Centres provide a higher level of services than Neighbourhood Centres. A variety of land uses is encouraged to attract both day and night time users. The District Centre (as supported by the Docklands Economic Study 2007) is identified within Precinct 10 (Centre Park East), aligned to a public transport stop and areas of mixed-use development.

In accordance with the Docklands Economic Study 2007, it is envisaged that the total retail floorspace in the District Centre will be in the order of 10,000 sq.m.(net). It will be characterized by a mix of comparison and convenience shopping, commercial, residential and community services as identified in the CCDP. This Centre will contain a supermarket of over 1,000 sq.m.(net) as well as some smaller units that are commensurate with its role as the principal retail centre of the South Docks.

The Neighbourhood Centres will be located in Precinct 7 (Kennedy Spine South) and Precinct 16 (Marina).

Neighbourhood Centres are envisaged as serving the local pedestrian catchments of the eastern and western LAP lands and will be anchored by local convenience shopping. The Centres will also be characterized by a mix of local services and local retail units, in accordance with the CCDP. A convenience unit of up to 1,000 sq.m.(net) will be permitted within each Neighbourhood Centre, in accordance with the CCDP. In addition, local 'corner' shops may also be located within the residential areas to serve immediate local need, in accordance with the provisions of the CCDP.

**Objective SD 26: Retail Provision**

**In accordance with the City Development Plan 2004, retail provision must ensure a range of local services, a vertical mix of uses and a high quality of urban design. Retail provision within the South Docks will not detract from the core retail role of the City Centre and will be delivered in tandem with the pace of residential and other employment development.**

**Objective SD 27: South Docks Retail Development Location**

**The City Council will seek to provide adequate retail services for the projected population of the South Docks area. The City Council will therefore seek the provision of one District and two Neighbourhood Centres to serve the South Docks.**

### 4.5.3 Commercial

The redevelopment of the South Docks represents a significant opportunity to further enhance Cork's economic position as Ireland's second city. The economic potential of Cork City is underpinned by its designation as a Gateway City in the National Spatial Strategy and specifically the recent designation of the Cork Docklands as an urban regeneration area by the European Commission.

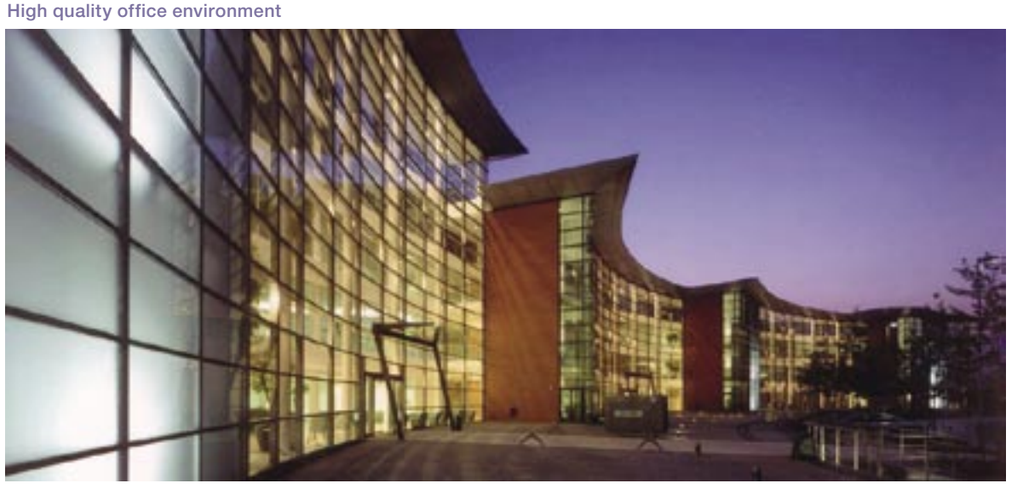
Cork has a strong record in attracting foreign direct investment (FDI) particularly in the pharmacology, high tech and manufacturing sectors, some of which can be capitalized on in securing tenants for the South Docks area. In accordance with the policies of the Cork City Development Plan and the principles of sustainable development, the opportunity for employment generation within the South Docks has clearly indicated a comfortable capacity for some 625,000 sq.m. of non-residential uses, which can support the development of a vibrant area.

This figure provides guidance in determining the minimum levels of commercial floorspace that can be catered for in the South Docks and are not intended as an upper limit and takes full cognizance of the existing City function. Commercial uses are those which generate higher levels of street activity yet require prominence and good vehicular access. It is not envisaged that the provision will detract from the core City Centre commercial function.

The level of commercial provision proposed in the South Docks is further supported by the Docklands Economic Study 2007, which recognizes the potential of the South Docks to provide for additional floorspace within the City. The Study has outlined the potential of the South Docks to provide for R&D (research and development), clustered development linked to third level institutions, cultural, commercial and tourism leisure facilities, financial services and Information Telecommunications Technology (ITT) services. These target economic sectors are supported by this Plan. The creation of small enterprise, incubator and craft/studio units within the South Docks is also permitted to increase the diversity of uses within the area.

Well-designed, accessible and pleasant working environments are one of the key requirements of creating sustainable communities. Publications including the 'Better Places to Work' by CABE (Commission for Architecture and Built Environment) 2005, provide guidance for new development. New commercial developments in the South Docks will therefore be required to demonstrate achievement of good working environments in accordance with Objective SD 28 below.

High quality office environment



**Objective SD 28: Good Working Environments**

**The City Council will require that all new commercial developments provide well designed work places which provide:**

- **Ease of movement and access for all.**
- **Character, quality and continuity with surrounding areas, services and facilities.**
- **Diversity in the workplace which contributes to local vitality and supports a mix of complementary uses in the wider area.**
- **Sustainable principles including energy and waste efficiency, design and operation.**
- **Adaptability to changing user needs and market forces.**
- **System of good management and maintenance to ensure quality and consistency are maintained.**
- **Adequate open space.**

#### 4.5.3.1 General Office/Retail Office Space

The office market in Cork City is under increased pressure, as vacancy rates have fallen, rents have risen and demand has increased with few new office developments planned in the City Centre. The South Docks has the capacity to accommodate both general and retail office units. It is not intended that the provision of such uses in the South Docks area will rival established locations such as the general office and retail office uses in the South Mall area, but will complement existing provision and provide a rejuvenated office market within the City Centre.

General office uses, as defined in the CCDP, are envisaged within the Mixed Use, District and Neighbourhood Centre Zonings (Objectives SD01, SD03 and SD04) of this Plan. The preferred location for such uses is envisaged as clustered around the District and Neighbourhood Centres. New general office space can be comfortably accommodated in the South Docks and is supported by the City Development Plan (as the primary location for new general offices) and in the Docklands Economic Study 2007.

The Study recognises the potential of the South Docks to accommodate in the order of 50% of the office space requirement forecast for Metropolitan Cork, with improved connectivity within the wider Docklands area. Cork City Council will encourage the clustering of office development and the development of advanced office space to attract FDI/indigenous businesses to the area.

It is also recognised that there needs to be balance between retaining small, service companies within the City Centre and allowing those companies that wish to expand to move into the South Docks. Otherwise many of these businesses may be tempted to move outside of the City. The size limits as identified for general and retail offices below will help to maintain this balance.

This Plan recognises the potential of the South Docks to provide clustered office space within close proximity to the City Centre, which has a limited capacity to cater for large office development. Cork City Council will therefore encourage the development of office space in the South Docks, in accordance with the Docklands Economic Study 2007 and the CCDP 2004, with a minimum unit size of 400 sq.m.

New retail office space is also encouraged within the South Docks. In accordance with the City Development Plan, retail offices can be defined as offices where financial, professional or other services are provided principally to visiting members of the public. Retail offices are acceptable within the District and Neighbourhood Centres of the South Docks (see Zoning Objectives SD 03 and SD 04).

The City Council will seek to ensure that a balanced mix of uses is maintained within the District and Neighbourhood Centres and proposals for retail offices will be considered with regard to the provisions of the City Development Plan (Section 3.17, CDP) where services:

- Serve a local need and of a scale commensurate with the scale of the retail centre;
- Do not exceed 75 sq.m. per unit;
- Do not increase the proportion of ground floor frontage in retail office use above 25% in Neighbourhood Centres; and
- Do not increase the proportion of ground floor frontage in retail office use above 10% in District Centres.

**Objective SD 29: South Docks Office Development**

**The City Council will seek to provide a balance of office uses throughout the South Docks. General offices may be located within the District and Neighbourhood Zones and also are open for consideration in the Mixed Use Zone subject to a minimum unit size of 400 sq.m., while retail offices are to be located within the District and Neighbourhood Zones.**

### 4.5.4 Leisure and Tourism Facilities

The Docklands Economic Study 2007 identifies that, when developed, the South Docks area will be a significant attractor to both commercial and recreational visitors alike. A high quality of design in the public and urban realms will ensure that the South Docks is self-promoting. The development of leisure facilities (cafes, bars and restaurants) to cater for residents and visitors is also required within the South Docks. The development of facilities for outdoor performance adjacent to such facilities will also improve the quality and function of the public realm. Such development also promotes a range of day and night time uses to enhance the vitality of the area.

Additional facilities including water sports facilities should be developed in accordance with Zoning Objectives outlined in Section 4.2. The development of a Conference/Events Centre will also be a significant attractor for the South Docks and is permissible in accordance with the Mixed Use Zoning Objective (SD01). The entertainment venues, including public house facilities, will be assessed on a case-by-case basis.

The Docklands Economic Study 2007 also identified scope for the provision of two additional 4-star plus hotels and good budget hotel accommodation in Docklands. The development of the area as a tourism and leisure destination will support such development and capacity in the South Docks can readily accommodate such requirements. Such uses are permissible within Mixed Use Development and District Centre (Zoning Objectives SD01 and SD03 respectively) of this Plan.

### 4.5.5 Third/Fourth Level Education

The establishment of a third-level institution is in accordance with the recommendations of the Docklands Development Strategy 2001 and would create a strong anchor in Docklands, adding vibrancy and a range of day/night time uses to the area. Allied to strengthened linkages within R&D and local businesses, a third level facility will also increase the profile of Cork City as a City of Excellence and Learning. Such a facility would be optimally located in close proximity to a transport mode.

It is envisaged that some 120,000 sq.m. of third-level education floor space may be facilitated in the South Docks area in the longer term, which can accommodate the expansion needs of existing facilities. This accords with the recommendation of the Docklands Economic Study 2007. It is also recognised that the establishment of additional third-level facilities in the South Docks can provide valuable research linkages with industry and commercial bodies. Such linkages will provide an important attractor for economic development within the area and promote the South Docks on a wider scale.

The lands currently occupied by the Marina Power Station, the Department of Social, Community and Family Affairs, the National Oil Reserve Agency and Bord Gais have been designated as Zoning Objective SD 11: Third and Fourth Level Educational and Advanced Technology Facilities.

Out-of-centre campuses have, on the whole, not been attractive to the student market –students generally seek to be at the heart of city life. Docklands provides the unique opportunity in this regard as a significant City-based educational precinct could be established, which would bring immeasurable benefits to the diversity, vitality and potential of the area through the critical mass of population that would be delivered.

Given the realities of development economics, there will be requirement for assistance to bridge the funding gap between alternative out-of-centre locations and Docklands. The contribution of the development of a new educational campus within the City and the synergies/attractions this will provide for both indigenous and FDI investment is of critical importance in terms of the level Cork is seeking to reach in the framework of regional and national policies.

### 4.5.6 Culture

Cork City was desiginated as the European Capital of Culture during 2005 and its national and international profile was well developed during this term. The city has a rich and varied artistic and cultural tradition, as well as a varied contemporary artistic community. Culture can play a key role in the regeneration of the South Docks area. The Department of Arts, Sport and Tourism made a positive submission to the South Docks Local Area Plan, highlighting funding opportunities within the Department's remit. Cork City Council will engage proactively with the Department in developing cultural, sporting and recreational initiatives.

The area has considerable potential for the development of cultural uses. The South Docks, with its relationship to the River Lee and proximity to the City and existing transport links, offers an opportunity for the development of arts related facilities. The River Lee forms a natural conduit, which can be linked to existing cultural facilities close to and along the River Lee, such as Fitzgerald Park Museum, Glucksman Gallery, UCC, the Crawford Gallery and Sculpture Factory.

Corcadorca, Meridian and Boomerang Theatre Companies, Artrail (the Visual Arts Festival), the Cork Midsummer Festival and the National Sculpture Factory have all organized events in the area in recent years. An events programme outlining all events proposed within the area can serve to boost the profile of the South Docks and culture.

A number of heritage buildings in the South Docks have been identified in Section 4.7, which are pivotal to the maritime and industrial heritage of Cork. These include the Harbour Commissioners Complex, the Odlum's Building, the grain silos and the Ford Factory Complex. These structures add to the visual fabric of the area, connecting contemporary spaces to the recent past. Where appropriate, Section 4.7 has identified alternative uses. The potential to place key cultural facilities in these locations requires further study, as identified in Section 4.7. Arts/Cultural uses at street level add greatly to variety and mix in the area.

The special living and working requirements of people employed in the arts should be recognized and special housing typologies will require further exploration to encourage artists to live and work in the South Docks while expanding employment opportunities. All residential provision should be in accordance with Section 4.5.1 and 4.8 of this Plan. The City Council will strongly encourage the provision of arts projects across all art forms, including three dimensional work, to assist in the transformation of the area and give it a sense of identity, in accordance with the strategies of this Plan.

The Public Realm Strategy of this Plan encourages public art installations which utilise open spaces, the quayside and river walkways with the potential for landmark works to be sited at key locations. The Conservation Strategy, as outlined in Section 4.7, also identifies opportunities for cultural installations which promote the heritage of the South Docks, including the erection of information panels and signage at Albert Road railway station. The sensitive treatment of the existing Odlum's Building can also be seen as a flagship cultural redevelopment project for the South Docks. Both arts and heritage provision are subject to detailed design stage discussion with the City Council.

**Objective SD 30: Cultural Uses**

**The City Council will promote the cultural development of the South Docks, in consultation with landowners, to achieve the following:**

- **Development of the Oldum's Buildings as a flagship cultural project (see Zoning Objective SD 10: Flagship Cultural Facility).**
- **Alternative, cultural uses for the heritage structures of the South Docks, where appropriate.**
- **The provision of artist facilities and spaces in the area.**
- **Originally commissioned art work as part of the design of private developments.**

### 4.5.6.1 Art in the Community

The incorporation of public art into the extensive public realm area of the South Docks is recognized as a key element of the 'quality of life' and cultural expression within the area. The Cork City 'Percentage for Art' programme provides a percentage of the capital building budget (arising from infrastructure and housing projects) for original artwork throughout the development area and general city. This scheme may be supplemented by development contributions, as identified in Section 6. The potential to provide for original works of art, across all art forms, which add to the creative and imagined space of the South Docks is recognized. Public art should be seen as an integral component of the design of the public realm. New developments must have cognisance of its use at a very early stage in the process of design. Residential projects also provide opportunities for community-focussed art projects.

Areas such as the riverside walkway can be enhanced by art projects, which provide an expression of cultural identify and heritage values. The scheme relates to infrastructure and housing projects and is subject to negotiation with the private sector. This programme will continue in the South Docks area where the major opportunity for the provision of public art in tandem with redevelopment is recognized. Policy BE 33: (Public Art) of the Cork City Development Plan applies.

The provision of cultural venues within the South Docks area is also encouraged, which may cater for small-scale rehearsal and dance studios to larger music rehearsal and performance spaces. Spaces that provide a forum for cultural installations/events and the incorporation of integrated urban art are also encouraged within the South Docks. The City Council will seek to work with developers to ensure that such facilities are provided in the South Docks.

### 4.5.6.2 Naming of Roads, Places and Other Items

Naming of residential and commercial areas within the South Docks should reflect local history, folklore and place names in accordance with Section 11.3 of the Cork City Development Plan 2004. The significant historical, industrial and cultural heritage of the South Docks can be reflected through both Irish and English signage and names throughout the area. Consideration should be given to a district using Irish place names only, in order to create a distinctive identity.

Art adding to the quality of public realm

## 4.6 Social and Community Facilities

### 4.6.1 Community Facilities

The promotion of social inclusion in the South Docks is a vital element of its redevelopment. A number of community facilities are required within the area, which will strengthen community linkages and promote social inclusion.

Community facilities include community and leisure centres, health facilities, libraries, Garda Stations, Government services offices and churches. A separate health facility is proposed to serve the needs of the South Docks area (see Section 4.6.2).

The South Docks does not at present have a large number of community facilities (owning to its predominantly industrial land uses). While the future residents of the South Docks will benefit from the existing network of community facilities in proximity to the City Centre, additional facilities will also be required to cater for the needs of the projected urban population. New community facilities will be located principally in the three South Docks nodes, ideally adjoining both housing and other local facilities including crèches, play areas, etc.

It is thus recommended that three additional community centres be provided one in each of the Neighbourhood and District Centres identified for the South Docks – at Kennedy Spine South, Centre Park Road and Marina Park. A number of other facilities will be provided throughout the South Docks in the mixed uses area, as identified in Figure 4.4. These sites will be subject to detailed discussion with the Local Authority.

It is also proposed that one large civic hall/cultural centre be provided in the centre of the South Docks area to provide for community meetings, conferences, artistic and social events. This facility should ideally be designed to a high standard, as a mixed-use building addressing the riverfront (see Figure 4.4). This centre will serve the whole of the South Docks community. The Local Authority will identify future additional facilities in partnership with the residential population of the South Docks, as it evolves, during subsequent reviews of the LAP. All community facilities must ensure accessibility for all members of the public.

A place of public worship can be accommodated in the South Docks, subject to demand and discussion with the relevant bodies and the City Council.

**Objective SD 31: Community Facilities**

**The City Council will seek the provision of three Community Centres, within the District and Neighbourhood centres within the South Docks. The location and size of each centre is subject to discussion with the City Council. The City Council will also seek to ensure the provision of a large, centrally located civic hall for community requirements. The provision of arts facilities within community spaces will also be encouraged by the City Council.**

### 4.6.2 Medical/Health Facilities

Following consultation with the Health Services Executive (HSE), a requirement for medical/health facilities has been identified in the South Docks area. The optimum location for these facilities is the District Centre in the heart of the South Docks and will be very accessible by public transport. Zoning Objective SD 03: District Centre explicitly provides for these facilities. They will serve the immediate health needs of the South Docks residential and working population and will contribute greatly to the quality of life available in the South Docks.

These facilities will provide for:

- Primary Care and Day Care services, which include G.P.s. physiotherapists, counselling services, speech therapists, dieticians, pharmacists, chiropodists and nursing staff
- A one-stop-shop centre to give communities direct access to integrated multi-disciplinary care teams
- Social Care
- Administration Centre
- Day Hospital
- Sheltered Accommodation
- Community Services
- Associated Retail Services

**Objective SD 32: Medical/Health Facilities**

**The Medical/Health facilities listed in Section 4.6.2 shall be accommodated in the District Centre and thus in close proximity to public transport, local residential and mixed-use areas and easily accessible by road. The provision of these facilities is subject to agreement with the City Council, Health Services Executive and private providers.**

### 4.6.3 Educational Facilities

A requirement for educational facilities to cater for the residential population projected in the South Docks has been identified. The level of provision as required within the area has been examined in consultation with the Department of Education and Science. The following factors were applied to the assessment:

- Existing local schools have demonstrated capacity and new build proposals have been submitted to the Department, which will come into effect during the short-medium term phases of this Plan.
- The vision for the South Docks is of a high-density urban development.
- Families who reside within the area may not necessarily want to educate their children within the study area.

Therefore, an optimum provision of two primary schools and one post-primary school has been identified. Lands have been reserved at the following locations:

- One centrally located primary school between Monahan's Road and Centre Park Road adjacent to public open space, within walking distance of the District Centre, local residential areas and public transport stop. The site area is 1ha.

- One primary school located adjacent to the Third and Fourth Level Education and Advanced Technology facilities, also within walking distance of a public transport stop, Marina Park, local residential areas and the eastern Neighbourhood Centre. The site area is 1ha.
- One post-primary school located to the east and within walking distance of local residential areas, public transport stop, Marina Park and the eastern Neighbourhood Centre. The site area is 2.4ha.

The above level of provision is considered sufficient to cater for the high density, urban population envisaged in the South Docks. Each of the primary school sites (over 36,000 sq.m. of built form each) can accommodate a school with up to 32 classrooms. The post-primary school site is larger at 2.4ha. The recreation facilities in all schools should also be available to local residents at appropriate times.

The provision of educational sites is subject to agreement with the Department of Education, Cork City Council and private sector interests.

**Objective SD 33: Educational Facilities**

**The City Council will seek to pursue the development of educational facilities to serve the requirements of the South Docks, including pre-school childcare services. The provision of educational facilities will be required in tandem with the pace of residential and other development in the South Docks.**

### 4.6.4 Childcare Facilities

For new housing developments, the provision of a childcare facility (crèche) within residential developments of over 75 dwelling units is recommended in accordance with Policy H28 of the CDDP 2004. This provision must also have regard to the existing geographical distribution of childcare facilities, the incremental phasing of residential development and the emerging age profile of the new population.

The CDDP 2004 suitability assessment standards (Section 11.66 of that plan) will be applied to each application for the provision of childcare facilities, as follows:

- Suitability of the site for the type and size of facility proposed;
- Availability of an outdoor play area and details of management of same;
- Convenience of site to public transport nodes;
- Safe access and convenient parking for customers and staff;
- Local traffic conditions;
- Number of facilities in the area;
- Intended hours of operation.

The Cork City Childcare Company actively works with the City Council in the assessment of new childcare facilities. Each childcare facility requires safe access and parking for both staff and parents. Locations on primary traffic routes close to public transport nodes and which can provide safe parking/drop off facilities are also desirable. Regard should be had to the traffic conditions in the vicinity of the proposed childcare facility. An outdoor play area or easy access to such a facility is also required.

Organisations with over 500 employees will be encouraged to develop onsite childcare facilities. Alternatively, a number of smaller organizations, located in the same area, could join together and provide a joint facility.

**Objective SD 34: Childcare Provision**

**It is an objective of the City Council to work in partnership with the Cork City Childcare Company to ensure the provision of high quality childcare facilities within the South Docks area in accordance with Policy H28 of the Cork City Development Plan.**

## 4.7 Conservation Strategy

The upper harbour at Cork was the most important transatlantic shipping port in eighteenth and early nineteenth-century Ireland. The maritime and industrial history of the South Docks has provided a landscape of features and buildings which gives the area its character, including the structures of national and international significance – the Custom House and Bonded Stores, the former Navigation Wall and the former Ford factory.

The Custom House Quays (comprising the Bonded Stores, the Harbour Commissioners' Offices and the surrounding quaysides) are, along with the victualling yards on Haulbowline Island, one of the two most important Georgian dock complexes outside Dublin. The former Ford factory on the Marina is the first manufacturing presence of the Ford Corporation outside the United States of America. The Cork-Blackrock-Passage Railway was the first dockland railway in Ireland.

The Conservation Strategy for the South Docks aims to conserve and protect the best historical elements of the area to enhance the sense of place and history and to create an appropriate environment for the renewal of the South Docks. The future development of specific sites within the South Docks, which contain historic features, must have cognisance of the specific conservation policies in this Strategy.

### 4.7.1 Industrial Heritage

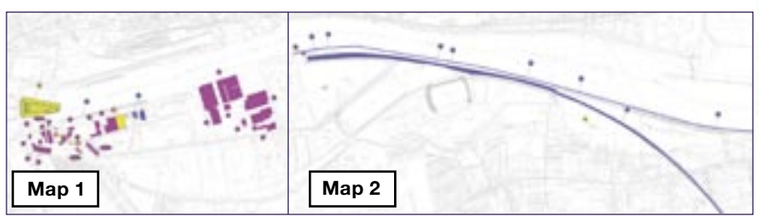
The character and industrial heritage of the South Docks is reflected in the City Development Plan 2004 Record of Protected Structures (RPS), the Record of Monuments and Places (RMP) and the National Inventory of Architectural Heritage (NIAH). This Local Area Plan has also identified other structures and elements of heritage value including six industrial archaeological features dating from the early decades of the nineteenth to the twentieth centuries and a silo structure (see Nos. 1-5 and 43 of Table 4.3). All of these features are listed on the following page and illustrated in Figure 4.7.

The NIAH incorporates the regional, national and international categorization of architectural importance of buildings. The City Council will consider these buildings for Protected Structure status, following further study/assessment to establish their significance and ability for integration/adaptability of these features into the new South Docks area. Therefore, NIAH sites are evaluated in outline form only to assist further studies and the making of recommendations regarding protection status. There are opportunities for development within these areas (see Section 4.7.2), which must be cognisant and sensitive to the historical importance of the sites.

Table 4.3 South Docks Heritage Structures and Features

| Map Ref | Structure / Site | Records of Protected Structures | National Inventory Architectural Heritage | Record of Monuments and Places | Additional Structures recommended by Consultants |
|---|---|---|---|---|---|
| 1. | Cork Blackrock and Passage Railway embankment | | | | X |
| 2. | Cork Blackrock and Passage Railway embankment | | | | X |
| 3. | Cork Blackrock and Passage Railway | | | | X |
| 4. | Cork Blackrock and Passage Railway | | | | X |
| 5. | The Navigation Wall | | | | X |
| 6. | Cork Harbour Commissioner's Office/Customs House and Bonded Warehouses, Custom House Street/Quay | PS 818 and PS 163 | 20506372 | CO 074-118 | |
| | Revenue Building | PS 818 | 20506373 | | |
| | Quay wall and steps, Custom House Quay, Custom House Street | PS 818 | 20506377 | | |
| | Mooring posts, Custom House Quay, Custom House Street | PS 818 | 20506378 | | |
| | Granite cobblestones, Custom House Quay, Custom House Street | PS 818 PS 163 | 20506379 | | |
| | Stone setts, Custom House Quay, Custom House Street | PS 818, 163 | 20506380 | | |
| | Bonded Warehouses (3 storey), Custom House Quay | PS 163 | 20506374 | | |
| | Gabled Bonded Warehouses (1930s), Custom House Quay | PS 163 | 20506375 | | |
| 7. | Two storey, five bay former Cork Blackrock and Passage Railway Premises, Albert Street | | 20508016 | CO 074-11902 | |
| | Single storey former Cork Blackrock and Passage Railway Station, Albert Road | | 20508018 | | |
| 8. | Cast Iron Post Box, Albert Road | PS 942 | 20508017 | | |
| 9. | Mooring Post – Inscribed, Albert Quay | | 20508002 | | |
| 10. | Mooring Posts – Inscribed, Albert Quay | | 20506390 | | |
| 11. | Quay Wall, Albert Quay | | 20506391 | | |
| 12. | The Sextant Bar, Albert Quay East | | 20508014 | | |
| 13. | Navigation House/Lawton's Quay Mill, Albert Quay East | | 20508021 | | |
| 14. | Sofa Warehouse, Albert Quay East | | 20508022 | | |
| 15. | The Idle Hour, Albert Quay East | | 20506392 | | |
| 16. | 1930's office building, corner Victoria Road/Kennedy Quay | | 20506395 | | |
| 17. | M.O.L.A. offices, No. 3 Victoria Road | PS 914 | 20508025 | | |
| 18. | The Marina Bar, No. 4 Victoria Road | | 20508025 | | |
| 19. | Design Warehouse, No. 5 Victoria Road | | 20508026 | | |
| 20. | Neptune House, No. 7 Victoria Road | PS 746 | 20508028 | | |
| 21. | 1 Marina View, Victoria Road | | 20508035 | | |
| 22. | 2 Marina View, Victoria Road | | 20508034 | | |
| 23. | 3 Marina View, Victoria Road | | 20508033 | | |
| 24. | 4 Marina View, Victoria Road | | 20508032 | | |
| 25. | 5 Marina View, Victoria Road | | 20508031 | | |
| 26. | 6 Marina View, Victoria Road | | 20508030 | | |
| 27. | 1 Park View, Victoria Road | | 20508056 | | |
| 28. | 2 Park View, Victoria Road | | 20508057 | | |
| 29. | 3 Park View, Victoria Road | | 20508058 | | |
| 30. | 4 Park View, Victoria Road | | 20508059 | | |
| 31. | 5 Park View, Victoria Road | | 20508060 | | |
| 32. | 6 Park View, Victoria Road | | 20508061 | | |
| 33. | 7 Park View, Victoria Road | | 20508061 | | |
| 34. | 8 Park View, Victoria Road | | 20508063 | | |
| 35. | 9 Park View, Victoria Road | | 20580064 | | |
| 36. | 10 Park View, Victoria Road | | 20508065 | | |
| 37. | 11 Park View, Victoria Road | | 20508066 | | |
| 38. | 12 Park View, Victoria Road | | 20508067 | | |
| 39. | Quayside, Victoria Quay (Kennedy Quay) | | | | X |
| 40. | R&H Hall/Hall's Mills, Kennedy Quay | | 20508069 | | |
| 41. | Single storey, multi-gabled warehouse to west of Oldums building, Kennedy Quay | | 20506402 | | |
| 42. | Oldums, Kennedy Quay | | | | |
| 43. | Art Deco Silos, Kennedy Quay | | | | X |
| 44. | Marina Commercial Park (Ford Complex) | | 20507198 | | |
| 45. | Marina Commercial Park (Ford Complex) | | 20507206 | | |
| 47. | Marina Commercial Park (Ford Complex) | | 20507202 | | |
| 48. | Marina Commercial Park (Ford Complex) | | 20507200 | | |
| 49. | Marina Commercial Park (Ford Complex) | | 20507204 | | |
| 50. | Marina Commercial Park (Ford Complex) | | 20507201 | | |
| 51. | Shandon Boat Club, The Marina | | 20507191 | | |
| 52. | Barrington's Folly, Barrington's Avenue | PS489 | | | |

Figure 4.7 South Docks Heritage Structures and Features, Map 1




Protected Structure
NIAH Structure
Protected & NIAH Structure
RMP Structure
Structure to be considered for protection

Figure 4.7 South Docks Heritage Structures and Features, Map 2

### 4.7.2 General Conversation Issues

Cork City Council will endeavour to create a new urban quarter in the South Docks in which Protected Structures play an important role in visually anchoring new development and in creating a unique 'sense of place'. Policy BE 15 (Enabling Development) of the CCDP will apply to all Protected Structures in the area, which recognises the potential asset value of such structures in the development of character areas and image.

A number of conservation issues apply to each of the sites identified as of importance in the South Docks (Table 4.3). Issues, including gaps in the knowledge base with regard to important sites such as Hall's Mills and the former Ford factory, will be addressed through further in-depth studies prior to re-development to provide realistic and sensitive conservation guidance.

A number of structures have been identified in the area, which will require further study by Cork City Council to determine their possible protected status. The identification of these structures is based on informed archaeological opinion/evaluation, with regard to an appraisal in terms of the wider heritage built environment of the South Docks. These structures are identified as the former Ford factory (see below for further details) and the Mill structures alongside Mill Road. The location of each is identified in Figure 4.7.

#### 4.7.2.1 Re-use and Adaptability

Policy BE5 of the City Development Plan 2004 encourages the adaptive re-use of buildings which have a significant cultural value, in a manner which is cognizant of important features. With the exception of the CB and PR line, all of the structures and features contained within the survey area continued to be either used for the purpose for which they were originally constructed or have been physically modified/converted to uses which have ensured their continued survival.

Adaptive use of South Docks heritage buildings should be preceded by detailed, site-specific analysis, in which intended uses will be evaluated on a case-by-case basis. It shall be a requirement that any future alterations or extensions to Protected Structures and buildings in conservation areas be agreed with the City Council to ensure built form and finishes are sympathetic to the character of the area.

Pre-development recording and survey is required for each of the identified South Docks heritage buildings. This work should form the basis of any conservation and on-site interpretation work required during the construction and operation phases of new development. This work will involve two main phases:

Protected Structures - Custom House and Bonded Warehouse

- An archaeological appraisal, including a preliminary survey of the surviving buildings (ascertaining date, techno/historical/architectural importance and impacts of proposed development).
- A detailed industrial archaeological survey of the buildings directly affected by the proposed development to include:
- A techno-historical overview of the site's development;
- A detailed photographic survey of the surviving buildings and features immediately affected by the proposed development;
- The commissioning of an in-depth industrial archaeological site survey of the standing buildings and other structures associated with them (including mortars, aggregates of piers and slipways).
- The preparation of industrial archaeological survey drawings (including plans, elevations and sections) of the surviving buildings;
- The preparation of a level three archaeological survey of the site.

#### 4.7.2.2 Consideration of NIAH Structures

Structures included in the NIAH will need to be assessed for suitability for inclusion in the City Council's Record of Protected Structures (RPS). New development proposals concerning NIAH Structures must have regard to the policies of the CCDP, including the requirement (Section 11.89) to prepare a detailed assessment (Architectural Assessment Report) of the structures based on their 'Categories of Special Interest' and 'Rating' in the National Inventory of Architectural Heritage and comprehensive schedule of the proposed actions responding to the findings of the Assessment.

Guidance as outlined in the Architectural Heritage Protection Guidelines (2005) and Policy BE 15 of the CCDP will also apply. Cork City Council will fully consider assessment results (modification of structure, record in situ etc.) and will work in tandem with developers to promote sensitive solutions where appropriate.

#### 4.7.2.3 Archaeological Monitoring

The possibility that there was earlier human settlement within the South Docks area cannot be discounted. Archaeological monitoring is therefore required in areas where potential for impacts on archaeological deposits or material exists (particularly where development requires bulk excavation or dredging works at rivers edge). Monitoring activities shall be carried out by a licensed archaeologist and method statements for archaeological evaluation must be agreed with the City Council in advance of development.

### 4.7.3 Individual Site Conservation Recommendations

Strategies which provide for the protection and sensitive adaptive re-use of a number of the main structures of industrial, archaeological and architectural heritage value in the South Docks are outlined below:

#### The Cork-Blackrock-Passage Railway

During the 1980s, Cork County Council developed a railway walk along the former track bed of the Cork-Blackrock-Passage Railway, from Blackrock village to the formed Rochestown viaduct. The railway walk embankments within the LAP area can be undermined by a number of factors including insensitive landscaping, trampling by walkers and the laying of pipelines, pylons and cable/service trenches.

The heritage of the railway archaeology in the South Docks should focus on the promotion of the amenity and heritage value of the area through the provision of attractive signage along the surviving sections of embankment with details of key features and the investigation of the feasibility of producing a comprehensive walkers' guide to the railway from the city end to Rochestown.

The former City terminus of the line, at Albert Road, was very quickly modified for an alternative use and functioned as a metal works. It is currently used by a number of small concerns. However, the station retains the basic features of a mid-Victorian Irish railway terminus.

Principal recommendations for the Station list as follows:

- Large sections of the original metal roof trusses survive in situ in the former passenger shed (currently the main concourse of the metal fabrication works). These are the oldest of any surviving nineteenth-century passenger shed in Cork. It is important that as much as possible of this is retained and that damaged or corroded sections be repaired.
- Restoration of the principal elevations, including the Doric blind arches on southern elevation and former ticket office on the western elevation.
- Installation of signage/information panels with details of the Station's former use and history.

### The Navigation Wall

The long term conservation issues affecting this feature are tidal scour on poorly laid foundations, spalling and deformations caused by washing out of original lime mortar and loose coping stones. Conservation recommendations for the Navigation Wall are identified as follows:

- Preparation of a structural engineering study on the surviving wall sections;
- Inclusion of quay frontage as a visual amenity feature (as identified in this Plan).

The linear quayside space which defines the Navigation Wall will become an important visual and public open space within the South Docks area. It is an objective of the City Council to allow the quay walls and street building line to define this space (SD 08). Conservation of the open area will help to achieve this objective, extending from the building facades to the quay edge, intermittently broken by public facilities including cafes and bridge crossings. Other existing artefacts such as rail tracks, cranes and mooring posts should be incorporated into the public realm design.

### (Former Victoria Quay) Kennedy Quay

This Quay provides the best surviving example of later nineteenth-century timber wharfage in the South Docks area. However, as it is essentially a timber trestle structure it will continue to decay in the long term and will prove difficult to preserve in its current form. Changes in the type of vessel it will be expected to serve in the future will give rise to some modifications.

### The Georgian Docklands (Port of Cork and Bonded Warehouses)

This entire complex is entered in the Record of Protected Structures including features such as the stone quayside and road surface adjacent to the warehouses. It has important archaeological associations which are unique in the entire Cork Docklands area. In addition, Irish rail track (5ft 3in) associated with the former Cork City Railway survives on the north quay frontage of the bonded warehouses.

The Georgian Custom House and bonded warehouses are unquestionably the most important surviving port-related structures to survive in the upper harbour area. Adaptive uses (including maritime museum/civic building or limited commercial usage), which are sympathetic to the building fabric may be difficult to achieve.

The City Council considers a conservation plan approach (in co-operation with landowners) will be necessary in order to facilitate appropriate development and to optimise the use of this iconic site. Then, an appropriate future strategy for this complex can be developed.

### Quayside Silo's (R&H Hall Site)

Sensitive alternative uses may be found for the milling plant and the eastern extension structure. However, the sensitive adaptive re-use of the large art nouveau style grain silos may prove difficult. In the event that replacement structures are permitted, the current significant presence of buildings, in terms of their scale, may form a consideration in their design.

### The former Ford Plant

Since the closure of the plant in 1985, a considerable area of the original complex has been demolished and redeveloped. The central, former erecting shop, a warehouse with a saw-tooth roof profile and a number of cast iron boundary markers survive in situ. Substantial modern modifications have been carried out to the buildings. The site is of potential international significance, notably the former Ford plant and the site wharfage.

In order to facilitate the appropriate development and to optimise the use of this iconic site it will be necessary to prepare an informed Conservation Strategy/Plan for the site. This Conservation Strategy shall then inform the conservation status of these buildings under the City Development Plan and the most appropriate development strategy on site.

Future development proposals will be assessed on a case-by-case basis with an emphasis on the relationship with the waterfront, amenity value and proposed uses. In the short-term, warehousing and light industry represent the best non-interventionist uses of the surviving buildings.

### Lawton's Quay Mill (Navigation House)

The Lawton's Quay Mill has been converted to offices (now known as Navigation House) and has been substantially modified within. In its essentials, the original fabric is now confined to the main load-bearing walls and a new roof has been added leaving the basic shell of the original structure. It is of significant architectural quality, in particular the cut limestone façade combined with the rubble sandstone side and rear walls. Despite the internal alternations, it may warrant Protected Structure status.

**Objective SD 35: Conservation**

**Cork City Council will seek to conserve and protect buildings of architectural, historical, archaeological, artistic, cultural, scientific, technical and social interest in the South Docks in the following manner:**

- **Preservation of Protected Structures and sites of historical, architectural or artistic interest which contribute to the character of the South Docks;**
- **Preparation of Conservation Strategies/Plans for the Ford Complex and the Georgian Docklands;**
- **Ensure pre-development archaeological recording, survey and monitoring is carried out where appropriate;**
- **Sensitive re-use or adaptation of buildings where appropriate will be encouraged;**
- **Positively encourage and facilitate the careful refurbishment of historic buildings for sustainable and economically viable uses, including the provision of cultural facilities;**
- **Ensure the context and setting of heritage structures and Protected Structures are fully considered in the assessment of new development proposals;**
- **The sensitive refurbishment and redevelopment of the Odlum's Protected Structure;**
- **The possible incorporation of existing silo elements into new development.**

## 4.7.4 Natural Heritage

Natural heritage in cities plays a key role in improving quality of life, as well as being a measure of sustainability. The Cork City Heritage Plan (2007-2012) provides a strategy 'to secure the heritage of Cork City, to enrich the lives of its people and to ensure that the care of our heritage – past, present and future is at the heart of the development of the city'. New development in the South Docks should have regard to this Heritage Plan.

The proximity of the River Lee as well as the existing parks and walkways already support many species of flora and fauna and provides a natural wildlife corridor. The proposed development of gardens, pocket parks and larger recreational areas offers opportunities to incorporate biodiversity into the design of the area (further details in Public Realm Strategy).

**Objective SD 36: Natural Heritage**

**Cork City Council will endeavour to promote natural heritage and biodiversity in the South Docks. The following measures will be considered:**

- **Planting native trees, wildflower meadows, flowering and berry producing plants to encourage wildlife such as invertebrates, birds and bats;**
- **Creating new habitats by providing bird and bat boxes and creating ponds in strategic locations;**
- **Providing wildlife corridors along the river and linking green spaces to allow movement of species; and**
- **The management of the green spaces by identifying areas of no/low pesticide and herbicide use as well as creating areas of wilderness or no public access spaces could also increase biodiversity and encourage use by invertebrates, birds, otters, bats and foxes.**

## 4.8 Proposed Built Form and the Public Realm

The development of the South Docks provides a unique opportunity for the City of Cork to create a vibrant, high quality, urban waterfront environment with a high quality public realm and open space network, built upon the foundations of innovative and sustainable design. The public realm provides an instrument for integrating urban development and providing an attractive environment across the whole of the South Docks.

Open space provides a visual balance to the urbanised built form – an aesthetic complement to and relief from the built surrounds. The amenity value of open space is important for residents, workers and visitors to the South Docks and enhances the appeal of the area for investors, tourists and businesses. The River Lee will be used to provide links between the South Docks and communities and facilities in other areas. Regional attractions, pleasant scenic environments, civic and celebratory spaces and high quality and iconic built facilities can be important attractors of tourism and investment.

The development and careful management of public open space assets is of vital importance for present and future generations. Public open space will be important in achieving Cork City Council's strategic objectives of integrated urban development, environmental amenity and community development. Detailed policies for the Public Realm are outlined in the Public Realm Strategy which accompanies this Plan. This Section must be read in tandem with the principles of sustainable design as outlined in Section 4.11 of this Plan.

### 4.8.1 Urban Design Principles

The architecture of a new urban environment should enhance and reflect the character of a place, creating a distinctive identity through diverse and adaptable design and by providing a mix of buildings to suit changing needs. The architecture can influence the spatial relationships between the streets, the buildings and the public realm. It is recognised that good quality architecture must use a language that is modern, varied and legible. Policy BE30 of the CCDP 2004 applies to all development in the South Docks.

In the design of key buildings, it can provide orientation through landmarks that reflect the local identity. The provisions of Section 4.5.1 of this plan and the key principles outlined in Objective SD 37 apply to the architectural design of the South Docks.

The City Council will require the submission of an Urban Design Statement with planning applications in the South Docks to that development can be assessed against the principles set out in Objective SD 37: High Quality Design Principles below.

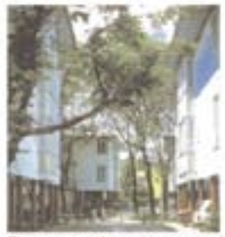
**Objective SD 37: High Quality Design Principles**

**It is an objective of the City Council to ensure that the following key principles (in addition to Policy BE 30 of the CCDP 2004 and Sections 4.8.2. and 4.9 of this Plan as well as the Public Realm Strategy) apply to the urban design and architectural design of the South Docks and be reflected in the Urban Design and Architectural Statements submitted with planning applications to ensure a high quality environment:**

- **A local identity should develop from the strategic location of the South Docks and its context. Local elements, patterns and high quality materials can be adapted to provide a new interpretation of the city's extension and at the same time reinforcing its unique qualities and providing it with its own distinct identity.**
- **The architectural hierarchy of the built form will deliver a legible urban structure where the character and use of a building is reflected in form and scale. A variety of building scale, form and heights should be provided, that reflect the street hierarchy.**
- **Roofscapes should be varied and designed to be viewed from above and from ground level (with a particular focus on the design of plant equipment).**
- **Plot sizes should reflect their use and location whilst conforming to the block sizes set out in Objective SD 16. Densities shall be distributed according to location and use.**
- **Key sites, local hubs and landmark buildings should provide points of reference/orientation in an urban environment.**
- **Through the use of clear and legible links, various networks of streets, open space, pedestrian routes and cycle ways should be provided.**
- **Buildings should be designed to allow for adaptability and future change of use. Building depth and floor-to-ceiling heights should allow for future conversion to other uses. Corner sites in particular should be flexible to suit changing needs.**
- **Permeability in building form should allow for streets that are designed for pedestrians. Regular breaks in block form and width and frequent access points should allow for busy streets that are interesting and provide a sense of passive security. Closed vistas and tight corners provide a sense of enclosure that can define a particular space with its own character.**
- **The achievement of energy efficiencies, sustainable layout, design and density, waste management, sustainable travel and positive microclimate benefits through the implementation of sustainable principles outlined in Section 4.11 of this Plan.**
- **Primary access to buildings should be from the street level. Entrances should generally be no more than 15 metres apart to increase live usage and surveillance of the street. The entrances of all buildings should reflect the scale and form of the use of the building and establish a clear identity. This should be achieved through the use of vertical elements, which project beyond the setback line, different façade types or larger openings in the façade.**
- **Block interiors should ideally serve as internal courtyards, atriums, semi-private open spaces or communal gardens with safe places to play. With larger blocks, internal areas may include some mews houses or small office spaces.**
- **A fundamental attribute for all of the South Docks buildings design is the principle of access for all. Parents with pushchairs, people with disabilities and the elderly should have complete access and freedom to buildings, open spaces, streets and amenities.**
- **New developments must also have regard to housing typologies and size standards as outlined in Section 4.5.1 and illustrated in Figure 4.8a-c of this Plan.**
- **Sympathetic design is especially important in proximity to existing landmark or heritage structures.**

Figure 4.8a Urban Design Principles


Illustrative Section through to Apartment Block (4 storey + Setback)



Tight courtyard blocks with shared surface



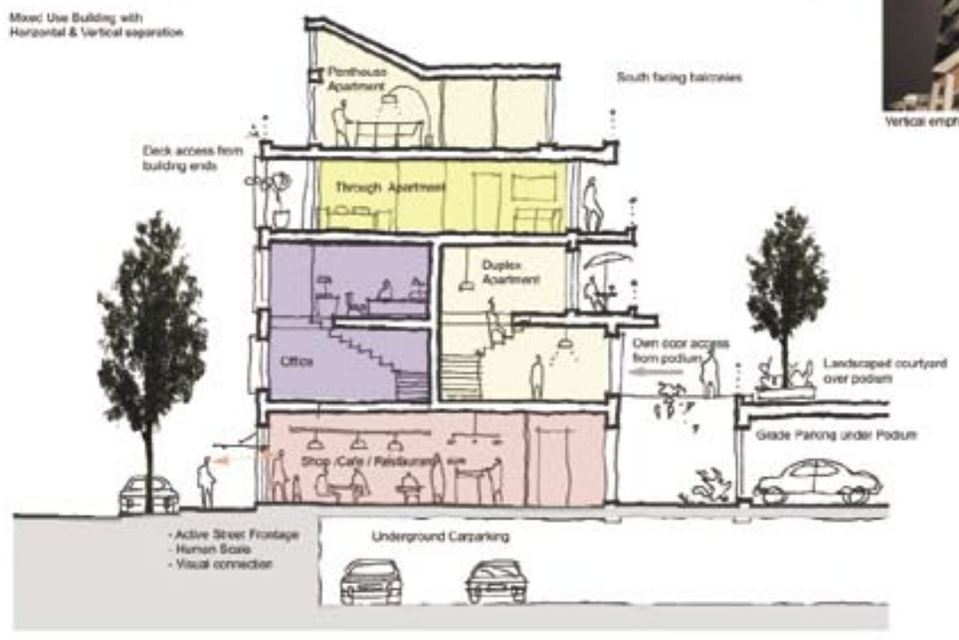

Illustrative Axonometric to Urban Block (50mx50m)



Vertical emphasis at corner site



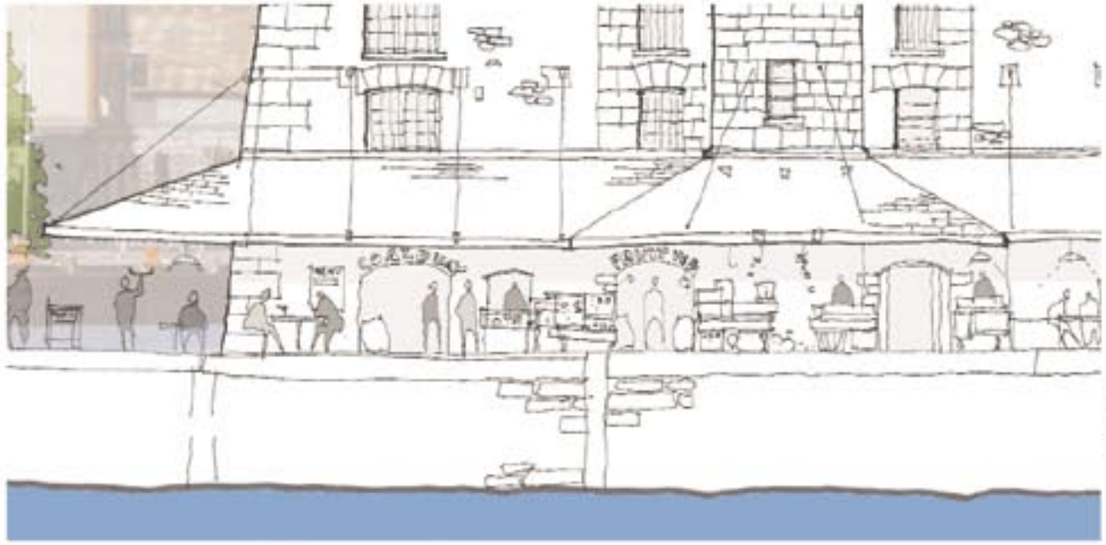
Fine grain residential



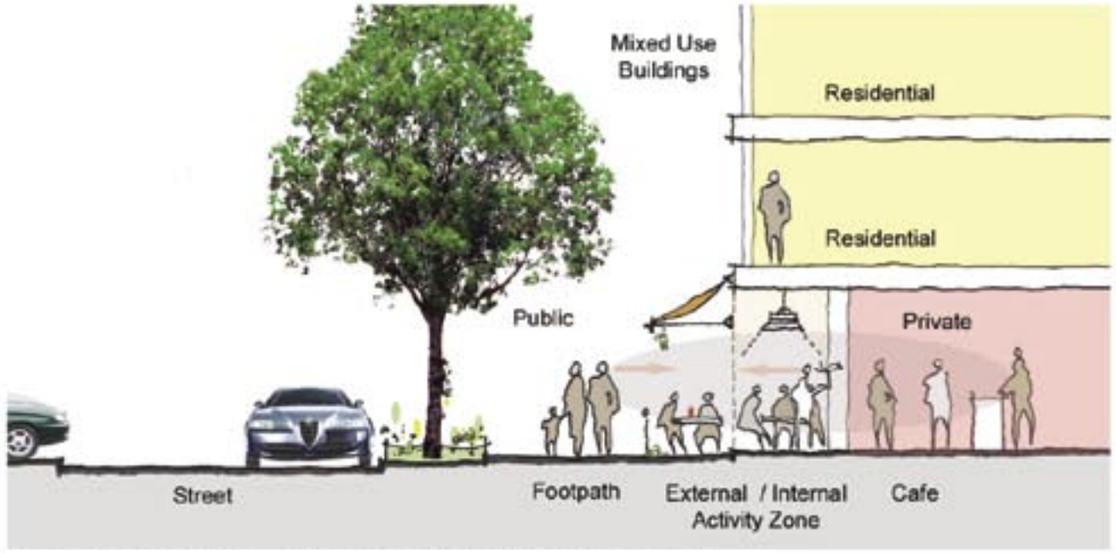

Illustrative Section through to Mixed Use Block (4 storey + Setback)


Illustrative Elevation to Urban Block (50mx50m)

Figure 4.8b Urban Design Principles

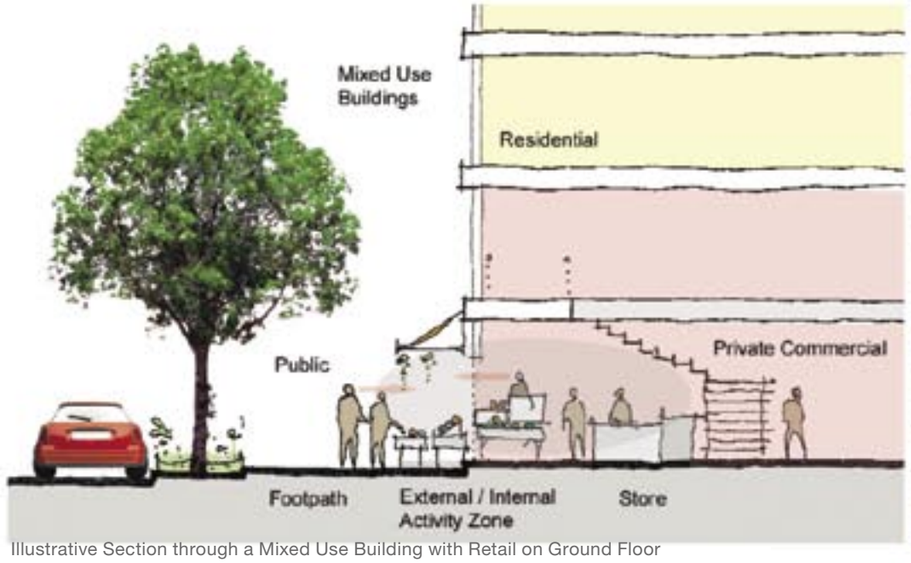


Interactive Uses proposed for Custom House Quay




Illustrative Section through a Mixed Use Building with Cafe Use on Ground Floor
Active Frontage encouraged with an Interactive Intermediate Zone

Extension of the Internal Uses onto the Street both Physically and Visually

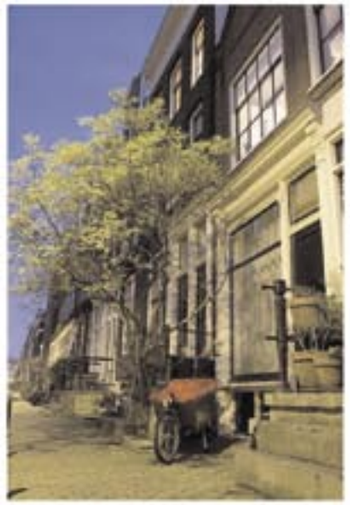



Illustrative Section through a Mixed Use Building with Retail on Ground Floor
Active Frontage encouraged with an Interactive Intermediate Zone

Pedestrian Priority Access Streets

Figure 4.8c Urban Design Principles

Semi Private Rear Garden Space



On Street Residential
with Intermediate Zone



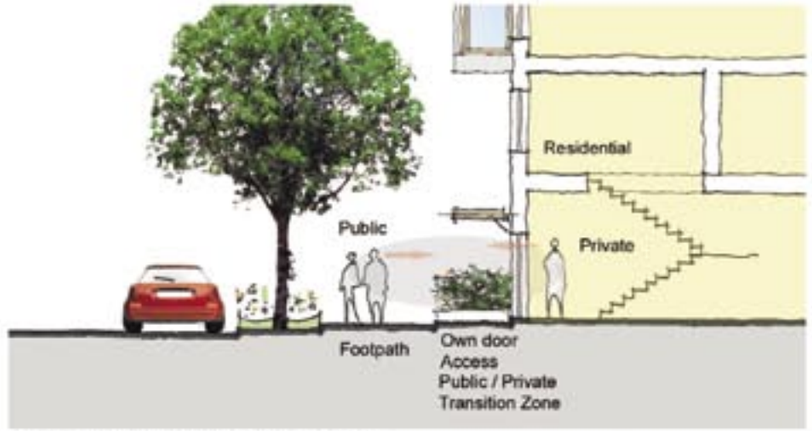
On Street Residential
with Intermediate Zone



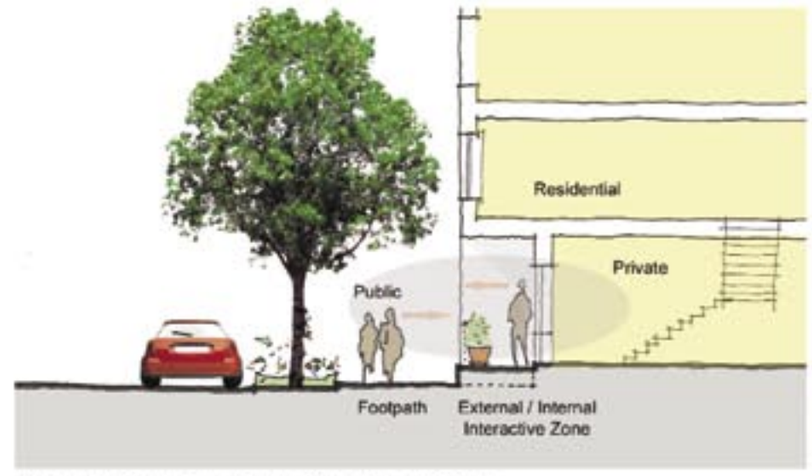
Residential Own Door Access (Set
back) on Street.




Residential Own Door
Access (Set back) on
Street.




Residential Own Door Access on Street.




Residential Own Door Access (Set back) on Street.


Ground Floor Residential Units

The best of architectural design principles shall be displayed in the South Docks for the EXPO 2010 event.

It is important that the proposed development produces a clear image where the function and use of buildings and space are clearly defined by the architectural style, sense of space and enclosure (see Figure 4.8 a-c). Other important aspects include:

- The provision of recognisable routes to and from development.
- Designed spaces with a clear function, minimising the need for signs and barriers. Signage will be provided where appropriate on site.
- Clear distinction and/or relationship between private and public spaces inside/outside building.

High quality, innovative and contemporary designs are also important to establish the image of the area with regard to:

- The strategic importance of the South Docks and its urban waterfront character.
- Principles including scale, mass, material finishes, order and unity of expression, which promote high design quality in the South Docks.
- Incorporation of sustainable design including green roofs, waste water systems and solar panels where possible.

### 4.8.2 Building Heights, Massing and Density

The urban fabric of Cork is characterised by its Georgian and Victorian past, visually represented by small plots of intensely developed lands. Heights within this fabric range from four stories on principal streets to two and three stories on secondary streets. The City lies along the river valley with the Sunday's Well and Montenotte ridges providing the backdrop to the north and the church spires of St. Nicholas Church, St. Finbarres Cathedral and the Holy Trinity Church on the south western side. The ridge along Blackrock Road lies immediately to the south of the South Docks.

The South Docks area has a tradition of high buildings, owing to its port industries and storage functions. The distinctive grain silo buildings (over 15 stories in height) currently define the area, with surrounding new developments at Eglinton Street and the City centre adding a modern vibrancy to the character of the City.

The South Docks LAP provides the City of Cork with an opportunity to provide a new high density, mixed use and sustainable community in the order of some 20,000 residents and 25,000 jobs. This development will extend the City's natural progression eastwards providing a new urban quarter, profile and visually exciting skyline. New developments will enhance the image and views of the South Docks as a key gateway to Cork City.

The proposed widths of important routes within the area (e.g. Centre Park Road main thoroughfare) will provide a clear visual representation of prominence. Surrounding streets and scale of buildings including the design of the public realm will assist in defining key precincts and character areas within the South Docks.

The Residential Density Guidelines 1999 (Department of the Environment, Heritage and Local Government) seek to ensure that Development Plans give specific recognition to the importance of achieving higher residential densities in appropriate areas such as brownfield sites and those sites in proximity to town centres or public transport corridors in the interest of providing a more sustainable residential pattern.

Building at increased densities makes a better use of a constrained land supply. Future residential demands cannot be sustainably met through suburban and housing development or the construction of detached housing units. Objective SD 38 applies to all new development in the South Docks.

**Objective SD 38: High Density Development**

**The provision of high density residential units within the South Docks should provide for:**

- **The development of defined new urban/transport nodes, extending from the City;**
- **Vibrant, mixed community areas which can support the local economy, transport and community facilities and foster social inclusion;**
- **High quality architectural proposals which provide a combination of designs to create a distinct identity and 'sense of place' within the South Docks;**
- **High quality public realm environment to define neighbourhoods and provide linkages to the waterfront location of the South Docks.**

#### 4.8.2.1 Building Heights

The Cork City Development Plan 2004 (Section 9.141) outlined the acceptable height of buildings within the Docklands area at 4-6 stories (including setbacks), with an increase for properties with river frontage to above 5 stories. Policy BE 23 (Tall Buildings) of the CCDP provides further guidance on the features of tall buildings within the City. A review is currently underway of building heights in Cork City and its recommendations shall apply to the South Docks.

Building heights as proposed in this Plan have regard to the necessity to respect building heights in adjacent residential neighbourhoods and to provide sustainable high densities, which do not impact on existing/ proposed views or the urban fabric of the area. Particularly sensitive areas are located along Albert Road and Victoria Road. Building heights in these locations will be assessed against their impact on surrounding residential areas.

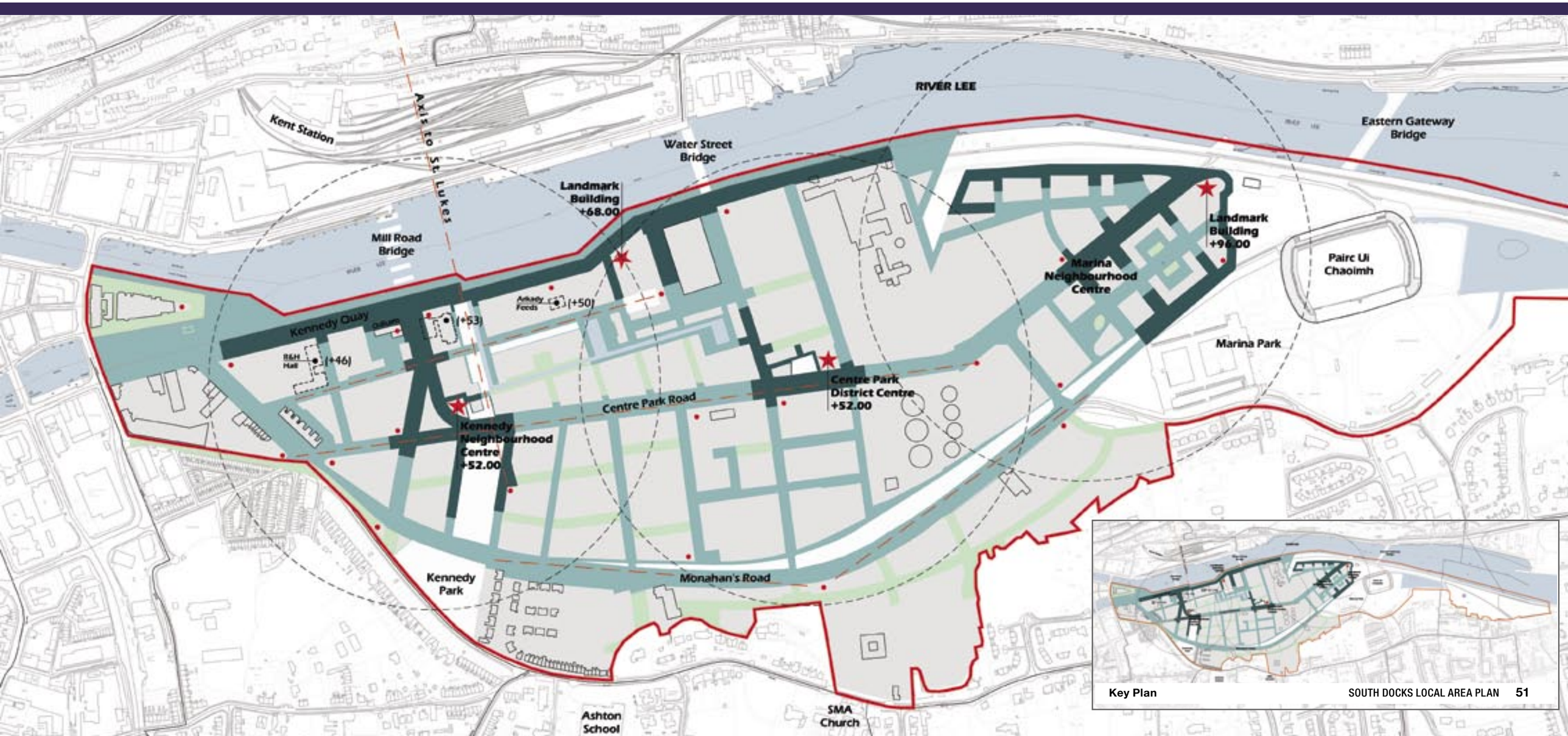
The general range of building heights permitted within the LAP area is identified in Figure 4.9 and seeks to provide a strong sense of street continuity. This Figure identifies the role building form and type can play to inform activities and uses within an area and define its districts and land uses.

The setback of upper floors can provide a lively and diverse roofscape and skyline of interest where appropriately designed and located. An appropriate architectural treatment will also be required for the screening of plant rooms, as identified in Section 4.8.1.

It is envisaged that development will generally not exceed heights as indicated in Figure 4.9, except in the cases of the identified tall landmark buildings. In addition, the current significant presence of quayside silos, that are currently designated as having heritage value, may form a consideration in the design of replacement structures in the event that their replacement is permitted. Where new development is located adjoining protected/heritage structures (as outlined in Section 4.7), heights as illustrated are subject to change where necessary to protect the setting of such structures.

The development of the South Docks will change the existing landscape and visual context of the area, creating a high quality, vibrant mixed use urban area and a new and interesting landscape/cityscape. In all applications for new development, design solutions which are in accordance with Section 4.8.1. of this Plan, will be required and must demonstrate the achievement of sufficient daylight/sunlight to protect residential amenities. Building heights will not in any case exceed the maximum stated for the adjacent main streets.

Figure 4.9 Building Heights in the South Docks



The proposed building heights of developments in general should have regard to the context of the North Docks, north side ridges and the city centre and the relationship of the site to the waterfront. A holistic and integrated approach is required to respond to the evolving cityscape. Development must have regard to prominent and protected views as listed in Variation 3 of the City Development Plan and the Public Realm Strategy. In addition to the Views listed in Variation 3, a number of extra views, specifically related to the South Docks need to be considered and assessed. There are described and illustrated in Table 4.4 and Figure 4.10.

Table 4.4 South Docks Views and Vistas

| Views To | General Assessment Location | Ref. Code. |
|---|---|---|
| The Marina | Lower Glanmire Road/Skew Bridge | LT7A |
| Kennedy Quay | Terence McSwiney Quay (City Hall) | LT36 |
| Kennedy Quay | Custom House Quay | LT37 |
| South Docks | Summerhill North | LT38 |
| South Docks | Grattan Hill | LT39 |
| Marina Commercial Park | Water Street | LT40 |
| South Docks | Lovers Walk, Montenotte | LT41 |
| South Docks | Spur Hill | LT42 |
| South Docks | N27 (Airport Road) – Approach to City | LT43 |
| South Docks | Frankfield | LT44 |

It will therefore be a requirement for all new development in the South Docks to demonstrate (through visual impact analysis) the proposed impact from views within and outside the area at the design stage.

In addition, schemes that are proposed for areas in close proximity or adjoining residential areas (including the Albert, Victoria, Monahan's and Blackrock Road areas) must have regard to the existing area's character and scale.

**Objective SD 39: Protection of Views and Vistas**

**It is an objective of the City Council to promote new developments which protect and enhance the protected views of Cork City centre. All applications for high buildings must have regard to the Cork City Views and Prospects Variation to the CCDP (Variation No. 3), to Table 4.4 and Figure 4.10 of this LAP and to the Public Realm Strategy.**

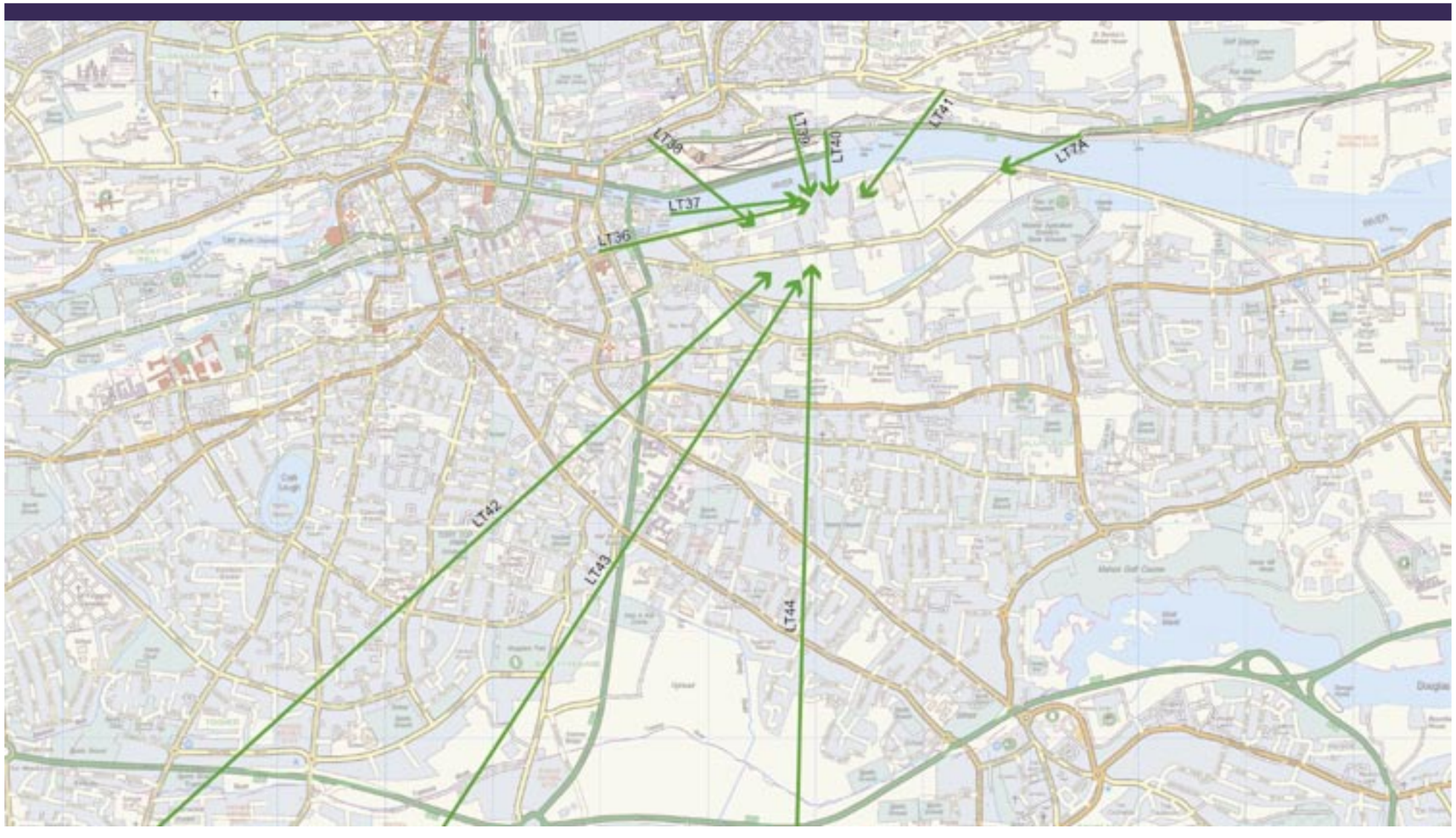



Figure 4.10 South Docks Views and Vistas

LEGEND

→ Additional landscape / townscape views to be considered for protection within the South Docks

#### 4.8.2.2 Landmark Buildings

A number of landmark buildings have been identified in Figure 4.9. These buildings are envisaged as providing a distinct visual identity to the South Docks area, facilitating legibility and orientation in the City. Two types of landmark buildings have been identified – Focal Landmark Buildings and Tall Landmark Buildings, each of these is outlined below.

##### Focal Landmark Buildings

Focal landmark buildings provide orientation at key access points, junctions and corners. These buildings also play an important role in defining the local image of the South Docks. In this context, a number of focal landmark buildings will be permitted at prominent locations and at key access junctions (e.g. adjoining bridge access areas) in accordance with Figure 4.9.

These focal landmark buildings do not expressly provide for increased heights, rather they are distinguished by high standards of design and relationship to the South Docks and City Centre. Focal landmark buildings in sensitive locations (e.g. Customs House/Bonded Warehouses) should be modest in height due to the architectural, historical and cultural significance of the site.

##### Tall Landmark Buildings

Five tall landmark buildings have been identified for the South Docks. These buildings are envisaged as providing key reference points for the City, providing urban identity and legibility. Tall buildings will also reflect the role of the nodes as transportation, commercial and service areas and define the hierarchy of civic spaces which occur along the main thoroughfares such as Centre Park Road.

Tall building heights have been determined by a combination of many factors, the primary being location and key views (including the vista of St. Lukes from South Docks). Table 4.5 and Figure 4.9 identify the locations for the five tall landmark buildings, their maximum heights and views.

Table 4.5 Tall Landmark Buildings

| Precinct | Max. Height | Orientation | View |
|---|---|---|---|
| Centre Park East | 52 m O.D. | District Centre | Main thoroughfare |
| Kennedy Spine South | 52 m O.D. | Neighbourhood Centre | Eastern node |
| South Docks (quayside turning basin in Marina Commercial Park) | 68 m O.D. | Water Street access | Vista to west from City |
| Marina | 96 m O.D. | Iconic tall landmark building promoting new South Docks area | Gateway entrance to City from east |
| | 64 m O.D. (approx.) | Step down building relating to the 96 m building | |

The iconic tall landmark building provided for must promote the South Docks as a Gateway to Cork City and be of international prominence. The architecture of this unique building shall be required to display an exceptionally high standard of design and quality. The tall building should be slender, following a slenderness ratio of not less than 4:1 in the case of a building having an integrated three-dimensional form, or of 2:1 in the case of a building with a disaggregated three-dimensional form.

An additional tall landmark building will be located at the eastern gateway, adjacent to the proposed Eastern Gateway Bridge, to collectively mark the entrance to the South Docks with the iconic tall landmark building and to provide a visual link to the lower buildings in this precinct. This second tall landmark building in this location will be approximately 64 m O.D., which is two thirds of the height of the proposed iconic tall landmark building.

All landmark buildings for the South Docks will be assessed on a case-by-case basis, in accordance with the current City Development Plan, the policies of this plan and the emerging Tall Buildings Study for Cork City.

The City Council will require the submission of a detailed EIS and Urban Design Statement (including a Visual Impact Assessment of the proposed landmark building) as part of any application for permission of any such building proposal, to ensure that the High Quality Design Principles set out in Objective SD 37 are achieved.

The following key objective will apply to all applications for tall or landmark buildings in the area:

**Objective SD 40: Landmark Buildings**

**The City Council will seek the provision of Landmark Buildings of outstanding architectural quality, durability and adaptability. The design of each will be assessed with consideration to the following elements:**

- **Policy BE 23 of the CCDP 2004**
- **High quality architectural design reflecting proposed function, orientation and importance;**
- **Assessment of contextual City-wide Visual Impact Assessment (VIA), solar aspect and micro-climatic impacts;**
- **Recommendations of the evolving Cork City Tall Buildings Study;**
- **Regard to design of lower floors and interface with the public, semi-public and private realms;**
- **The Urban Design and Architectural Design Statement submitted with the planning application.**

### 4.8.3 Safety and Security

In order for the South Docks area to be a desirable place in which to live, work and visit, it will need to be perceived as a safe place. People must be able to move freely within the area without feeling vulnerable. Active measures such as Garda or security patrols and monitoring via CCTV will play an important role in creating a sense of security. However, it is equally crucial that these active security measures are supplemented and supported by passive security measures, such as overlooking of open areas.

Passive security measures are commonly placed under the heading of Safer-By-Design. These design measures involve applying key design principles to the urban environment which seek to increase the perception of safety and reduce opportunities for criminal or anti-social behaviour. Several guidelines have been produced that detail Safer-by-Design methods, such as Safer Places: The Planning System and Crime Prevention (ODPM, Home Office, 2004).

The Safer-By-Design measures should not be considered in isolation, rather applied throughout the design process from site analysis and concept to detailed design. These principles can be addressed as part of a Design Statement, which should accompany a development proposal. The key principles which must be addressed in this Statement are outlined in the Public Realm Strategy which accompanies this Plan.

**Objective SD 41: Design Statements**

**The City Council will request the principles of Safer-By-Design methods to be addressed as part of the Design Statement, which will accompany an application for new development. All applications for significant development shall address the key principles of Safer-by-Design.**

The layout of proposed developments should seek to ensure that public and private areas are well observed through overlooking and natural surveillance by people in their homes or work places and by passers-by. This can be achieved by buildings 'facing' the most public side (roads and public open spaces) with private areas (rear gardens and private communal areas) backing onto other buildings or secure private land.

Routes though developments will seek to maximise use in order to provide natural surveillance. The ownership of open spaces will be clearly defined. Space that is not clearly either part of the public or private realm, or where ownership is unclear, often leads to the space becoming neglected or used for the 'wrong' purpose.

Attracting a mixture of people with a variety of life styles within the area will increase the likelihood of some residents being at home at any given time of the day, providing continued natural surveillance.

## 4.9 Public Realm, Landscape and Open Space

The development of the South Docks provides an opportunity for the City of Cork to create an urban waterfront environment with a unique and vibrant public realm and open space network, incorporating innovative and sustainable design. The public realm provides a tool for integrating urban development and providing an attractive environment across the whole of the area.

**Objective SD 42: Landscape Design Strategy**

**A detailed Landscape Plan/Design Strategy should be submitted with all major applications for development. In order to encourage design that is of the highest quality, a clear rationale for the selected design choices needs to be demonstrated. This process can be documented via a Design Statement.**

The public realm encompasses both the built and the natural environment, these elements working together to create a living space and an ambiance that is unique to a given area. Accordingly, the treatment of the public realm provides a tool for integrating urban development. This section identifies the quantitative and qualitative mix of open space environments and the roles that they will perform in order to meet the future needs of residents, workers and visitors to the area. In the interests of clarity, the urban design aspects are discussed separately from the open space/landscape element. In practice the two must be read and addressed together.

**A key principle of the South Docks development is for all residents, particularly children, teenagers and elderly people, to have a realistic option of walking or cycling to an appropriate range of open space facilities and to be able to walk between spaces in the open space network.**

Public open space provides a visual balance to the highly urbanised built form – an aesthetic complement to and relief from the built surrounds. The amenity value of open space will be important for residents, workers and tourists to the South Docks and will enhance the appeal of an area for investors, tourists and business. Access to open space and recreation is an important measure of social equity and living standards and provides a 'window' to the city and its values. There will need to be a strong correlation between open space areas and community services and uses to maximise the community benefit and the synergies between the various uses in the South Docks.

Attractive and functional public open space invites participation in recreation and community life. It also provides a neighbourhood focus, a place to play games, gather and socialise at different times for different people, and contributes to the enjoyment of community life of all age groups.

As housing densities increase, the amount of private space tends to decrease and this generates a greater need for public parks and plazas that are designed to be shared and to promote a sense of community or local connection. The River Lee will be used to provide links between the South Docks and communities and facilities in other areas. The development and careful management of public open space assets is of vital importance for achieving Cork City Council's strategic objectives of integrated urban development, environmental amenity and community development.

The treatment of the landscape and public realm is of critical importance in defining how the built development will integrate with the existing environment. There are a number of key objectives that will be applied to the scheme, including:

- The use of strong structural landscape elements and strategic open space to tie the various components of the area together.
- The utilisation of local materials and detail in the design and finish of landscape elements.
- The development of an attractive and safe network of open spaces connecting the surrounding landscape and urban areas.
- The creation of precincts with character and a distinctive sense of place.
- The creation of a development with attractive streets and squares, where public and private spaces are clearly distinguishable.
- Provide an urban design framework that is highly permeable and accessible.
- Provide a diversity of open spaces that provide for a variety of user needs and demands.
- The creation of opportunities for the protection and enhancement of the natural heritage of the area.

The River Lee frontage plays an extremely important role in defining the identity and character of the South Docks, taking into cognisance its natural heritage importance as a habitat and a wildlife corridor. The river frontage forms the northern boundary of six different precincts and will be one of the most significant unifying features of the South Docks.

The proposed Quayside Amenity Area will be fully accessible to the public. It will form the link between the city centre and Blackrock, Mahon and beyond. The setting invites activity; encompassing a diverse mix of uses such as walking, jogging, cycling, cultural education, art appreciation, sitting, dining, socialising, water access/ sports/use, community functions, evening activity and providing interactive means for children and young adults. Further details are provided in the Public Realm Strategy.

The majority of the industrial heritage of the South Docks (as identified in Section 4.7) can be found close to the quayside. The retention of these elements and artifacts in situ, rather than isolating them as museum pieces is encouraged in the Public Realm Strategy. The Strategy promotes their incorporation into modern site uses such as the Quayside Amenity Area. Such elements have a working past and interpretation of this rich history will give a sense of place to the South Docks. Existing features to be retained include the rail lines, cranes and the structural frame of the overhead conveyor system.

The concept of the river side walkways and boardwalks developing further upstream into the city and downstream to the lower harbour shall be developed with the South Docks as the critical connecting river frontage. In this regard, the City Council will engage with landholders to achieve the following objective:

**Objective SD 43: Public Access and Ownership of Quayside Amenity Area**

**It is an objective of the City Council to acquire the Quayside Amenity Area and to make this area fully accessible to the public. The City Council will work with the ESB and other landholders to develop public access for cycling and walking along the South Quays to the Marina which in turn will be a link to a citywide system. It is envisaged that the frontage of the River Lee will be in public ownership.**

Policy BE32 of the Cork Plan 2004 identifies the objectives for the design of the public realm recognising that all streets and public areas should be designed to the highest standards. The development of public open space and public realm in the South Docks should achieve:

- Enhancement of the social, mental and physical health and well-being of the South Docks community.
- A well-connected local open space network throughout the South Docks and integration with the wider city.
- Access to a diverse range of open space experiences for local residents, workers and visitors and to a sufficient amount of open space to support higher density urban development.
- The creation of an active, well-used public domain that balances the open space needs of residents, workers and visitors.
- The creation of safe, welcoming and accessible environments.
- Open spaces that contribute to a sense of place and to the cultural identity of local neighbourhoods and South Docks as a whole.
- Environmental sustainability and enhancement of ecological and habitat values.
- The creation of opportunities for cultural interpretation of the South Docks' industrial heritage.
- Environmental and cultural amenity that contributes to commercial and economic activity.
- Designs that incorporate artworks and/or information references to enliven spaces.
- Clear differentiation between areas for movement and street fixtures.
- Spaces and objects that are easy to clean.
- Simplified design and colour schemes.
- Unobtrusive objects and facilities.

### 4.9.1 Public Open Space Provision

Cork City Council will require all developments to demonstrate high quality urban design principles and provide high quality public open space while at the same time allowing for developments to evolve over time, in response to market variations and population needs. Public open space must be provided to meet not only the needs of residents, but also to provide for the needs of those working in and visiting the area.

Empirical standards for residential open space are given in 'A Parks Policy for Local Authorities' (Department of the Environment, Heritage and Local Government), however, these are primarily designed for the new suburban areas. The Residential Density Guidelines (Department of the Environment, Heritage and Local Government) recommend provision of 10-14% of an area as public open space. An assessment of the provision of open space in comparative urban areas results in an area of approximately 15-20 sq.m. of open space per person.

The Cork City Development Plan 2004 requires that at least 10% of the total development land within the South Docks is allocated for open space. The total area of the South Docks amounts to 133 hectares, including Marina Park and the lands to the east of the Atlantic Pond. The area of the Marina Park, Atlantic Pond and lands to the east of the Atlantic Pond amounts to 33 hectares. There is 3.7km of riverside access within the area.

The South Docks area will provide between 10-14% public open space, excluding Marina Park. The quayside walk and 5 metres into the river will be included in the calculation of public open space. The remaining open spaces will be provided in pocket parks and other public green spaces throughout the South Docks area. The key to open space provision is not the scale of specific land allocation but its quality, access and safety.

**Objective SD 44: Public Open Space**

**The City Council will require the development of the South Docks to demonstrate adequate levels of public open space provision. Public open space will comprise 10-14% of the South Docks area net of the lands of Marina Park and will be developed to a high standard.**

High quality supervised open space

### 4.9.2 Residential Private/Semi Private Open Space Provision

In addition to public open space, the minimum requirement for private/semi-private open space provision generated by residential development is outlined in Table 4.6 below:

Table 4.6 Private/Semi Private Open Space Provision

| Unit Size (sq.m.) | Provision (sq.m.) Minimum |
|---|---|
| 60 | 10 |
| 60-90 | 15 |
| 90-140 | 35 |
| 140+ | 40 |

Private open space areas will be designed to ensure:

- The size of the space will relate to the type of dwelling, the number of bedrooms within it and the needs of residents.
- Areas above ground floor level will be located on the exterior of the building to promote overlooking of the public domain.
- The main areas of private open space should be directly accessible from the main internal living space of the dwelling.
- The area will be designed and located so that it has an open feel and receives good solar access.
- The provision of innovative, high quality spaces in the form of roof gardens, internal courtyards and balconies.
- Family units should provide for enclosed/semi-enclosed winter gardens rather than open balconies.
- Where a private open space is provided at ground floor level it should be clearly defined from adjacent areas, provide separation between dwellings and includes screening devices such as trees to enhance privacy levels between opposing dwellings.

Well designed and maintained open space will lead to successful spaces

### 4.9.3 Active Play Area Provision

As outlined in the Public Realm Strategy, the following elements are required:

- Local play areas; for children up to the age of five. Small areas of open space for low-key games within one minute's walk distance (100m) of every home.
- Neighbourhood play areas; certain groups of people (e.g. parents with young children, the elderly and those with limited mobility) are particularly dependent on neighbourhood open space provision, i.e. facilities within 400-600m actual walking distance.
- Playstreet or home zone; Access only, semi-pedestrianised streets can provide well supervised opportunities for informal play.
- Playgrounds – Equipped playgrounds for 4-8 year olds should be within 5 minute's walk or 400m actual walk distance of every home.
- Pocket parks – small greens or quiet enclaves for sitting, talking etc. should be within 5 minutes or 400m walk distance standard.

At a broader scale, the recreation provision is seen as part of the open space network that permeates the South Docks area, creating the opportunity for pedestrian/cycling friendly throughways linking the open space network to the River Lee Walk and Marina Park. Within Marina Park, it is envisaged that a high-class active sports area will be provided with playing pitches, tennis courts, multi-use games areas and bowling greens. Cork City Council will work with local developers to ensure adequate active open space is provided in the South Docks.

These facilities will be within a 15 minute (1-1.2km) walking distance of residential areas. In providing these active areas of open space, there are opportunities for dual usage of these facilities with schools and colleges. An area for an adventure playground, to provide 8-14 year olds, is proposed in the parkland to the east of the Atlantic Pond.

Attractive waterfront promenade with inbuilt flood protection

**Objective SD 45: Open Space Principles**

**The Council will seek to establish the following key principles for new developments within the South Docks area:**

- **Require the achievement of high quality urban design and public open space in all developments.**
- **Seek to achieve the levels of Public Open Space identified in the Plan.**
- **Seek the implementation of the Public Realm Strategy.**
- **Improve, enhance and encourage biodiversity.**
- **Seek the development and improvement of public access, together with waterside, public realm and recreational facilities at Custom House Quay, Kennedy Quay, the South Quay Jetties and Marina.**
- **Seek to maximize the amenity use and potential of the River Lee as a key element of development.**
- **Seek the establishment and implementation of Marina Park into a high quality park with active and passive amenity provision.**
- **The park will serve the South Docks and surrounding areas and will facilitate the development of a range of sports, recreational and amenity facilities. The Council will work with the GAA to accommodate the upgrading of Pairc Ui Chaoimh to a modern stadium and to facilitate the development of a Centre of Excellence.**
- **Enhance and improve the amenities of the Atlantic Pond.**
- **Develop and enhance an ecological park to the east of the Atlantic Pond, utilizing and protecting existing features such as Barrington's Folly, trees and woodland, wetland areas etc.**
- **Seek the development of Kennedy Park and the Kennedy Spine Park.**
- **Seek the development of a linear park along Marina Walk and investigate the provision of a canal and weirs to maintain a constant water height.**
- **Promote the development of high quality, well designed pocket parks, whether as improvement of existing spaces or as new schemes in development areas.**
- **Seek to ensure that usable, high quality, well designed private or semi-private open spaces are incorporated into the new development, especially in residential areas.**
- **Develop the play area facilities which will include the provision of a range of play areas for differing age profiles and abilities.**
- **Promote access to open space by maximizing linkages, particularly pedestrian and cyclist, throughout the area and by developing continuous circuits for walking, running and cycling.**
- **Encourage and promote the provision of high quality art work in the public realm.**
- **Require the design of developments that front onto streets and public open space to ensure that passive surveillance of the spaces.**
- **Seek a detailed Landscape Plan/Design Strategy with all major applications for development. In order to encourage design that is of the highest quality, a clear rationale for the design choices made needs to be demonstrated. This process can be documented via a Design Statement.**
- **Seek that the landscape and public realm be well-maintained and managed.**
- **Avoid development where public open space is privatized or gated.**

### 4.9.4 The River Lee

The River Lee is a key element in Cork Docklands. It is a primary visual element giving the North and South Docks most of their character and has the potential to become a major recreation resource for both passive and active users. At present, it caters for commercial, leisure and recreational traffic and is one of the primary rowing centres in the country. The South Docks Local Area Plan supports the continuation and enhancement of rowing activity on the River Lee.

Most of the length of the South Docks is working quaysides. The relocation of port activities will change the character of the River Lee and the activities that occur on it. This Local Area Plan has focused mostly on activities that will happen on land. However, the River Lee must also be managed as a precious resource as the numbers of people using it in various ways increases.

It is intended to prepare a River Usage Management Plan for the River Lee with other stakeholders for the period when port activities are relocated. This Plan will also address recreational needs, management of potential usage, conflicts and provision of specific land-based facilities such as public slipways, pontoons and moorings. Cork City Council recognises the traditional activities on the river and the contribution that rowing clubs and others make to the sporting life of the City. The proposed River Usage Management Plan will address their needs into the future.

Cork City Council recognises the importance of maritime activity to the City of Cork and reaffirms the need to maintain maritime access to the upper harbour, in particular to facilitate visits by naval ships etc. The appropriate technical advice will be obtained to ensure that any proposed decisions will not conflict with this aim.

## 4.10 Key Infrastructure Improvements

### 4.10.1 Surface Water Drainage Strategy

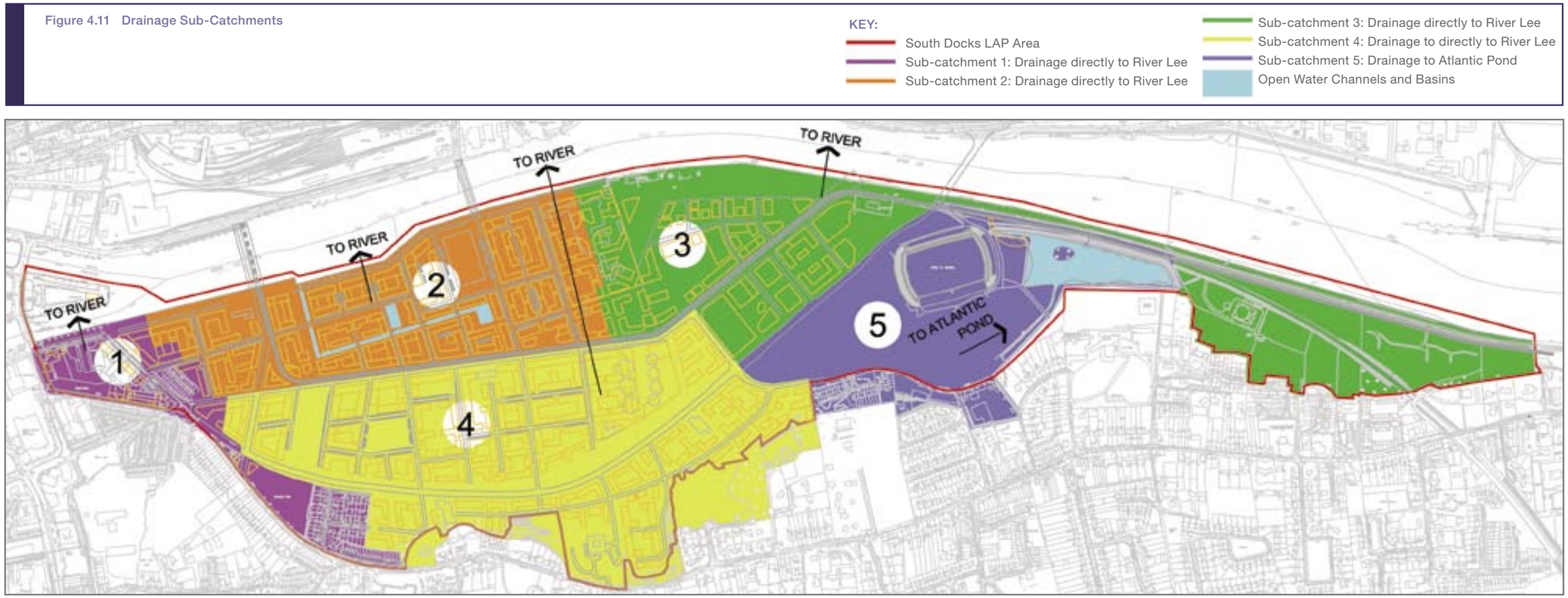
The Tobin Report (2005) on the storm sewer network concluded that the existing network is in poor condition and cannot cope with intensive development of the South Docks site and needs to be significantly improved. The proposed system in this Report was based on the entire South Docks remaining as a polder with end-of-pipe storage solution being proposed. It also stated that an additional stormwater retention volume of 9,000 m³ was required in order to provide storage for the 1:100-year storm under high tide conditions and recommended that the Atlantic Pond be supplemented by another retention pond with an area of 1.0ha approximately.

It had been proposed that lands adjacent to the river be raised (which is linked with the flood protection - see Figure 4.11 below) which would allow drainage directly to the river. The remaining (approximately 66%) of the lands to the south, while being raised to some degree would drain to the Atlantic Pond as before, with additional dry storage being provided.

This option has now been further reviewed and all areas within South Docks are now being raised, such that all areas except those in the vicinity of the Atlantic Pond and Showgrounds will drain directly to the river. This was also related to the flood protection level required by OPW consultants.

However, a key issue relates to the phased implementation of the development which will require the existing drainage system to be maintained until all development is completed. In fact, the existing drainage can be maintained indefinitely to facilitate long term drainage of the site in severe flood or emergency conditions.

Figure 4.11 Drainage Sub-Catchments



The proposed sub-catchments identified within the area are illustrated in Figure 4.11. The general principles of a modified stormwater sewer and storage network for the South Docks are as follows:

- ◊ All lands except for the Atlantic Pond and Showgrounds will drain directly to the river.
- ◊ All undeveloped lands will discharge via the maintained existing system to the existing Atlantic Pond.

The existing Atlantic Pond is sufficient for storage for rainstorms, for very extreme rainstorm events and emergency conditions and additional temporary dry storage may be provided in the proposed Marina Park area (Showgrounds). The open space lands will continue to function as amenity areas for all but very brief periods of time, subject to suitable shaping of the ground to provide the necessary stormwater retention.

The existing storm sewers are laid at shallow gradients leading to significant silting. It is proposed to raise ground levels sufficiently to drive the surface water drainage. This raising of ground levels will also facilitate flood protection as identified below.

The new open channels within the South Docks will enhance the amenity of the area. Measures to maintain the amenity value and mitigate stagnation along with other details are provided in the Infrastructure Strategy which accompanies this Plan.

### 4.10.2 Flood Protection

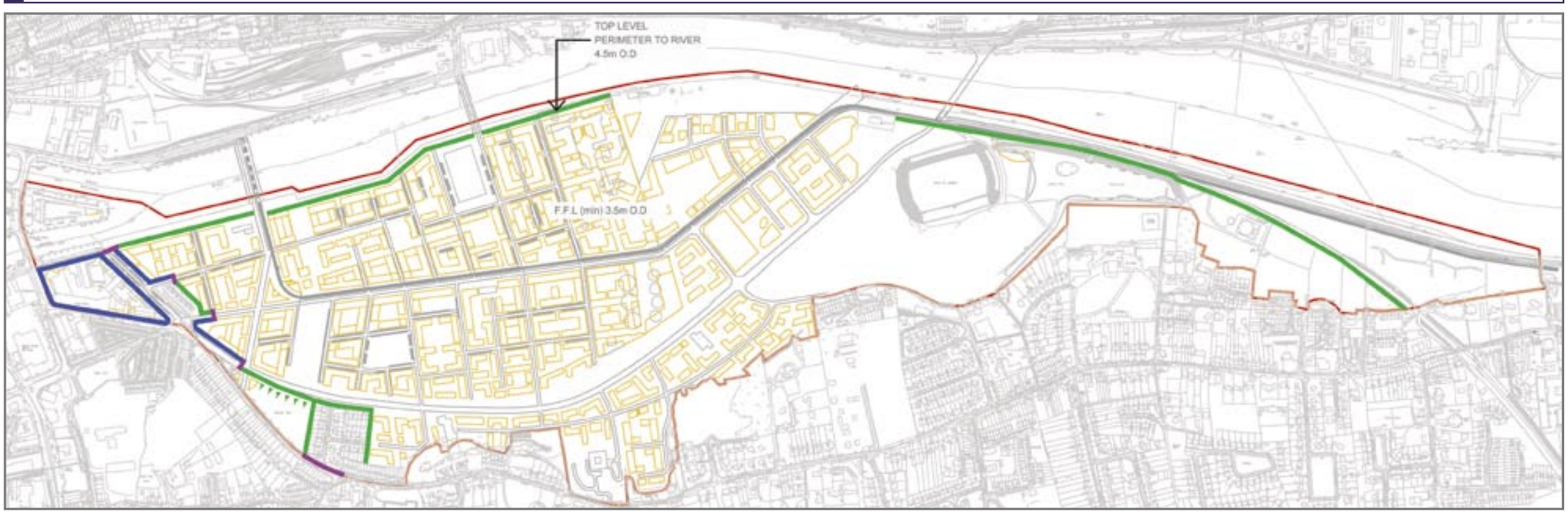
A detailed study of flood risk in the Lee Catchment is currently being undertaken by Consultants for the OPW, in conjunction with Cork City and Cork County Council (Lee Catchment FRAM Study). Specific early studies undertaken for the South Docks have been completed recently and a picture is emerging of the likely flood defence plans. This study will give the definite guidance on best practice for the assessment and management of flood risk in the Lee Catchment, including Docklands. This Plan shall be reviewed in the context of the final study results, due for completion in 2008.

The issue of a tidal barrage protection of the river will be addressed by the Lee Catchment FRAM study but, at present, is not considered an appropriate short-term solution for the South Docks, where development is likely to begin in the immediate future. Therefore, other solutions have been assessed for the South Docks as set out below.

Permanent quayside (perimeter) protection will be provided to a level of 4.5m OD (Malin). This is based on flood estimation (tidal surge) and hydrodynamic modelling undertaken by OPW consultants. This perimeter protection can be integrated to the public realm along the quays (as detailed in the Public Realm Strategy). This guidance is subject to verification by the final OPW study and will be based on best practice return period of 1 in 200 year high tide (surge) event along with a spring tide and allowing for sea level rise and freeboard.

However, this is not realistic or achievable in all parts of the South Docks, particularly along the roads around the periphery of the site in the vicinity of Victoria Road. In these areas temporary flood protection barriers and permanent building protection will be required in order to prevent flooding from the river. The strategy is outlined in Figure 4.12.

Figure 4.12 Flood Protection



Ground levels in the South Docks are governed by the need to protect the site against flooding and the effective management of overland flow of any flood water that may breach the flood defences, or surface water flooding. It is proposed to raise ground levels internally in the South Docks area to afford maximum protection. These levels facilitate the needs of the surface water drainage system as outlined in Section 4.10.1 above. It is therefore advisable that Finished Floor Levels (FFL) or ground floor levels of buildings be approximately a minimum of 3.5m O.D.

Sensitive buildings such as schools and hospitals will be located on higher ground, as these buildings should be accessible at all times and should not depend on the proper operation of temporary barriers during flood events.

Given the location and current use of the quays and other constraints, it may not be possible to undertake a single project to provide perimeter protection at an early stage of development. It is more likely that the perimeter protection will be provided on a phased basis over a number of years. However, the proposed minimum FFLs of 3.5m O.D. will protect against flooding of the new developments. New development in the South Docks must demonstrate best practice proposals for flood defence.

There will also be a need to develop an early warning system and an emergency response plan to tidal flooding.

Further details of flood protection guidance measures are in the Infrastructure Strategy.

**Objective SD 46: Flood Protection and Surface Water Drainage**

**The City Council will require that key flood protection infrastructure be developed on a phased basis within the South Docks. Flood protection measures as outlined in the Infrastructure Strategy include the raising of ground levels with perimeter protection of the site.**

**Surface water drainage of the new development will be directly to the river, facilitated by raised ground levels.**

### 4.10.3 Foul Sewer

The developed South Docks area will generate foul water primarily from domestic and commercial activities. No major user of processed water is expected in the area. The 3m diameter interceptor sewer and associated downstream pipe network have the capacity to accommodate the expected foul water generated by the developments in the South Docks. The wastewater treatment plant at Carrigrenan also has sufficient capacity to accommodate the anticipated biological loading of the South Docks.

Stormwater runoff in the South Docks will be conveyed in a separate sewer system to minimise the hydraulic loading of the foul sewer system and treatment works.

The existing network of collection sewers in the South Docks area will require further development. As the existing pipes have sufficient capacity, existing sewers on Centre Park Road and Monahan's Road can be extended. With the anticipated general increase in ground levels, the existing sewers will be sufficiently deep to allow gravity sewers to drain the South Docks area.

### 4.10.4 Watermain Capacity

A Feasibility Report by Carl Bro Consultants (2003) concluded that the existing City water supply system cannot adequately serve the proposed development in both North and South Docks areas and a new source will need to be identified and conveyed to the site. An extension of the supply from the Glashaboy Water Treatment Works via the main from Tivoli Docks to serve the South Docks is recommended. This solution is also supported by the Cork Strategic Water Plan (2006).

To ensure security of supply, the South Docks should be connected to the existing 600mm watermain in Mahon, which is supplied from the Cork Harbour & City Water Scheme.

**Objective SD 47: Foul Drainage and Water Infrastructure**

**The City Council will require that key drainage infrastructure elements be developed and in operation prior to the opening of major development within the South Docks. Key elements include:**

- **Connection of South Docks to the Glashaboy Water Treatment Works via the Tivoli Watermain for primary water supply.**
- **Connection of South Docks to the existing 600mm watermain in Mahon, for surety of supply.**
- **Extension of the existing foul drainage collection system serviced by the strategic 3.0m dia. Interceptor Sewer in Docklands.**

### 4.10.5 Electrical Supply

The local network within the development area will require substantial upgrading and expansion including additional substations located throughout the area.

There are several existing 100KV and medium voltage underground cables within the development area where ground levels will be increased significantly. The increased cable depth will result in the downgrading of the cable rating by the ESB. In this event, new high voltage and medium voltage cables at standard depth should be laid and old cables abandoned on a phased basis while maintaining power to existing facilities. This will be done in collaboration with the ESB Networks. The existing H.V. underground cables follow the route of Centre Park Road and Monahan Road and are strategic services. Work in the vicinity of these services should ensure their protection and maintain supply.

To facilitate ease of future installation and ongoing maintenance, it is proposed that a large culvert be installed on the key strategic road infrastructure (Monahan's Road, Centre Park Road and Water Street Bridge Road ) to house utilities.

### 4.10.6 Telecoms Supply

The South Docks will be served by extension throughout the area of the existing fibre optic cable, Cork Metropolitan Area Network (MAN), which is located along Monahan's Road. The intention is to provide a carrier-neutral network that will enable ICT infrastructure to act as a key attractor of the South Docks. Provision will be made by providing cable ducts in each street and boulevard, which will facilitate the connection of residential units, employment enterprises and commercial facilities.

**Objection SD 48: Telecoms Supply**

**Telecoms supply to the South Docks will be served by an extension of the existing Fibre Optic Cable, Cork Metropolitan Area Network (MAN), through a carrier-neutral network that will enable ICT infrastructure to act as a key attractor for the South Docks.**

### 4.10.7 Natural Gas Supply

A major natural gas transmission line serves the Docklands area from the east along the old railway line and Centre Park Road. This pipeline is part of the national transmission grid and has adequate capacity for any foreseeable development needs. A Bord Gais Eireann (BGE) above ground installation (AGI) on Centre Park Road reduces pressure for local commercial uses. The high pressure line extends along the Monahan's Road also to the AGI at the BGE headquarters at the city end of the Docklands.

A proposed new local network at low and medium pressure will extend from the AGI and existing network to serve new developments. This local network will be designed and installed by Bord Gais Networks. Contracts for supply should be referred to Bord Gais Energy Supply or major users could purchase on the open market.

The existing high pressure gas lines will be subjected to significant surcharge when the ground and road levels are raised and will require to be relayed and diverted when the opportunities arise during the road upgrades projects.

Residential development will be served at low pressure and metered individually or in multiple units which will be accommodated at the point of entry to the individual dwelling or apartment building.

### 4.10.8 Utilities Culvert

To facilitate the easy installation and maintenance of utilities, particularly water, telecoms and power, a strategic culvert is proposed in the key road network during construction. The significant benefit will be at later stages when additional services may be required and which will not require the costly excavation and disruption in these key roads.

**Objective SD 49: Public Utilities**

**It is an objective of the City Council to install a culvert on the key road network to house selected utilities for ease of long-term maintenance and upgrade.**

### 4.10.9 Ground Contamination

Given its industrial use since the turn of the 20th century, the South Docks has a legacy of contaminants in the soil and groundwater. Cork City Council has undertaken a Contamination Study, completed in July 2007, which analyses the extent of contamination by various substances within the South Docks and identifies potential strategies and solutions.

The fill layer throughout the South Docks study area was found to contain contaminants in varying concentrations, often above DIV (Dutch list Intervention Value, the concentration above which a contaminant is considered to involve health, ecological or spreading risks). This can be the result of the use of contaminated materials for level raising, together with industrial activities like car and tyre manufacturing, electricity production, fuel storage and transshipment.

Approximately 8 hectares of the South Docks are contaminated with oil, mainly in the upper fill layer. The contamination in theses zones is generally related to (bulk) fuel storage and transshipment activities. Although oil polluted groundwater was found locally, the underlying acquifer has not been significantly affected. Spreading risks of oil pollution are considered to be small because the acquifer is isolated from the pollution by a generally impermeable clay layer.

Four 'hot' spots with elevated concentrations of Volatile Chlorinated Hydrocarbons (VCH) have been identified in the Marina, at the border of Topaz/Free Foam, at NORA and at the former Ford Vehicle Distribution Centre site (Ford VDC). The report considers the VCH contamination to be the most hazardous element and will require further analysis.

Cork City Council propose to engage with the EPA to undertake a Land Management Plan as recommended in the Land Contamination Study to have a structured system for the management and control of the remediation (or otherwise) of the various sites as they arise for development.

Developers will be required to carry out further site investigations from a contaminated land viewpoint. They will need to carry out a risk assessment of any contaminants found. Remediation options will have to be identified. Remediation may include removal of contaminants to authorized facilities. However, containment of contaminants may be a viable option.

**Objective SD 50: Ground Contamination Remediation**

**The City Council will work with landowners and developers in the South Docks and the Environmental Protection Agency to deal in a planned and comprehensive manner with contaminated sites.**

## 4.11 Sustainability

The redevelopment of the South Docks to include approximately 10,000 residences and some 700,000 sq.m. of non-residential uses provides a unique opportunity for the City of Cork to promote high standards of sustainable and ecologically friendly design. The EXPO 2010 project provides a valuable opportunity to incorporate high sustainability and environmental standards into South Docks development, as a showcase feature for the City and County. This Section outlines the sustainability and environmental standards which will be required for all new developments in the South Docks area.

### 4.11.1 Sustainability Context

The creation of an environment that reflects the aspirations of the South Docks vision is a priority. Achieving this vision will entail resource use, high quality design principles, travel and waste considerations and the creation of an attractive micro climate within the South Docks.

**Objective SD 51: Sustainable Legacy of South Docks**

**Cork City Council will encourage developers to leave a legacy of high quality developments, which are sustainable, conservation-conscious, aesthetically pleasing and user friendly and which have high standards of amenity, safety and convenience. In the design of new developments within the South Docks, regard should be had to current guidance including:**

- **Cork City Development Plan 2004, Chapter 7: Environmental Management and Section 7.19: Sustainability Checklist.**
- **Building Regulations 1997-2007, including Technical Guidance Document 'L' May Edition 2006.**
- **EU Directive on the Energy Performance of Buildings (DIR 2002/91/EC). This Directive states that from 1st January 2007 new dwellings that applied for planning permissions on or after this date will require a Building Energy Rating (BER) Certificate. This certificate will also be required before a building may be offered for sale or rental from 1st January 2009.**
- **Residential Density Guidelines 1999, Department of the Environment and Local Government.**
- **National Climate Change Strategy 2007-2013**
- **The National Energy Policy Framework 2007-2020, Energy White Paper – "Delivering a Sustainable Energy Future for Ireland".**

The Cork City Development Plan (CCDP) 2004 contains a commitment to the achievement of sustainable development. Identified objectives include:

- Promotion of an integrated approach to achieving sustainable development in the city.
- Reduction in detrimental environmental impact of developments.
- Improving the energy efficiency and sustainability of both existing and new buildings.
- Improving the supply and quality of water in the city.
- Minimising the production of waste.
- Increased waste recycling rates in the city.
- Improving the air quality in the City.
- Combating the problem of litter.
- Control, reduce and minimise noise levels.
- Integrate natural heritage and recreation.

Section 7 of the CCDP 2004 outlines how sustainability can be promoted through preplanning consultations and a sustainability checklist for new developments. Policy ENV3: Energy Efficiency in Building Stock seeks to promote energy efficiency in new developments and requires an Energy Statement to accompany development proposals which use a significant amount of energy.

### 4.11.2 Local Measures to Increase Sustainability

It is a policy of this Plan to promote sustainability within the area and to ensure that high sustainability and environmental guidelines are employed in all development (Policy SD 02). Local level changes within the South Docks can go some way towards the promotion of the area as a sustainable model for the county, region and state. New development should demonstrate consideration of the following:

- ◊ High-density development, where identified as appropriate (in tandem with excellent public transport and the District and Neighbourhood Centre nodes).
- ◊ Design which respects existing and proposed amenities and encourages sustainable transportation modes, i.e. walking, cycling and public transport.
- ◊ Design low energy consumption buildings. Building layout should seek to maximise solar gain and seek high energy efficiency in new buildings (both residential and commercial). Retrofit existing buildings to achieve higher energy performance.
- ◊ Use of energy efficient technologies incorporating renewable energy technologies (Biomass, CHP, Geothermal, Solar etc.) where appropriate.
- ◊ Use of low energy materials, recycled materials and renewable resources where appropriate. Use of high standard insulation and glazed windows.
- ◊ Long life and adaptable buildings subject to design quality, amenity, energy efficiency and construction methods.
- ◊ Minimisation of water/pollution sources.
- ◊ Development of recycling facilities and civic amenity site.
- ◊ Policy NHR 1 and 2 of the City Development Plan 2004 which aims to protect existing habitats, parks, waterways and other green areas which constitute the ecological network. These will be identified and preserved to maintain the biodiversity of the area.

### 4.11.3 Specific Criteria for Sustainable Development

A number of guiding principles are outlined below which are intended to assist developers and landowners to promote sustainability within the South Docks and comply with the current City Development Plan standards.

#### 4.11.3.1 Energy Efficiency and Renewal Measures

Cork City Council is committed, as a priority, to encourage more sustainable development, the efficient use of energy and the use of renewable energy.

Opportunities to provide alternative energy installations on roof structures

**Objective SD 52: Energy Efficiency and Renewable Measures**

**Cork City Council will require new developments to demonstrate energy saving measures and sustainable/renewable energy technologies where possible. The following measures shall apply to South Docks development:**

**Measures to improve energy performance and reduce total energy requirement:**

- ◊ **Cork City Council will promote and encourage the development of the 'low energy dwelling' as standard. The current nationally approved energy rating methodology and software should be used to certify new developments. Cork City Council will look to promote a minimum of 'B1' rating (energy performance less than 100kWh/m²/yr) and CO2 emission compliance to the national regulations for residential developments. All domestic/residential and commercial developments are obliged to conform to the Building Regulations and Technical Guidance and will be subjected to further Building Energy Rating (BER) requirements in the future.**
- ◊ **Enhanced levels of insulation in walls, roofs and floors, high standard glazing windows and doors for low energy domestic housing. Optimum use of insulation should also be used for non-domestic buildings.**

**Measures to seek an optimum and sustainable energy supply for South Docks development:**

- ◊ **Use of energy efficient space and water heating systems.**
- ◊ **District heating will be a favoured option for large scale domestic and commercial/industrial developments.**
- ◊ **Cork City Council will encourage and promote the use of Renewable Energy Technologies in partnership with the private sector.**
- ◊ **Cork City Council is currently examining the possibility of geothermal energy in the South Docks. When available, results of the study should influence the development in the South Docks.**

**Measures to improve the management of energy use and to promote energy awareness.**

- ◊ **Use of Building Energy Management System (BEMS) as a standard approach to better monitoring and controlling of the energy use of large scale buildings, commercial buildings or building clusters.**
- ◊ **In non-domestic buildings, heating/cooling controls, energy efficient lighting both internal and external, timber and programmable controls for all motive power used on-site (e.g. HVAC, compressors, fans etc.).**
- ◊ **Display the status of energy use to occupants to encourage behaviour changes regarding energy conservation and better energy operation. Technologies such as Smart Meter could be employed in both domestic and non-domestic buildings.**
- ◊ **Preference will be given to the use of renewable or recycled materials, efficient use and minimum waste production. Regard should be had to the full lifecycle cost and environmental impact of materials.**
- ◊ **As an initial step towards achieving greater environmental sustainability, Cork City Council is proposing the introduction of carbon-reduction/carbon-neutral developments for new buildings being constructed within the South Docks. Each building's energy performance calculation must be carried out by qualified or accredited experts. Developers will be required to investigate the use of renewable energy as a part of their overall energy assessment.**

#### 4.11.3.2 Layout, Design and Density

Making the best use of scarce resources including land, while providing for a good quality of life, promotes high-density development within the South Docks area. This is supported by the Residential Density Guidelines issued by the Department of the Environment and Local Government (1999). The following measures shall apply to new developments within the South Docks:

- Legible residential areas which encourage walking, cycling and route choice. Core areas and edges points to be well defined to promote accessibility.
- Provide variety in dwelling type, design and size to enhance visual qualities.
- Provision of high-density housing (in accordance with Department of the Environment and Local Government Guidelines on Residential Density 1999), where identified as appropriate to promote energy efficiency. High-density housing is recognised as suitable drivers of community and public transportation facilities within the South Docks.
- All buildings to be of airtight construction with high standards of cavity and loft insulation and glazed windows.
- All new developments to be orientated to maximise the solar gain.
- Provision of earth berms/tree shelter belts, where appropriate, to improve energy conservation and use of building shape and layout to minimise wind tunneling and eddying.

### 4.11.4 Water

All new development proposals shall be required to demonstrate measures to safeguard against high water consumption and leakage. This may be achieved through measures and installation of the following:

**Reduce Water Demand**

- Reducing water demand through management techniques;
- Reducing demand through water saving technologies, i.e. flow limiters, pressure regulators, leak detection systems, proximity shut off valves and water meters;
- Utilisation of non-potable water such as rainwater and grey water systems to harvest water from showers.

**Sustainable Urban Drainage Systems (SUDS)**

- SUDS techniques aim to improve water quality, water quantity and amenity. It is a holistic approach to minimizing the adverse environmental effects of development on natural water resources. It encompasses measures such as reusing rainwater for non-potable applications such as toilet flushing so as to reduce the burden on the public water supply. Cork City Council favours the adoption of SUDS techniques in the development of the South Docks as part of the policy of encouraging sustainable aspects of urban development.

A detailed analysis of potential SUDS techniques for the South Docks is required to ensure that all developments may benefit from water saving techniques. However, a number of measures can be immediately applied to South Docks development and these are listed below:

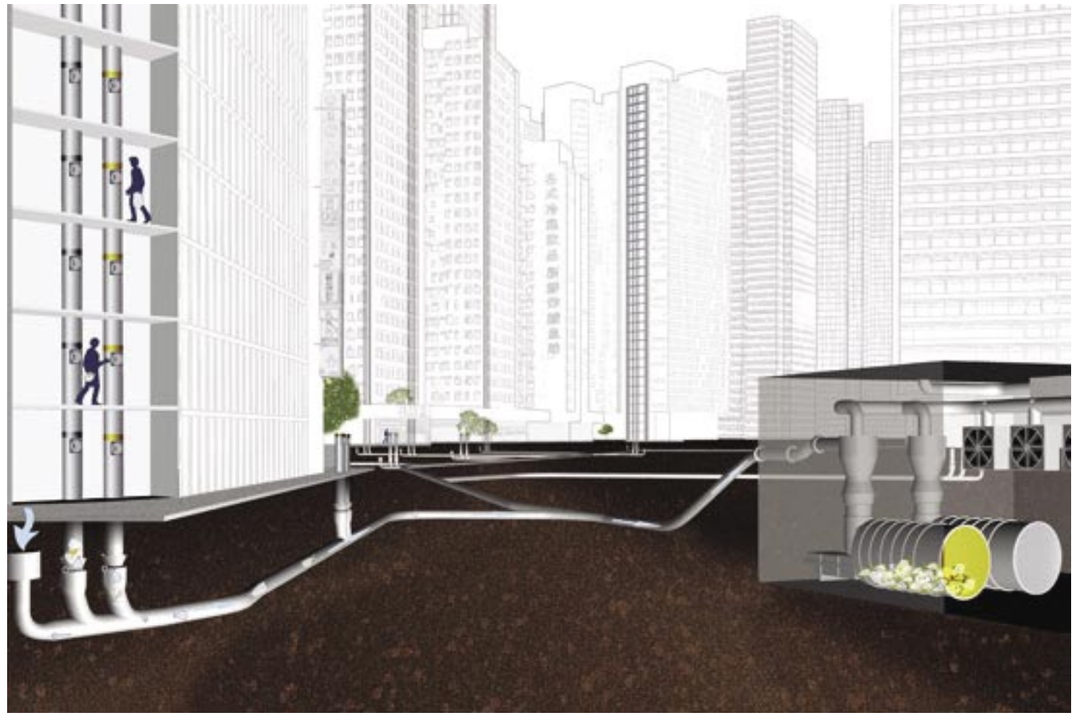
- Roofs and paved areas are major contributors to surface water runoff. Green roofs technologies are promoted and encouraged to reduce surface water runoff, provide additional insulation and the absorption of pollutants from the air.
- Installation of rainwater retention tanks to temporarily store runoff water.
- The development of porous pavement with filtration to permeable layers of ground underneath is recognized as effective in reducing or eliminating the need for piped solutions in addition to helping to remove pollutants from the water. Permeable paving can take the form of porous black paving, grass blocks or gravel. Such paving should be used in private paved areas, particularly car parking areas.
- Infiltration trenches of basins will be required to dissipate rainfall locally into the ground, located generally in landscaped areas.
- Basins/ponds/wetlands which store water temporarily and release quantities gradually are encouraged within the South Docks. These should become part of the public realm design incorporating these water bodies into the public open spaces carefully and safely.

### 4.11.5 Waste Management

Cork City Council seeks to ensure the avoidance of waste or its significant reduction within both the construction and operational phases of South Docks redevelopment. The policies of the CCDP with regard to recycling, reuse and 'polluter pays' principles and those of the City Waste Management Plan (2004) will apply to all development in the South Docks. The construction phase includes all developments from infrastructure, construction of buildings and public realm development. Operational waste is that generated through domestic and commercial land uses of the redeveloped South Docks.

#### Construction Waste

Building waste makes up a sizeable proportion of the City's waste burden. It has considerable potential as raw material for reuse on site (including the raising of ground levels where suitable). Reuse will reduce transportation and landfill costs, improve air and noise levels on site and produce sustainable development in the South Docks. New development at South Docks must be ecological and use buildings materials whose origins, processing function and disposal meet environmental standards. This includes general avoidance of materials containing hazardous substances. Recycling is also a solution to construction waste (rather than landfill). The sorting of building waste on each development site is required for recycling/reuse.



ENVAC Waste Disposal System

### Domestic Waste

This waste can be easily sorted, thus reducing the amount sent to landfill. A new innovative system for waste collection is under study for the South Docks. This system aims to minimise the on-site storage of waste, the manual handling of waste and number of waste trucks in the area. The system will collect both residential (household) waste and commercial waste generated in the area (excluding glass). Waste is collected via a series of inlets which are accessible to users and reduce the waste storage space traditionally required. From the inlets, waste is transported underground in a hermetic system, using pipelines to transport waste to a collection station. Inlets are emptied automatically and are available for use at all times.

The system comprises of three fundamental processes:

- Users can introduce their waste, 24 hours per day, at the collection points or inlets both indoor and/or outdoor. There are specific inlets for each waste fraction.
- The inlets are emptied at regular intervals preventing overfilling and litter. Waste is transported in an underground pipe network, which links the collection point to a collection station.
- In the collection station, the different waste fractions are stored in separate airtight containers, where they are kept until further transportation to the final treatment facility.

Key benefits of the system include:

- Better environment.
- Available 24 hours per day.
- More free space.
- Reduction of heavy traffic.
- Improved occupational health and safety.

The new waste system for the South Docks is currently under study, and is not likely to be operational in the immediate future. An alternative is required to service the South Docks during this interim period. Therefore, the traditional system of collection and storage will remain in operation until the new system is operational.

Civic recycling centres will also be provided to service the requirements of the South Docks. Recycling banks for the collection of glass will be situated in well-managed, secure areas. Banks for recycling of other materials (e.g. batteries, oils, waste electrical equipment etc.) will be provided in a civic amenity site. Developers will be required to provide for waste management delivery in the medium to long term.

## 4.11.6 Air and Noise

Air and noise impacts arise with all development. All new developments within the South Docks must have regard to the Cork City Development Plan 2004 Policies ENV 25 (Air Pollution) and ENV 26 (Noise Pollution).

## 4.11.7 Microclimate

Developments should endeavour to create a good quality microclimate by means of a balance between wind shelter, solar gain, daylight and sunlight levels. This can be achieved through:

- Examination of wind funneling effects and implementation of mitigation measures.
- The use of orientation and site layout to optimise daylight and solar gain (includes play areas, courtyards and gardens).
- Provision of adequate levels of shelter through ground and landscaping works, which do not cause overshadowing and which are inviting and encourage public use.
- Design which promotes sustainable layouts and orientation, use of solar energy, high quality insulation, heating systems and construction materials and the efficient use of potable water will be encouraged in the South Docks.

## 4.11.8 Sustainable Travel

Proposals which promote an accessible and sustainable transport system in the South Docks are identified in Section 4.4. General principles which are applied to the South Docks area include:

- Road and street widths proposed in the area are identified in the Infrastructure Strategy which accompanies this Plan. Speed limits enforced by design are preferred to those imposed by way of retrofitted calming devices.
- Grouped residential car parking, which should be overlooked by dwellings, should be considered as well as underground car parking, where density permits.
- Multi-function car parks for commercial developments can reduce land take without comprising function and will be encouraged.
- Provide for cycle parking and other cyclist facilities as appropriate, including secure covered locking facilities, direct and safe access from parking area to place of work, showers and lockers and to dwelling units.
- Residential roads should be designed so as to discourage parking of heavy goods vehicles (HGVs).
- Layouts which seek to ensure low traffic speeds and greater priority for pedestrians and cyclists within housing areas will be encouraged and the design standards will be interpreted with this criterion in mind.
- Encourage the use of biofuel or other renewal resources for the vehicles in both public and private sectors.

# SECTION 5

## SOUTH DOCKS LOCAL AREA PLAN

### Site / Precinct Strategies

# Section 5 Site/Precinct Strategies

## 5.1 Introduction

The Docklands Development Strategy 2001 identified 16 key precincts, from which a coherent design strategy for the area could be assembled. These precincts have been retained for this Plan (as illustrated in Figure 3.6), subject to amendments as outlined below.

The development potential of each precinct has been assessed, to provide general guidance for the possible level of development that can be accommodated in each area (see Section 3.4 above). The City Council recognises that the Plan area comprises a number of different landholdings and that some landholdings fall into two precincts.

## 5.2 The South Docks Precincts

The character of many of the South Docks precincts remain largely unchanged to date, apart from some private sector commercial development, along Monahan's and Centre Park Roads (as identified in Section 3). Nonetheless, in comparison to the CDDS, some high development capacities have been identified within the precincts for this Plan.

The boundary of the South Docks LAP encompasses additional areas to those outlined in the CDDS, including the extended Marina lands leading to the boundary of Blackrock in the east and lands to the south of Monahan's Road. Having regard, inter alia, to existing uses, ownership and the quantum of potentially developable land in each area, the revised precinct definitions have been used to estimate the development capacity of the area. Accordingly, precincts of this Plan have been altered from those of the CDDS, for example:

- Precinct No. 1: East City Centre has decreased in area to about 20% of its original CDDS size (as this area is largely developed;
- Precincts 12 & 14, Monahan's Road West and Monahan's Road East have increased to allow for the extension of the LAP site boundary further southwards.

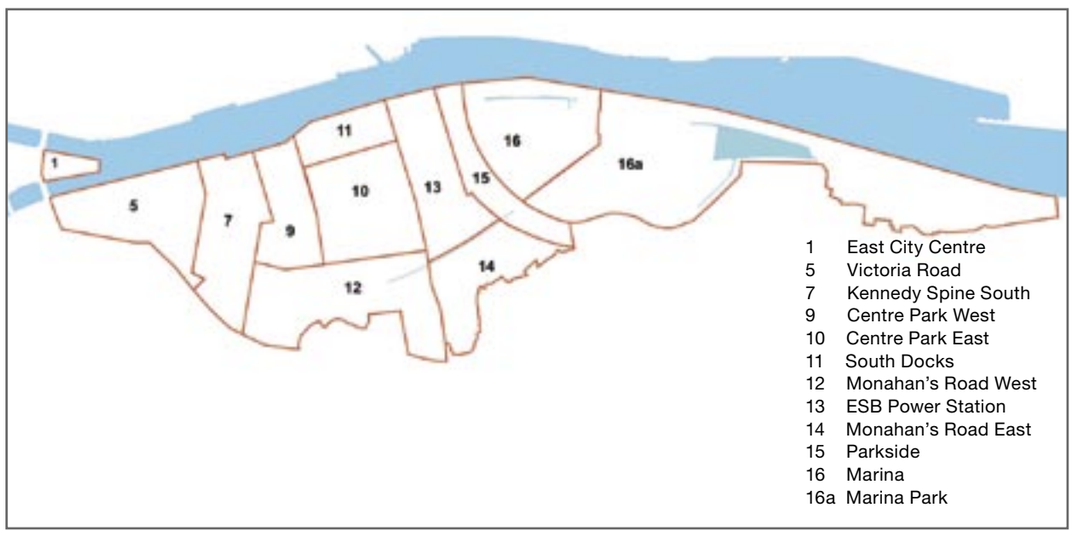



Figure 5.1 South Docks Precincts

In tandem with the methodology of the CDDS, this Plan has also quantified the potential for development as a percentage of the overall site area. This process recognises that brownfield sites are identified as providing some 100% development potential. This does not indicate 100% site coverage. It principally indicates where, in some instances, existing structures are to be retained and/or adapted for alternative uses, as recommended in the Conservation Strategy of this Plan (see Section 4.7). The following conditions also occur:

- Some lands were not included in the potential for future development including the established residential zones of Victoria Road and Monahan's Road West (Precincts 5 & 12);
- The East City Centre (Precinct 1) has limited development potential due to the architectural character of the existing structures;
- Precinct 16 as identified in the CDDS 2001 has been divided into two separate parcels for the Plan, resulting in Precincts 16 (Marina) and 16a (Marina Parklands). Precinct 16, which lies between the River and Monahan's Road, will have a development potential of 100%. Precinct 16a (Marina Parklands) is retained as public open space and sports grounds at Pairc Ui Chaoimh.

Each of the precincts will be required to provide their ratio of public squares, parks, quayside frontage and open space in accordance with this Local Area Plan. The remainder of the area was identified as open in terms of assessing plot ratios and the resultant gross floor areas. These figures provide guidance in determining the possible levels of development that can be achieved in the South Docks.

Each individual precinct is further detailed in this section, giving indications of development capacity and key objectives for each area. A number of generic objectives apply to the development of all South Docks precincts, as outlined in Section 4 of this Plan. The Council will endeavour to ensure that all development proposals have full regard to these objectives, including:

- The development of focal landmark buildings and tall landmark buildings in accordance with Section 4.8.2 of this Plan.
- The development of the public realm in the South Docks in accordance with the Public Realm Strategy.
- Land uses which are in accordance with the South Docks Zoning Objectives.
- Access and flood protection measures as outlined in the Infrastructure Strategy.
- A high quality of architectural design and treatment, with sustainable design principles as outlined in Section 4 of this Plan.

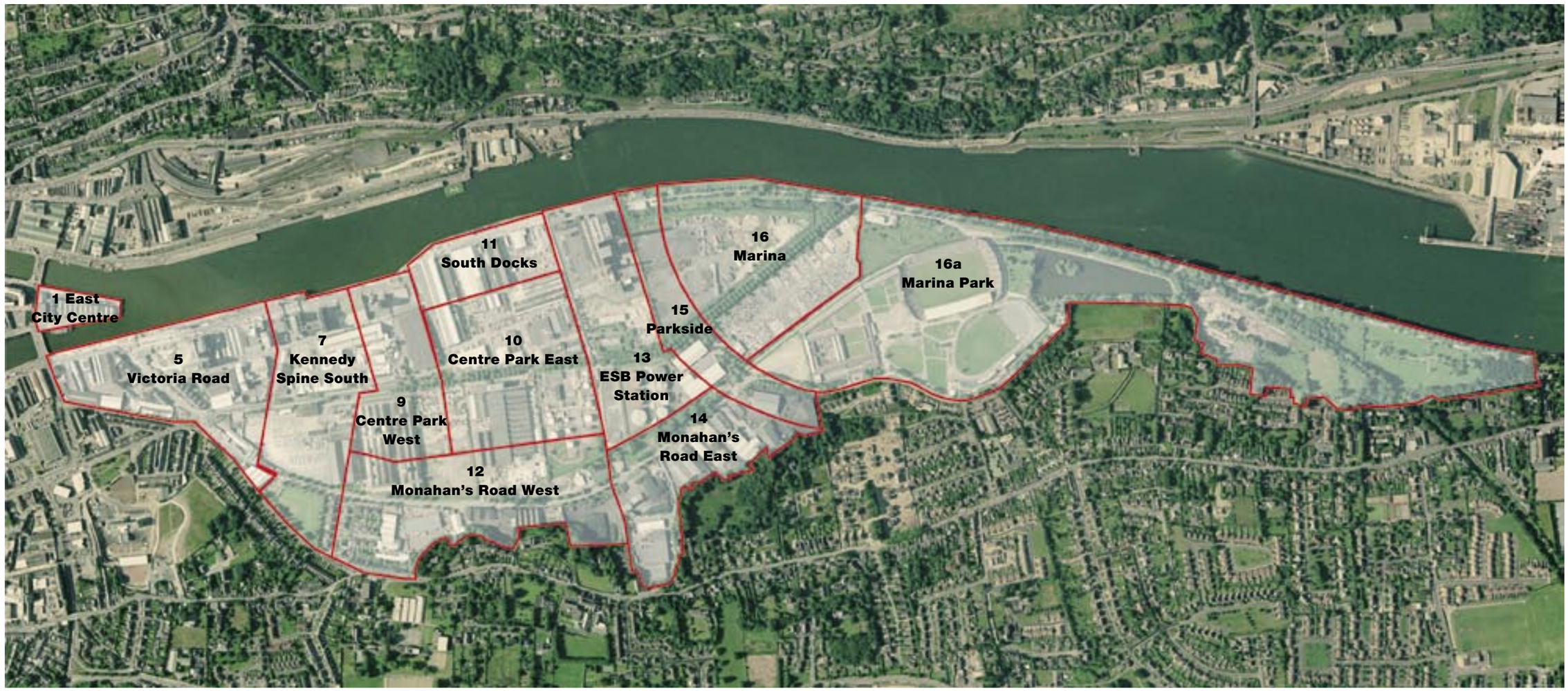
Owing to the large size of some precincts and the possible scale of development permitted, the City Council will require large planning applications to be accompanied by a Strategy, which outlines how the development of the entire precinct can be achieved.

**Objective SD 53: Precinct Development**

**The City Council will require that large planning applications in precinct areas must be accompanied by a Delivery and Implementation/Phasing Strategy to demonstrate how the development and objectives of the precinct will be achieved.**

Develpoment plot ratios are set out in Section 3.4.1 of the L.A.P.

Figure 5.2 South Docks Development Precincts with aerial photograph

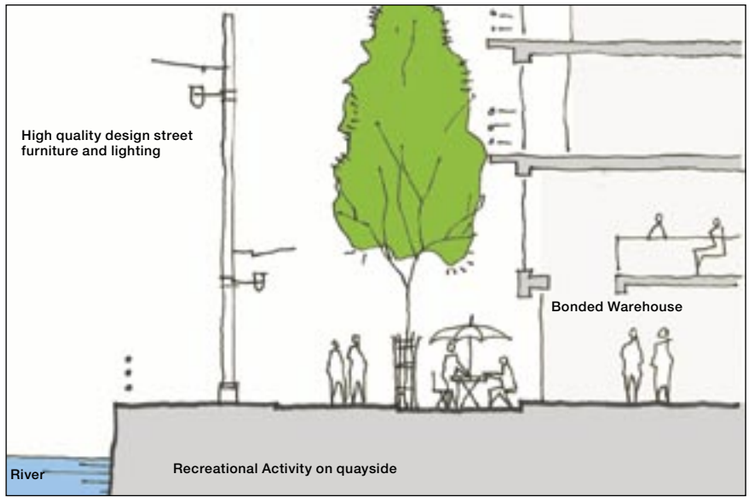


# **Development Precinct 1** East City Centre

**East City Centre**

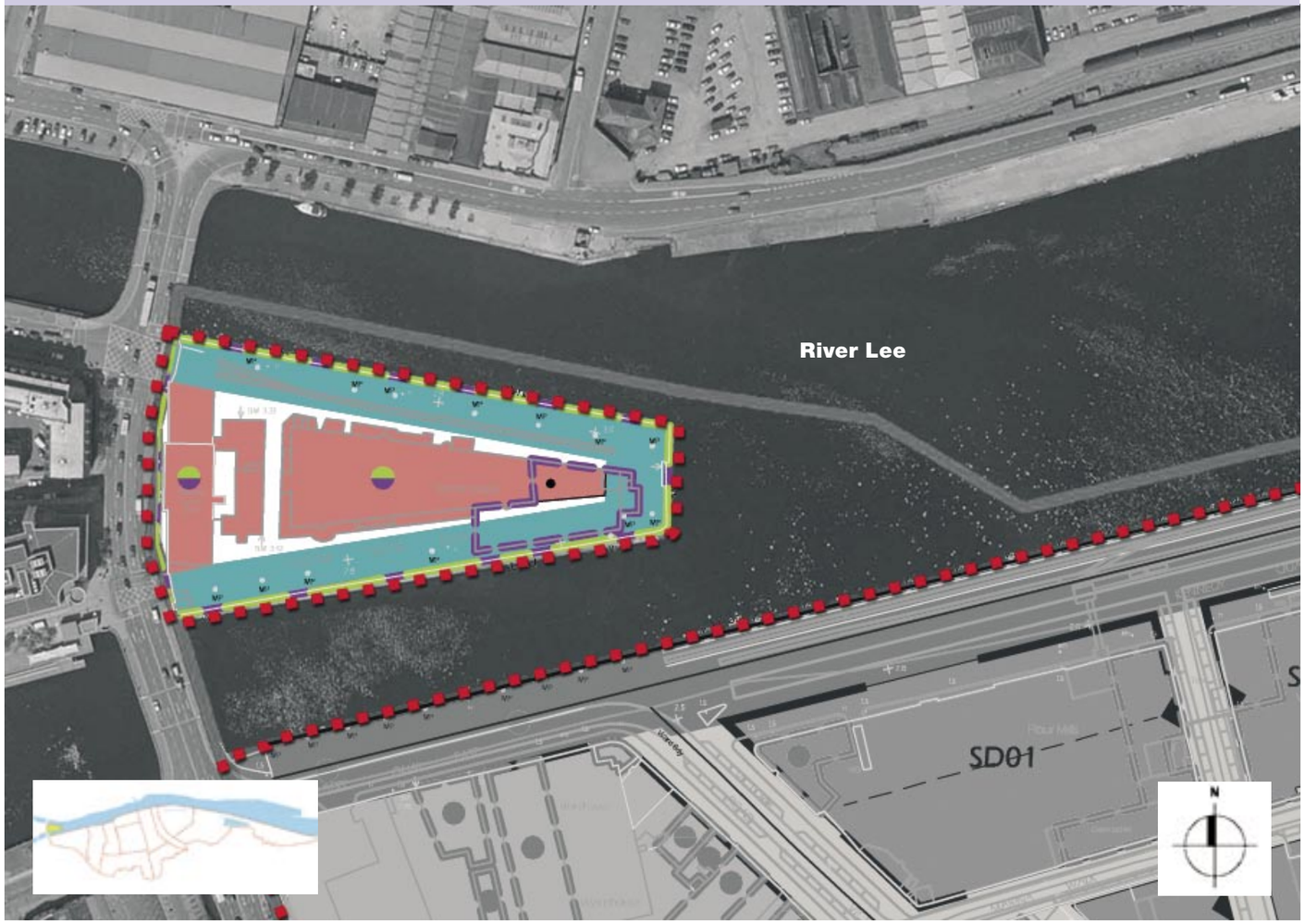
| | |
|---|---|
| **Area character type** | **Medium Development Density** |
| Gross Precinct Area | 1.22 ha |
| Development Potential | 0.31 ha |
| Max. Gross Plot Ratio | 2.0:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | n/a |
| Social / Affordable Housing | n/a |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 100% |
| Community Facilities | n/a |
| **Transportation** | Improve pedestrian access to City |

A Treatment to the Quayside




Views to new city quarters of North and South Docks

**Figure 5.3 East City Centre Precinct Objectives**



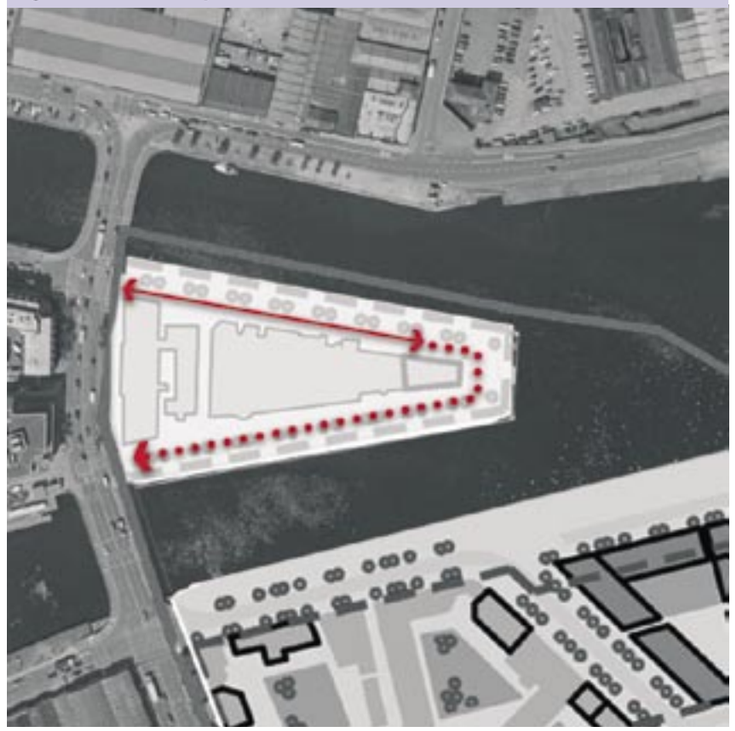

**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

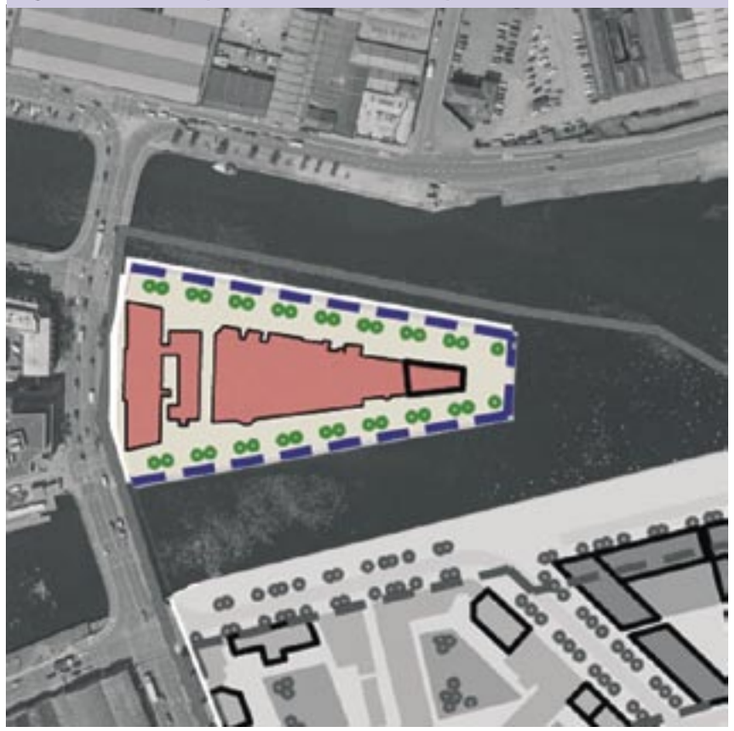
**Figure 5.3a East City Centre Movement & Access**



**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

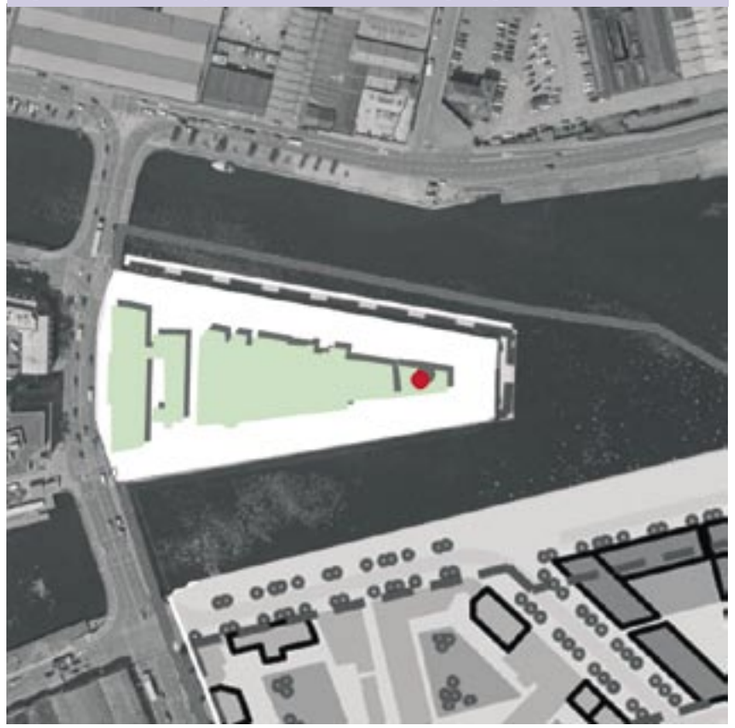
**Figure 5.3b East City Centre Indicative Site Layout**



**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.3c East City Centre Indicative Building Heights**



**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.1 East City Centre

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However, in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by Zoning Objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

The Custom House Docks lies at the confluence of the north and south channels of River Lee. It is strategically positioned between the North and South Docks area and the recent development at Lapp's Quay and the City Centre. The Custom House and Bonded Warehouses are important Protected Structures, which will be conserved, in accordance with Section 4.7 of this Plan.

Due to the heritage sensitivity of the Harbour Commissioners' Office and distinctive Bonded Warehouse, the scope for redevelopment may be limited (see Section 4.7). However, the distinctive storage buildings could be adapted for non-residential use in particular cultural use. Active ground floor commercial uses such as cafes and restaurants could utilise the site's unique visual and waterside amenities.

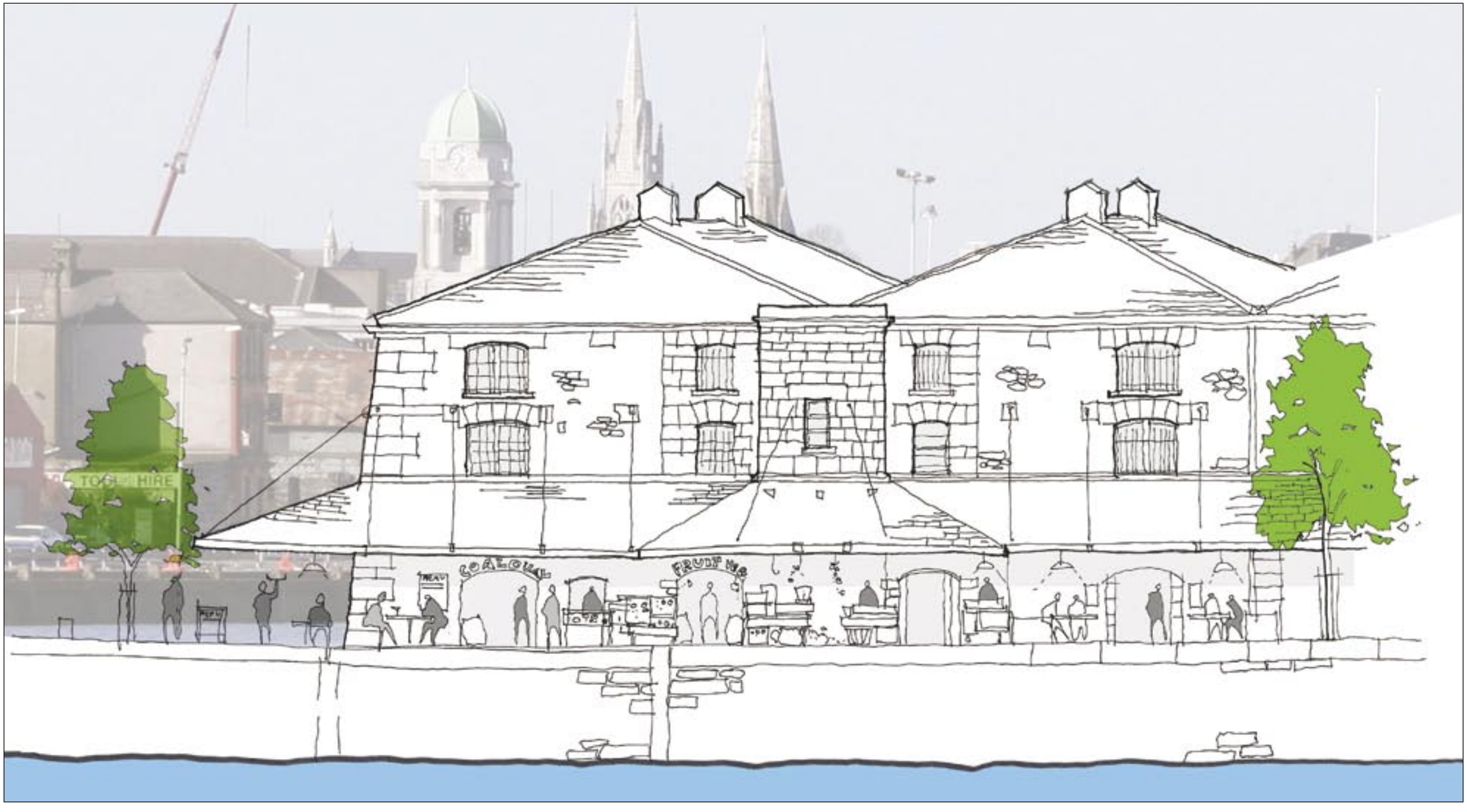
At the eastern end of the quays, there is scope for the development of a focal landmark building, subject to high quality and sensitive design, as outlined in Section 4.8. Surface parking will be discouraged in this zone.

Pedestrian bridges may link the island to the North and South Docks, allowing a pedestrian link to the Docklands from the City Centre. The Mill Road Bridge can also link Kent Station to the South Docks and can accommodate appropriate levels of traffic (public transport, vehicular and pedestrian) that would generate an attractive and busy hub. All bridge infrastructure in this Precinct is subject to further detailed study.

**Objective SD 54: East City Centre Precinct**

**Cork City Council will work with the landowners to promote the sensitive redevelopment of the prominent East City Centre quay site, including the further study of pedestrian bridge crossings to link this area to the North and South Docks. The area should be redeveloped as one site with a main flagship cultural user and should ensure sustainable use of the Protected Structures. A Masterplan is required for the entire Precinct including a Conservation Strategy. The zoning "Commercial Core" gives flexibility as to future uses.**

Sketch Perspective View from Horgans Quay Looking South West



# **Development Precinct 5** Victoria Road

**Victoria Road Precinct**

| | |
|---|---|
| **Area character type** | **High Development Density** |
| Gross Precinct Area | 9.06 ha |
| Development Potential | 6.72 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 30% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential Development** | |
| Gross Floor Area (as a % of total) | 70% |
| Community Facilities | Childcare facilities |
| Cultural Facility | Flagship cultural project at Odlums Building |
| **Retail** | Neighbourhood retail centre (part) |
| **Transportation** | Close proximity to public transport / LRT,<br>Improve connections to city centre |

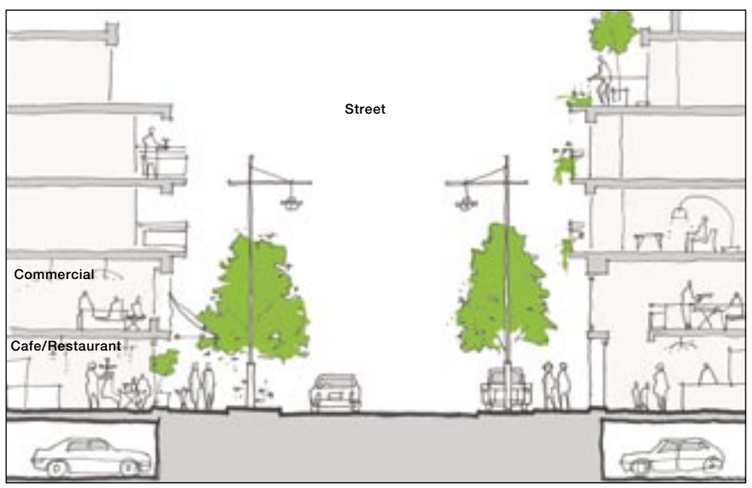
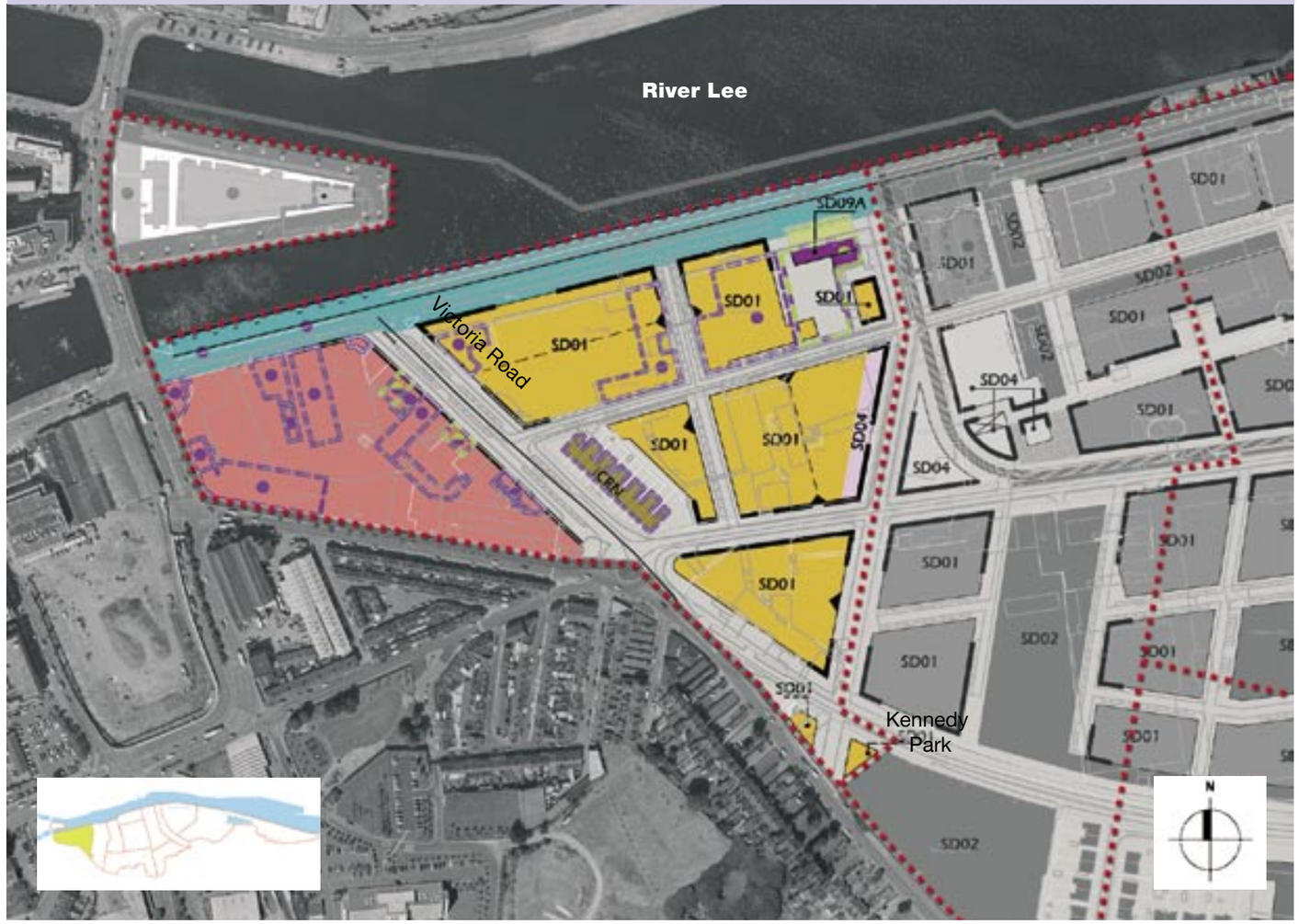



**Figure 5.4 Victoria Road Precinct Objectives**



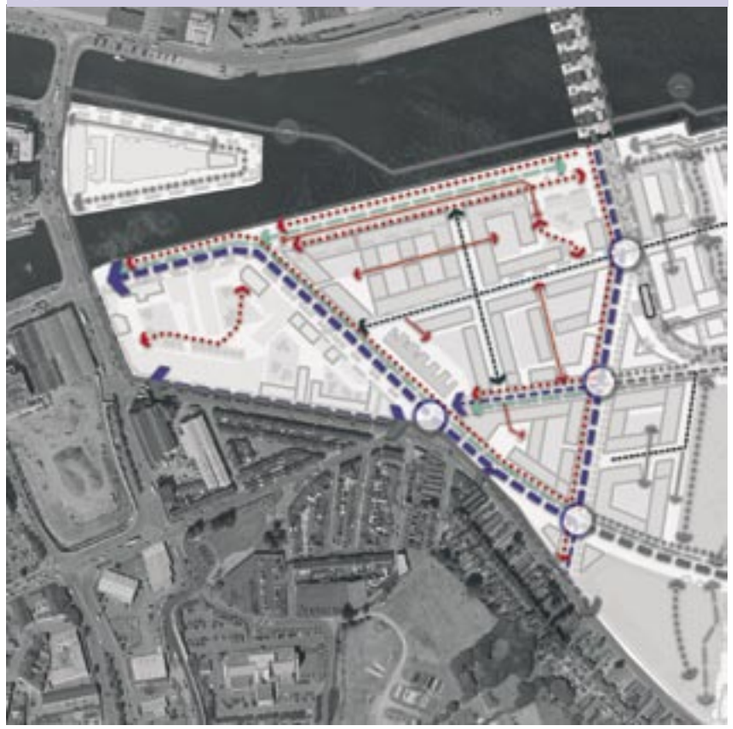

**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

**Figure 5.4a Victoria Road Movement & Access**



**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.4b Victoria Road Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.4c Victoria Road Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.2 Victoria Road

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However, in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

The retention of the Odlum's Mills building and its sensitive conversion to cultural development will benefit this area (see Zoning Objective SD 10: Flagship Cultural Facility and Objective SD 30: Cultural Uses). The appropriate treatment of the public realm around this building is of critical importance as ground levels will generally be higher in the surrounding area. This is further detailed in the Public Realm Strategy.

Situated to the west of Victoria Road are converted warehouses, some Victorian buildings and terraced housing. To the east are the larger scale industrial buildings, silos and service yards. The Victoria Road Precinct has a very generous stretch of waterfront along the Albert and Kennedy Quays providing an attractive amenity.

Integrate Historic Buildings to add interest to the area

The focus of this precinct is the cross roads where the junction of Victoria, Albert, Centre Park and Monahan's Road meet. The junction will be a hub and gateway for traffic passing between the South Docks and the City, creating a vibrant and busy atmosphere.

Located an adequate distance from the Marina, this Precinct can accommodate a floating landing pontoon, west of the bridge to provide for a harbour ferry service stop. Visible from the centre, it can become a landmark feature in its own right creating visual interest and a destination along the river promenade.

This precinct provides significant development potential. The proximity to the City Centre can accommodate a relatively high density mixed use area, in accordance with the zoning objective. The apex site at the corner of Victoria Road and Kennedy Quay is the preferred location for a focal landmark building (see Section 4.8.2) suitable for ground floor leisure or commercial (general office) and upper floor residential development. The other apex sites adjoining each side of the Mill Street Road (at Bridge entry) are also suitable for the establishment of well-designed, focal landmark buildings in accordance with Section 4.7.2 of this Plan.

As an intermediate zone between the existing City and the emerging South Docks area, it is important to achieve an appropriate transition, developing the urban block to the west of Victoria Road and conserving important heritage structures, including the Lawton Mills (Navigation House) and the Albert Street Station (NIAH and RMP designations respectively). There are a number of converted Victorian buildings and warehouses in the block. The remaining undeveloped/underutilised buildings; whilst protecting the existing residential amenities, should be encouraged to redevelop with regard to the transition zone between the South Docks and the City.

This transitional development can be further achieved through the development of bridge infrastructure including a future crossing at Mill Street to the east, subject to further study. This will greatly enhance access to Kent Station and the North Docks for public transport, pedestrian, cycling and vehicular traffic, in the future.

Pedestrian connections to the city are poor and need to be further developed. Pedestrian crossing facilities need to be developed between Albert Street and the Eglinton Street development block and at the Eamon de Valera Bridge junction. The development of a pedestrian crossing to Custom House Quay which could link to Penrose Quay will be considered in order to improve access and connectivity.

A 20-berth Marina at the turning basin and public jetties will be provided as indicated in the Public Realm Strategy of this Plan. The provision of pontoons and gangways, as required for the waterbus, will also be considered in this precinct and others along the South Docks.

The redevelopment of Kennedy Quay into a predominantly pedestrian, high quality environment with limited vehicular access would be a very positive development considerably adding to the character of the area. Flood protection will require finished floor levels to be increased in the area, in accordance with Section 4.10.3 and the Infrastructure Strategy of this Plan. Retention of the industrial artefacts of the quays such as the rail lines, cranes and gangways within the public realm is encouraged, in order to add to the character of the area, in accordance with the Public Realm Strategy.

The quayside will transform into an attractive public open space. It joins the proposed riverside walk and creates a focal point and destination for the promenade along Kennedy Quay. With an interesting design (incorporating flood defence measures), seating and other amenities, the space will explore the qualities and views of the riverfront and enrich the urban experience of Cork with another exciting feature space. The design of the quayside is further detailed in the Public Realm Strategy of this Plan.

**Objective SD 55: Access to Victoria Road Precinct**

**Cork City Council will prepare a detailed design and development brief for the development block bounded by Albert Street, Albert Quay East, Victoria Road and Albert Road in order to clearly guide and promote the development of this pivitol transition block, to prioritise the upgrading of the public realm along the waterfront in this location and to improve and facilitate ease of pedestrian movement into Docklands in this location.**

Articulate focal point at the Apex

Attractive Courtyard spaces to residential and non-residential areas

# **Development Precinct 7** Kennedy Spine South

| Kennedy Spine South | |
|---|---|
| **Area Character Type** | **High Development Density** |
| Gross Precinct Area | 9.49 ha |
| Development Potential | 9.02 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 50% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 50% |
| Community Facilities | 1 Community Centre<br>Recreation and cultural facilities in Neighbourhood Centre |
| **Retail Services** | 1 Neighbourhood Retail Centre |
| **Transportation** | Public Transport / LRT stop<br>Possible bridge link to Kent Station |

A High quality finish to public open space at Kennedy Spine

**Figure 5.5 Kennedy Spine South Precinct Objectives**

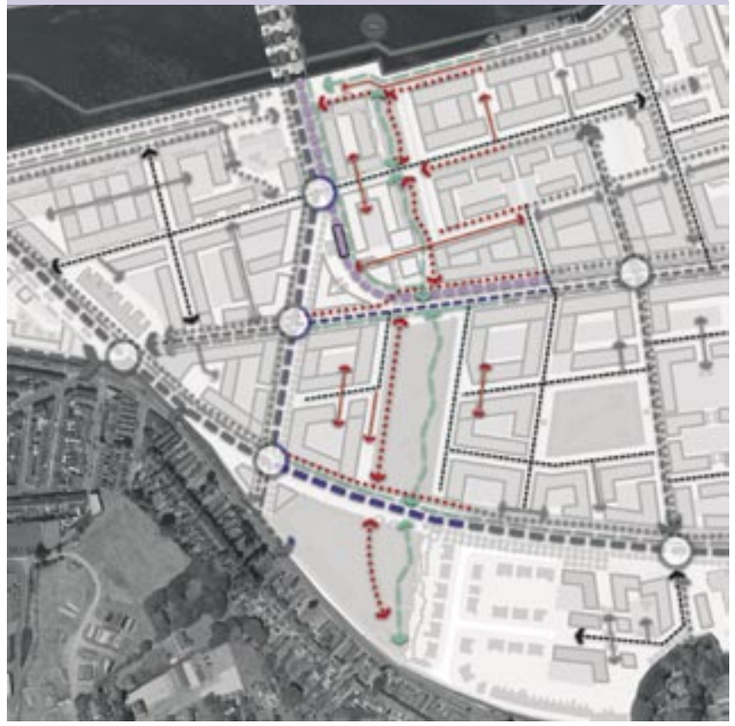

**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

**Figure 5.5a Kennedy Spine South Movement & Access**



**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.5b Kennedy Spine South Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.5c Kennedy Spine South Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

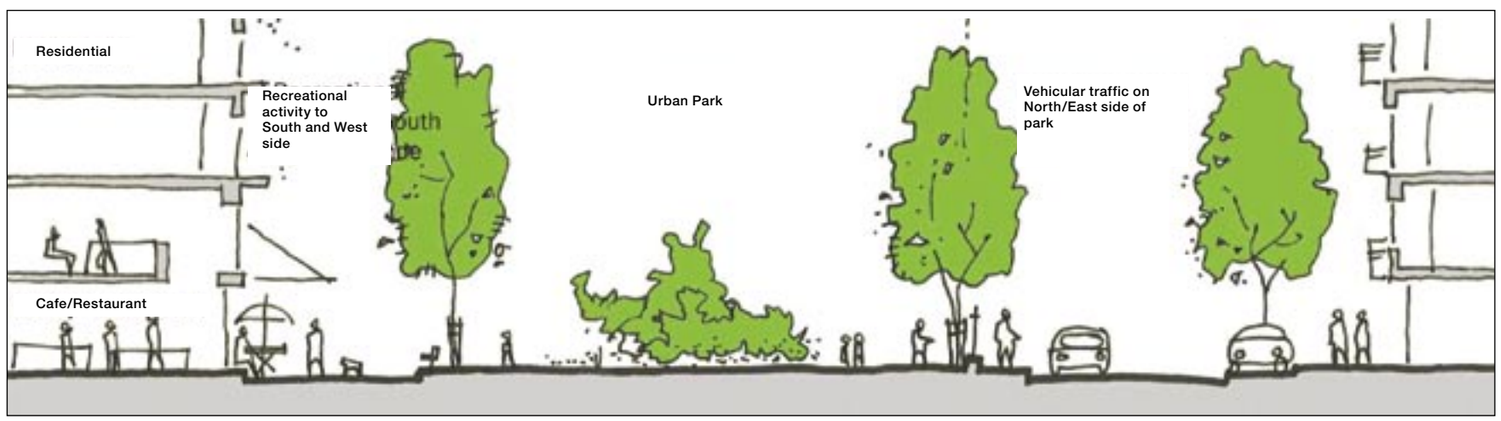
### 5.2.3 Kennedy Spine South

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However, in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

This precinct is bounded to the north by the River Lee and by Mill Street and Victoria Road to the south, with an attractive row of three-storey Victorian residential dwellings and the existing triangular Kennedy Park, which has the potential to be significantly enhanced.

A cross section through Kennedy Spine



This precinct will be developed around the Neighbourhood Centre node encompassing a proposed public transportation stop, which can provide the flexibility to connect to Kent Station in the future. Built around this node will be a Neighbourhood Centre (uses as identified in Section 4.5.2) and civic spaces, which will act as a gateway to the South Docks from the north side of the river. High quality, mixed-use buildings will define the area and the Neighbourhood Centre node will be defined by a tall landmark building (see Section 4.8.2.2). A Focal Landmark Building, which is centred on the axis to St. Luke's Church, will also define this area, in accordance with Section 4.8.2 of this Plan.

The development of the green north/south spine visually links Monahan's Road to the river edge through a series of high quality, contemporary designed parks, urban plazas and canal/water features, in accordance with the Public Realm Strategy of this plan. The canals adjacent to the spine will act as the surface water attenuation conduits for the area. Sufficient water flow through the canal will keep the water fresh. The canals will add to the visual quality of the area. The canal walk is aligned with the vista to St. Luke's Church on the elevated north side of the River Lee.

Buildings in the Neighbourhood Centre shall foster an active street frontage environment, in accordance with Section 4.7 of this Plan. Residential blocks will take advantage of the opportunity to overlook parks, riverfront and the quieter urban courtyards.

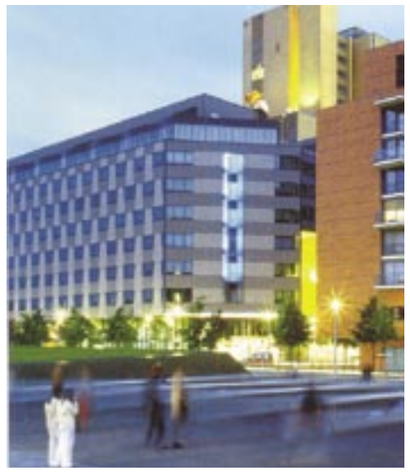
**Objective SD 56: Kennedy Spine South**

**Cork City Council will seek to ensure that the following key tasks will be implemented to guide the development of the Kennedy Spine South Precinct:**

- **Development of the public transport node and a Neighbourhood Centre containing high quality civic and mixed use buildings.**
- **Development of parks, urban plazas and canal/water features in accordance with the Public Realm Strategy of this Plan.**
- **Promotion of a Tall Landmark Building at the Neighbourhood Centre, which also maintains views.**
- **Flood protection measures as identified in the Infrastructure Strategy.**
- **Development of the Quayside Amenity Area to facilitate pedestrians and cyclists and to expose the quality and views of the riverfront.**


Indicative Axonometric View Of Kennedy Neighbourhood Centre

High Quality Public Transport integrated into public realm



Active use to linear park. (Berlin, Germany)

Attractive Park Space for residents and workers (Jubilee Park, London Docklands)

Residential Courtyard

# **Development Precinct 9** Centre Park West

9

**Centre Park West**

| | |
|---|---|
| **Area character type** | **High Development Density** |
| Gross Precinct Area | 6.32 ha |
| Development Potential | 6.32 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 40% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 60% |
| Community Facilities | Childcare facilities<br>1 Primary School (part) |
| **Transportation** | Public bus services |

Attractive urban space and public realm (Hammerby, Sweden)

**Figure 5.6 Centre Park West Precinct Objectives**


**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

**Figure 5.6a Centre Park West Movement & Access**

**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.6b Centre Park West Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.6c Centre Park West Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

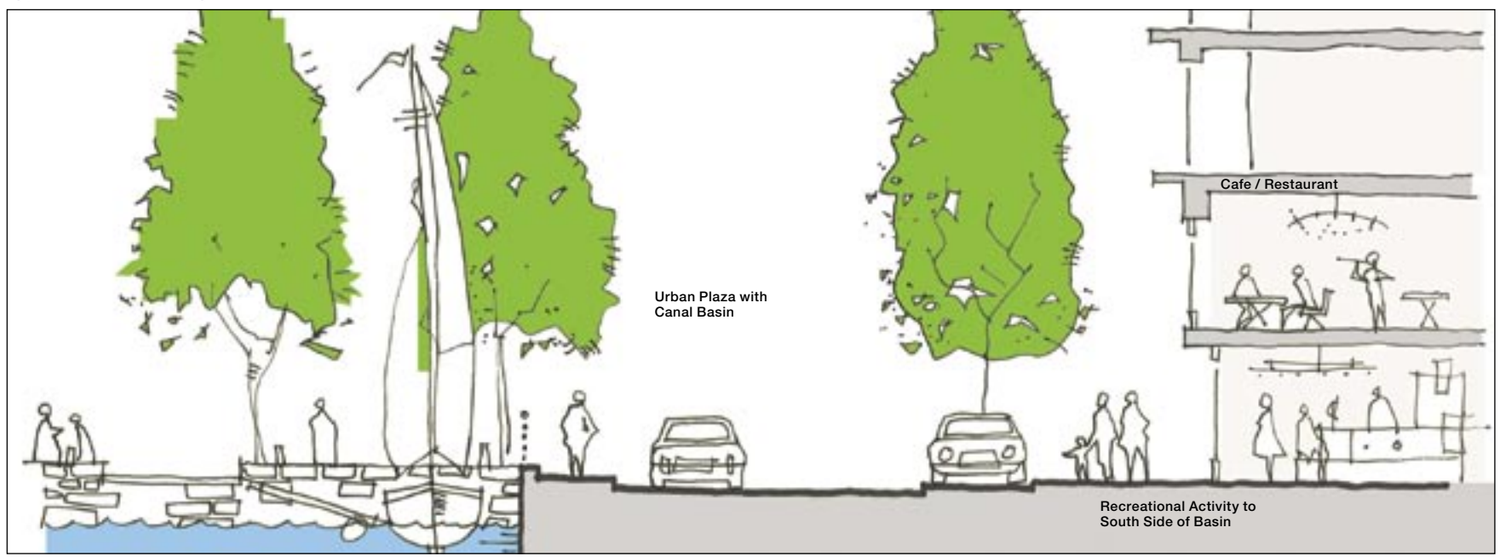
### 5.2.4 Centre Park West

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However, in accordance with Section 4.4.1, the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum plot ratio (see Section 3.4.1).**

Centre Park West lies between the Kennedy Spine South Neighbourhood Centre and Centre Park District Centre. This area enjoys River Lee frontage to the north, is traversed by Centre Park Road, whilst its northern edge is the public transport route reservation. The public realm will be significantly enhanced through the development of interlinked canals to the north of Centre Park Road and riverside walks in accordance with the Public Realm Strategy of this Plan. Pedestrian priority routes will be incorporated through the open spaces and smaller streets linking the amenities of the river frontage to the remainder of the area.

Typical Section Through Urban Plaza/ Basin



Buildings facing the riverfront are permitted at 6/7+1 stories (see Section 4.8.2). It is envisaged that commercial and mixed-use buildings will edge Centre Park Road with residential courtyards and mews to the rear. This central location can provide a suitable focus point for residential and working populations of the South Docks and is within easy access of the high quality public transport provision within the Plan area.

High quality building design, material and finishes are required in accordance with the objective of this Plan (see Section 4). Inner courtyards and open spaces will be provided within the building blocks for the visual amenity of the residents and workers in the area.

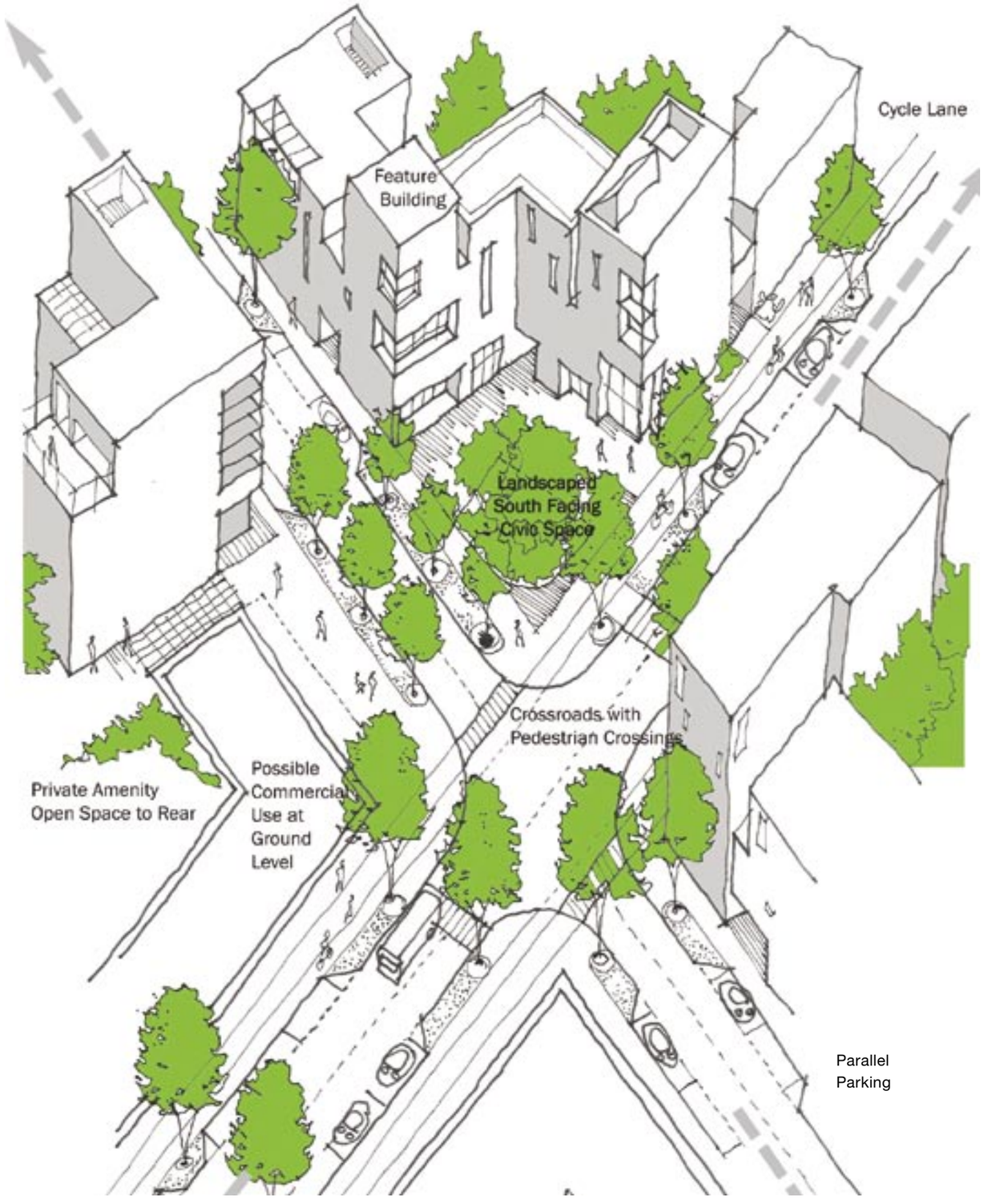
**Objective SD 57: Centre Park West**

**The City Council will seek to ensure that high standards in building and public realm design be implemented to ensure the sustainable development of the Centre Park West Precinct. The following projects shall be promoted:**

- **Development of interlinked canals to the north of Centre Park Road**
- **Linked river frontage and pedestrian priority routes**
- **Flood protection measures as identified in the Infrastructure Strategy**
- **Development of public quayside walk along the river edge.**

Attractive waterfront (Copenhagen, Denmark)

Indicative axonometric sketch of street junction



10

# **Development Precinct 10** Centre Park East

| Centre Park East | |
|---|---|
| **Area character type** | **High Development Density** |
| Gross Precinct Area | 10.54 ha |
| Development Potential | 10.54 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 40% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | |
| Community Facilities | 60%<br>Childcare Facilities<br>1 community centre<br>Recreation, cultural, health, medical, library and information facilities in District Centre<br>1 primary school (part) |
| **Retail Facilities** | 1 District retail centre |
| **Transportation** | 1 public transport / LRT stop |

High quality courtyard & building design

**Figure 5.7 Centre Park East Precinct Objectives**


**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

High quality public transport route to centre park

**Figure 5.7a Centre Park East Movement & Access**

**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.7b Centre Park East Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.7c Centre Park East Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.5 Centre Park East

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However, in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

This precinct includes the southern part of Marina Commercial Park, Centre Park House and the northern portion of the Freefoam Plastics block. The vision for the area is to transform it into a lively urban quarter with a distinct identity, which will be an attractive place to work, research and live. The focus of this precinct is the Centre Park District Centre (uses as identified in Section 4.5.2 and Zoning Objective SD 03: District Centre) and its public transport node.

Typical Section through District Centre

The Public Realm Strategy for this area provides a number of different types of public open spaces. Centre Park Plaza will become a new urban node and focal point for the area. The District Centre, with south facing public plaza, will act as a hub for civic uses, retail services and associated commercial development.

This area will be visually defined through the development of a tall landmark building at the District Centre, in accordance with Section 4.8.2 of this Plan. The surrounding buildings will provide the necessary enclosure to define a tight urban environment with high quality materials, street furniture and lighting. The proposed uses in this precinct will also act as a buffer zone to the ESB power station. A number of focal landmark buildings are also provided for in this precinct to add to the local distinctiveness of the area.

A primary school will be located on the border with Centre Park West precinct adjacent to the public open space in that precinct.

An urban park aligned along Marina Walk will provide leafy green space to serve both local residents and employees. The canals within this Precinct will act as the surface water attenuation conduits for the area. Sufficient water flow through the canal will keep the water fresh. These canals will also add to the visual quality of the area.

Currently, the Seveso activities associated with the Topaz fuel distribution facility and NORA tank farm impact on this precinct. It is a priority of Cork City Council to find alternative, suitable location for these uses. In the interim, new development must have regard to the Seveso guidance provided by the HSA. The relocation of the fuel distribution facility and NORA tank farm to a more appropriate, well-accessed site will be actively encouraged and facilitated to remove uncertainties (see Objective SD 20: Relocation of Seveso Activities and Port-related Activity).

Indicative Axonometric View of District Centre with Public Transport Stop


**Objective SD 58: Centre Park East**

**Cork City Council will seek to ensure the development of Centre Park Plaza and District Centre as a focal point and urban node, in accordance with the Public Realm and Infrastructure Strategies of this Plan. Supporting developments will include:**

- **Provision of high quality public transportation**
- **Development of Centre Park Plaza and District Centre**
- **High quality public open space, including canal basins**
- **Development of tall landmark building to define District Centre**
- **Relocation of Seveso activities**
- **Provision of Primary School**

Varied building elevations (Barcelona, Spain)

# **Development Precinct 11** South Docks

**South Docks**

| | |
|---|---|
| **Area character type** | **High Development Density** |
| Gross Precinct Area | 4.1 ha |
| Development Potential | 4.1 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 60% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 40% |
| Community Facilities | Childcare facilities<br>Cultural Community Centre |
| **Cultural Facility** | Cultural Facility in Ford Complex |
| **Transportation** | Water Street Bridge |

**Figure 5.8 South Docks Precinct Objectives**


**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

Residential Campshire Development

A quality treatment to public promenade

**Figure 5.8a South Docks Movement & Access**

**MOVEMENT & ACCESS**

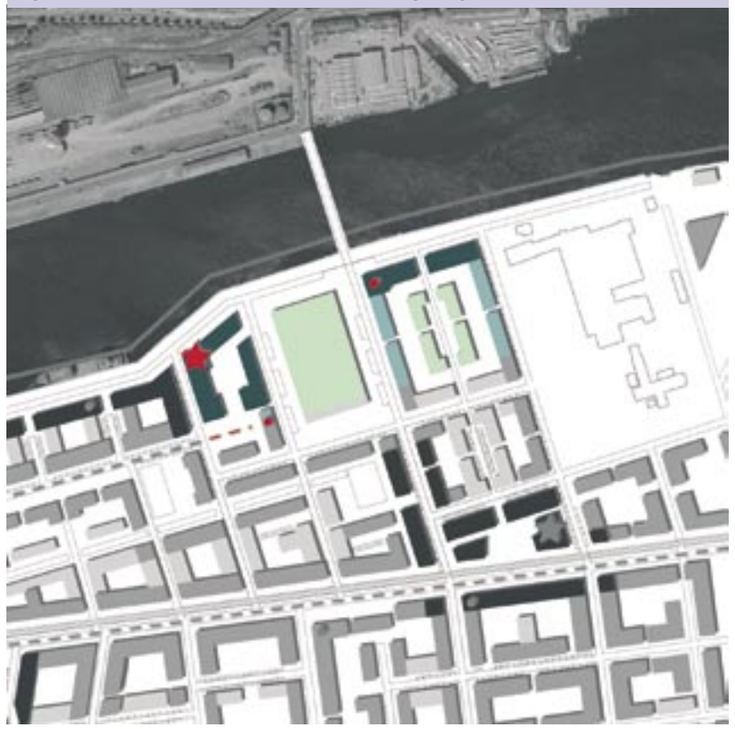
- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.8b South Docks Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.8c South Docks Indicative Building Heights**



**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.6 South Docks

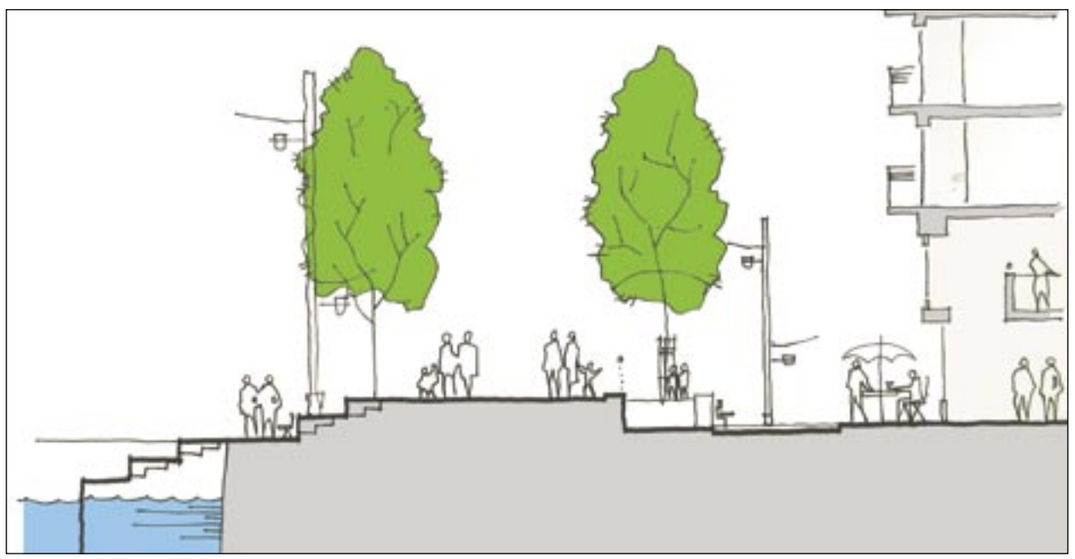
**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

The northern portion of the Marina Commercial Park covers this precinct. The objectives for this area include the development and enhancement of the riverside quays and jetties and the bridged link to the North Docks at Water Street. The site occupies a very prominent position along the River Lee and the river frontage is a preferable location for residential uses with active ground floor uses. The design of the Water Street Bridge should seek to maintain, as far as possible, the existing quay wall levels to minimise severance caused by long approach ramps.

The former Ford complex, as identified in Section 4.7, is recognised as a significant heritage site within the South Docks and will be subject to further detailed study to assess the level of development which can be accommodated at this sensitive site. In accordance with Objective SD 35, the City Council will seek the preparation of a Conservation Strategy Plan for this site in order to provide a sensitive conservation analysis and design solutions prior to the preparation of detailed design proposals.

Typical Section through Urban Park



An opportunity exists for cultural facilities to be developed in the former Ford Complex at the western end of the urban park (see Section 4.7.3) as these would be sympathetic uses for heritage buildings.

The area should also include childcare facilities to avail of the public and private open space available. Cork City Council will require new developments in this area to have regard to its heritage value and provide sensitive conservation analysis and design solutions prior to the preparation of detailed design proposals.

A cultural community centre (see Zoning Objective 09: Cultural Community Centre) is proposed at the west side of the precinct beside the small urban park.

An opportunity exists for a tall landmark building to the north of the cultural community centre, at a kink in the quay and for a focal landmark building east of the point from where the Water Street Bridge will spring, in accordance with Section 4.8.2 of this Plan. These buildings should create a visible landmark that provides riverfront identity, close to the edge of the turning basin in the River Lee, with a number of vistas upstream terminating at the point where the alignment of the quay walls moves northwards. Consideration should be given to the provision of a viewing platform at the top of the tall landmark building, which would afford wonderful views over the City to the west and lower harbour area to the east.

The Marina Walk Urban Park acts as the southern boundary beyond which lies the Centre Park East precinct. To take advantage of this significant open space element, focal landmark buildings may be considered at the edge of the park perimeter and water edge, subject to high quality design as identified in Objective SD 37: High Quality Design Principles of this Plan.

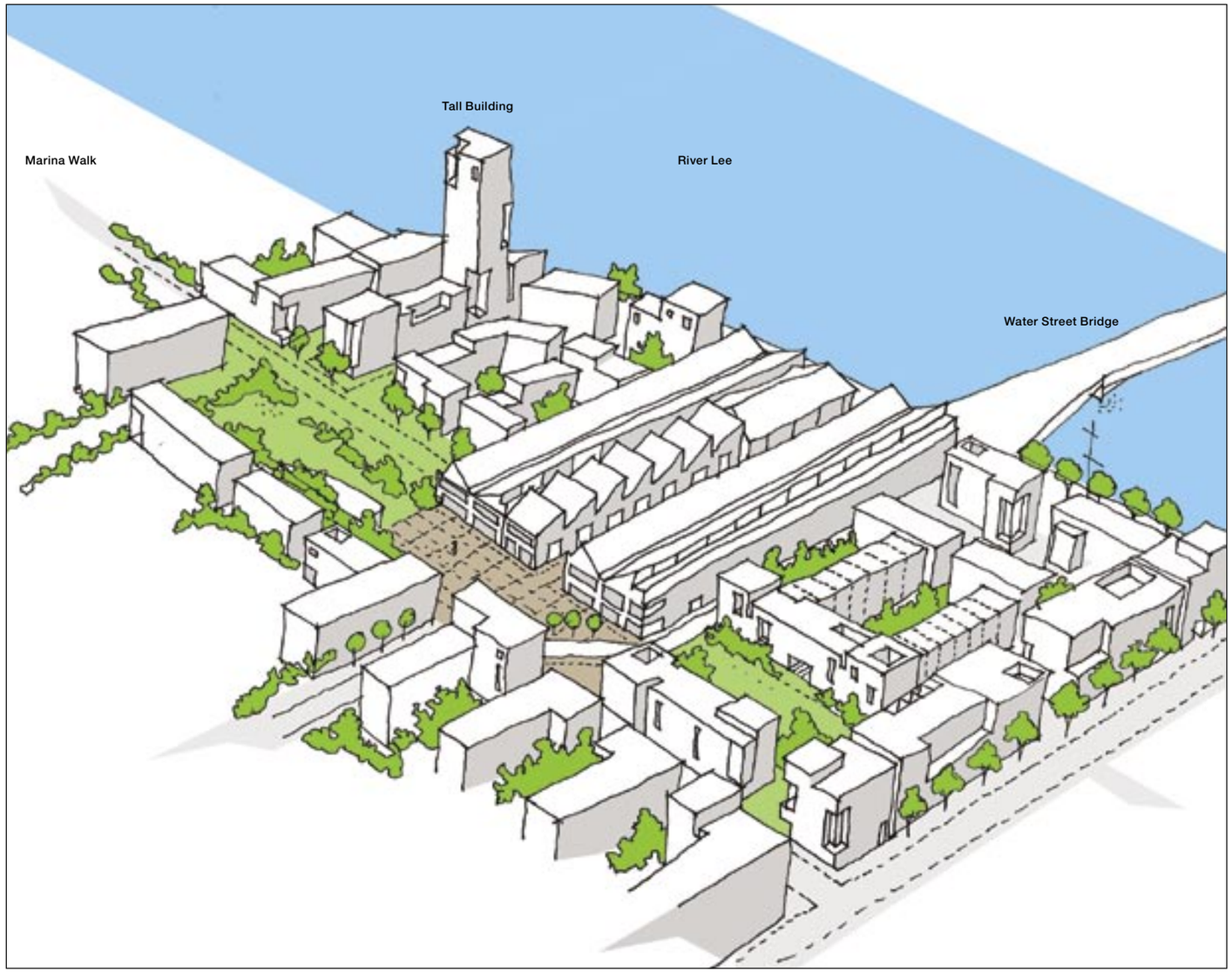
Commercial and mixed-use buildings will edge the streets with residential development to the rear. As part of an integrative and comprehensive approach for the redevelopment of the area, the retention of a proportion of the existing businesses is envisaged. These will be located to act as buffer to the adjoining Power Station Precinct and should accommodate purpose built, compact and flexible units.

**Objective SD 59: Development of South Docks Precinct**

**Cork City Council will seek to ensure that the following key infrastructural projects will be implemented to guide the development of the South Docks Precinct:**

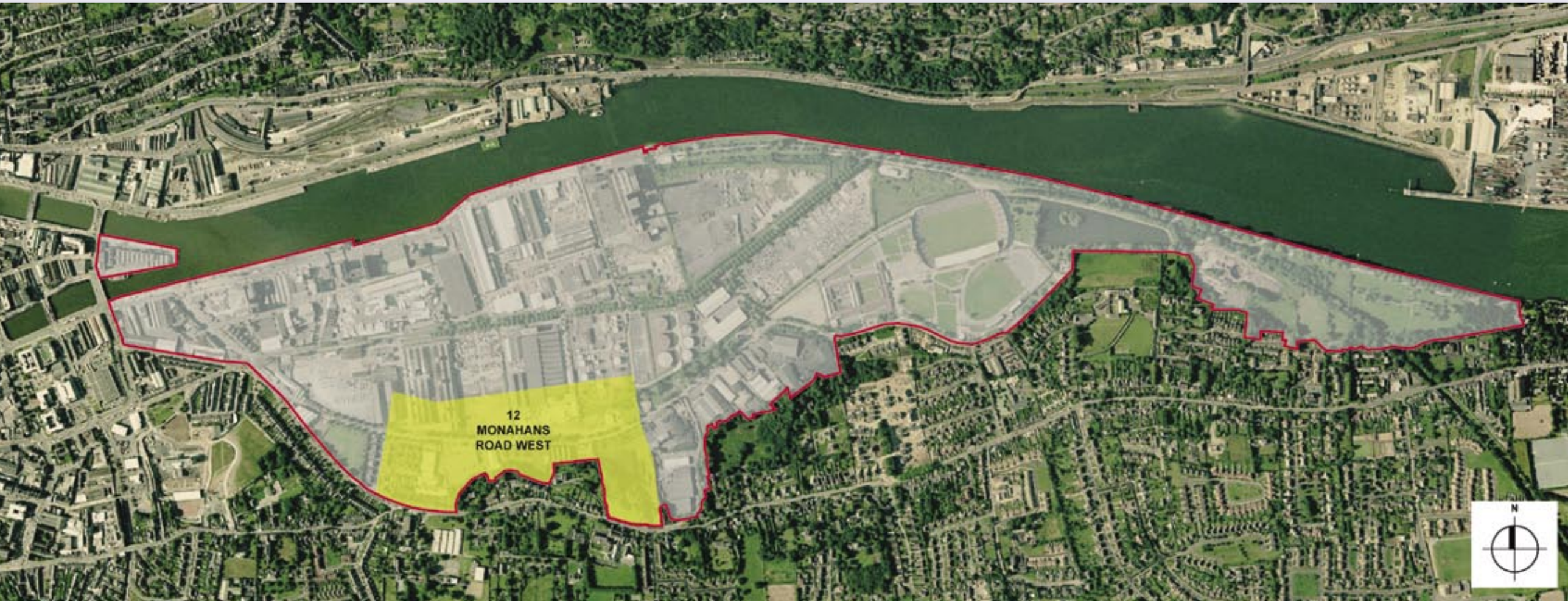
- **Development of an opening span bridge at Water Street to a design which minimises severance.**
- **Flood protection measures as identified in the Infrastructure Strategy.**
- **Preparation of a Conservation Strategy/Plan to assess appropriate design and development solutions for the sensitive Ford Complex.**
- **Development of tall landmark building and focal landmark buildings**
- **Development of the Marina Walk Urban Park, the quayside walkway and general public open spaces in accordance with the Public Realm Strategy.**
- **Promotion of active mixed-use buildings at street edges.**
- **Development of a Cultural Community Centre.**

Indicative Axonometric sketch over South Docks



12

# **Development Precinct 12** Monahan's Road West



**Monahan's Road West**

| | |
|---|---|
| **Area Character Type** | **Medium Development Density** |
| Gross Precinct Area | 12.58 ha |
| Development Potential | 12.58 ha |
| Max. Gross Plot Ratio | 2.0:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 50% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development or Inner City Residential Neighbourhood |
| **Non-residential Development** | |
| Gross Floor Area (as a % of total) | 50% |
| Community Facilities | Childcare facilities<br>1 Primary School (part) |
| **Transportation** | Public Bus Service |

**Figure 5.9 Monahan's Road West Precinct Objectives**

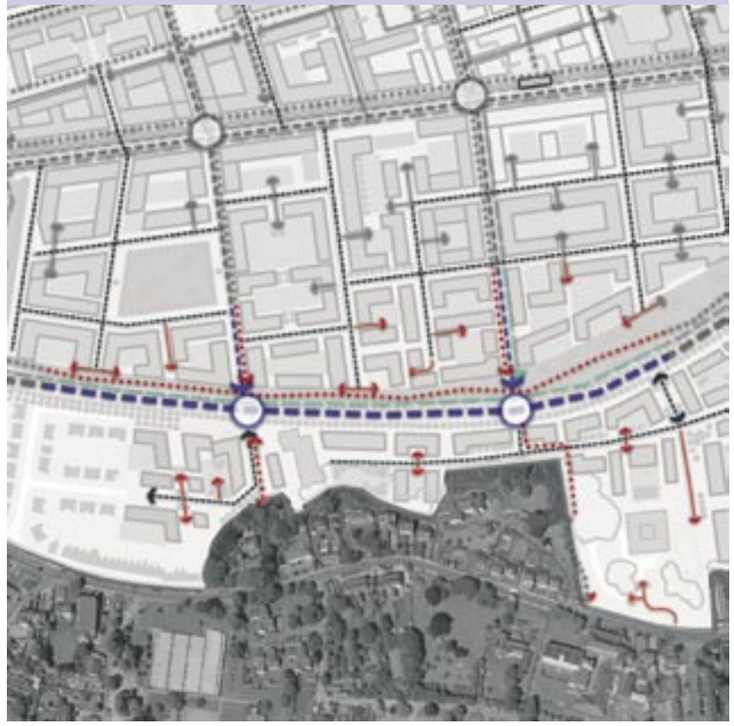

**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

**Figure 5.9a Monahan's Road West Movement & Access**



**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.9b Monahan's Road West Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.9c Monahan's Road West Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.7 Monahan's Road West

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

Monahan's Road currently contains a mixture of modern warehousing and commercial uses. To the south the area is backed by existing established residential development at Marina Park and along Blackrock Road. There is a significant change in the levels between the area and Blackrock Road making access to the south difficult. The area has seen some development in the recent past with the Tellangana site being the most prominent and prestigious development. Similar high specification, well designed buildings are encouraged in this area.

Typical Section through Monahan's Road (Looking East)

Monahan's Road will be the primary vehicular thoroughfare for the South Docks and it will become a busy, vibrant street. A long linear park will run parallel to Monahan' Road. No development can take place over this area as this is the current alignment of the Cork Main Drainage pipeline from the city to Atlantic Pond pumping station. Focal landmark buildings will be permitted, in accordance with Section 4.8.2 of this Plan, to the north and south of Monahan's Road. Generally building heights in this area are low (up to 4/5 stories in places) in order to provide a sufficient transition from surrounding residential areas along the Blackrock Road and the provision of some town houses in this area will be required.

Residential blocks will take advantage of the opportunity to overlook the park to the north. To the south, commercial buildings will line Monahan's road with opportunities for residential courtyards to the rear, away from the busy street. The public realm treatment in this area is of critical importance to mitigate the busy nature of the street, as identified in the Public Realm Strategy of this Plan. A tree lined boulevard with ample pedestrian and cyclist facilities and dedicated street furniture/services corridors will be provided. Pedestrian connectivity at the road intersections will be important. Pedestrian and cycling connectivity to Blackrock Road will be encouraged and the further development of the existing No 2 bus route will be considered.

Perspective View of Residential Bounding Open Space (Monahan's Road)

13

# **Development Precinct 13** ESB Power Station

**ESB Power Station**

| | |
|---|---|
| **Area character type** | **High Development Density** |
| Gross Precinct Area | 9.0 ha |
| Development Potential | 8.0 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | n/a |
| Social / Affordable Housing | n/a |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 100% |
| Community Facilities | Childcare Facilities<br>1 Primary School<br>Third and Fourth Level Educational and Advanced Technology Facilities |
| **Transportation** | Public Bus Service |

Boardwalk to River Lee

**Figure 5.10 ESB Power Station Precinct Objectives**


**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

Enliven Industrial Buildings (Duisberg Nord, Germany)

**Figure 5.10a ESB Power Station Movement & Access**

**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.10b ESB Power Station Indicative Site Layout**


**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.10c ESB Power Station Indicative Building Heights**


**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.8 ESB Power Station

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

From discussions with the ESB, it is understood that the power station will remain in-situ for the foreseeable future. The adjoining streets in the Centre Park East and Parkside precincts have been designed to allow future access and connectivity should the site become available for redevelopment at any stage in the future.

This precinct has been zoned under Zoning Objective SD 11: Third and Fourth Level Education and Advanced Technology Facilities and Objective SD 05: Primary Educational Facilities in order to promote the development of these uses as set out in section 4.5.5 and to provide part of the primary school site on Centre Park Road. This is a prominent location close to public transport and the District Centre. The zoning objectives proposed for this precinct are not intended to constrain the future development of power generation or power transmission activities on the site but will operate as land become available for redevelopment.

Marina ESB Station

A Masterplan Development Strategy is required for this Precinct in order to develop a coherent plan for the delivery of these facilities which will enhance the vibrancy of Docklands and attract businesses to the city. These facilities will require significant public funding.

Pedestrian connectivity between the quays at Marina Commercial Park and the Marina would be extremely positive in delivering a public walkway along the full length of the River Lee. This could link the city to the Marina, Blackrock, Loughmahon and beyond to Passage West and Monkstown, which would be a very valuable amenity to the city and wider area.

The relocation and removal of the storage tanks at the NORA Seveso site on the south side of the Centre Park Road is critical to facilitate the development of this area. Until this time, new development will be assessed in accordance with the HSA guidance.

**Objective SD 60: ESB Power Station Precinct**

**Cork City Council will engage with the ESB and developers to achieve the following objectives:**

- **The implementation of the publicly accessed Quayside Amenity Area**
- **The relocation of Seveso Activities to expand the development potential of this area**
- **The creation of street frontage along Centre Park Road to the south of the existing ESB buildings**
- **The provision of a primary school site in this location**
- **The preparation of a Masterplan Development Strategy for the delivery of Third and Fourth Level Education facilities and Research and Development, Innovation and Technology Development facilities.**

# **Development Precinct 14** Monahan's Road East

14

**Monahan's Road East**

| | |
|---|---|
| **Area character type** | **Low Development Density** |
| Gross Precinct Area | 7.6 ha |
| Development Potential | 7.6 ha |
| Max. Gross Plot Ratio | 1.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 40% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development or Inner City Residential Neighbourhood |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 60% |
| Community Facilities | Childcare facilities |
| **Transportation** | Public Bus Service |

**Figure 5.11 Monahan's Road East Precinct Objectives**

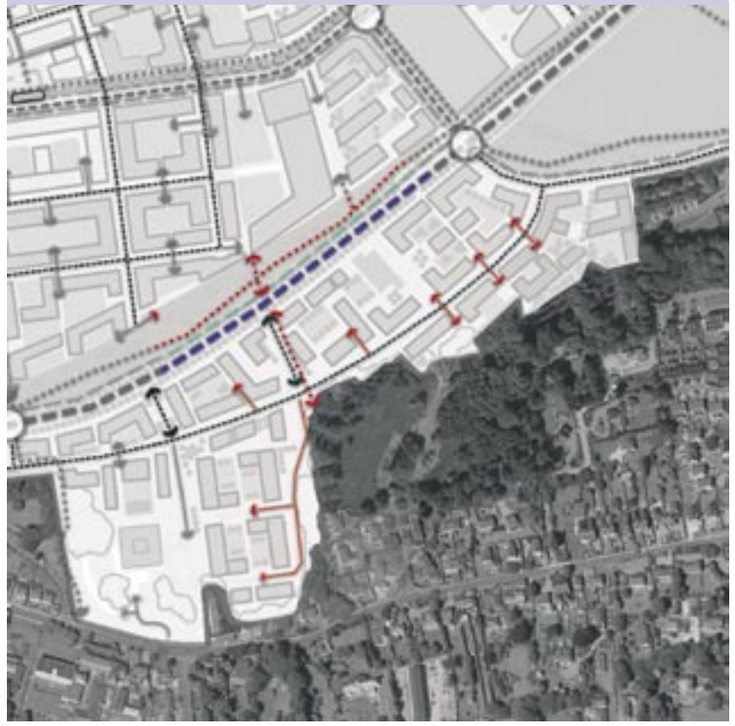

**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

**Figure 5.11a Monahan's Road East Movement & Access**



**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.11b Monahan's Road East Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.11c Monahan's Road East Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

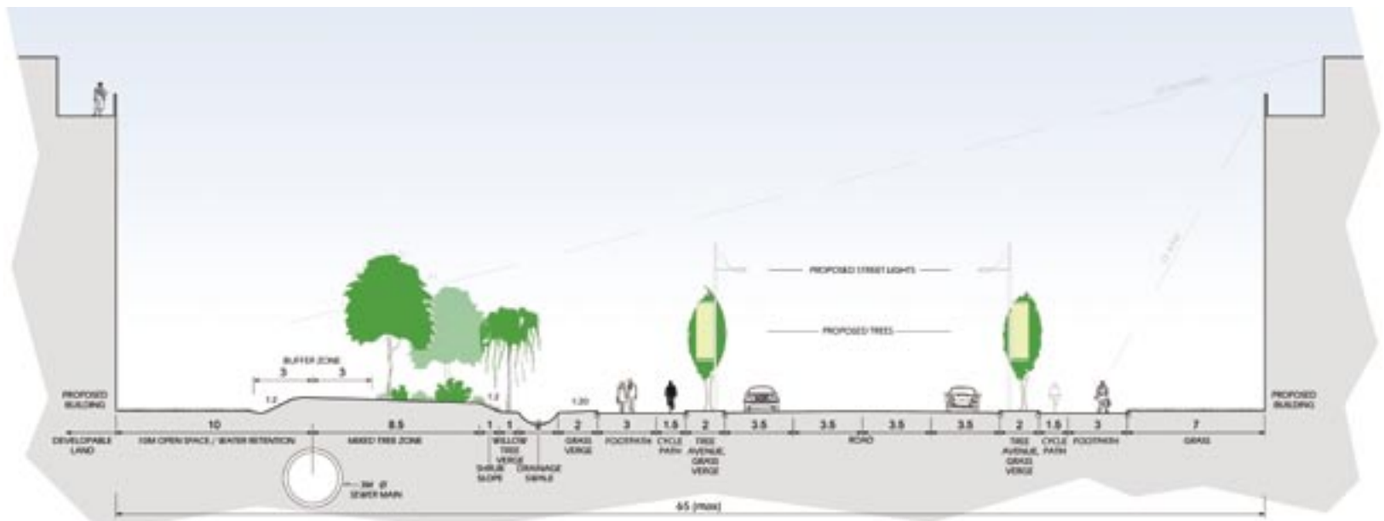
### 5.2.9 Monahan's Road East

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

Most of the development in this area will be south of Monahan's Road and east of the existing Tellengana site as far as the existing residential development to the north of Lindeville. There are a number of coal yards, storage facilities, light industry and offices currently in the area. A five storey office building has been recently constructed.

Typical Cross section through Monahan's Road



Monahan's Road will be redeveloped as a four-lane, tree lined boulevard, in accordance with the Infrastructure Strategy of this Plan. To the north of Monahan's Road a linear park will run parallel to the road. Mixed use and commercial buildings will overlook the street. To the south there are opportunities for clusters of residential blocks away from the busy streets. Residential blocks should take advantage of the opportunity to overlook the linear park to the north and Marina Park to the east and town houses will be required in the area zoned Inner City Residential Neighbourhood in order to provide a sufficient transition from the residential areas to the east.

**Objective SD 61: Monahan's Road East**

**Cork City Council will seek to encourage the development of a four-lane, tree lined boulevard at Monahan's Road East, in accordance with the Public Realm and Infrastructure Strategies of this Plan. Supporting development will also be required to promote the full development of this precinct, including:**

- **A linear parkland running parallel to Monahan's Road in accordance with the Public Realm Strategy.**

Indicative Axonometric sketch of Monahan's Road East

High quality courtyard spaces (Paris)

# **Development Precinct 15** Parkside

## Parkside

| | |
|---|---|
| **Area character type** | Low Development Density |
| Gross Precinct Area | 5.55 ha |
| Development Potential | 5.55 ha |
| Max. Gross Plot Ratio | 1.75:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 60% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 40% |
| Community Facilities | 1 post primary school (part)<br>Childcare facilities |
| **Transportation** | Close proximity to high quality public transport / LRT stop |

**Figure 5.12 Parkside Precinct Objectives**


**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

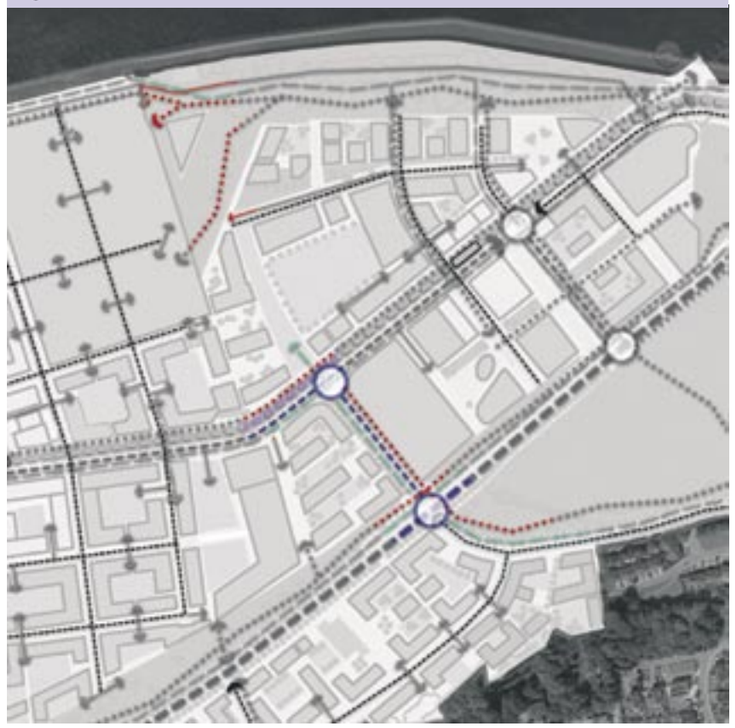
**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

Waterside access to River Lee

Encourage and develop water amenities

**Figure 5.12a Parkside Movement & Access**



**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.12b Parkside Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.12c Parkside Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

## 5.2.10 Parkside

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

This area lies to the east of the ESB power station and NORA oil storage tank farm and will act as a buffer to these industrial land uses. The relocation of the tank farm will be actively encouraged by the City Council and facilitated to remove uncertainties and land use constraints associated with Seveso activities, in accordance with Objective SD 62 of this Plan.

Public access along the quays and the redevelopment of existing rowing club facilities and slipways incorporating floating moorings will be provided as detailed in the Public Realm Strategy. The retention and protection of the existing mature trees along the Marina will be critical in maintaining the character of the area and in providing a setting to the proposed built development. There are significant opportunities to renovate and upgrade the public realm along this section of the Marina with improvements to elements including the pavement and flagstaff features.

Indicative Axonometric sketch of parkside from Marina Park

It is also an objective of this Plan to provide a primary school site on part of these lands and a post-primary within this precinct to serve the requirements of the South Docks. The development of a Focal Landmark Building at the bend in Centre Park Road will provide orientation and legibility in the area.

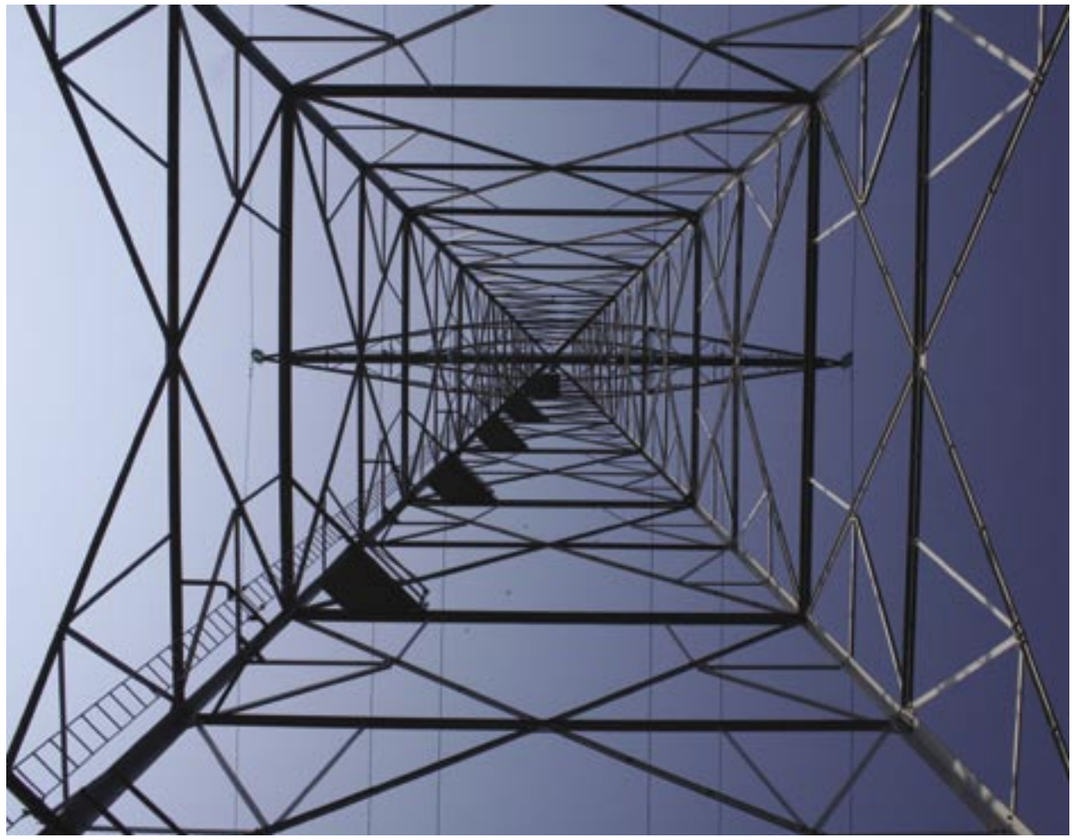
The overhead power line leading from the power station is a significant constraint and visual eyesore in the area. If the opportunity arises this should be decommissioned or undergrounded. The proposed development will provide a mix of uses in accordance with its zoning objective, which can be designed in an orthogonal grid with green open space courtyards and small pocket parks.

**Objective SD 62: Parkside**

**Cork City Council will seek to ensure the provision of the following elements to promote the sustainable development of the Parkside Precinct within the South Docks:**

- **Flood protection measures as identified in the Infrastructure Strategy.**
- **Retention and improvement of the Shandon boat club and slipway.**
- **Provision of additional moorings in accordance with the Public Realm Strategy.**
- **Retention of landscape elements along the Marina and upgrading of public realm, including Quayside Amenity and Area and Sculpture Trail.**
- **Relocation of Seveso activities and under-grounding of power lines where possible.**
- **Development of part of the post-primary school.**

Power pylon on Marina



16

# Development Precinct 16 Marina

| Marina | |
|---|---|
| **Area character type** | **High Density Development** |
| Gross Precinct Area | 11.76 ha |
| Development Potential | 11.76 ha |
| Max. Gross Plot Ratio | 2.5:1 |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | 60% |
| Social / Affordable Housing | 20% of land zoned Mixed Use Development |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | 40% |
| Community Facilities | Childcare facilities<br>1 community centre<br>Recreation and cultural facilities in Neighbourhood Centre<br>1 Post Primary School (part) |
| **Retail Facilities** | 1 Neighbourhood Retail Centre |
| **Transportation** | 1 high quality public transport /LRT stop |

Attractive Buildings addressing waterfront

**Figure 5.13 Marina Precinct Objectives**


**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

**Figure 5.13a Marina Movement & Access**

**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.13b Marina Indicative Site Layout**

**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.13c Marina Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.11 The Marina

**The Precinct Objectives Diagram demonstrates the zoning and development constraints and opportunities. However in accordance with Section 4.4.1 the Access Only roads are indicative and may be changed in detailed design subject to achievement of Objective SD 16: Block Sizes. The Distributor and Collector Roads are fixed. The remaining Diagrams are all indicative.**

**Actual building form on individual sites will be determined by zoning objectives, building height guidelines, conservation objectives, open space standards and design guidance rather than maximum Plot Ratio (see Section 3.4.1).**

The Marina Precinct includes the triangle of land between Centre Park Road and the Marina and the rectangular block of land to the south of Centre Park Road. The area is currently brownfield in nature with no significant existing buildings or structures. It is cushioned between the soft edges of the river and trees to the north and by the proposed Marina Park to the south.

This area will contain the third South Docks node - the Marina Neighbourhood Centre (uses as identified in Zoning Objective SD 04: Neighbourhood Centre and Section 4.5.2) located around the proposed public transport stop. The inclusion of artists working spaces and work/living spaces in mixed use development in this precinct will be promoted.

Typical section through courtyard

The area currently contains an attractive avenue of lime trees along the Centre Park Road. Due to the low lying levels in the area, ground levels will need to be raised to mitigate against flooding risks, which will require the removal of the trees. It is proposed to replant a row of semi-mature lime trees to create a tree lined boulevard to the public transport corridor which will link in with the proposed treatment to the reminder of Centre Park Road to the west. This is further detailed in the Public Realm Strategy.

The area will provide for a Neighbourhood Centre, public open space, school and mixed uses in accordance with the Zoning objective. Residential blocks should generally take advantage of the opportunity to overlook the river to the north and Marina Park to the south. A number of focal buildings will be permitted in the area, including a focal building which provides identity to the Neighbourhood Centre. As identified in Section 4.8.2, such buildings shall be defined not by their height, rather through innovative design and form.

At the termination of Centre Park Road, there is an opportunity to develop a Tall Landmark Building (maximum of 96m OD), which will mark the eastern boundary of the South Docks and will be a strong visual focal point when approaching the City from Tivoli and the Lower Glanmire Road on the north side of the river. This landmark building and the proposed bridge will define the eastern gateway entrance to the South Docks and Cork City. In accordance with Section 4.8.2.1. of the Plan, this landmark buildings should follow a slenderness ratio of not less than 4:1 in the case of a building having an integrated three-dimensional form, or a ratio of 2:1 in the case of a building with a disaggregated three-dimensional form, in order to protect views into and out of the South Docks. The provision of a viewing platform at the top of this building will also be promoted as this would enhance the amenities of the area and provide excellent views over the City and upper harbour area.

An additional Tall Landmark Building will be located adjacent to the iconic tall landmark building mentioned above to provide a visual link to the lower buildings in this precinct. This second tall landmark building in this location will be approximately 64m OD, which is two thirds of the height of the proposed iconic tall landmark building.

Civic spaces and corners should be highlighted with high quality architecture and public realm design.

The provision of the open span Eastern Skew Bridge crossing from the Lower Glanmire Road and close to Pairc Ui Chaoimh will significantly improve access to the area. The bridge structure should be a landmark or gateway structure marking the eastern entrance to the city. Upgrading of the Lower Glanmire Road and Skew Bridge crossing will need to be examined in considerable detail at design stage to facilitate traffic and the existing Cork-Cobh rail line.

This primary road will be elevated to allow for ease of movement beneath. Pedestrian severance along the Marina is to be avoided, to allow full pedestrian access to the proposed Marina Park, which will be developed into a regional park/amenity area of the highest quality.

**Objective SD 63: Development of Marina Precinct**

**Cork City Council will seek to ensure that the following key projects will be implemented to guide the full development of the Marina Precinct:**

- **Development of a Neighbourhood Centre incorporating a public transport stop.**
- **Raising of ground levels along Centre Park Road to mitigate against flooding and subsequent replacement of existing trees with semi-mature lime trees.**
- **Promote mixed-use developments and Neighbourhood Centre uses.**
- **Development of two Tall Landmark Buildings, in accordance with Section 4.8.2.**
- **Provision of opening Eastern Skew Bridge as a landmark/gateway structure.**
- **Development of community facilities.**
- **Upgrade and continue the South Docks quayside walkway.**
- **Promotion of artists working spaces and work/living spaces.**
- **Provision of part of the Post Primary School.**

Good Quality School

Tall Landmark Buildings

Indicative axonometric of Neighbourhood Centre

# Development Precinct 16a Marina Park

**Marina Park**

| | |
|---|---|
| **Area character type** | n/a |
| Gross Precinct Area | n/a |
| Development Potential | n/a |
| Max. Gross Plot Ratio | n/a |
| **Residential Development:** | |
| Gross Floor Area (as a % of total) | n/a |
| Social / Affordable Housing | n/a |
| **Non-residential development** | |
| Gross Floor Area (as a % of total) | n/a |
| Community Facilities | n/a |
| **Retail Facilities** | n/a |
| **Transportation** | n/a |

Encourage redevelopment of Pairc Ui Chaoimh into high class stadium

**Figure 5.14 Marina Park Precinct Objectives**

**PRECINCT OBJECTIVES**

- Precinct Boundary
- Mixed Use Development SD01
- Commercial Core Area as defined in CCDP
- Inner City Residential Neighbourhood (ICRN) as defined in CCDP
- Proposed District/Neighbourhood Centres SD03 / SD04
- Social/Community Infrastructure SD05, SD06, SD09, SD09A
- Third/Fourth Level Education & High Technology SD10
- Public Open Space SD02
- Public Square
- Sports Ground as defined in CCDP
- Quayside Amenity Area SD08
- River/Waterways as defined in CCDP
- Suggested Building Line
- Proposed Building Line
- Vehicular Access
- Suggested Internal Road

**HERITAGE STRUCTURES**

- NIAH Structure
- Protected Structure
- Structure to be considered for protection
- RMP Structure

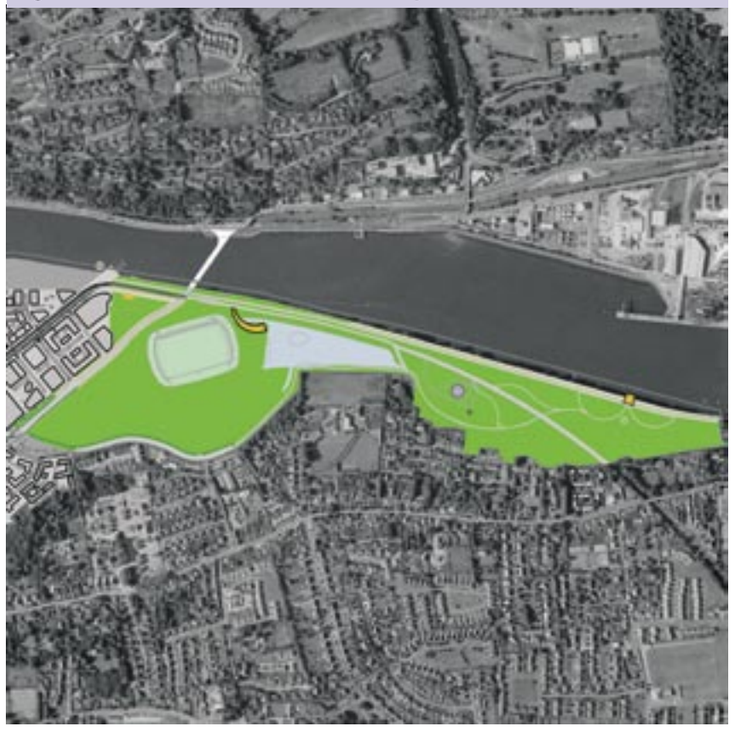
Upgrade Atlantic Pond Amenities

**Figure 5.14a Marina Park Movement & Access**

**MOVEMENT & ACCESS**

- High Quality Public Transport
- District Distributor Road
- Local Collector Road
- Access Road
- Restricted Access / Pedestrian
- Pedestrian Route
- Cycle Route
- Signalised Junction

**Figure 5.14b Marina Park Indicative Site Layout**



**SITE LAYOUT**

- Existing Building
- Proposed Building
- Industrial Conservation SD07
- Water Taxi Stop
- Existing Woodland
- Proposed Tree

**Figure 5.14c Marina Park Indicative Building Heights**

**BUILDING HEIGHTS**

- Up to 4/5 Storeys at parapet +1 Storey setback
- 5/6 Storeys at parapet +1 Storey setback
- 6/7 Storeys at parapet +1 Storey setback
- +52.00 Proposed Tall Building height in m. (Malin)
- (+50) Existing Tall Building height in m. OD (Malin)
- Main Vista
- Tall Landmark Building
- Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

### 5.2.12 Marina Park

This area will represent a significant amenity area for residents, workers and visitors in the South Docks and the wider city. Marina Park will extend east from the Showgrounds including the Atlantic Pond, lands to the east of the pumping station at Atlantic Pond and the underutilized parklands north of the old rail line and south of the Marina. Pairc Ui Chaoimh lies to the north of the Showgrounds and west of the Atlantic Pond. The Marina itself is a wonderful resource for the City with its tree-lined embankment, footpaths and views up and down the river to the City and Blackrock Castle. There is potential to upgrade and extend rowing facilities on the Marina. Public access to the slipways and water will be encouraged and supported by Cork City Council.

The area is largely underutilised with occasional events taking place at the stadium and in the Showgrounds. The recent Compulsory Purchase Order (CPO) by the Council to acquire the Showgrounds will see the area retained and developed as public open space. An improvement in access and provision of high quality transport corridor to the area will facilitate the redevelopment and enhancement of the area as an amenity resource to the residents and workers in the Docklands, surrounding communities and also to the wider city and region.

The area has the potential to become the focus for a wide range of activities. Pairc Ui Chaoimh has the potential to be upgraded and developed into a high-class seated stadium within walking distance of high quality public transport. Associated amenity, leisure and cultural uses could be developed in close proximity, including the provision of rowing facilities.

There is a requirement to set aside a portion of the lands to the south west of the Atlantic Pond for surface water attenuation of the South Docks. The treatment of the public realm and landscape around the Atlantic Pond will be significantly improved with upgraded footpaths, softening of the edges of the pond with planting and embankments and the creation of additional habitats for birds. Boardwalks and jetties will be developed. Supervision of the space will be considered through some form of built development either in the convent lands to the south of the pond (which will need to be accessed from Monahan's Road) and/or through the development of a building associated with the stadium. The maintenance of biodiversity and protection of the existing natural heritage will be required within this area.

To the east of the Atlantic Pond, the pumping station will be screened with a significant buffer of screen woodland. Pedestrian walkways will connect the pond to the lands to the east which are currently underutilised. Barrington's Castle Folly is a Protected Structure and will be conserved with views opened to allow the structure become a focal point of the area. This park will be an "eco-park" providing a wide variety of habitats ranging from grassland/meadow to woodland and wet marshland. Boardwalks will connect the pedestrian footpath across the marshland to the railway line. Interpretive signage and teaching facilities could be developed to inform local schools and visitors to the area. An international design competition to promote this area will be promoted by Cork City Council.

To the north of the old Blackrock rail line the park will be redeveloped into a modern contemporary designed park with a series of children's play area suited to a full range of age groups from toddlers to teenagers.

Marina Park presents a significant amenity area for residents and workers in the South Docks and City Centre. Therefore, all development proposals in Marina Park must demonstrate sufficient regard to the protection of the natural heritage and biodiversity to the area.

**Objective SD 64: Marina Park**

**Cork City Council will actively encourage the development of the following elements in order to guide the sustainable development of the Marina Park Precinct:**

- **Provision of a sub-regional park.**
- **Working with Cummann Luth-Chleas Gael Choiste Chontae Chorcai to accommodate the upgrading of Pairc Ui Chaoimh to a modern stadium and to facilitate the development of a Centre of Excellence which may involve the transfer of some additional lands.**
- **Reservation of lands to the southwest of Atlantic Pond to facilitate surface water attenuation.**
- **Provision of a high quality public realm and 'eco-park' in association with the Public Realm Strategy of this Plan.**
- **Upgrading of Marina slipways and rowing facilities.**
- **Require the protection and enhancement of the natural heritage and biodiversity of the area.**
- **Promotion of international design procurement competition for the design of Marina Park.**
- **Provision of public art and outdoor performance space.**

Provide good quality playgrounds for all ages

Upgrade Park along Marina

# SECTION 6

## SOUTH DOCKS LOCAL AREA PLAN

### Implementation Strategy

# Section 6: Implementation

## 6.1 Introduction

The full development of the South Docks as envisaged provides for the creation of a new quality urban area, which is connected to the City Centre and North Docks area through high quality access infrastructure and permeability. Whilst the Plan provides the key principles and objectives for the development of the South Docks, the phasing and costs relating to development must be equitably apportioned.

In this regard, Cork City Council has produced a Land Equalisation Study. This Study has considered the requirements for infrastructure, key issues and common principles for each landholder and a financial model. The Study recognises the importance of phased development and the principles of ensuring that significant progress is made in development schemes. The principles of this Study have informed the Local Area Plan.

The establishment of the Cork Docklands Development Forum in 2007 is a critical step in the prioritisation of the implementation of the objectives of this Local Area Plan. The Forum brings together senior representatives of the key Government Departments with stakeholders from the Local Authorities and the community and business sectors. Amongst the main objectives of the Forum will be the prioritisation and co-ordination of the response by relevant Government Departments and Agencies to the LAP and the promotion of effective co-ordination and delivery of public investment, particularly in the areas of roads, water services, port relocation and associated infrastructure. This will be delivered through the development of an over-arching framework for the involvement of Government Departments, Local Authorities and State Agencies.

It is estimated that the development of the South Docks area will take approximately 20 years (2007-2027) to complete, including the securing of necessary finance and infrastructure. Development will be phased to ensure the most efficient use of resources and the balanced, incremental growth of the area. An indicative phasing programme has been completed for this Plan, in order to guide the development of the area. This is accompanied by a Capital Costs estimate, which can also help guide the provision of infrastructure within the Plan area. It is envisaged that each of these items will be re-assessed to adapt to changing market trends and demands over the lifetime of the LAP proposals.

## 6.2 Phasing

An indicative capacity analysis has identified the general level of development potential in the South Docks. The development of residential and employment uses in the area is required to address population decline in the City Centre (see Section 2.2) and help to achieve the population level as envisaged in CASP and the National Spatial Strategy for Metropolitan Cork. Therefore, the phasing of development in the South Docks over a twenty-year period should take account of the likely number of residents (20,0000) and workers (25,000), as identified in Section 3 of this Plan.

The phasing programme requires the implementation of key infrastructural projects, an appropriate and timely development of residential and non-residential uses and the establishment of key elements to drive the momentum for development.

The phasing scheme outlined below is intended as an indicative phasing outline only. The scale and pace of development is subject to a number of variables and risks including:

- The economic outlook and market conditions;
- Barriers to development including Port and Seveso;
- The funding and procurement of infrastructure to facilitate the development.

The ability to provide increased certainty on these risks will significantly influence the location and pace of development and there is still a degree of uncertainty surrounding all of these issues at present.

The development of access and services infrastructure is of critical priority in the early stages of the South Docks development. Statutory reviews of the adopted LAP will also update the phasing programme to adapt to emerging market demands and progress on infrastructure and barrier removal.

### 6.2.1 Critical Elements

Development in the South Docks will be infrastructure-led prior to any substantial residential and non-residential development. The priority infrastructure elements required are:

- Bridge access (Water Street/Eastern Gateway/Mill Road Bridges);
- Resolution of Seveso issue (IAWS Gouldings, NORA and Topaz sites);
- Development of flooding mitigation measures (including provision of perimeter protection and the raising of ground levels);
- Completion of water supply and drainage works within the study area;
- Reservation of public transportation route for public transport (with future adaptability to provide for an LRT/BRT system);
- Quality of life infrastructure including the provision of open space and parks, quayside promenade and cultural and community facilities.

Extensive consultation (as identified in Section 1) has been carried out with key landholders of the South Docks in which the following issues have been highlighted as affecting the phasing sequence for the Plan area:

- Certain landholders along Monahan's Road are ready to develop commercial units;
- Howard Holdings are ready to redevelop their eastern landholding for mixed use;
- IAWS is ready to redevelop western landholdings for mixed use (Gouldings may relocate within the short-term);
- Preparation of Phase II development application by McCarthy Developments (Centre Park Road);
- Templeford Ltd. preparing plans to redevelop lands facing river front at Marina Commercial Park;
- Preparation of Phase II development at Tellengana (Monahan's Road).

The above identified projects and actions are noted as critical for completion in the South Docks. Not all developments may be implemented in the short-term. However, a number of key projects will be required for completion in the short term in order to 'kick start' and encourage the development of the area.

### 6.2.2 Phasing Sequence

A sequence of phasing is emerging for the South Docks. This is underpinned by the identification of opportunities and constraints for South Docks development as outlined in Section 3.

Significant development of the South Docks can readily begin (subject to market conditions and developer interest) at the eastern end, due to the following factors:

- Availability of lands for immediate development;
- No significant Seveso land use restrictions apply;
- No dependence on Port relocation.

Critical access infrastructure will be provided via the Lower Glanmire Road and Eastern Gateway Bridge and Monahan's Road extension and water infrastructure from Glashaboy will be provided (in accordance with the Infrastructure Strategy).

These infrastructure elements will also provide the basis on which to develop other South Docks lands including IAWS lands, Marina Commercial Park and others. The degree of development will be subject to demonstration of adequacy of the infrastructure on a case by case basis.

### 6.2.3 Phasing Periods

Three development phases/terms have been identified for the South Docks. These are as follows:

- Short Term 2007 – 2013;
- Medium Term 2014 – 2020;
- Long Term 2021 – 2027.

The duration of the short and medium terms coincide with key policy dates for Cork City. The current National Development Plan will be completed by 2013 (end of the short term phase) and CASP will be completed by 2020 (end of the medium term phase). Such phasing periods also coincide with statutory reviews of the Local Area Plan and Phasing Strategy.

The immediate short term phase (Phase 1a) will concentrate on the provision of only key 'must do' infrastructure elements for the development of the eastern lands and other potential early developments (not impacted by Port and Seveso barriers). An improved infrastructure capacity during the later phases will unlock the remainder of land for development.

It is considered that major infrastructure projects must be substantially completed prior to large scale South Docks development. It is proposed that public realm developments, community services (including educational facilities) and quality of life infrastructure will be provided in tandem with each development phase in order to cater for existing and future population.

The relocation of the Goulding's Seveso site in the short term will unlock western development lands. Flood protection will generally be facilitated with the increased minimum FFLs of 3.5m OD Malin in the short term to be augmented with perimeter protection in the medium to long term, integrated with the provision of the upgrade of the quays and the new quayside amenity area.

The following Tables identify the key elements proposed in each development phase. Precincts identified for development within each phase are subject to market demands, as some Precincts may be ready for development before others. Thus, the sequence of development outlined is indicative only.

Table 6.1 Short Term Phase

| **Key Development** | **Infrastructure, Use Relocation, Public Transport and Further Studies** |
|---|---|
| **Timescale** | **Phase 1 2007 – 2013** |
| **Key Outcomes Required** | **Phase 1a 2007 – 2010** |
| | Eastern Gateway Bridge; |
| | Lower Glanmire Road Improvement to Silversprings; |
| | Monahan's Road Extension (Bridge approach road); |
| | Tivoli Watermain to Docklands (Project Phases 1 & 2) |
| | Albert Road, Albert Quay (South Link Road interim upgrade); |
| | Commence public transport bus service; |
| | Complete high quality public transport (LRT/BRT) study; |
| | Commence study for Mill Road Bridge and N24 Link; |
| | Relocation of Seveso uses at Gouldings. |
| | **Phase 1b 2010 – 2013** |
| | Relocation of the Port of Cork; |
| | Water St Bridge and North/South Link Roads to Centre Park Road and Monahan's Road; |
| | Relocate Topaz and NORA Seveso sites; |
| | Monahan's Road Improvement (and related services and utilities); |
| | Centre Park Road (and related services and utilities); |
| | Commencement of Quay Wall Structural remediation; |
| | Marina Park; |
| | Provide 1 No. Primary School; |
| | Commence procurement of high quality public transport. |
| **Related Development** | Key infrastructure elements must be substantially completed in order to provide for large scale redevelopment of the area. The completion of these projects will unlock the South Docks area for further residential and non-residential developments. |
| **Development Precincts** | Precincts 15 & 16 and 16a to the east; |
| | Precinct 5 to the west; |
| | Precincts 10 & 11 in the centre. |
| **Funding Sources** | Combination of private development, development contributions and Government funding. |

Table 6.2 Medium Term Phase

| **Key Development** | **Residential and non-residential uses and social infrastructure** |
|---|---|
| **Timescale** | **2014 – 2020** |
| **Key Outcomes Required** | **Phase 2 2014 – 2020** |
| | Community facilities (including cultural centre); |
| | Complete quayside works and public promenade; |
| | Development of remaining primary and secondary schools; |
| | High quality public transportation (LRT/BRT); |
| | Mill Road Bridge and Link Road; |
| | Underground MSW collection and storage system. |
| **Related Development** | It is envisaged that a large portion of residential and non-residential development will also occur within this phase. Whilst public realm and community services will be provided in tandem with each phase, the development of Marina Park will be complete by the beginning of this phase. It is considered that the development of this significant open space resource within the area will provide a timely attractor for family living and a pleasant working environment within the South Docks. |
| **Development Precincts** | Precincts 7 & 9 to the west; |
| | Precinct 1 at Custom House Point; |
| | Precinct 12 to the south. |
| **Funding Sources** | Combination of private development and development contributions. |

Table 6.3 Long Term Phase

| Key Development | Remaining residential and non-residential uses and last elements of infrastructure |
|---|---|
| **Timescale** | **Phase 3 2021 – 2027** |
| **Key Outcomes Required** | Link to N27; |
| **Related Development** | The filling in and development of remaining precinct lands within the South Docks. |
| **Development Precincts** | Precincts 13 and 14. |
| **Funding Sources** | Combination of private development and development contributions. |

As established above, the development of the South Docks can be accomplished within a twenty-year time frame. An indicative summary of the quantum of residential and non-residential elements of each phase is provided in Table 6.4. However, this schedule is indicative only, subject to future market demands and the provision of adequate infrastructure capacity.

Table 6.4 Indicative Level of Development

| Phasing Term | Residential Units | % Provision | Non-residential | % Provision |
|---|---|---|---|---|
| Short (2007-2013) | 5,005 | 57 | 472,311 | 53 |
| Medium (2014-2020) | 3,157 | 36 | 321,969 | 36 |
| Long (2021-2027) | 574 | 7 | 92,491 | 11 |
| **Total** | 8736 | 100 | 886,771 | 100 |

## 6.3 Financial Requirements

The Plan envisages the regeneration of the South Docks area over a 20 year period. The level of investment required to provide for the vision is significant. This funding will comprise a mix of public and private investment.

Through the process of preparing the Plan, consideration has been given to costs and potential benefits of the redevelopment process and the extent to which this cost should be distributed. A budget cost plan has been prepared based on the Plan provisions.

The budget cost plan outlined below in Table 6.5 is based on current market prices and the preliminary level of detail available and should only be regarded as an indication of the probable order of cost of the works. Estimates given below are:

- **subject to variation** arising from the integration of projects and contracts, procurement methodology, pace of development, availability of funding, prevailing market conditions and the assembly of an agreed funding scheme.
- Road projects include costs for distribution systems for water, drainage, telecoms, gas, power and significant utilities diversions along with a utility culvert.
- Costs include fees and VAT.

Table 6.5 Summary of Budget Cost Plan

| Item | Cost €Million |
|---|---|
| Eastern Gateway Bridge and Approach Roads | 80.0 |
| Strategic Water Supply | 9.5 |
| Albert Road and Quay Improvement | 5.0 |
| Monahan's Road (MR) Improvement | 59.3 |
| Centre Park Road (CPR) Improvement | 68.0 |
| Quay Walls Remedial Work and Amenity Area | 47.2 |
| Water Street Bridge and Link Roads (Lower Glanmire Road to Centre Park Road) | 65.8 |
| Water Street Bridge and Link Roads (Centre Park Road to Monahan's Road) | 11.2 |
| Marina Park and Pocket Parks | 63.0 |
| Mill Road Bridge and Link Road | 55.0 |
| Educational Facilities | 31.0 |
| Cultural & Community Facilities | 31.0 |
| Automated Waste Collection System | 22.0 |
| Other North South Link Roads | 14.0 |
| Mass Transit Public Transportation | 53.0 |
| Link to South Link Road | 100.0 |
| **Total** | **715.0** |

### 6.3.1 Development Contributions

Contributions towards expenditure by the City Council for works including expenditure on transport initiatives, roads, water and drainage schemes, open spaces, cultural/arts projects and other amenities which facilitate development will be required. The Planning Authority may grant exemption from development contributions in respect of:

- Churches;
- Community Halls;
- Development for public social purposes;
- Provision of sporting facilities (excluding licensed premises attached to clubhouses);
- Extensions to dwellings;
- Renovation to a high standard of a Protected Structure or other building of architectural interest currently in poor condition, provided the renovation is faithful to the building's design and period.

The details and basis for the determination of the contributions are set out in Cork City Council's Development Contribution Scheme adopted in 2004 in accordance with the provisions of Section 48 of the Planning & Development Act 2000.

Cork City Council may establish Supplementary or Special Development Contribution Schemes to cover elements such as infrastructure and public realm costs (including art and capital event programmes). The widening of such schemes to developments outside of the Docklands area may be considered if the infrastructure involved delivers demonstrable benefits to these developments located outside of Docklands.

A number of incentives including the Department of the Environment, Heritage and Local Government Conservation Grants Scheme are in existence and can be capitalised upon to deliver some appropriate South Docks development. Financial aid schemes arising from national projects including the National Development Plan 2007 and the National Spatial Strategy should also be capitalised on to deliver elements of the South Docks.

SOUTH DOCKS

# Appendices

## Appendix 1 – Additional studies which have informed the SEA.

1 . Preliminary Ecological Assessment of the South Docks, Cork. Dixon Brosnan Consultants. 2007

2. Preliminary Tree Survey, South of Ireland Tree Surveys. 2006

3. Cork Docklands Economic Study, DTZ Pieda Consulting. 2007

4. Cork Docklands Land Equalisation Study, EKOS Consulting. 2006

5. South Docklands Contamination Study, T.J. O'Connor & Associates. 2007

6. Preliminary Quay Walls & Jetties Engineering Assessment, ARUP Consulting Engineers. 2007

7. Lee Catchment Flood Risk Assessment and Management Study (Lee CFRAMS), OPW and Halcrow Group Ltd. Ongoing

8. Water Supply Feasibility Report, Carl Bro Consulting Engineers. 2003

9. Cork Docklands Surface Water Drainage Study, Tobin Grontmij Alkyon. 2005

## Appendix 2 – Landscape Structure

### Zone 1 – The Marina

This is a zone of prime importance given its association with the adjacent River Lee. Currently enjoyed by motorists and walkers alike, the zone provides a tree-lined open space varying in width from some 15 to 30 metres, which extends for 2kms from the eastern edge of the power station to the extreme east of the area (Church Avenue, Blackrock). No riverside link currently exists between the Marina and the City centre due to the location of major industrial uses on the quaysides.

Crucial to the open space structure of the South Docks area, the Marina zone is elevated behind the quay wall for its entire length. At the western end of the promenade the open space is at its widest and runs for some 500 metres as far as Centre Park Road. The quay wall is backed by a generous grass area through which runs a 4 metre plus wide surfaced vehicle access road. Set back some two to three metres, trees line both sides of the road and vehicle parking is available on the south side.

### Zone 2 – Centre Park Road

Currently providing the central spine for access to large numbers of operations, the roadside tree planting provides one of the dominant visual elements within the study area. This is particularly the case from a location some 500m metres east of the Victoria Road roundabout for the following kilometre or so until the Promenade is reached. The overall effect is of considerable visual significance in the context of the surrounding industrial uses.

### Zone 3 – Atlantic Pond and Park

Located towards the eastern end of the study area, the park is adjacent to the GAA stadium. The Atlantic Pond is an unusual shape, being of triangular form, with its northern boundary running parallel to the Marina for a distance of some 330 metres.

The park can be accessed from the Marina at several locations and also from the south via a small car park linking a tree-lined footway off Ardfoyle Crescent and the lane at Barrington's Avenue. The park is at a lower level than the promenade. The level of the Pond reflects the general level of the study area, emphasising the tidal control and flood prevention function which the elevated promenade provides.

### Zone 4 – Eastern Open Space

Beyond the formal spaces of Atlantic Pond and the associated designed park, a series of small scale spaces occupy the areas between the Marina and the escarpment slope.

The area is relatively secluded and contains at its western end the wastewater treatment plant, a ruined tower, and several ponds of naturalistic form containing reeds, rushes and regenerating willow. Essentially the area is in the process of reverting to a natural wetland habitat, including scrub species (Willow, Thorn etc) in slightly drier areas. Tree species include Ash, Oak, Sycamore, Beech, Willow and Horse Chestnut; mainly mature and in various conditions.

The disused railway line, now functioning as a well-used surfaced footpath and cycleway, bisects the zone and is itself defined by mature trees on both sides. These trees are mature and in generally good condition being predominantly Sycamore, but with Ash, Horse Chestnut, Lime and Beech. The railway line runs at a higher level than the Promenade. An interesting stone bridge, date 1848, spans the line above a distinctive rock cutting north of Blackrock Road.

### Zone 5 – Monahan's Road

Providing the current southern major vehicle access through the study area, Monahan's Road commences at the west of the South Docks area at the Victoria Road roundabout, and is intermittently tree-lined on both sides throughout its slightly less than 2km length.

At its western end, Acer varieties are predominant, varying in size from some 5 metres to 9 metres. The trees are generally in good condition.

### Zone 6 – GAA Stadium and Cork Showgrounds

Located between the Marina and Monahan's Road, this area of land contains the stadium, the showground buildings and a significant area of open space. Trees fringing the Marina and lining Monahan's Road provide the perimeter framework to the area.

### Zone 7 – Victoria Road / Centre Park Road Area

The roundabout which gives access to the study area from the western end adjacent to the City leads into the western part of Centre Park Road. Although not tree lined to the extent of the more eastern parts, the locality has a number of road side trees which give a reasonable sense of approach to the industrial land uses.

Tree species are mainly Lime, but include some Planes and Poplars. The health of the trees appears to be good and the balanced crowns have achieved a height of some 12 to 14 metres. The trees on the north side are located in a very narrow grass verge strip, whereas those to the south are frequently located in more generous spaces.

## Appendix 3 – List of Submissions and Consultees

| Submitted By | On Behalf Of |
|---|---|
| Abbott, Brian | |
| Aherne, Michael, Chairman | Save Our Walk Campaign |
| Aherne, Stephen | |
| Aheron, Bartholomew | |
| Allander, Kathleen M. | |
| Atkinson, Elizabeth | |
| Barrett, Ellen | |
| Barry, Bridget | |
| Beakey, Willie | Cork Boat Club |
| Bird, Norman | Funderland/Wm. Bird (Sales Ltd.) |
| Bogan, Ann, Senior Planner | Cork City Council |
| Boyle, Dan, Senator | |
| Brett, Ciara, Executive Archaeologist | Cork City Council |
| Browne, Liam | UCC Rowing Club |
| Brownlow, M.I. | |
| Buckley, Dan, Rowing Manager | Cork Boat Club |
| Burkley, Peter | |
| Byrne, Tara, Director | National Sculpture Factory |
| Cahill, Brendan | |
| Cahill, Brendan | UCC Rowing Club |
| Cahill, Richard | |
| Callanan, Michael, Coach | Presentation College Rowing Club |
| Casey, John F., Acting Plan Manager (South) | EIRCOM |
| Cashell, John A., Chair | Swim Ireland - Munster Region |
| Clancy, Catherine, Councillor | |
| Clarke, Stephen | |
| Coakley, Padraig | |
| Coffey, Brian | |
| Cohu, Anthony | |
| Connolly, Simon | Akiboye Conolly Architects |
| Cooper, Richard C. (Vice President) and Brenda Cooper (Director) | Horner Ireland Ltd. |
| Cork Boat Club, Shandon Boat Club, UCC Rowing Club, CIT Rowing Club, Presentation College Rowing Club, Lee Rowing Club | Combined Rowing Clubs |
| Cotter, Joseph | Household Linens |
| Cotter, Louise, Chairperson | R.I.A.I. Southern Region |
| Coughlan, Frank, Secretary | Shandon Boat Club |
| Coughlan, Ger, Secretary | Cork and District Draft Net Fisherman's Association |
| Crean, Brian, Chairman | Cork City Regatta Committee |
| Cronin, Donald | Cork Boat Club |
| Cronin, Richard | |
| Crowley, Dermot | Ion Equity |
| Crowley, Gerard, Estates Manager | E.S.B. |
| Crowley, Gretta, Local Health Manager, South Lee | H.S.E. South |
| Culhane, Maura | |
| Cunnane Stratton Reynolds | Howard Holdings |
| Cunnane Stratton Reynolds | Howard Holdings and Tedcastles |
| Cunnane Stratton Reynolds | O'Callaghan Properties |
| Cunnane Stratton Reynolds | Tesco Ireland Limited |
| Dalton, Kevin | |
| D'Arcy, Adam | Cork Cycling Campaign |
| Daunt, Stephen | |
| Davis, Eddie, President | Lee Rowing Club |
| Desmond, Paul | |
| Dickson, Ger | |
| Donaldson, Frank | Lucey Family, South Cork Enterprise Board |
| Donovan, James | |
| Doorleys | |
| Dorgan, Marie | |
| Doyle, John, Assistant Principal Officer, School Planning Section | Dept. of Education and Science |
| Duggan, Dan | Cork Boat Club |
| Duggan, David | Cork Boat Club |
| Duggan, Patrick | Cork Boat Club |
| English, J.P | |
| Farnan, Pat, Captain, Deputy Chief Executive/Harbour Master | Port of Cork Company |
| Ffrench Davis, Nicki | Arts Administration and Promotion |
| Field Corbett, Sam | Irish Ship & Barge Fabrication Company |
| Fitzgerald, Joe, Regional Manager South | Bus Eireann |
| Fitzgerald, Ken | |
| Fitzsimons, Joss | |
| Flattery, Tom, HEO, School Planning Section | Dept. of Education and Science |
| Fleming, Catherine | |
| Fogarty, Michael | |
| Foley, Aoife | |
| Foley, Emmet | Cork Boat Club |
| French, Patrick | |
| Geary, Ronan | |
| Geraghty, Declan | |
| Gilmartin, Sheila | |
| Goldel, Shane | |
| Golden, Harry, Managing Director | Cork Bonded Warehouses |
| Guerin, Donal, Social Inclusion Officer | Community & Enterprise Directorate, Cork City Council |
| Halbert, Ger | |
| Hannigan, Donal, Assistant Principal Officer | Department of Arts, Sport and Tourism |
| Hannon, Paul | Department of Transport |
| Harrington, Patricia | School of the Divine Child, Lavanagh Centre |
| Hayes, Stephen | UCC Rowing Club |
| Healy, Conor, Chief Executive and O'Brien, Joseph, Director | Cork Chamber in conjunction with Construction Industry Federation |
| Healy, Denis, Manager, Engineering Services | Port of Cork Company |
| Healy, Elsie | |
| Healy, Jack | |
| Healy-Kelly, Lucy and Montague, Oonagh | Art Trail, CIT Artsfest, Corcadorca Theatre Company, Cork International Choral Festival, Corona Cork Film Festival, Cork Folk Festival, Guiness Cork Jazz Festival, Cork Midsummer Festival, Munster Literature Festival. |
| Heaslip, Frances, Co-ordination Unit | Dept. of Communications, Energy & Natural Resources |

| | |
|---|---|
| Hennebry, Jim | |
| Hennessy, Cathy | |
| Hennessy, Eoin | Presentation College Rowing Club |
| Hennessy, T.A | |
| Hickey, Frances | |
| Hickey, Patrick | Cork Sculling Ladder |
| Higgins, Tom | |
| Hogan, Roddy | |
| Horgan, Chris | UCC Rowing Club |
| Horgan, Jonathan | SDA O'Flynn Architects |
| Houlihan, John | Communities for Sustainable Development |
| Iremonger, Sarah | Backwater Artists Group |
| Jenkins, Dr. Lee | |
| Joyce, Colm | |
| Joyce, Frank | |
| Keane Twohig, Elizabeth | |
| Keane, Fran | Presentation College Rowing Club |
| Kearney, Fiona, Director | Lewis Glucksman Gallery |
| Keating, Rosalind | |
| Kelleher, Paul | |
| Keller, Maurice | UCC Rowing Club |
| Kelly Barry O'Brien Whelan Architects | Presentation College Rowing Club |
| Kelly, Jean | |
| Kelly, Paul | |
| Kenny, Brian | Spatial Policy Section, Department of the Environment, Heritage and Local Government |
| Keohane, Colm | |
| Keohane, John | |
| Kidney, Patrick | |
| Kosova, Jana | |
| Leland, Mary | |
| Loftus, William K. | |
| Lomasney, Sean | |
| Long, Tim | |
| Looney, Dan, C.A.S.P. Co-ordinator | C.A.S.P. Office |
| Luck, Stewart and Nora Anne | MIU Ireland Ltd. |
| Lynch, Desmond | |
| Lynch, Kathleen, Deputy | |
| Manning, David | |
| Martin, Stephen, Captain | UCC Rowing Club |
| Matrix Associates | Freefoam Plastics Ltd. |
| Mawze, Michelle | |
| McAvoy, Elizabeth, Programme Manager | Cork Marketing Partnership |
| McCarthy, Don | |
| McCutcheon Mulcahy | Arkady Feeds |
| McCutcheon Mulcahy | Odlum Group Ltd. |
| McCutcheon Mulcahy | Southern Milling Limited |
| McCutcheon Mulcahy | Origin Enterprises plc |
| McCutcheon Mulcahy | Tedcastle Properties |
| McCutcheon Mulcahy | McCarthy Developments |
| McCutcheon Mulcahy | Southern Milling |
| McCutcheon Mulcahy | McCarthy Developments (Cork) Ltd., Origin Enterprises plc, Tedcastles Properties, Templeford Ltd, Marina Commercial Park |
| McGrath, Michéal | |
| McNamara, Pierce | |
| Meaney, Liz, Arts Officer | Cork City Council |
| Miller, John X., General Manager | Cork Civic Trust |
| Morrissey, Ingrid | Doyle Estates Co. Ltd |
| Mulcahy, Denis | |
| Murphy, Alan | UCC Rowing Club |
| Murphy, Daniel | Cork Boat Club |
| Murphy, John J., Chairman | Cork Region of Engineers of Ireland |
| Murphy, Katherine | |
| Murray O'Laoire Architects | McCarthy Developments |
| Murray O'Laoire Architects | Cork Warehouse Company Ltd., |
| Neville, Charlie | |
| Ní Chonchuir, Aoife | Cork City Partnership |
| Ní Thuama, Clár | |
| Nolan, Alan | |
| Ó Cathail, Seamus | UCC Rowing Club |
| Ó Cuanacháin, Pádraig | Gael-Taca |
| Ó Duinnin, Padraig, General Manager | Meitheal Mara |
| Ó Floinn, Mike | |
| Ó Murchu, Proinnsias, Runaí | Cumman Luth-Chleas Gael, Cork |
| Ó Murthaile, Seamus | |
| O'Callaghan, Pat | |
| O'Callaghan, Teresita, Secretary | Lee Rowing Club |
| O'Connell, Mary Jacqueline | |
| O'Connor, Siobhan | Housing Development Group |
| O'Donnell, Dave | |
| O'Donoghue, Des | |
| O'Donovan, M. | |
| O'Dowling, Niall | |
| O'Flynn, Sean | |
| O'Keeffe, Anthony | |
| O'Keeffe, Brian | Presentation College Rowing Club |
| O'Kelly, Kevin | |
| O'Leary, Anthony | |
| O'Malley, Eugene | |
| O'Neill, Greg | |
| O'Neill, Niall | |
| O'Regan, Cormac | Cork Boat Club |
| O'Reilly, Tom | Rail Procurement Agency |
| O'Riordan, Kathryn and O'Connor, Siobhan | Housing Development Group |
| O'Sullivan, Barry | |
| O'Sullivan, Kieran | Cork Boat Club |
| O'Brien, Brendan, Principal | St. Kevin's School |
| O'Connell, Pat, Outreach Worker | Gurranabraher/Churchfield Outreach Project |
| O'Connell, Pat, Outreach Worker | Youth Work Ireland, Cork |
| O'Conner, Ray, Regional Manager S.W. | IDA Ireland |
| O'Donovan, Jim, Director | Cork City Development Board |
| O'Flynn, Denis, Councillor | |

| | |
|---|---|
| O'Neill, Margaret, Chairperson | Cork Social Housing Forum |
| O'Riordan, Kathryn | Cork City Childcare Company Ltd. |
| O'Shea, James | Douglas Electronics |
| O'Sullivan, Dave | SHUL |
| O'Sullivan, Denis, Principal | Scoil Iosaf Naofa |
| Owens, T., Chief Executive Officer | City of Cork Vocational Education Committee |
| P.J. O'Driscoll & Sons | Elizabeth O'Halloran |
| Page, Linda | |
| Paul, Gerald | E. Love Ltd. |
| Philip, Benjamin | |
| Philip, Mrs. | |
| Poland, Mark, Director of Buildings and Estates | University College Cork |
| R.K.D. Architects | Carey Tools and the McElhinney Family |
| Reddy O'Riordan Staehli Architects | IAWS |
| Reilly, Agnes | Coordination Unit, Department of Communications, Energy and Natural Resources |
| Roche, Mary | |
| Ronayne, Liam, City Librarian | Cork City Libraries, Cork City Council |
| RPS Group | ALDI Stores |
| RPS Planning and Environment | TOPAZ Energy Ltd. |
| RPS Planning and Environment | Cork Warehouse Company Ltd. |
| RPS Planning and Environment | E.S.B. |
| RPS Planning and Environment | Carey Tools and the McElhinney Family |
| RPS Planning and Environment | Joseph Lane (Holdings) Ltd. |
| Ruane, Pat, Conservation Officer | Cork City Council |
| Ryan, W.J. | |
| Sadlier, Ger | Presentation College Rowing Club |
| Secretary | Cork Sailing Architects Society |
| Shalloe, Conor | |
| Sherlock, Tom, Principal Officer, Engineering Services | Office of Public Works |
| Site Solutions | Mundo Furnishings Ltd. |
| Spalding, Tom | An Taisce, Corcaigh |
| Spatial Planning Solutions Ltd. | Harbour CAT Ferries |
| Stofberg, Jeroen | |
| Sul, Marie | |
| Tom Philips and Associates Limited | Marina Commercial Park/Templeford Limited. |
| Twomey, Niamh, Heritage Officer | Cork City Council |
| Tynan, John | |
| Urban Initiatives | Marina Commercial Park/Templeford Limited |
| Vessy, Mary | |
| Vivian Garde & Associates | Mr. Fintan Riordan |
| Wall, Oisin | UCC Rowing Club |
| Walsh, Alison | |
| Walsh, David | Cork Boat Club |
| Walsh, Emmet | Cork Boat Club |
| Walsh, John, Manager | Cork City Energy Agency |
| Ward, Jonathan | |
| Weldon, Dawn | |
| Wrixon, Mary | |
| Wycherley, Gerry | Templeford Limited |

## Prescribed Bodies and Consultees

| Organisation |
|---|
| An Bord Pleanála |
| An Taisce |
| Cork City Development Board |
| Cork County Council |
| Cork Environmental Forum |
| Department of Arts, Sports and Tourism |
| Department of Communications, Marine and Natural Resources |
| Department of Enterprise, Trade and Employment |
| Department of Transport |
| Environmental Protection Agency |
| Minister for Environment, Heritage and Local Government |
| Office of Public Works |
| Rail Procurement Agency |
| SEA Section, Environmental Research Centre |
| South West Regional Authority |
| South West Regional Fisheries Board |
| Southern and Eastern Regional Assembly |
| The Arts Council |

BRADY SHIPMAN MARTIN

Cork City Council

CORK DOCKLANDS

SOUTH DOCKS

# Strategic Environmental Assessment

# Contents

# 1.0 Non-Technical Summary

## 1.1 Introduction

This is a Strategic Environmental Assessment (SEA) for the South Docks Local Area Plan.

Strategic Environmental Assessment (SEA) is a process for evaluating at the earliest appropriate stage, the environmental quality, and consequence of policies, plans or programmes. The purpose is to ensure that any significant effects on the environment of implementing a plan are assessed, before it is adopted. Where negative impacts on the environment are likely to arise through implementation of the plan, measures can be proposed in order to alleviate/negate these impacts.

The EU Directive on Strategic Environmental Assessment or SEA (Directive 2001/42/EC) came into force in July 2001 and requires Member States of the EU to assess the likely significant environmental effects of plans and programmes prior to their adoption, thus providing for the assessment of strategic environmental considerations at an early stage of the decision making process.

The structure of this Environmental Report which is the result of the Strategic Environmental Assessment, is in accordance with the Directive which provides a broad basis for the content of the report. This report therefore identifies, describes and evaluates the likely significant effects on the environment of implementing the South Docks LAP's objectives and policies. This report also identifies and assesses all reasonable alternatives where required.

## 1.2 Description of the Plan

The purpose of the South Docks Local Area Plan, 2008 is to establish physical development policies for the regeneration of the South Docks area of Cork up to the year 2014 and to detail specific objectives for the achievement of those policies. The Plan sets out the general nature, location and extent of development and provides a framework for the creation of a new waterfront urban quarter. The Plan also seeks to ensure cooperation between public and private sector investment relating to land use, to ensure the potential for the area can be realised. The Plan relates to a total area of land of 131 ha (324 acres). The Plan anticipates that the population will be approximately 20,000 by 2027 necessitating the strategic allocation of housing, community facilities, retail, commercial and industrial development.

## 1.3 Methodology

The methodology used to carry out the SEA of the Cork South Docks Local Area Plan reflects the requirements of the SEA Directive. In brief, the main steps taken involved:

- scoping;
- carrying out of a baseline study;
- consideration of alternatives;
- environmental assessment of the policies and objectives of the Local Authority; and
- formulation of mitigation and monitoring procedures.

## 1.4 Scoping

Cork City Council commissioned a Scoping Report to establish the scope and extent of the Environmental Report required as part of the Strategic Environmental Assessment of the South Docks Local Area Plan. The scoping exercise was completed in November 2006. The report highlighted the issues that would require particular attention in the review process including, the scale and mix of development, bridge crossings, strategic infrastructure, relocation of existing land uses (Port of Cork, Seveso sites), phasing and delivery mechanisms. One main issue relates to the significant population increase in the quarter which is estimated will reach approximately 20,000 over the following 20 years.

The following relevant Statutory Bodies were consulted with regard to their opinion on what issues should be included in the SEA:

- Environmental Protection Agency;
- Department of the Environment, Heritage and Local Government
- Department of Communications, Marine and Natural Resources.

A number of meetings were held with the Environmental Protection Agency (EPA) to discuss the Local Area Plan and the accompanying Strategic Environmental Assessment and the Agency's input has been invaluable in the formulation of the Environmental Report.

## 1.5 Baseline Study

The Baseline Survey was conducted by and large using existing data though additional studies were undertaken as part of the SEA process. The use of existing data is allowed for in the SEA Directive and is deemed sufficient for the purposes of assessment. Where gaps in the information available are identified, recommendations are proposed in the monitoring section of this report. This will provide more detailed baseline information of the area at the time of the next review.

### 1.5.1 Population - Demographics

Cork City has experienced a decline in population over the last two inter-censal periods with a current population of approximately 119,000. The projected increase in population of the South Docks to approximately 20,000 over the ensuing 20 year period which equates to a need for approximately 8,700 households.

### 1.5.2 Flora and Fauna

The South Cork Docks supports a range of habitats, however a large area of the site is covered by low value habitats, which are not of particular value from a conservation viewpoint. It is noted that some of these areas may have recreational value.

The habitat considered of most ecological value is the tidal section of the River Lee. The Lee is of high value for its salmon population and its estuary is of extremely high value for birds. The larger Atlantic Pond supports a number of bird species, is an important recreational resource for the area and is of local conservation value.

A number of bird species were noted on site including peregrine falcon and several species which are becoming less common in the Irish countryside. Also noted were waterfowl and gulls associated with the Pond and the Lee itself.

Overall the River Lee is of conservation value and also functions as a wildlife corridor, which allows movement along the shore of the Lee.

### 1.5.3 Soil & Geology

There were a number of contaminants found in the soil and groundwater. A report undertaken by Cork City Council has identified the locations and extent of the various contaminants in the soil and groundwater. This report proposes measures for the removal and decontamination of both to ensure the lands can be redeveloped and reused.

An EPA license is required for the removal of contaminated soil. A Construction and Demolition Waste Management Plan will be required to address waste issues arising from development of all sites. Any waste material such as soil, which requires removal from the site, will be required to be dealt with by a licensed contractor.

### 1.5.4 Water

**Water Supplies**
Most of the water supply from the site currently comes from the Lee Road Water Treatment Works.

**Surface Water Quality / Drainage**
There are two existing stormwater networks currently operating in the South Docks area. Some low-lying parts of the catchment (particularly parts of the Marina Commercial Park) are served by a number of pumping stations.

**Ground Water**
The groundwater levels in the Cork Docklands are influenced by tidal fluctuations of the River Lee. Due to the proximity of the Atlantic Ocean, seawater may influence the quality of the groundwater under the Docklands. Samples taken indicate that the groundwater at a depth of approximately 28.5-30m is brackish, but not salt, so the depth of the fresh-salt water interface is deeper than 30m.

Seven zones in the South Docklands have been founds with considerable oil contamination, though hydrocarbon pollution has been found locally in the groundwater in only two of these zones.

Three spots have been found with high levels of volatile chlorinated hydrocarbons. The presence of these contaminants in groundwater is an indication that contamination sources are present in the soil (clay and fill layer).

**Flooding**
Due to its topography and proximity to the River Lee, the South Docks area is prone to occasional surface water flooding or tidal flooding. A significant part of the South Docks is below mean high water level, and the existing surface water drainage network is inadequate.

**Sewerage**
The existing drainage system can cope with the loading from the Docklands development, assuming a separate storm and foul system.

### 1.5.5 Transport

**Roads**
The internal road network acts as access roads to the South Docks industrial areas and the Marina, with relatively low traffic movement along these roads. Victoria Road and Albert Road, to the southwest, record higher levels of traffic, generally with trip ends in the residential areas to the south of the Docks. The N27 South Link Road provides a strategic route from the City Centre to the South Ring Road and is heavily trafficked in the morning and evening peak hours.

**Public Transport**
There are no public transport services provided within the main body of the South Docks at present, although the Number 2 public bus travels along Victoria Road from the City Centre to Blackrock and Mahon. There are a couple of cycle friendly areas within the South Docks, but elsewhere, industrial uses, a sparse residential population and access difficulties do not create desirable pedestrian and cycle routes.

### 1.5.6 Built Environment / Industrial Archaeology

A number of structures within this area of the Cork Docklands, including the Custom House Bonded Stores, the former Navigation Wall and the former Ford factory - are of regional, national and international significance. The Custom House quays are, along with the victualling yards on Haulbowline Island, one of the two most important Georgian dock complexes outside Dublin.

### 1.5.7 Landscape & Visual Assessment

The South Docks area comprises mainly large scale industrial and commercial uses. However, there are a number of significant landscape features, elements, plantings and landuse combinations which provide important context to the overall structure of the area. The character of the Marina area is predominately that of open space, with large recreational green areas.

The River Lee is the most significant natural area within this portion of the Cork City environs.

The area of the Marina, Atlantic Pond and lands to the east of Atlantic Pond amounts to 33 hectares, within the overall South Docks area of 131 hectares. The area contains approximately 3.7km of riverside frontage.

**Views**
The South Docks and particularly the taller existing structures are visible from a number of areas throughout the city.

To the north of the River Lee, the area is clearly visible from the Lower Glanmire Road and Horgan's Quay. The lands to the north of these roads rise quickly and steeply into the mainly residential areas of St. Luke's, Montenotte and Tivoli which have extensive panoramic views across the River and South Docks and to the wider city and southern ridges of the city in the distance. When approaching the city from the east, the views along the River, Marina, into the Docks and of the City vista are punctuated by the spires of St. Finbarre's Cathedral, Holy Trinity and St. Nicholas's Churches. These are very important in defining the image of the city.

To the west, the taller structures such as the R&H Hall and Odlum's buildings and the associated cranes and gangways are more visually dominant from the City. There are also more distant views over the area from the more elevated areas such as Gurranabraher and Shandon.

To the south, there are immediate short range views from the nearby residential areas on Albert Road, Victoria Road, Marina Park and Blackrock Road. There are more long range views from the more elevated ridgelines to the south of the city from Rochestown, Carrs Hill, Donnybrook/Grange/Frankfield, Kinsale Road and Spur Hill.

### 1.5.8 Energy / Communications

The following infrastructural services are currently available in the South Docks area:

**Electrical Supply**
The Marina Generating Station is a major supplier of electrical power to Cork City and environs. Electrical power to the existing South Docks area is provided by buried cables that run along the roads in the area. The existing cables will probably not be able to cope with any significant changes in ground level. The local network within the development area will require substantial upgrading and expansion including additional substations located throughout the area.

**Telecoms Supply**
Eircom supply telecom services to the South Docks area via a network of buried cables and ducts that run along the road network. The network has been developed on an ongoing basis to service the current needs of customers in the area. The South Docks will be served by extension of the existing network throughout the development.

**Natural Gas Supply**
The existing gas pipe network has been developed to meet the needs of current users in the area. It will require further development and upgrading in order to serve the proposed development of the South Docks area. A local network will extend from the existing network to serve new local developments. This local network will be designed and installed by Bord Gais Networks.

### 1.5.9 Air Quality and Climate Change

**Air quality**
Road traffic has potentially become the greatest source of air pollution generally. Advances in engine technology and fuel development should offset any rise in tail pipe emissions from increased car usage due to an increased population. The development of less car dependent strategies such as the promotion of public transport, cycle-ways and footpaths is necessary in order to achieve this.

**Climate Change**
The Local Area Plan will have little overall impact on climate change but the Local Authority will seek to implement strategies, particularly in the areas of transport and sustainable and ecological friendly design to ensure that the Plan plays a role in combating climate change.

All new developments within the South Docks must have regard to the Cork City Development Plan 2004 Policy ENV 25 (air pollution). In the event of not implementing the Plan little impact on climate change will occur.

### 1.5.10 Noise

The Plan is unlikely to have a significant impact on noise levels, however the decommissioning of some of the industrial sites will undoubtedly lead to reduced traffic noise. However, any decrease in noise generation will in all likelihood be offset by the overall increase in the area's population over the coming years.

All new developments within the South Docks must have regard to the Cork City Development Plan 2004, Policy ENV 26 (noise pollution).

## 1.6 Consideration of Alternatives

In brief there are two alternatives open for consideration and assessment. They are:

- ◊ The 'do-nothing' scenario;
- ◊ Alternative development locations:
  - Alternative Zonings;
  - Alternative Development Areas.

### 1.6.1 'Do-nothing' Scenario

Under the 'do nothing' option the area under consideration would develop through market forces in a non-coordinated and haphazard manner. This is ultimately an unsustainable situation. The physical and socio-economic characteristics would remain as they are with little option for improvement. The City would not benefit from the development of additional commercial enterprises/industries or be able to provide substantial new residential areas to further develop its existing Gateway status.

At present the South Docks area experiences flooding after heavy rainfall and the occasional overtopping of the quay walls when adverse tidal and weather conditions coincide. These flooding conditions, although intermittent, do not lend the lands to productive use or development. Without measures to alleviate the problems associated with these flooding episodes, the area would not be highly developable.

A large proportion of the soil and groundwater at the South Docks is affected to some degree by contamination. This results in the lands being unsuitable for development without prior treatment or remedial measures being undertaken. Under the 'do nothing' scenario the soil and groundwater would be left with the contaminants in them, which could result in negative impacts to the wider environment.

Investment in essential infrastructure by the Local Authority, such as the remediation measures for tidal flooding, ground contamination/Seveso, disposal of surface water etc, have to date remained unresolved and may not occur under this option, with serious implications for the overall development of the City.

Under this scenario, development would be market led and would occur in a piecemeal and haphazard manner, with potentially negative impacts as outlined above. Such a piecemeal approach could:

- ◊ Result in serious traffic congestion and disruption to existing residents and the City centre;
- ◊ Result in an increased rate and volume of run-off leading to an increased deterioration of water quality;
- ◊ Result in inadequate measures of dealing with the existing soil and groundwater contamination, leading to a sub-standard environmental quality;
- ◊ Impact negatively on the visual amenity and potential of the quayside area.

The redevelopment of the South Docks area is a key objective to realising the goals of the Cork Area Strategic Plan (CASP), which aims to develop the economic potential of Cork City by promoting the redevelopment of City centre areas to increase the City's population and enhance employment-generating opportunities in line with sustainability criteria. The 'do-nothing' scenario will not help to realise the CASP goals.

The results of Census 2006 clearly indicate that the population in the City has continued to decline (-3.2%), and also experienced a comparatively low natural increase in population. The Central Statistics Office (CSO) attributes this factor to a relatively low level of new housing and an ageing population/decrease in household size. It is clear that should this trend continue in the City, neither the CASP nor National Spatial Strategy (Gateway City) goals can be fully achieved.

An additional feature of this population decline is the lack of residential accommodation and quality of life available in the City centre, comparable to that offered in the suburbs. This is due in part to a shortage of building land in the City centre and to historic low levels of density. There have also been changes in household structure as the population ages and average household size reduces.

It is therefore concluded that the 'do-nothing' scenario is clearly not a viable or sustainable option for the development of Cork City and consequently not a viable alternative.

### 1.6.2 Alternative Development Locations

There is an onus on the Local Authority to provide sufficient quantities of zoned land to accommodate the predicted population growth over the lifetime of the Plan. The Plan as prepared offers a substantial mix of uses ranging from mixed use (office, commercial, leisure, residential, business and technology), Neighbourhood and District Centres and public open space.

This mix of uses is aimed at promoting the sustainable development of the area and ensuring optimum land uses are achieved throughout the area.

Outside of the South Docks, there are two main options for the identification of alternative development zones, they are:
1) Alternative and additional zonings within the City centre area; and
2) Areas outside the developed City area.

As per item one, there are not many options for further development within the City centre. The existing zoning only offers two locations for the potential expansion of the retail area. There are mixed-use opportunity sites, but these are located within the North and South Docks areas. There are no residential or community areas zoned within the City centre.

The Cork Docklands Development Strategy 2001 outlined a vision for the Docklands, which provided for the extensive regeneration of the North and South Docks. A strategy was developed which would help to meet the future development needs of the Docklands and the wider Cork City Region. The Strategy recognised that the development of the Docklands would provide an attractive, urban scale of waterfront development, whilst helping to achieve a critical mass of population for the City, providing an eastern City expansion area.

A pattern for redevelopment and the unlocking of key lands, providing for north and south quay connections, the relocation of port activities and the creation of high-density developments within a 500-metre radius walk band from the Customs House Quay were promoted in the Strategy.

However, the vision as contained within the Strategy remains largely uncompleted to date. Despite projects implemented towards the City centre and along Monahan's Road, relatively few landholdings within the area have been released for development. A number of key issues have affected the development of the area including:

- Fragmented development to date, without a structured plan, which does not contribute to the achievement of the vision of the Strategy.
- Significant changes in the land ownership pattern which are likely to influence the release of lands for development into the future.
- Lack of development of transport and access proposals as identified in the Strategy.
- Outstanding infrastructural issues including Seveso land uses, surface water disposal, tidal flooding and ground contamination.

Outside the developed City area there are various suburban areas zoned for residential and local uses; and business and light industry. However, these areas are dispersed throughout the city and are largely developed, and do not offer concentrated areas for redevelopment on the scale proposed under the Plan. These areas would not be serviced to cope with the demand proposed under the Plan nor would their development provide sustainable development alternatives.

In order to develop the City in a sustainable manner, to accommodate a new population and to build on the commercial enterprise base of the City, the Local Authority has identified the South Docks for residential, commercial and industrial use. Development will be consolidated in the South Docks quarter rather than fragmented throughout different areas around the City.

It is therefore considered that the dispersal of this level of development throughout the City environs would not represent a viable or sustainable development option and is consequently not a viable alternative.

## 1.7 Environmental Assessment

A part of the methodology involved the use of a matrix assessing the key objectives of the Local Area Plan against a list of environmental objectives for the area. This process enabled an overview of where potential environmental problems may result from implementation of the strategy option and allowed the objectives to be revised where necessary.

The proposed development strategy for the South Docks area as detailed in the Local Area Plan will result in a significant land use change which will undoubtedly lead to environmental impacts. However, by identifying which aspect of the environment is affected and the level and nature of the identified impact, it is possible to incorporate a series of measures, both enhancement of the existing environment and mitigation to ameliorate against identified impacts, ensuring that resultant, overall level of impact is minimised.

It is therefore in general, concluded that the proposed development strategy for the South Docks area represents a neutral to positive impact on the environment as a whole.

## 1.8 Mitigation and Monitoring Measures

Mitigation measures will ensure that the orderly development of the area will not have an adverse impact on the environment or indeed that the level of impact is reduced to an insignificant amount.

The Local Authority will monitor the implementation of the Plan as required under the Planning and Development Act to ensure that the objectives and policies of the Local Area Plan are implemented. Therefore monitoring is a continual and on-going process.

Mitigation and monitoring measures have been proposed in light of the chosen development strategy. These measures are outlined in Sections 10 and 11 of this S.E.A., and will be implemented as part of the Local Area Plan. A summary of the key mitigation measures and monitoring protocols are provided in the Tables below.

Table 1.1 Summary of Mitigation Measures

| Mitigation Measures | Potential Impacts | Mitigation Proposals |
|---|---|---|
| Flora and Fauna - Biodiversity | Land use changes resulting in disturbance to wildlife and potential loss of existing habitats | The LAP proposes the creation of Marina Park to the east of the area. This will provide a habitat for a variety of floral and faunal species. The Plan also proposes 10-14% of public and private open space be provided on the remainder of the land. |
| Soil and Geology | The existing soil and groundwater is contaminated due to the historic industrial uses in the area. Should the area not be redeveloped there would be no measures put in place to remove the contaminants from the ground, resulting in the risk of leaching and spreading. | The main recommendations to help mitigate against the potential for adverse effects associated with contaminated soil involve the removal of contaminated soil (transported off site and treated) and its replacement with clean soil; groundwater to be extracted to remove its pollution (it must be treated before it can be discharged or re-infiltrated); the source of the VCH contamination has to be removed and replaced by clean clay; as well as the implementation of a Land Management Plan to manage and prevent future risks. |
| Surface Water Management - Sustainable Urban Drainage Systems (SUDS) | The existing surface water drainage systems are inadequate to deal with the runoff and flooding often occurs. | A SUDS strategy shall be implemented and monitored in accordance with recommendations contained in the Plan. |
| Landscape | The development of the area without sufficient hard and soft landscaping resulting in a harsh living and working environment with little amenity. | Proposed landscape mitigation measures include the strategic layout of squares, green spaces and parks to incorporate some element of waterfront or amenity feature, which links in with the area's key riverside location. |
| Waste Management | The potential for increased domestic and commercial waste production and the inadequate disposal of same. | Reduce and reuse construction waste. A new system for waste collection is proposed. Waste is collected via a number of inlets accessible to users, thereby reducing the waste storage space traditionally required. Waste is transported from the inlets through underground pipelines, in a hermetic system, to a collection station. Inlets are emptied automatically and available for use at all times. |

### 1.1 Summary of Mitigation Measures (Continued)

| Mitigation Measures | Potential Impacts | Mitigation Proposals |
|---|---|---|
| Sustainable Travel | The redevelopment of the area will result in an increased population and consequently traffic levels in the South Docks area. This has the potential to impact on the quality of the environment. | Urban design and layout strategies will help mitigate the effects of the increased traffic levels. |
| Air Quality | The redevelopment of the area will introduce uses that have a general energy consumption which may affect air quality. | The LAP encourages a reduction in car usage, promotes sustainable modes of transport and supports sustainable energy consumption in residential units. |

### 1.2 Summary of Monitoring Proposals

| Monitoring Proposals | Potential Impacts | Monitoring Proposals and Indicators | Source of Monitoring |
|---|---|---|---|
| Surface Water Monitoring | The proposed LAP could potentially have a negative impact on water quality and quantity. | A SUDS strategy will be implemented as an integral part of the LAP to ensure that the drainage solutions continue to manage surface waters so that there is no future reduction in water quality and flood control. Planned maintenance will be required to ensure the system works as intended, with information relayed to the Local Authority.<br><br>Evidence that the structures are being maintained, are not deteriorating, eroding, leaking etc shall also be provided and subjected to assessment.<br><br>A monitoring programme shall be agreed between developers and Cork City Council and maintained throughout the life cycle of the development process up until the drainage solutions are taken in charge.<br><br>**Indicator: Compliance of water bodies in the area with water quality standards established by the relevant legislation.**<br><br>**Compliance with the requirements of the proposed pollution monitoring programme.** | Cork City Council |

### 1.2 Summary of Monitoring Proposals (Continued)

| Monitoring Proposals | Potential Impacts | Monitoring Proposals and Indicators | Source of Monitoring |
|---|---|---|---|
| Air Monitoring | The proposed development will result in increased vehicular usage in the area, both from construction vehicles and from the projected increase in population. This has the potential to affect the air quality. | The LAP shall comply with the Air Quality Standard Regulations (2002), which have established new air quality standards for SO2, NO2 and NOX, lead, PM10, CO and benzene. Future analysis of air quality could utilise modal split data, traffic volumes and distances travelled by persons per year by mode of transport, to indicate levels of change.<br><br>**Indicator: Compliance with the above legislation.** | Cork City Council and the Environmental Protection Agency |
| Population and Human Health | The existing environment of the South Docks will alter, with the increased living and working population resulting in changed patterns of traffic levels, noise, air pollution, requirement for schools, local services, public open space, services and community facilities. | The LAP strategy has taken account of and addressed issues relating to transportation, local service facilities, provision of pedestrian and cyclist facilities, provision of public open spaces and creation of high density well designed residential and mixed use quarters.<br><br>**Indicator: As new developments progress, the implementation of these strategies will be closely monitored and enforced by the Planning Authority.** | Cork City Council |
| Soil & Geology | The existing soil and groundwater is contaminated due to the historic industrial uses in the area. Should the area not be redeveloped there would be no measures put in place to remove the contaminants from the ground, resulting in the risk of leaching and spreading. | Contaminated soil that is removed integrally requires an EPA license. If remediation were to be carried out per site, for several individual sites an EPA license would not be required as less than 5,000 tonnes would have to be removed from them. On sites bigger than 5 ha an EPA license is likely to be required: Marina Commercial Park, Tedcastles, IAWS and the Showgrounds.<br><br>**Indicator: The requirement for licenses either from the EPA or the Local Authority will ensure that the removal and disposal of the contaminated soil is fully monitored.** | EPA and Cork City Council |

1.2 Summary of Monitoring Proposals (Continued)

| Monitoring Proposals | Potential Impacts | Monitoring Proposals and Indicators | Source of Monitoring |
|---|---|---|---|
| Archaeological Monitoring | There is the potential that some undiscovered archaeological objects could be impacted upon. | Archaeological monitoring should precede any development involving earth removal. This includes all road works, site clearance works and any form of trenching, such as preparation of foundations or pipe laying and dredging.<br><br>A licensed archaeologist shall be employed by the developer to monitor such works, reporting to the state institutions as prescribed by the National Monuments Acts.<br><br>The requirement for archaeological monitoring will be dependent on the size, scale and nature of the proposed development. In particular archaeological monitoring will be required for any bulk excavation. Any dredging or excavation work proposed for the river or adjacent to the riverfront will also require archaeological monitoring.<br>The Council shall outline the process to be followed.<br><br>**Indicator: As development commences the earthworks will reveal any archaeological remains.** | Cork City Council |
| Flora and Fauna (Biodiversity) | The redevelopment of the site could impact on nesting/roosting bats as well as existing habitats in use by native flora and fauna species. | The LAP provides guidance on the redevelopment of the South Docks Area. All planning applications for development within the area of the plan will require further site investigations and analysis. In the case of certain development E.I.S.s shall be required. These will include a detailed assessment of all aspects of the environment including the flora, fauna and overall biodiversity of the site.<br><br>**Indicator: Appropriate site assessments will determine the presence of, or use by, protected species.** | Developer in conjunction with the Local Authority |

1.2 Summary of Monitoring Proposals (Continued)

| Monitoring Proposals | Potential Impacts | Monitoring Proposals and Indicators | Source of Monitoring |
|---|---|---|---|
| Industrial Archaeology Provisions | The redevelopment of the area could impact detrimentally on the remaining buildings of industrial archaeological interest. | A detailed study will be required on the historic structures surviving within the docks area.<br><br>Pre-development work will require an archaeological appraisal, involving a preliminary survey of the surviving buildings to ascertain their importance; and a survey of the buildings directly affected by the proposed development. This survey would form the basis of any future conservation work required by the development.<br><br>**Indicator: Whether the remaining buildings are successfully incorporated into the redevelopment of the area.** | Cork City Council |

# 2.0 Introduction

## 2.1 EU Directive on SEA (Directive 2001/42/EC)

This SEA was prepared for the South Docks Local Area Plan and the consequent Variation of the CCDP 2004. It is an updated version of the environmental report which accompanied the draft South Docks Local Area Plan (June 2007), and assesses the environmental impacts of the SDLAP.

The EU Directive on Strategic Environmental Assessment or SEA (Directive 2001/42/EC) came into force in July 2001 and requires Member States of the EU to assess the likely significant environmental effects of plans and programmes prior to their adoption, thus providing for the assessment of strategic environmental considerations at an early stage of the decision making process.

Consultation is an important aspect of the SEA process and has been taken into account during the preparation of the Local Area Plan. The draft Plan and SEA were placed on public display, during which time members of the public were invited to make submissions to the Local Authority.

All submissions were reviewed by the City Manager and proposed amendments were identified and agreed by the Local Councillors. These amendments resulted in changes to a number of Objectives in the Local Area Plan. In turn, the amended objectives have been re-assessed in the SEA document to ensure possible environmental impacts are identified and mitigation measures compiled. Chapters 8 and 9 of the SEA have therefore been revised to accord with the amended Local Area Plan objectives and are contained within this document.

Article 1 of the SEA Directive states:

*"The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment."*

The Directive came into effect in an Irish context in July 2004. Since that date, an SEA must be prepared for the following:

- Regional Planning Guidelines;
- City and County Development Plans;
- Development Plans made by Town Councils, where the population of the area is 10,000 or more; or
- Local Area Plans for towns with a population of 10,000 or more.

A SEA of the South Docks Local Area Plan has been undertaken because under the Planning and Development Statutory (SEA) Regulations 2004, it is required that an SEA be carried out for a local area plan for two reasons, as follows:

- The significant land use changes proposed will lead to a significant change in the local environment thereby an SEA is deemed necessary to investigate and where required, detail mitigation measures to avoid adverse impacts.
- The proposed population, having achieved the stated aims and objectives of the plan, will exceed the 10,000 persons threshold. Advice from guidance documentation has been interpreted that while the threshold population which triggers an SEA is not currently met, that level would be reached through implementation, in full, of the LAP.

For these reasons an SEA is deemed necessary and accompanies the LAP. The details of the SEA process are contained in this document, the environmental report. While both documents (SEA and LAP) are separate they should be read in conjunction with each other.

Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant effects of implementing a plan or programme, during the preparation period of the plan or programme, and before a decision is made to adopt that plan or programme. The SEA process thereby assists in and improves the quality of the plan making process by:

- Facilitating the identification and appraisal of alternative plan strategies;
- Raising awareness of the environmental impacts of plans; and
- Encouraging the inclusion of measurable targets and indicators.

The structure of this Environmental Report (herein referred to as 'the report'), which is the result of the Strategic Environmental Assessment, is in accordance with Article 1 of the Directive which provides a broad basis for the content of the report. This report therefore identifies, describes and evaluates the likely significant effects on the environment of implementing the plan's objectives and policies. This report also identifies and assesses all/any reasonable alternatives where required. Annex 1 of the Directive details the information to be included in the report. In broad terms this report provides the following:

- An outline of the content and main objectives of the Plan, in this case, the South Docks Local Area Plan (herein referred to as 'the Plan') and the relationship between this and other relevant plans or programmes;
- The environmental characteristics of the area affected by the Plan;
- Any existing environmental problems which are relevant to the Plan including, those relating to any areas of particular environmental importance;
- The environmental protection objectives, established at International, Community or Member State level, which are relevant to the Plan and the way those objectives and any environmental considerations have been taken into account during its preparation;
- The likely significant effects on the environment, including issues such as population - demographics, soil and geology, water, transport, built environment/industrial archaeology, amenity, landscape/biodiversity, waste management, energy/communications, air quality/climate change, noise and Seveso sites/ contamination;
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the Plan;
- An outline of the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;
- A description of the measures envisaged concerning monitoring in accordance with Article 10 (Monitoring);
- A non-technical summary of the information provided under the above headings.

The consultation process is an important aspect of the SEA process and has been taken into account during the preparation of the Plan. There were two key aspects to the consultation process, those undertaken during the preparation of the draft report and the call for submissions after the draft report was placed on public display. The key stages in the development of this report and consultations held with both the public and state agencies/departments undertaken to date are provided in Section 1.4 and Appendix 3 of the LAP. The draft Plan and environmental report were made available to the relevant authorities and the public. The draft Plan and its accompanying environmental report were placed on public display for a period of 10 weeks during which time the public and statutory bodies made submissions to the Local Authority on the content of both the draft Local Area Plan (LAP) and the draft environmental report. All submissions were reviewed by the City Manager who produced a report on those submissions.

Ten weeks were allowed for this element of the process. The local councillors had a further six weeks to review the Manager's Report and amend and adopt changes. There were a number of amendments to the LAP and those amendments and their environmental impact were put on display for a further four weeks.

Submissions received during that timeframe were reviewed and the City Manager produced a report on those submissions. The councillors had a further six weeks to consider the recommendations of the City Manager. The Plan and Environmental Report were then adopted.

### 2.1.1 Significant Impacts arising from the redevelopment of the South Docks:

A number of measures are proposed which will ensure that the orderly development of the South Docks will not have an adverse impact on the environment or that the level of impact is significant. A number of environmental topics have been used to assess the Plan, including:

- Flora and Fauna (Biodiversity);
- Population;
- Soil & Geology;
- Water;
- Air Quality and Climatic Factors;
- Material Assets (transport, service infrastructure etc);
- Built Environment/Industrial Archaeology;
- Landscape and Visual.

Following assessment the following three significant impacts were identified:

- The existing soil and groundwater is contaminated following industrial activities within the South Docks since the early 20th century. Should the area not be redeveloped there would be no measures put in place to remove the contaminants from the ground, resulting in the risk of leaching and spreading.
- Due to its topography and proximity to the River Lee, the South Docks area is prone to occasional surface water flooding or tidal flooding. A significant part of the South Docks is below mean high water level, and the existing surface water drainage network is inadequate to deal with the runoff and flooding often occurs.
- Additional residential and working populations planned for the South Docks will see a significant increase in transport demand. Victoria Road, and Albert Road, to the southwest record higher levels of traffic, generally with trip ends in the residential areas to the south of the Docks. The N27 South Link Road provides a strategic route from the City Centre to the South Ring Road and is currently heavily trafficked in the morning and evening peak hours.

The other environmental topics listed above were assessed to have impacts, however were not found to be of a significant nature and have been addressed through the SEA process.

### 2.1.2 Mitigation Measures identified:

Mitigation measures were identified for all environmental topics listed above, where these incurred impacts following the development of the South Docks. Measures are listed in detail in this document. Measures for the above three significant impacts can be identified as follows:

- The potential for adverse effects associated with contaminated soil can be mitigated through the removal of contaminated soil (transported off site and treated) and its replacement with clean soil; groundwater to be extracted to remove its pollution (it must be treated before it can be discharged or re-infiltrated); the source of the volatile chlorinated hydrocarbons (VCH) contamination has to be removed and replaced by clean clay; the implementation of a Contaminated Land Management Plan to manage and prevent future risks by the Local Authority.
- Ensuring that drainage solutions and level changes appropriately take account of flood control will mitigate the impact of flooding in the South Docks. A SUDS strategy shall be implemented and monitored in accordance with recommendations contained in the Plan.
- The delivery of a high quality public transport system as a spine through the South Docks, connecting with a citywide system is the key mitigation measure. The addition of two (potentially three) bridges linking the North and South Docks is a key mitigation measure facilitating access. The Plan provides local mitigation measures through speed limits, road and residential layout design requirements.

# 3.0 Methodology

## 3.1 Introduction

The methodology used to carry out the SEA of the South Docks Local Area Plan reflects the requirements of the SEA Directive and other SEA documentation such as "Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland – Synthesis Report" published by the EPA in 2003. This section of the report outlines the steps taken in the development of the assessment and the preparation of this report.

## 3.2 Screening

The screening process is the first step of the Strategic Environmental Assessment. Screening assesses the need to undertake a Strategic Environmental Assessment on the Local Area Plan review. An SEA of the South Docks Local Area Plan has been undertaken because under the Planning and Development Statutory (SEA) Regulations 2004, it is required that an SEA be carried out for a local area plan for two reasons, as identified in Chapter 1, namely:

- The significant land use change proposed will lead to a change in the local environment.
- The proposed population of the plan will exceed the 10,000 persons threshold.

## 3.3 Scoping

Following the screening process, Cork City Council commissioned a scoping report to establish the scope and extent of the Environmental Report required as part of the Strategic Environmental Assessment of the Cork South Docks Local Area Plan. The scoping exercise was completed in November 2006.

The report highlighted the issues that would require particular attention in the review process. The issues raised concerning the LAP directly included facilitating an appropriate scale and mix of development, bridge crossings, strategic infrastructure, relocation of existing land uses, quality open space, an enhancement of quayside recreational uses and phasing and the delivery mechanism.

Population increases give rise to demands for additional housing, community facilities and retail and industrial development. This in turn will result in pressure on the physical infrastructure such as roads, water supply and sewerage facilities.

In environmental terms the process highlighted the presence of the Seveso sites, land contamination, tidal flooding and habitat disturbance. This is discussed further below.

## 3.4 Existing Environmental Problems Identified in the Scoping Process

The scoping report listed the environmental topics to be addressed in the report and provided background information on each aspect of the environment and how they should be dealt with in the report. The scoping document also highlighted a number of existing environmental concerns/issues within the South Docks, which require particular attention.

These include:

- Seveso Sites;
  - Relocation of the three Seveso sites from the Cork South Docks.
- Land contamination;
- Flooding;
- Level and design of the public realm;
- Proposed ground and floor levels;
- Tidal and flood defence strategies.

The issues highlighted are addressed in this report.

## 3.5 Baseline Study

The baseline survey was conducted using a variety of data sources. A full and detailed list of the background studies, undertaken either as part of this process or which are of relevance to the South Docks area and have been considered in the formulation of this environmental report or Local Area Plan, is provided in Appendix 1 of the LAP. A number of studies were commissioned due to what was considered a significant information gap. For example a habitat survey was carried out in early 2007, whereby all habitats were classified to level 3 of the classification scheme outlined in A Guide to Habitats in Ireland (Fossit, 2000). A number of other studies carried out to aid the formulation of the Local Area Plan were undertaken including: Evaluation of Industrial Archaeological Features, Appraisal of Landscape Elements, Public Realm and Landscape Design, Water Supply System, Foul Sewer Network, Integrated Transport and Accessibility Strategy, Contamination Study, Surface Water Drainage and Protection from Flooding studies. Where gaps in the information available are identified, recommendations are proposed in the monitoring section of this report. This will provide more detailed baseline information of the area at the time of the next review.

## 3.6 Consultations

The SEA regulations provide for extensive public consultation with respect to the plan or programme for which the SEA is undertaken, and in respect of which an Environmental Report is prepared. This consultation will ensure that individuals and organisations that wish to participate have an opportunity to do so. During the preparation of the Plan and Environmental Report (SEA), two periods of consultation occurred:

- Preliminary consultation with environmental authorities and invitation of submissions on scoping.
- Consultation on the Draft Local Area Plan and the Environmental Report including amendments (as part of the Strategic Environmental Assessment process), to manage input to the Local Area Plan.

The authors met with the Environmental Protection Agency at the beginning of the SEA process to discuss the scope of the Strategic Environmental Assessment. At the preliminary draft stage, the SEA document was reviewed by the EPA and comments were received and incorporated into the final version of the report. A call for submissions from the public was also undertaken and Appendix 3 of the LAP identifies those involved in the consultation phase.

## 3.7 Environmental Assessment of the LAP Review

The principal component of the SEA involves a broad environmental assessment of the objectives and policies of the LAP. The authors have employed a methodology that utilises the concept of matrices both to assess the environmental impact and to present the conclusions. It is a process which has helped to refine and refocus the objectives and policies of the review and is testament to the advantage of preparing the LAP review in conjunction with the SEA Environmental Report.

The authors of this report, in conjunction with the planning authority have devised and developed a set of environmental indicators for each of the environmental topics addressed and assessed in this report. The indicators are provided in Chapter 7 and include all aspects of the environment such as population - demographics, soil and geology, water, transport, built environment/industrial archaeology, amenity, landscape/biodiversity, waste management, energy/communications, air quality/climate change, noise and Seveso sites/contamination.

All of the objectives and policies of the Local Authority as contained in the Local Area Plan have been assessed against the environmental indicators.

The potential effects within the assessment exercise were categorised, as per the guidelines, into the following broad environmental impacts:

Positive impact
Indirectly positive impact
Neutral impact
Negative impact
Indirectly negative impact
Uncertain nature of impact.

(This is discussed further in Chapter 9.)

## 3.8 Consideration of Alternatives

Government guidelines recommend that alternatives to plan policies or objectives are assessed. Alternatives need to be 'realistic and capable of implementation' and should represent a range of different approaches within the statutory and operational requirements of the particular plan. In the case of the Plan the strategic options are limited and therefore the alternatives are as follows:

- The 'do-nothing' scenario; and
- Alternative development locations.

## 3.9 Technical Difficulties Encountered

No technical difficulties were encountered in formulating this environmental report.

# 4.0 Summary of Plan Goals

## 4.1 Overview of the Plan

The purpose of the South Docks Local Area Plan is to establish physical development policies for the regeneration of the South Docks of Cork up to the year 2013 and to detail specific objectives for the achievement of those policies. The Plan sets out the general nature, location and extent of development and provides a framework for the creation of a new waterfront urban quarter. The Plan also seeks to ensure cooperation between public and private sector investment relating to land use, to ensure the full potential of the area can be realised.

The written Plan document and mapping (with accompanying Public Realm and Infrastructure Strategies) comprises the South Docks Local Area Plan 2007 – 2013, though issues affecting the development of the area up to 2027 are addressed.

## 4.2 Plan Goals

The Plan has three main functions:

- To promote and facilitate the proper planning and sustainable development of the South Docks as an attractive living, working and visitor area, with a high quality of layout and design close to Cork City centre.
- To provide a policy framework and objectives for the physical development of the South Docks.
- To provide a basis for the assessment of planning applications in the South Docks area.

The City Council recognises that the South Docks has a significant role to play in the achievement of the overall vision for the City area. The entire Cork Docklands provide approximately 4km of waterfront, proximate to the City centre and transportation hubs, and has the potential for integration into the City area. The Plan relates to a total area of land of 131 ha (324 acres). The Plan recognises that unlocking the assets and the realisation of the potential of the area will take time and will require the provision of infrastructure and enabling measures, including flood mitigation. Consequently, a horizon year of 2027 is adopted for the vision, although the actual rate of progress will depend on the delivery of infrastructure and market conditions. Ultimately the Local Authority anticipate that the South Docks Area can accommodate 20,000 residents with employment for approximately 25,000 persons.

In order to achieve this, the Plan anticipates the necessary strategic allocation of housing, community facilities, retail, commercial and industrial development. These attributes provide a vision for how the quarter should be developed.

Figure 1 Aerial View of South Docks

# 5.0 Relationship to Other Plans

## 5.1 Introduction

A number of strategic policy instruments, at National, Regional and County level have been reviewed. The review assesses the consistency of this Plan with these relevant policy documents. The review is detailed in this Chapter.

## 5.2 National Policies

### 5.2.1 Sustainable Development – A Strategy for Ireland, 1997


This 1997 policy document established the first overall national level policy framework addressing sustainable development in Ireland.

The central aim of the Sustainable Development Strategy is to systematically apply principles of sustainability to policy making and to integrate them into the decision making process. It addresses all areas of Government policy and of economic and societal activity, which impact on the environment. The overall goal of the strategy is thus to ensure that the country can develop to its full potential, without compromising the quality of the environment for present and future generations.

The Strategy provides a comprehensive analysis and framework to allow sustainable development to be taken forward more systematically in Ireland. It reflects and takes forward Ireland's commitment to the principles and agenda for sustainable development agreed at the Earth Summit in Rio in 1992. It also puts in place mechanisms for monitoring and review of progress. It was framed to 'ensure that economy and society in Ireland can develop to their full potential within a well protected environment'.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the objectives of this Strategy.

### 5.2.2 Residential Density Guidelines for Planning Authorities, 1999

The Residential Density Guidelines published by the Department of the Environment, Heritage and Local Government (DoEHLG) promote increased residential densities in appropriate locations in town and city centres, brownfield sites, inner suburban/infill and outer suburban/greenfield sites, institutional lands and towns/villages.

The Guidelines note that in the case of significant brownfield sites, proximate to existing or future transport corridors, the opportunity exists for redevelopment to higher densities, subject to safeguards.

Firm emphasis is placed on the importance of qualitative standards in achieving high quality design and layout; the objective should be the achievement of an efficient use of land appropriate to its context, while avoiding problems of overdevelopment.

The guidelines recognise that if increased densities are to be acceptable it is essential to create a high quality design and layout and a good quality living environment, including the availability of adequate shopping, social, transport and leisure infrastructure.

The policies and objectives of the South Docks Local Area Plan are in general consistent with these Guidelines.

### 5.2.3 National Development Plan, 2007-2013: Transforming Ireland - A Better Quality of Life for All


The National Development Plan Transforming Ireland — A Better Quality of Life for All sets out the development objectives for Ireland over the next seven years. It is expected that Ireland will continue to experience the radical changes it has experienced over the past ten years, driven mainly by the continued increase in population, which is projected to reach over five million by 2021.

Over the next seven years, the NDP proposes to invest some €184 billion in economic and social infrastructure, the enterprise, science and agriculture sectors, the education, training and skills sector, environmental services and in the social fabric of society, 'that, within a strong and vibrant economy geared to meet the challenges of the future, will deliver a better quality of life for all'.

The five 'Investment Priorities' of the plan are Economic Infrastructure; Enterprise, Science and Innovation; Human Capital; Social Infrastructure; and Social Inclusion.

The Plan's investment in programmes which will provide a direct and positive impact on environmental sustainability will be complemented by its Regional Development Strategy based on the framework of the National Spatial Strategy, including land use policy that is environmentally sustainable.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the NDP.

### 5.2.4 National Climate Change Strategy, 2007 - 2012

The National Climate Change Strategy provides a framework for the achievement of reductions in greenhouse gas emissions as an essential step in achieving the targets agreed under the Kyoto Protocol.

Published by the Department of the Environment, Heritage and Local Government, the Strategy aims to reduce the effects of climate change, through cross-sectoral measures, to implement the requirements of the Kyoto Protocol, a commitment to which Ireland is legally bound. The following measures of the Strategy are relevant to planning policy:

- Sustainable Transport Action Plan to be published in late 2007;
- CIE to be required to move to biodiesel blend;
- Modal shift to public transport as a result of improved spatial and energy use planning;
- More efficient new buildings – a review of building regulations;
- The encouragement of sustainable building practices through adjustment of the housing grant to require that standards of energy efficiency are met;
- Support for low energy housing projects in all categories of housing;
- Improved efficiency of existing buildings through education and awareness, programmes to promote domestic energy efficiency, a change in domestic fuel mix and the implementation of energy efficiency rating for housing;
- For pre-1991 building stock, energy rating will be introduced. In the case of local authority housing, schemes to upgrade the stock will address energy efficiency and have a focus on alleviating fuel poverty where appropriate.

In broad terms the purpose of the strategy is to:

- show clearly the measures by which Ireland will meet its 2008-2012 commitment, and
- show how the measures position us for the post 2012 period, and to identify the areas in which further measures are being researched and developed to enable us meet our 2020 commitment.

This report recognises that while progress in emission reductions has been made, significant further advances are required.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the objectives of this Strategy.

### 5.2.5 National Spatial Strategy, 2002

The Government of Ireland published the National Spatial Strategy (NSS) in November 2002 with its main objective being the achievement of more balanced regional development.

The NSS, prepared by the Department of the Environment, Heritage and Local Government is a twenty-year planning framework designed to achieve a better balance of social, economic, and physical development, and population growth between regions. Its focus is on people, on places and on building communities.

A key component of the NSS is the further development of the existing Gateways, including Cork. The growing strength of the Cork Gateway, 'suggest that there is potential for seeking its concerted and coordinated development as a counterweight to the pull eastwards on the island'.

Key to the successful implementation of the NSS in the South West Region is the achievement of a critical mass of population in Cork City, which will establish a more balanced pattern of development over the coming years. The NSS recognises that Cork has considerable potential for further development and expansion to achieve more balanced regional development. The NSS further states that, 'Cork has the most immediate potential to be developed to the national level scale required to complement Dublin. The Cork Area Strategic Plan (CASP) sets a positive agenda for proceeding in this direction, given the emphasis in it on enhancing Cork's capabilities as a metropolitan, business friendly, public transport based and physically attractive City'.

The South West Region will, 'contribute to balanced regional development through acting as a national/ international gateway. Cork will build on its established and economic base to lever investment into the South West region. It will do this with the support of its scale of population, its third level institutions and the substantial capacity for growth identified in the Cork Area Strategic Plan (CASP)'.

The National Spatial Strategy is expected to have significant influence on regional development over its twenty-year horizon. The Gateway status afforded to Cork City is anticipated to influence development in positive terms, countywide.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the objectives of this Strategy.

### 5.2.6 National Biodiversity Plan, 2002

The National Biodiversity Plan sets out the framework through which Ireland is to provide for the conservation and sustainable use of biodiversity over a five-year period. Under 15 themes and sectors, it details actions that are to be pursued to achieve this objective.

The National Biodiversity Plan has been developed to coincide with the National Heritage Plan, which sets out the framework for the protection and enhancement of all aspects of Ireland's heritage, which includes our natural heritage over five years, from 2002. While the National Biodiversity Plan focuses solely on biological diversity, the two plans are complementary. The integration of the plan into the different government departments involves the development of specific sectoral action plans such as action plans on the conservation of Natural Resources, Agriculture, Fisheries, Forestry and Economic Development.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the National Biodiversity Plan.

### 5.2.7 National Heritage Plan, 2002

The purpose of the National Heritage Plan is to set out a clear and coherent, five-year strategy and framework for the protection and enhancement of Ireland's heritage from 2002.

The goals of the National Heritage Plan are in line with the principles underlying the Government's Policy Statement on Heritage. The Plan is published with the endorsement of the Government, in fulfillment of a clear commitment in the Government's Action Programme for the Millennium.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the National Heritage Plan.

### 5.2.8 The Energy White Paper – Delivering a Sustainable Energy Future for Ireland

The White Paper entitled "Delivering a Sustainable Future for Ireland" is an action-based strategy for achieving specified energy targets for Ireland in a timeframe between 2007-2020. The White Paper sets out strategic goals for the security of energy supply, sustainability and competitiveness. It is firmly in the global and European context and puts energy security and climate change among the most urgent international challenges. Sustainability is a key area and the White Paper incorporates the recently published National Energy Action Plan that set out targets for renewable energy in electricity, transport and heating sectors. It calls for a single electricity market on an all-island basis and the building of a new North/South interconnector and east/west electricity interconnection.

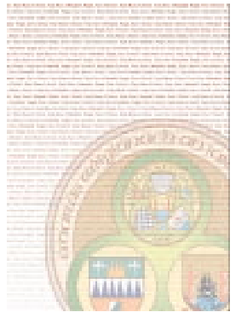
The main provisions of the White Paper are:

- Sustainable transport action plan due late 2007 which will consider 100% plant oil in captive fleets of Local Authorities;
- Public sector will lead the way in bio energy heating, renewable electricity, CHP and biofuels;
- Electricity demand site management will be addressed this year and there are plans to install smart metering for all new and existing housing stock;
- Review Part L (Conservation of fuel and energy) of Building Regulations in 2008 to reduce energy demand by 40% relative to current standards, look for funding mechanisms for smart metering, set-target of 33% energy saving across public sector, introduce energy efficiency programmes (targets and standards) for Local Authorities, publish green public procurement action plan, update existing social housing design guidelines;
- Allocate significant amounts of recourses towards Remedial Works Scheme and LA major refurbishment works.

The White Paper also calls for improving the linkages between Government Departments, state sponsored bodies, regional and local organisations to enhance delivery of energy policy.

## 5.3 Regional Policies

### 5.3.1 South West Regional Planning Guidelines, 2004 (SWRPG)



The Regional Authorities have been entrusted with the responsibility of implementing the NSS at regional level. The Planning and Development Act, 2000 conferred on the Regional Authorities the power to make Regional Planning Guidelines (RPGs) for their functional areas. The RPGs, which incorporate a socio-economic development strategy, are intended to constitute a 20-year strategic planning framework for the development of each region and for inter-regional cooperation.

The Regional Planning Guidelines for the South West Region identifies the following goals:

- To develop the Cork City Gateway as a dynamic and progressive European City Region - attractive to investment and people and the primary counterfoil to Dublin, as envisaged in the NSS and Cork Area Strategic Plan (CASP) - to the benefit of the Gateway itself and the entire Region.
- To promote the sustainable development of Mallow and Tralee/Killarney as vibrant hub towns - creating a critical mass in terms of population, employment and services, which will enable them to attract investment and people, thereby supporting the role of the Gateway and delivering balanced regional development within the South West, through energising smaller towns and rural areas within their sphere of influence.
- To secure the development of other towns and rural areas to their maximum potential, to support the Gateway and Hubs, and to ensure a sustainable future for the rural areas of the Region.
- To develop an integrated transport system, in line with CASP, in the Cork Gateway, which will enable it to deliver on its potential as a counterbalance to Dublin.
- To establish an upgraded quality transport system, linking the Gateway and Hubs, to facilitate their growth and sustainable development.
- To provide an appropriate level of services in selected towns and villages outside the Gateway and Hubs, to enable these towns and villages to develop critical mass in population, employment and services and to act as service centres for their rural hinterland.
- To develop educational, health, recreational and cultural facilities that will facilitate the development of the Region, in accordance with the goals above.
- To integrate land-use and infrastructure provision, so as to ensure an efficient and effective development process, which assists community and economic development in a sustainable manner.
- To further sustainably develop the tourism industry in the South West Region, building on its existing success in this sector.
- To progress the economic, social and cultural growth of the Region, within a framework of protecting both the natural and built environment and the cultural heritage of the South West.

The policies and objectives of the South Docks Local Area Plan are in general consistent with these Guidelines.

## 5.4 County Strategies

### 5.4.1 Cork Land Use and Transportation Study (Cork LUTS)

The Cork Land Use and Transportation Study covered the period 1978 to 2000. Many of the significant and positive changes which have undergone in Cork in the last number of years have been guided by the long term strategic planning objectives outlines in the Cork LUTS. The implementation of the Study's proposals have made Cork a much more economically vibrant and investor-friendly location.

The Cork Area Strategic Plan (CASP) builds on the achievements of the Cork LUTS, anchoring its capabilities as a 'metropolitan, business friendly, public transport based, socially balanced and attractive centre'.

The policies and objectives of the South Docks Local Area Plan are in general consistent with this Study.

### 5.4.2 Cork Area Strategic Plan, 2001-2020

The Cork Area Strategic Plan (CASP) was jointly commissioned by Cork City Council and Cork County Council in 2000 to provide a framework for the development of the Cork City-Region up to 2020. It is an integrated land use and transportation framework plan which aims to enable Cork to become a leading European city region, globally competitive, socially inclusive and culturally enriched. This is in response to a Government supported European wide initiative to create a sustainable approach to social and economic development.

CASP recognises the need to conserve the unique environmental qualities of the study area, including the many attractive towns and villages and the often superb landscape, particularly on the coast.

Spatially, CASP seeks to build on Cork's many assets, integrating land uses and transport, improving public transport and other infrastructure and developing the economic, social and environmental capacity of the area. It sets out to ensure that Cork is attractive to inward investment. In short, CASP's goal is the creation of a dynamic and progressive European City Region, which is a superb place in which to live and work. Proposals include:

- The identification and designation of additional areas for nature conservation.
- The development of river catchment management plans.
- The preparation of a coastal zone management plan for the study area.
- The preparation of a landscape character assessment of the study area.
- The designation of conservation areas.
- The creation of new woodlands of native and broad-leaved species and trees.

The Plan recognises that a spatial development strategy is needed to locate growth in a sustainable manner that meets the needs of the community and also facilitates development. The Docklands area is recognised as containing the potential for creating a new, modern, mixed use district in the City. A key goal of CASP is to enhance the environmental quality and landscape setting of the Cork City region and minimise impacts on ecologically sensitive areas and on built heritage and cultural landscapes.

The enhancement of the pedestrian environment, and the creation of a legible movement framework is key to the efficient operation of the city and to the successful delivery of the plan. Specific statements relating to the South and East Region, which covers Cork, are based on the programme of Urban and Village Renewal. It is assumed that all projects, whether privately or publicly funded, should meet the following criteria:

- Rejuvenation of the social and economic fabric of cities and larger towns;
- Design of the highest level, promoting environmentally sustainable development and, where possible, providing innovative solutions to urban and village renewal;
- Meeting the needs of each community; and
- Improving the quality of the built environment.

The policies and objectives of the South Docks Local Area Plan are in general consistent with CASP.

### 5.4.3 Cork Docklands Development Strategy, 2001

The Docklands and the Kent Station area to the east of the city centre are going through a process of change and rationalisation which creates opportunities for the creation of a new urban quarter for the city over the coming decades. Recognising this, Cork City Council commissioned the Cork Docklands Development Strategy (2001) which sets out the Council's vision for the renewal of the area. The strategy identified capacity in the area for large amounts of office, industry, university and residential uses as well as cultural and leisure facilities, new parks, and high quality public transport. It meets with sustainable development objectives as it presents an opportunity for high density mixed use development on brownfield sites close to the city centre and will help Cork develop its role as a Gateway city.

The Cork Docklands Development Strategy sets out a vision for a new urban quarter in Cork that intends to revitalise the City through 'high quality, contemporary design and a vibrant mix of uses'. Drawing on the character of Cork and the setting of the Docklands, the vision for the area identifies the need for a development strategy to rival other Irish and European waterfronts, whereby the strategy promotes best practice in urban design and sustainable development.

The masterplan offers an incremental strategy to deliver positive change in the Docklands over a phased period of 20-25 years. In providing for the expressed need for new housing and commercial floor space in the City, as outlined in the Cork Area Strategic Plan (CASP), the Docklands Development Strategy anticipated the National Spatial Strategy and identifies the potential capacity of the Docklands area to accommodate a further increase in potential development.

The mix of uses and infrastructure projects can be summarised as follows:

- Six million square feet of non-residential uses including offices, university, retail, cultural and leisure;
- Approximately 6,000 homes, including higher density apartments, student accommodation and family units;
- A university/college campus, with science park;
- Parks, public spaces and pedestrian routes as well as a marina, moorings and recreation areas;
- A public transport system, including rail station concourse and bus station;
- A road bridge crossing of the River Lee and pedestrian bridges close to the city centre; and
- Consolidation of the civic quarter around City Hall at the heart of an expanded city centre.

The layout of the area has been configured to embody a character of vitality and visibility in conjunction with a high quality environment, appropriate mass and scale, and a balanced structure of buildings and spaces.

The policies and objectives of the South Docks Local Area Plan are generally consistent with this Strategy, although there has been an increase in overall development density and alterations to the land use zonings.

### 5.4.4 The Cork Strategic Retail Study for Cork City Council & Cork County Council, 2002

The Joint Cork City & County Retail Strategy was prepared and adopted in December 2002, in the context of the Retail Planning Guidelines (RPG), 1999. It sets out strategic planning guidance in respect of the retail hierarchy, future retail floorspace requirements and indicates where the required floorspace should best be located. A total of 35 centres are identified in the retail hierarchy.

A number of potential sites and areas are identified as being suitable for accommodating the expected future growth in the provision of retail floorspace. The study recognises that the Docklands area provides a potential opportunity for 'major retail development'.

In the short term, the proposed strategy for the City centre includes, amongst other areas of activity, the supplementation of the Docklands strategy with a more detailed appraisal of retail development potential.

A review of the Cork Strategic Retail Study will be undertaken during 2007. This review should have regard to the level of population proposed for the South Docks, in recognition of the role a rejuvenated Docklands can play in expanding the retail offer of the City.

### 5.4.5 Imagine Our Future, Cork City Development Board, 2002

The Cork City Development Board's strategy, 'Imagine Our Future', was adopted in March 2002. The strategy was developed over a two-year period in consultation with community and voluntary groups, public agencies, employers' organisations and others. The strategy aims to help public agencies and interest groups to work together in tackling local issues. It has particular emphasis on combating disadvantage and creating a more inclusive society. In total, the strategy contains over 500 detailed actions to be implemented and monitored.

The policies and objectives of the South Docks Local Area Plan are in general consistent with this Strategy.

### 5.4.6 Cork City Development Plan, 2004

The current Cork City Development Plan sets out an overall strategy for the proper planning and sustainable development of the City. The Plan outlines the strategies for improving the social, economic, cultural and environmental health of the City.

The plan aims to promote a range of commercial, industrial and cultural developments to increase housing provision and reverse the decline in population, to regenerate the Docklands and to develop a sustainable transport system. The Plan also promotes the renewal of inner city residential areas allowing the City centre to retain and expand its role as the commercial and cultural centre of the region.

The Docklands Redevelopment Area has its own set of distinct zoning objectives. The North and South Docks are of 'city-wide significance', which prioritises the need for the preparation of Local Area Plans. The South Docks area was selected based on the need for regeneration and renewal, and the potential for significant amounts of new development.

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

A Variation (No. 7) to the Cork City Development Plan 2004, was required to accommodate this plan, and was adopted on 11 February 2008.

### 5.4.7 Cork City Waste Management Plan, 2004 -2009

This Waste Management Plan is required under the terms of the Waste Management Act 1996-2003 and the Waste Management (Planning) Regulations 1997.

The Waste Management Plan identifies that a sustainable waste management system utilises a range of treatment methods from recycling and composting to thermal treatment and landfill. Cork City Council will provide the necessary facilities (e.g. Bring Sites, mechanical waste separation capacity and composting facilities) but each citizen needs to utilise these facilities as far as possible.

The Waste Management Plan describes the specific actions identified by Cork City Council as being essential in the pursuit of sustainable waste management for Cork City.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the Cork City Waste Management Plan.

### 5.4.8 North Docks Area Local Area Plan, 2005

The North Docks Local Area Plan was adopted by Cork City Council on 12th December 2005. The plan sets out proposals for the transformation of the North Docks area of the City, which has the potential to become a thriving new urban quarter, attractive for business, as well as for people to live, work and visit. Its purpose is to amplify and develop in more detail the existing planning framework for the area. It is likely that there will be commitments to develop the majority of the North Docks area by 2010.

The area has a 1.4km frontage onto the River Lee, includes a total area of about 17 hectares, and represents approximately 12% of the Cork Docklands.

The Plan's vision for the North Docks area remains broadly similar to that established in the Cork Docklands Development Strategy 2001: the creation of a new balanced and integrated urban quarter based upon best practice in planning, urban design and sustainable development.

The North Docks development will involve creating a viable new neighbourhood on Horgan's Quay, with strong linkages to the City Centre. This development involves the creation of a major new urban quarter, with a broad mix of uses including a new residential neighbourhood with approximately 1,500 new homes.

A comprehensive and substantial level of development is proposed, within a number of urban precincts, including mixed-use development, improved public transport services and accessibility, and an enhanced public realm and river use.

To promote the development of self-sustaining City Centre residential communities, the plan aims to ensure that high quality living environments are achieved, complete with a critical mass of services and meaningful integration with the surrounding areas and train station. A visually rich urban environment is a key to ensuring that it is attractive to work, live and play in.

The plan aims to promote sustainable development of the urban environment to promote a high quality living environment. In conjunction with the provision of services and amenities and the quality of the public realm, the plan recognises that the standard of accommodation is central to achieving the type of high-quality urban environment that will attract people to live in the Docklands.

The policies and objectives of the South Docks Local Area Plan are generally consistent with the North Docks Local Area Plan.

### 5.4.9 Blackrock Action Area Plan 2005 (BAAP)

This plan addresses an area that directly adjoins the eastern boundary of the South Docks LAP area. The primary focus of the BAAP is the Blackrock Village area, extending from the former Ursuline Convent building to the River Lee, taking in the convent grounds, village core and harbour. Two specific projects are also considered: the implementation of the Blackrock Harbour/Blackrock Castle walkway and the provision of car parking on the Marina. A public realm strategy incorporating a boardwalk facility along a realigned harbour and the reinforcement of the aesthetic value of the Marina, with opportunities to continue links along the old railway line amenity walk are also proposed.

The policies and objectives of the SDLAP are generally consistent with the BAAP.

### 5.4.10 Cork City Heritage Plan, 2007-2012

The Cork City Heritage Plan is a cross agency strategy for the identification, protection, conservation, management, enhancement and interpretation of the heritage of the city. It is an agreed, realistic and costed 5-year action plan. A Heritage Forum was established to guide the preparation of this Heritage Plan.

The aim of the Heritage Plan is:

*"To Secure the Heritage of Cork City, to Enrich the Lives of its People and to Ensure that the Care of our Heritage - Past, Present and Future is at the Heart of the Development of the City"*

The plan refers to topics such as monuments, archaeological objects, heritage objects, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage gardens and parks and inland waterways.

The plan strives to facilitate a greater understanding of Cork City's Heritage and to identify a sustainable development approach to protecting and managing the City's natural, built, cultural and archaeological heritage.

The policies and objectives of the South Docks Local Area Plan are in general consistent with the Cork City Heritage Plan.

# 6.0 Summary of Existing Environment

## 6.1 Introduction

This section of the Environmental Report describes the current state of the environment under consideration in the plan. The characteristics of the existing environment are described under the following headings:

- Population – Demographics*;
- Soil & Geology;
- Water (Water Supplies, Surface Water Quality / Drainage, Groundwater, Flooding, Sewerage);
- Flora and Fauna;
- Built Environment / Industrial Archaeology;
- Air Quality/Climate Change;
- Noise;
- Landscape and Amenity;
- Material Assets including Transport, Waste Management, Energy/Communications;
- Seveso sites/Contamination.

* Human health is not considered directly in this report but instead it is dealt with indirectly through consideration of other environmental indicators such as air quality, noise, water quality etc.

## 6.2 Population - Demographics

The current population of Cork City is approximately 119,000 (CSO 2006). Figures from the 2006 CSO Census indicate that the current popolation of Cork City is approximately 119,000 and is declining. This decline can be attributed to a low provision of suitable sites for new development, decreasing average household sizes and an ageing population within the City.

The development of the South Docks is an opportunity to redress the population decline recorded over the last two inter censal periods and to help attain the growth projected by CASP of 135,820 by 2020.

The projected increase in population of the South Docks to approximately 20,000 over the next 20 years equates to a need for approximately 8,700 households. The Plan addresses the future residential needs of the area, not just during the lifetime of the Plan but also beyond to 2020.

## 6.3 Flora and Fauna (Biodiversity)

The South Docks area does not contain or form part of a designated area such as Special Area of Conservation (SAC), Natural Heritage Area (NHA), Special Protection Area (SPA) etc. A map indicating the location of such sites around the South Docks area is provided in Figure 2.

The South Docks area supports a range of habitat types, however a large area of the site is covered by low value habitats, which are not of particular value from a conservation viewpoint. Such areas include commercial and residential buildings, gardens, parks, roads and low diversity grassland. It is noted that some of these areas may have recreational value.

The habitat considered of most ecological value is the tidal section of the River Lee. The Lee is of high value for its salmon population and its estuary is of extremely high value for birds.

The small ponds close to the main drainage site are relatively undisturbed and are surrounded by a mixture of semi-natural habitats and old buildings. These are of considerable value at a local level and support a wide variety of bird species.

The larger Atlantic Pond supports a number of bird species and is an important recreational resource for the area and is of local conservation value. The broadleaved woodland within the site is generally dominated by non-native species however there is relatively high species and structural diversity and thus this woodland area is of local value.

Other habitats which were noted within the South Docks which have localised ecological value include old lime mortar stonewalls, walls, piers and jetties, drainage ditches, scrub and grassland habitats. A number of bird species were noted on site including peregrine falcon and several species, which are becoming less common in the Irish countryside. Also noted were waterfowl and gulls associated with the ponds and the river Lee itself.

The grassland areas, shoreline and river corridor may be used by bats for feeding and larger mature and over-mature beech trees could support roosts. The derelict ruins of two buildings occur close to the Cork main drainage site. One which is built into the escarpment could potentially provide a roosting or hibernation site for bats. The second building consists of a derelict tower. Other sites which have the potential to support bat roosts include the Cork Showground buildings and the Cork Bonded Warehouses. Evidence of rabbit and fox were noted during site surveys. It is probable that otters use the site and hedgehogs may also occur. The common frog is probably present within the site boundary and it is possible that newts are present within the pond habitats.

Overall the site is of conservation value and also functions as a wildlife corridor, which allows movement along the shore of the Lee.

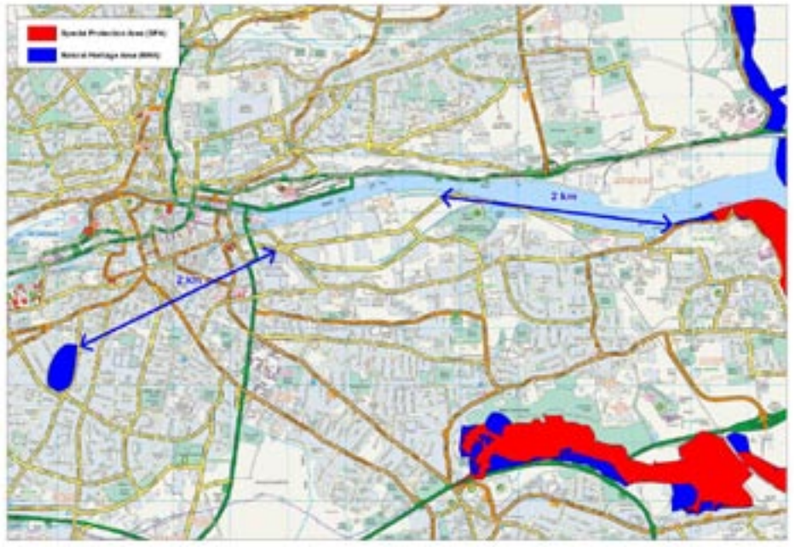



Figure 2 Natural Heritage Designations

## 6.4 Soil & Geology

The area has been used for a range of industrial purposes for the last hundred years or so, which has led to various levels of contaminants being present in the soil matrix. A study has been undertaken to quantify the extent of contamination by various substances within the South Docks area, in order to identify potential strategies/solutions to effect remediation.

The site investigations revealed that seven zones in the South Docks area contain considerable oil contamination, four sites contained elevated concentrations of volatile chlorinated hydrocarbons and that the site contains non-mobile contaminants such as lead, copper, zinc, arsenic, cadmium, mercury, PAH and mineral oil.

Soil contamination and its remediation is a significant issue, highlighted at the outset of the LAP and SEA process. The LAP addresses the issue of soil contamination and full details on the proposed mitigation measures to remediate contaminated areas of the site are provided in the Infrastructure Strategy.

## 6.5 Water

### 6.5.1 Water Supplies

The South Docks is currently served by a network of cast iron water supply pipes that run along the road network in the area. Most of the water supply from the site currently comes from the Lee Road Water Treatment Works.

A report commissioned by the local authority and completed in 2003 concluded that the existing water supply system cannot adequately serve both the North and South Dock areas. An extension of the supply from the Glashaboy Water Treatment Works via the main from Tivoli Docks and two river crossings to serve South Docks was recommended.

### 6.5.2 Surface Water Quality / Drainage

There are two existing stormwater networks currently operating in the South Docks area. The northern portion of the catchment is drained by a gravity network of storm sewer pipes and open channels that run on either side of Centre Park Road. These connect with an open channel in the Tedcastles site and ultimately discharge to the river via an outfall pipe and flap valve. Some low-lying parts of the catchment (particularly parts of the Marina Commercial Park) are served by a number of pumping stations.

The southern side of the catchment drains to an existing open channel that runs roughly parallel with Monahan's Road and alongside Parc Uí Chaoimh and discharges into the Atlantic Pond. Another short section of open channel runs alongside the Showgrounds and is also connected with the Atlantic Pond. The Atlantic Pond discharges to the river via an outfall pipe and flap valve. Discharges from both catchments only occur during low tides. On high tides stormwater runoff is contained via storage capacity in the open channels and Atlantic Pond.

A storm sewer (known as the Victoria Road Storm Sewer) runs along Victoria Road and Monahan's Road before crossing through Kennedy Park and then onto Victoria Road. It discharges to the river at the junction of Kennedy Quay and Victoria Road.

The existing system contains a number of deficiencies. The piped network is laid to a very shallow gradient and silting of the pipework is a regular occurrence. Over the years the existing open channels and piped network has been modified in an ad-hoc fashion by existing landowners, causing effective bottlenecks. The open channels are blocked in places by silting and vegetation. Leaf-fall in the autumn regularly blocks the road gulleys. These contribute to regular flooding on Centre Park Road.

A study on surface water drainage in the South Docks was commissioned by the City Council, and a report produced in 2005 (known as the Tobin Report). The Tobin Report concludes that the existing network cannot cope with intensive development of the South Docks site. The recommendations of the report have formed the basis of the detailed measures which will be implemented are provided in in the Infrastructure Strategy.

### 6.5.3 Flooding

Cork is a low-lying city and is susceptible to flooding when adverse weather conditions prevail. Due to its topography and proximity to the River Lee, the South Docks area is prone to occasional surface water flooding or tidal flooding. A significant part of the South Docks is below mean high water level, and the existing surface water drainage network is outdated and inadequate. Flood mitigation measures, which take account of the impacts of climate change are essential to ensure the successful redevelopment of the South Docks into the future. This is discussed in the Infrastructure Strategy.

### 6.5.4 Ground Water

The groundwater levels in the Cork Docklands are influenced by tidal fluctuations of the River Lee. Due to the proximity of the Atlantic Ocean, seawater may influence the quality of the groundwater under the Docklands. Water quality measurements from studies in the Docklands point at the presence of slightly brackish water, sometimes relatively close to the surface. Accurate information on the level of the fresh-salt water interface has not been established but studies suggest that the depth of the fresh-salt water interface is deeper than 30m. The depth of the fresh-salt water interface has an effect on groundwater flows. Cork City Council has recently initiated a study into groundwater quality which is currently ongoing.

#### Groundwater abstractions

According to information from Geological Survey of Ireland (GSI), there is only one groundwater abstraction in the vicinity of the study area, on the west side of the roundabout at the junction of Victoria Road and Centre Park Road. The discharge here is unknown. A groundwater well at Ballyphehane, within 2 km of the study area, takes out 1528 $m^3$/d from the limestone aquifer at a depth of 76m below ground level. This well is likely to influence the amount of water discharged by the aquifer under the Docklands area. Due to the structure of the limestone and to karst phenomena causing preferential flow, the influence of this abstraction on the hydrology of the study area is hard to estimate.

#### Hydrocarbons

Seven zones in the South Docks have been found to have significant oil contamination, however hydrocarbons, in excess of DIV (Dutch intervention Value), have been found in only two of these zones in the local groundwater resource.

On the IAWS site shallow groundwater is contaminated with hydrocarbons, possibly due to leakages from fuel storage tanks. A groundwater sample taken close to the storage tanks at a depth of between 4.5 – 6 m bgl was found not to be contaminated.

#### Volatile chlorinated hydrocarbons

Four locations with elevated concentrations (>DIV) of dichloroethene and/or vinyl chloride have been identified: in the Marina, close to the boundary between Topaz and Free Foam Plastics, at NORA and at the former Ford Vehicle Distribution Centre (Ford VDC).

#### Risks for human health

Three localised areas have been found with high levels of volatile chlorinated hydrocarbons, of which vinyl chloride (VC) and cis –1, 2-dichloroethene (DCE) show concentrations above DIV. Groundwater contamination due to the presence of DCE and VC is an indication that contamination sources must be present in the soil (clay and fill layer).

From these sources, two major exposures routes may evolve: groundwater-drinking water and inhalation of vapours entering houses or offices. Both of these will not be permitted and detailed mitigation measures to deal with site contamination are provided in the Infrastructure Strategy.

### 6.5.5 Sewerage

The Cork Main Drainage (CMD) Scheme was designed for a population of 413,000 people and for the existing process waste generators in the city. The scheme is currently operating to approximately 70% BOD loading, but up to 150% hydraulic loading. Stormwater intrusion into the foul sewers is considered to be a major contributor to the large hydraulic loading. It is generally accepted that the existing system can cope with the loading from the Docklands development, assuming a separate storm and foul system is in place.

There is a wastewater treatment plant at Carrigrenan which also has sufficient capacity to accommodate the anticipated biological loading and also has scope for further expansion if required.

The existing network of collector sewers in the South Docks area will require further development in order to serve the future South Docks area. The existing sewers on Centre Park Road and Monahan's Road can be extended as the existing pipes have sufficient capacity. With the anticipated general rise in ground levels the existing sewers will be sufficiently deep to allow gravity sewers to drain the South Docks area. This will avoid the need for intermediate foul sewer pumping stations.

## 6.6 Built Environment / Industrial Archaeology

The upper harbour at Cork was the most important transatlantic shipping port in eighteenth and early nineteenth-century Ireland. This is reflected in the physical development of the port of Cork from the period c. 1750-1930. For a European city port of its size, considerable investment was made in the development of both the upper and lower harbours during this period. At least three of the structures associated with this area of the Cork Docklands – the Custom House Bonded Stores, the former Navigation Wall and the former Ford factory are of national and international significance. The Custom House Quays (comprising the Bonded Stores, the Port of Cork Company and the surrounding quaysides) are, along with the victualling yards on Haulbowline Island, Co. Cork, one of the two most important Georgian dock complexes outside Dublin.

A summary of the industrial heritage sites in the South Docks is provided below.

Table 6.1 Summary evaluation of sites within survey area

| Map Ref | Structure / Site | Records of Protected Structures | National Inventory Architectural Heritage | Record of Monuments and Places | Additional Structures recommended by Consultants |
|---|---|---|---|---|---|
| 1. | Cork Blackrock and Passage Railway embankment | | | | X |
| 2. | Cork Blackrock and Passage Railway embankment | | | | X |
| 3. | Cork Blackrock and Passage Railway | | | | X |
| 4. | Cork Blackrock and Passage Railway | | | | X |
| 5. | The Navigation Wall | | | | X |
| 6. | Cork Harbour Commissioner's Office/Customs House and Bonded Warehouses, Custom House Street/Quay | PS 818 and PS 163 | 20506372 | CO 074-118 | |
| | Revenue Building | PS 818 | 20506373 | | |
| | Quay wall and steps, Custom House Quay, Custom House Street | PS 818 | 20506377 | | |
| | Mooring posts, Custom House Quay, Custom House Street | PS 818 | 20506378 | | |
| | Granite cobblestones, Custom House Quay, Custom House Street | PS 818 PS 163 | 20506379 | | |
| | Stone setts, Custom House Quay, Custom House Street | PS 818, 163 | 20506380 | | |
| | Bonded Warehouses (3 storey), Custom House Quay | PS 163 | 20506374 | | |
| | Gabled Bonded Warehouses (1930s), Custom House Quay | PS 163 | 20506375 | | |
| 7. | Two storey, five bay former Cork Blackrock and Passage Railway Premises, Albert Street | | 20508016 | CO 074-11902 | |
| | Single storey former Cork Blackrock and Passage Railway Station, Albert Road | | 20508018 | | |
| 8. | Cast Iron Post Box, Albert Road | PS 942 | 20508017 | | |
| 9. | Mooring Post – Inscribed, Albert Quay | | 20508002 | | |
| 10. | Mooring Posts – Inscribed, Albert Quay | | 20506390 | | |
| 11. | Quay Wall, Albert Quay | | 20506391 | | |
| 12. | The Sextant Bar, Albert Quay East | | 20508014 | | |
| 13. | Navigation House/Lawton's Quay Mill, Albert Quay East | | 20508021 | | |
| 14. | Sofa Warehouse, Albert Quay East | | 20508022 | | |
| 15. | The Idle Hour, Albert Quay East | | 20506392 | | |
| 16. | 1930's office building, corner Victoria Road/Kennedy Quay | | 20506395 | | |
| 17. | M.O.L.A. offices, No. 3 Victoria Road | PS 914 | 20508025 | | |
| 18. | The Marina Bar, No. 4 Victoria Road | | 20508025 | | |

Table 6.1 Summary evaluation of sites within survey area (continued)

| Map Ref | Structure / Site | Records of Protected Structures | National Inventory Architectural Heritage | Record of Monuments and Places | Additional Structures recommended by Consultants |
|---|---|---|---|---|---|
| 19. | Design Warehouse, No. 5 Victoria Road | | 20508026 | | |
| 20. | Neptune House, No. 7 Victoria Road | PS 746 | 20508028 | | |
| 21. | 1 Marina View, Victoria Road | | 20508035 | | |
| 22. | 2 Marina View, Victoria Road | | 20508034 | | |
| 23. | 3 Marina View, Victoria Road | | 20508033 | | |
| 24. | 4 Marina View, Victoria Road | | 20508032 | | |
| 25. | 5 Marina View, Victoria Road | | 20508031 | | |
| 26. | 6 Marina View, Victoria Road | | 20508030 | | |
| 27. | 1 Park View, Victoria Road | | 20508056 | | |
| 28. | 2 Park View, Victoria Road | | 20508057 | | |
| 29. | 3 Park View, Victoria Road | | 20508058 | | |
| 30. | 4 Park View, Victoria Road | | 20508059 | | |
| 31. | 5 Park View, Victoria Road | | 20508060 | | |
| 32. | 6 Park View, Victoria Road | | 20508061 | | |
| 33. | 7 Park View, Victoria Road | | 20508061 | | |
| 34. | 8 Park View, Victoria Road | | 20508063 | | |
| 35. | 9 Park View, Victoria Road | | 20580064 | | |
| 36. | 10 Park View, Victoria Road | | 20508065 | | |
| 37. | 11 Park View, Victoria Road | | 20508066 | | |
| 38. | 12 Park View, Victoria Road | | 20508067 | | |
| 39. | Quayside, Victoria Quay (Kennedy Quay) | | | | X |
| 40. | R&H Hall/Hall's Mills, Kennedy Quay | | 20508069 | | |
| 41. | Single storey, multi-gabled warehouse to west of Oldums building, Kennedy Quay | | 20506402 | | |
| 42. | Oldums, Kennedy Quay | | | | |
| 43. | Art Deco Silos, Kennedy Quay | | | | X |
| 44. | Marina Commercial Park (Ford Complex) | | 20507198 | | |
| 45. | Marina Commercial Park (Ford Complex) | | 20507206 | | |
| 47. | Marina Commercial Park (Ford Complex) | | 20507202 | | |
| 48. | Marina Commercial Park (Ford Complex) | | 20507200 | | |
| 49. | Marina Commercial Park (Ford Complex) | | 20507204 | | |
| 50. | Marina Commercial Park (Ford Complex) | | 20507201 | | |
| 51. | Shandon Boat Club, The Marina | | 20507191 | | |
| 52. | Barrington's Folly, Barrington's Avenue | PS489 | | | |

**General Conservation Issues:**
Commencing with the Georgian structures on the Custom House quays, the South Docks expands eastwards towards the harbour, a linear development which can be traced in the surviving buildings and quaysides. These physical relationships will be protected in any proposals involving the long-term development of the area.

With the exception of the CB & PR line all of the structures and features contained within the survey area continue to be either used for the purpose for which they were originally constructed or have been physically modified/converted to uses which have ensured their continued survival.

## 6.7 Air Quality and Climate Change

### 6.7.1 Air quality

Air quality monitoring in Ireland is undertaken largely to implement EC Directives on smoke and sulphur dioxide ($SO_2$), lead, ozone and nitrogen dioxide ($NO_2$) and to assess compliance with national air quality standards (DoE, 1987).

Apart from the ozone network, established in 1994, virtually all sites used for these purposes are operated by Local Authorities, which are funded by the Department of the Environment, Heritage and Local Government. The vast majority of these sites monitor smoke and SO2 only. A number of local or regional monitoring networks are also in operation where measurements by statutory bodies are also concentrated on smoke and SO2. In recent years, the EPA has become involved in air quality monitoring mainly through the operation of automated sites, such as the ozone monitoring network. Cork City Council compiles an Air Quality Report on an annual basis, the most recent of which concluded that air quality is within European standards.

Overall, air pollution associated with SO2 and smoke emissions from stationary combustion sources, has been almost eliminated in Ireland and road traffic has now become potentially the greatest source of air pollution generally. In urban areas, concern has clearly shifted to a range of pollutants associated with this source which may be considered relatively new in the context of air quality control. The most important of these pollutants are NO2, particulate matter less than 10 microns in diameter (PM10), carbon monoxide (CO) and a wide variety of volatile organic compounds (VOC), including carcinogens such as benzene.

Advances in engine technology and fuel development should offset any rise in tail pipe emissions from increased car usage due to an increased population. The local authority is keen to develop less car dependent strategies such as the promotion of cycle-ways and footpaths in order to achieve this. Future directives from Europe are likely to tighten existing legislation in terms of air emissions which should result in progressively improved air quality.

### 6.7.2 Climate Change

Climate change is a transboundary issue affecting the entire globe and is fundamental to social stability and sustainable development. It is widely recognised that the build up of atmospheric Greenhouse Gases (GHG's) such as carbon dioxide is threatening global climate stability. Ireland ratified the UN Framework Convention on Climate Change in 1994 and the Kyoto Protocol in 1997. Ireland has given an undertaking to limit the net growth of GHG to 13% above 1990 levels by the period 2008-2012. However, the economic growth witnessed in Ireland over the past decade has resulted in GHG emissions being 29% above 1990 levels in 2002. Most GHG emissions are related to the energy generation, transport, agriculture and industry sectors.

Through the Local Area Plan the local authority will seek to implement strategies, particularly in the areas of transport and sustainable and ecological friendly design to ensure that the Plan plays a role in combating climate change.

## 6.8 Noise

No independent data on noise levels in the area affected by the Plan is available at national or local level. It is however assumed that noise levels are at their highest closest to heavily trafficked areas and industrial sites.

The significant change in land use proposed and its phased implementation will correspond to the phased construction of key developments within the South Docks area. The noise associated with the construction phase of development on site will be an issue for individual developers, though stringent emission limits will be implemented.

Overall the alleviation of traffic build up will undoubtedly lead to reduced traffic noise. However, any decrease in noise generation will in all likelihood be offset by the overall increase in the area's population over the coming years.

## 6.9 Landscape & Visual Appraisal

The South Docks area comprises mainly large scale industrial and commercial uses. However, there are a number of significant landscape features, elements, plantings and landuse combinations which provide an important context to the overall structure of the area. The character of the Marina area is predominately that of open space, with large recreational green areas.

The River Lee is the most significant natural area within this portion of the Cork City environs. The rejuvenation of this area provides an opportunity to harness the amenity potential of the riverside and provide linkages between areas of open space, including Shalom and Kennedy Park, the Marina and Atlantic Pond, the rail line walkway and the Loughmahon foreshore walkway.

The area of the Marina, Atlantic Pond and lands to the east of Atlantic Pond amounts to 33 hectares, from the total area of 131 hectares. The area contains approximately 3.7km of riverside frontage.

Several differing landscape zones have been identified and are described in Appendix 2.

### 6.9.1 Views

The South Docks and particularly the taller existing structures are visible from a number of areas throughout the city.

To the north of the River Lee, the area is clearly visible from the Lower Glanmire Road and Horgan's Quay. The lands to the north of these roads rise quickly and steeply into the mainly residential areas of St. Luke's, Montenotte and Tivoli which have extensive panoramic views across the River and South Docks and to the wider city and southern ridges of the city in the distance. Views to the east are mainly over the attractive tree lined walk along the Marina and Pairc Ui Chaoimh, whilst closer to the city, views are predominantly over the industrial areas such as ESB, Marina Commercial Park and the various large silos and structures. When approaching the city from the east, the views along the river, Marina, into the Docks and of the city vista are punctuated by the spires of St. Finbarre's Cathedral, Holy Trinity and St. Nicholas's Churches are very important in defining the image of the city.

To the west, the taller structures such as the R&H Hall and Odlum's buildings and the associated cranes and gangways are more visually dominant from the City. There are a number of axial views down the river from the quays such as Penrose Quay, St Patrick's Quay, Camden Quay, Pope's Quay, Lavitt's Quay, Merchant's Quay, Anderson's Quay, South Mall, Lapp's Quay, Custom House Quay and Albert Quay. There are also more distant views over the area from the more elevated areas such as Gurranabraher and Shandon.

To the south, there are immediate short range views from the nearby residential areas on Albert Road, Victoria Road, Marina Park and Blackrock Road. There are more long range views from the more elevated ridgelines to the south of the city from Rochestown, Carrs Hill, Donnybrook/Grange/Frankfield, Kinsale Road and Spur Hill.

## 6.10 Transport

### 6.10.1 Roads

The principal roads around the South Docks are: Monahan's Road to the south, Victoria Road and Albert Road to the southwest, Eglinton Street and the N27 South City Link to the west and the Lower Glanmire Road to the north. The internal road network consists of Centre Park Road and Monahan's Road. These act primarily as access roads to the South Docks industrial areas and as an access to the Marina. Traffic movements along these routes are relatively low at present.

Lesser roads, including Kennedy Quay, Marina Walk and Mill Road, provide additional access. Victoria Road, and Albert Road, to the southwest record higher levels of traffic, generally with trip ends in the residential areas to the south of the Docks beyond the N27. The N27 South Link Road provides a strategic route from the City Centre to the South Ring Road and is heavily trafficked in the morning and evening peak hours.

The motorway ring road and Jack Lynch Tunnel linking the north and south city have been completed with investment funding from the current National Development Plan and road access from the north will also improve following the completion of the Northern Ring Road Scheme.

### 6.10.2 Public Transport

There are no public transport services provided within the main body of the South Docks at present, although the Number 2 public bus travels along Victoria Road from the City Centre to Blackrock and Mahon. Cycle friendly areas within the South Docks include the Centre Park Road, the Marina and Atlantic Pond areas. The Marina area in particular is pedestrian and cyclist friendly due to low traffic levels and a scenic, tree-lined roadway.

Elsewhere, industrial uses, a sparse residential population and access difficulties do not create desirable pedestrian routes. Local conditions do not lend themselves to night-time walking or cycling activities. A high level of on-street parking occurs along Monahan's Road and a number of smaller roads including Kennedy Quay, Marina Walk and Mill Road; most of this parking is serving the City Centre.

The Cork Docklands Development Strategy (CDDS) includes important proposals for the improvement of the transportation network serving the South Docks. The local authority has incorporated these proposals into the South Docks Local Area Plan for implementation during the lifetime of this Plan.

## 6.11 Waste Management

Cork City Council seeks to ensure the avoidance of waste or its significant reduction within both the construction and operational phases of the South Docks redevelopment. The construction phase includes all developments from infrastructure, construction of buildings and public realm development. Operational waste is that generated through domestic and commercial land uses of the redeveloped South Docks.

### 6.11.1 Construction and Demolition Waste

Building waste makes up a sizeable proportion of the waste produced in the City. It has considerable potential as raw material for reuse on site. Reuse of material reduces transportation and landfill costs, improves air and noise levels on site and produces sustainable development in the South Docks. The development of the South

Docks area will result in a significant level of construction/demolition activity. Initially, remediation of portions of the site will result in waste for disposal and this will only be conducted by a licenced waste operator. All construction and demolition waste will be required to be dealt with by a licenced waste contractor.

### 6.11.2 Operational or Domestic Waste

This waste can be easily sorted thus reducing the amount sent to landfill. A new system for waste collection is under review for the South Docks. This is discussed in the mitigation section of this report.

## 6.12 Energy / Communications

The following infrastructural services are currently available in the South Docks area:

### 6.12.1 Electrical Supply

The Marina Generating Station is a major supplier of electrical power to Cork City and environs. Most of the supply is via underground cables that run from the site on Centre Park Road and Monahan's Road, with cable voltages up to 110kV. The Marina Generating Station also supplies the south-eastern suburbs of the City via two 110kV underground cables that run south from the Marina Station to Monahan's Road, and adjacent open ground to Marina Park, from where the cables continue south.

Electrical power to the existing South Docks area is also provided by buried cables that run along the roads in the area. ESB report that the buried cables are sensitive to changes in ground levels, which affects the rate of heat dissipation from the cables. The existing cables will probably not be able to cope with any significant changes in ground level. ESB generally require their buried cables to be within 1.2m of the surface for ease of access.

### 6.12.2 Telecoms Supply

Eircom supply telecom services to the South Docks area via a network of buried cables and ducts that run along the road network. The network has been developed on an ongoing basis to service the current needs of customers in the area.

### 6.12.3 Natural Gas Supply

Natural gas supply to the City and to the gas-fired electricity generating station on Centre Park Road is supplied via a 600mm high pressure BGE pipe that runs along the Marina and Centre Park Road to the Marina Generating Station. From this point a 150mm high pressure pipe runs south to and along Monahan's Road and Victoria Road to Kingston Avenue.

There is a pressure reducing station on Centre Park Road opposite the Marina Generating Station that supplies a medium-pressure (2 bar) pipe network along Centre Park Road serving clients along the road. A second medium pressure pipe runs from the BGE site on Albert Road and along Albert Quay and Kennedy Quay.

The existing pipe network has been developed to meet the needs of current users in the area. It will require further development and upgrading in order to serve the proposed development of the South Docks area.

## 6.13 Seveso Sites

The Seveso II Directive is an EU Directive which applies to industrial establishments where dangerous substances are present in quantities exceeding the thresholds in the directive. The Directive encompasses concepts such as the requirements relating to safety management systems, emergency planning, land-use planning and the provisions on inspections to be carried out by Member States.

There are three Seveso sites located within the South Docks: Topaz Energy Limited (Topaz), National Oil Reserves Agency (NORA) and the IAWS Goulding's Fertiliser plant. Topaz and Nora are located adjoining Centre Park Road and Goulding's is located between Centre Park Road and Monahan's Road to the west. Due to the amendments to the threshold for the materials stored on site, IAWS has recently become a notifiable facility under the Seveso Directive.

The Health and Safety Authority (HSA) provides development advice to operators of Seveso sites in Ireland. The HSA identifies specific safety zones for the location of developments in proximity to Seveso sites, however due to the safety and contamination issues involved, the establishment of some land uses, such as residential, are not considered appropriate.

The relocation of the three Seveso sites is the strategy necessary for the redevelopment of the South Docks. Should these facilities remain in the South Docks, the development potential of the South Docks will be restricted.

# 7.0 SEA Objectives & Indicators

## 7.1 Objective of this Environmental Report

The primary objective of the SEA is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of the Local Area Plan for the South Docks Area.

The core objective of this report is to assess the Local Area Plan in terms of its overall environmental impact, both positive and negative and to indicate where necessary how improvements can be incorporated into the Plan to improve the Plan's environmental performance.

## 7.2 Environmental Indicators

In order to achieve this objective a number of Environmental Objectives, specific to each environmental topic have been derived. These Environmental Objectives are a fundamental part of the SEA process. The Objectives are derived through consultation between the planning authority and the report authors, (guided by SEA guidelines) and are based on the overall strategy of the planning authority to safeguard the environmental integrity of the area within its functional area. Each environmental objective has a corresponding Environmental Indicator. The indicators (see Table 7.1) provide a 'yardstick' for monitoring of the Plan (see Chapter 10).

Environmental Objectives:

Flora and Fauna (Biodiversity): To protect/enhance existing habitats and create new habitats to promote biodiversity both within the terrestrial and aquatic environments.

Human Beings: To provide and promote a safe, healthy and high quality sustainable environment in which to live and work, and to promote the provision of housing needs to accommodate a new residential population.

Soil/Geology: To ensure that the existing soil/geological environment is not further adversely impacted and its present state does not impact upon the redevelopment and reuse of these brownfield sites, and to provide methods for the removal and disposal of contaminated soil.

Water Services: To ensure that the living and working population has access to a sufficient quantity and quality of drinking water and that all zoned lands are connected to the public sewer network; and to ensure that flooding is avoided in all sites for development and groundwater is not adversely affected.

Air Quality and Change: To improve air quality where possible and to promote the use of climate sustainable modes of transport and energy usage.

Material Assets: To promote sustainable modes of transport and provide for ease of movement and access both to, from and within the South Docks Area for all.

Cultural Heritage: To promote the protection and conservation of the cultural heritage, specifically the industrial architectural and archaeological heritage.

Landscape To enhance the natural landscape and promote the development of new areas of open space throughout the quarter and to ensure the protection of important views and prospects as outlined in the City Development Plan.

Table 7.1: Table of Environmental Indicators

| Environmental Category | Environmental Indicators |
|---|---|
| Flora and Fauna (Biodiversity) | Assess the potential for habitat creation, biodiversity enhancement and protection;<br>Assess the increased diversity of flora and fauna due to the creation of areas of open space with new flora;<br>Use of recreational areas. |
| Population and Human Health | Development of the anticipated number of residential and business units. |
| Soil | Incidents of soil contamination;<br>Quantity of soil at landfill;<br>Decreased diversion of construction and demolition waste material from landfill and increased recycling and reuse. |
| Water | Quality of the River Lee;<br>Groundwater quality;<br>Quality of drinking water;<br>Consumption or loss of water supplies;<br>Assess level of access to water bodies for recreational purposes. |
| Air and Climatic Factors | Traffic volumes/modal split;<br>Energy conservation. |
| Material Assets | Volumes of car use;<br>Numbers using public transport. |
| Cultural Heritage | Loss of architectural or archaeological heritage. |

# 8.0 Consideration of Alternatives

## 8.1 Introduction

As noted in Chapter 2 (SEA Methodology) of this Environmental Report, two alternative options were highlighted and available for assessment as part of the SEA process, though the second, 'Alternative Development Locations' is sub-divided into alternative zonings and alternative development areas.

In brief therefore the alternatives considered are:

- The 'do-nothing' scenario;
- Alternative development locations:
  - Alternative Zonings;
  - Alternative Development Areas.

## 8.2 'Do-nothing' Scenario

Under the 'do nothing' option the area under consideration would develop through market forces in a non-coordinated and haphazard manner. This is ultimately an unsustainable situation. The physical and socio-economic characteristics would remain as they are with little option for improvement. The City would not benefit from the development of additional commercial enterprises/industries or be able to provide substantial new residential areas to further develop its existing Gateway status.

At present the South Docks area experiences flooding after heavy rainfall and the occasional overtopping of the quay walls when adverse tidal and weather conditions coincide. These flooding conditions, although intermittent, do not lend the lands to productive use or development. Without measures to alleviate the problems associated with these flooding episodes, the area would not be highly developable.

A large proportion of the soil and groundwater at the South Docks is affected to some degree by contamination. This results in the lands being unsuitable for development without prior treatment or remedial measures being undertaken. Under the 'do nothing' scenario the soil and groundwater would be left with the contaminants in them, which could result in negative impacts to the wider environment.

Investment in essential infrastructure by the local authority, such as the remediation measures for tidal flooding, ground contamination/Seveso, disposal of surface water etc, have to date remained unresolved and may not occur under this option, with serious implications for the overall development of the City.

Under this scenario, development would be market led and would occur in a piecemeal and haphazard manner, with potentially negative impacts as outlined above. Such a piecemeal approach could:

- Result in serious traffic congestion and disruption to existing residents and the City centre;
- Result in an increased rate and volume of run-off leading to an increased deterioration of water quality;
- Result in inadequate measures of dealing with the existing soil and groundwater contamination, leading to a sub-standard environmental quality;
- Impact negatively on the visual amenity and potential of the quayside area.

The redevelopment of the South Docks area is a key objective to realising the goals of the Cork Area Strategic Plan (CASP), which aims to develop the economic potential of Cork City by promoting the redevelopment of City centre areas to increase the City's population and enhance employment-generating opportunities in line with sustainability criteria. The 'do-nothing' scenario will not help to realise the CASP goals.

The results of Census 2006 clearly indicate that the population in the City has continued to decline (-3.2%). The Central Statistics Office (CSO) attributes this factor to a relatively low level of new housing and an ageing population/fall in household size.

It is clear that should this trend continue in the City, neither the CASP nor National Spatial Strategy (Gateway City) goals can be fully achieved.

An additional feature of this population decline is the lack of residential accommodation and quality of life available in the City centre, comparable to that offered in the suburbs. This is due in part to a shortage of building land in the City centre and to historic low levels of density. There have also been changes in household structure as the population ages and average household size reduces.

It is therefore concluded that the 'do-nothing' scenario is clearly not a viable or sustainable option for the development of Cork City and consequently not a viable alternative.

## 8.3 Alternative Development Locations

There is an onus on the local authority to provide sufficient quantities of zoned land to accommodate the predicted population growth over the lifetime of the Plan. The Plan as prepared offers a substantial mix of uses ranging from mixed use (office, commercial, leisure, residential, business and technology), Neighbourhood and District Centres and public open space.

This mix of uses is aimed at promoting the sustainable development of the area and ensuring optimum land uses are achieved throughout the area.

Outside of the South Docks, there are two main options for the identification of alternative development zones, they are:
1) Alternative and additional zonings within the City centre area; and
2) Areas outside the developed City area.

As per item one, there are not many options for further development within the City centre. The existing zoning only offers two locations for the potential expansion of the retail area. There are mixed-use opportunity sites, but these are located within the North and South Docks areas. There are no residential or community areas zoned within the City centre.

The Cork Docklands Development Strategy 2001 outlined a vision for the Docklands, which provided for the extensive regeneration of the North and South Docks. A strategy was developed which would help to meet the future development needs of the Docklands and the wider Cork City Region. The Strategy recognised that the development of the Docklands would provide an attractive, urban scale of waterfront development, whilst helping to achieve a critical mass of population for the City, and providing an eastern City expansion area.

A pattern for redevelopment and the unlocking of key lands, providing for north and south quay connections, the relocation of port activities and the creation of high-density developments within a 500-metre radius walk band from the Customs House Quay were promoted in the Strategy.

However, the vision as contained within the 2001 Strategy remains largely uncompleted to date. Despite projects implemented towards the City centre and along Monahan's Road, relatively few landholdings within the area have been released for development. A number of key issues have affected the development of the area including:

- Fragmented development to date, without a structured plan, which does not contribute to the achievement of the vision of the Strategy.
- Significant changes in the land ownership pattern which are likely to influence the release of lands for development into the future.
- Lack of development of transport and access proposals as identified in the Strategy.
- Outstanding infrastructural issues including Seveso land uses, surface water disposal, tidal flooding and ground contamination.

Outside the developed City area there are various suburban areas zoned for residential and local uses; and business and light industry. However, these areas are dispersed throughout the city and are largely developed, and do not offer concentrated areas for redevelopment on the scale proposed under the Plan. These areas would not be serviced to cope with the demand proposed under the Plan nor would their development provide sustainable development alternatives.

In order to develop the City in a sustainable manner, to accommodate a new population and to build on the commercial enterprise base of the City, the local authority has identified the South Docks for residential, commercial and industrial use. Development will be consolidated in the South Docks quarter rather than fragmented throughout different areas around the City.

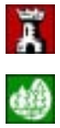
It is therefore considered that the dispersal of this level of development throughout the City environs would not represent a viable or sustainable development option and is consequently not a viable alternative.

# 9.0 Environmental Assessment

## 9.1 Introduction

This chapter of the SEA assesses the policies and objectives of the LAP against the indicators detailed in Chapter 6. The environmental topics listed below (representing each of the eight indicators) are represented in the following tables by the symbols shown.

The indicators for assessment of the objectives and policies of the Cork South Docks Local Area Plan are provided under the followings and are assessed against the indicators detailed in Chapter 7:

1.  Flora and Fauna (Biodiversity)
2.  Population
3.  Soil & Geology
4.  Water
5.  Air Quality and Climatic Factors
6.  Material Assets (transport, service infrastructure etc)
7.  Built Environment/Industrial Archaeology
8.  Landscape and Visual

The objectives and policies of the plan have been assessed. The results of the assessment are tabulated below using the following rating system:

| | | |
|---|---|---|
|  Positive Impact |  Negative Impact |  Neutral |
|  Indirect Positive Impact |  Indirect Negative Impact |  Impact Uncertain |

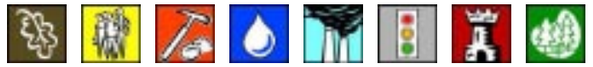
Positive Impact – A change which improves the quality of the environment;

Neutral Impact - A change which does not affect the quality of the environment;

Negative Impact – A change which reduces or lessens the quality of the environment; and

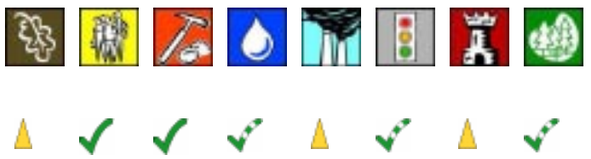
Uncertain – The scale and nature of the impact, either positive or negative cannot be determined at this stage.

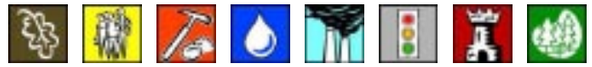
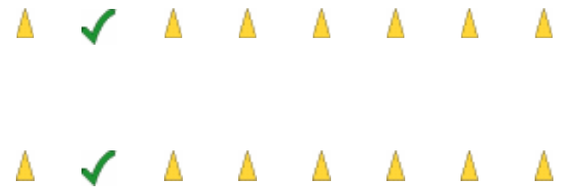
It should be noted that the SEA aims to identify environmental impacts so that those adverse impacts identified can be mitigated against. The issue of mitigation is dealt with in Chapter 9. This Environmental Report deals with the broad issues relating to the implementation of the Plan. The process allows for a “to-and-fro” situation whereby the results which are presented here are the result of preliminary analysis, modification of the Plan and re-analysis, thereby ensuring that the stated aims of the Local Authority are consistent with the environmental objectives presented in Chapter 6. Again, this assessment is based on the Plan’s objectives and policies and deals with the broad proposals for the South Docks Area redevelopment. Developers seeking permission to develop parts of the area will be required to conform to the planning regulations in terms of the level of information required to enable the local authority to make a decision on that planning application. This may include a comprehensive Environmental Impact Statement which assesses all aspects on the local and general environment and provides detailed mitigation on how the level of impact identified will be reduced or eliminated.

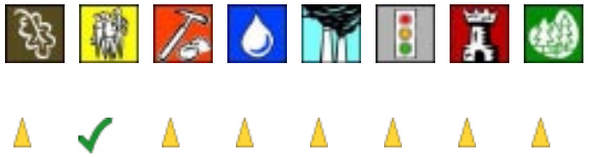
| Policy / Objective | Zoning Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| | |  | A map showing the proposed zoning mix is provided in Figure 4.4, South Docks Zoning Objectives, of the L.A.P. These zoning policies have been devised to underpin the generic development strategies for the entire South Docks area.<br><br>As the intention of these objectives is to harness the optimum development potential of the area in the most environmentally and economically sustainable manner, though the environmental implications of overall implementation of the Plan may potentially result in adverse impacts.<br><br>However the purpose of the SEA is to highlight those potential impacts and provide mitigation/enhancement measures (see Chapter 9 and 10) to reduce or eliminate those impacts identified. A number of aspects of the environment will potentially be adversely affected by the Plan, a summary of which is provided below.<br><br>**Flora and Fauna:** The creation of a wildlife park around the Atlantic Pond area will provide a refuge for flora and fauna species, with a variety of habitats and feeding areas. The plan also envisages a significant quantity of both public/private open space which will also benefit wildlife.<br><br>**Transport:** The Plan will lead to a significant increase in population raising issues of mobility both within, and to and from the area. This is a prime consideration for the Plan with measures proposed such as pedestrian access, public transport proposed to mitigate against any potential adverse impact.<br><br>**Visual Impact:** The redevelopment of the South Docks Area with a range of building types and heights will alter the visual appearance of the area, from within, the periphery and affect longer range views across the city. This is unavoidable in many respects however with sensitive architectural design and height limits the impact overall should be minimised.<br><br>**Ground Contamination:** It should be noted that the soil environment was identified at the outset as being of concern due to the presence of contamination. The Plan will be of beneficial consequences in the long term due to the 'clean-up' of the site. |
| **SD ZONE 01** | **Mixed Use Development**<br>To promote the development of mixed-uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency. |  | |
| **SD ZONE 02** | **Public Open Space**<br>To protect and provide for recreational uses, open space, natural heritage and amenity features. |  | |
| **SD ZONE 03** | **District Centre**<br>To protect, provide for and/or improve the higher retail and commercial function of the South Docks area and provide a local focus for commercial and community services. |  | |
| **SD ZONE 04** | **Neighbourhood Centre**<br>To protect, provide for and/or improve the local retail and services function of the South Docks area. |  | |
| **SD ZONE 05** | **Primary Educational Facilities**<br>To provide new primary schools to serve the residential and working populations of the South Docks area. |  | |
| **SD ZONE 06** | **Post-Primary Educational Facilities**<br>To provide a new post-primary school to serve the residential and working populations of the South Docks area. |  | |
| **SD ZONE 07** | **Industrial Conservation**<br>To examine the cultural significance of buildings and sites prior to their redevelopment and the identification of appropriate and sympathetic uses, where possible. |  | |
| **SD ZONE 08** | **Quay Side Amenity Area**<br>To protect and preserve quayside, natural heritage and river amenities, through the provision of a public quayside walkway. |  | |
| **SD ZONE 09** | **Cultural Community Centre**<br>To facilitate the provision of a cultural community centre to provide for community and cultural uses in the South Docks. |  | |
| **SD ZONE 10** | **Flagship Cultural Facility**<br>To facilitate the provision of a flagship cultural facility which will have the potential to become a major destination within the South Docks and a significant cultural asset for the city. |  | |
| **SD ZONE 11** | **Third and Fourth Level Education and Advanced Facilities**<br>To promote the development of Third and Fourth Level Education facilities, and Research and Development, Innovation and Technology Development facilities. |  | |

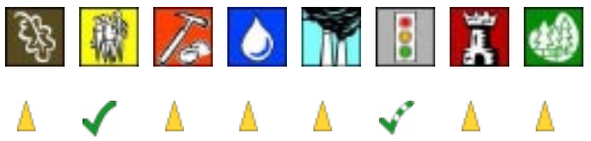
| Policy / Objective | Access Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 12** | **South Docks Public Transport**<br>The provision of a high quality public transport service connecting the South Docks to the City Centre, the wider City and Metropolitan area is essential. This is be achieved through the provision of a Green Route along Centre Park Road through the core of the South Docks. |  | |
| **Objective SD 13** | **Access Infrastructure**<br>The City Council will ensure that the following key infrastructural projects will be implemented to facilitate the sustainable development of the South Docks:<br>◊ Additional vehicular opening span bridge crossings of the River Lee to the east at the Eastern Gateway Bridge on the Marina and at Water Street. The Mill Road Bridge is subject to further detailed studies.<br>◊ Reservation of a public transportation route (Green Route) along Centre Park (north) and Mill Roads to provide a central public transport spine.<br>◊ Undertaking of further studies to determine requirements of access from the south in the long term.<br>◊ Additional modelling will be undertaken by developers and Cork City Council to mitigate traffic impacts in the residential areas adjoining the South Docks. |  | |
| **Objective SD 14** | **Infrastructure Led Development**<br>It is an objective of the City Council to ensure that the development of the South Docks is infrastructure led. The City Council will seek that critical infrastructure and services be in place and operational prior to the opening of significant developments within the South Docks. |  | |
| **Objective SD 15** | **Bridge Infrastructure**<br>The City Council proposes vehicular bridges with opening spans within the South Docks. Such infrastructure will require further detailed engineering studies as part of the procurement process. These will examine the requirements for open/closing bridge infrastructure, shipping movements, costs, visual impacts and design, specification and quality. |  | |
| **Objective SD 16** | **Block Sizes**<br>The City Council shall ensure the length of a block shall not generally exceed 60 - 80m between any streets or through site links, to promote accessibility and permeability of new developments. |  | |

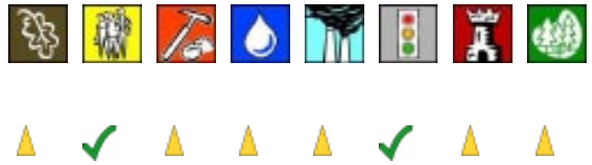
| Policy / Objective | Access Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 17** | **Street Layouts**<br>All new streets and upgrades to existing streets within the Plan area shall generally be designed in accordance with the following (from front building line to front building line):<br>◊ Urban Boulevards 25 m to 35 m<br>◊ Through Streets 19 m to 24m<br>◊ Access Streets 16 m to 18 m<br>◊ Shared Surface and 10m to 12m<br>◊ Pedestrian Streets |  | The Local Authority is keen to develop the infrastructure of the South Docks area to ensure that the overall redevelopment of the South Docks area is well serviced.<br><br>The development of key access infrastructure is a positive approach and as shown in the matrix will have a neutral to positive effect on the environmental objectives of the Local Authority. |
| **Objective SD 18** | **Pedestrian and Cycle Provision**<br>The creation of a pedestrian and cycle-friendly environment will be a priority in the detailed design of roads and the public realm. | | |
| **Objective SD 19** | **Mobility Management Plans**<br>Cork City Council (CCC) will require commercial and residential developments to prepare and implement car parking strategies and MMPs. Each will be assessed on a case-by-case basis. | | |

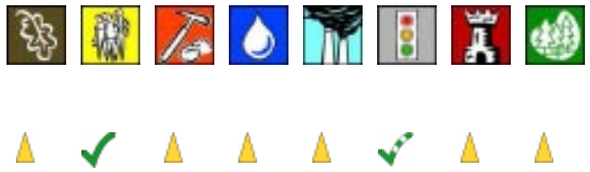
| Policy / Objective | Land Use Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 20** | **Relocation of Seveso Activities and port related activity**<br>Cork City Council (CCC) will actively seek the relocation of Seveso activities and port-related activities from the South Docks working in conjunction with the operators of the Seveso activities and the Port of Cork. |  | |

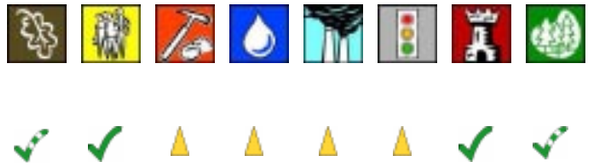
| Policy / Objective | Residential Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 21** | **Residential Design**<br>The City Council require a 'confetti' type design approach, which avoids repetition and delivers architectural diversity through a mix of housing type, for large land holdings and precincts. |  | The objectives of the Local Authority in relation to residential use recognises the need to provide housing units to cater for all sectors of society.<br><br>In this way, a balanced and integrated community will develop, creating vibrancy, vitality and diversity throughout.<br><br>The environmental assessment indicates a neutral to positive impact on the environment as a result of these objectives. |
| **Objective SD 22** | **Gated Communities**<br>Gated communities will not be encouraged in the South Docks where they inhibit the development of a permeable, accessible urban quarter. |  | |
| **Objective SD 23** | **Residential Guidelines**<br>In order to facilitate sustainable communities in Cork Docklands, the City Council will require all new residential development within the South Docks to comply with the minimum sizes set out in Table 4.2. Adequate storage space will be made available for each residential unit. |  | |
| **Objective SD 24** | **Residential Unit Mix Targets**<br>In order to promote balanced development within the South Docks area, the City Council will promote the development of family-sized residential units to encourage a mixed population within the area. The provision of high quality services, ample private open space (see Section 4.9.2), generous recreational areas and facilities will support this objective. The achievement of the following indicative standards in residential developments will apply:<br><br>◊ Minimum of 30% 'family' / flexible units of at least 90sq.m.<br>◊ Maximum of 15% one bedroom units. |  | |
| **Objective SD 25** | **Mixed Tenure Housing**<br>The City Council will require that 20% of land zoned for Mixed Used Development or Inner City Residential Neighbourhood be reserved for social and affordable housing under Part 5 of the Planning and Development Act, 2000 (as amended). The City Council's preferred option for compliance with Part 5 will be the provision of units on the site. Consideration may be given to the acceptance of 20% of the subject land, or to the provision of equivalent zoned lands elsewhere within the South Docks Local Plan Area. | | |

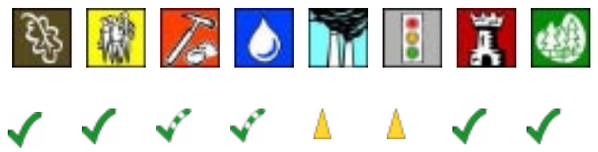
| Policy / Objective | Retail Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 26** | **Retail Provision**<br>In accordance with the City Development Plan 2004 retail provision must ensure a range of local services, a vertical mix of uses and a high quality of urban design. Retail provision within the South Docks will not detract from the core retail role of the City centre and will be delivered in tandem with the pace of residential and other employment development. |  | Although the City centre already has a significant amount of retail services, the provision of retailing in the South Docks quarter is necessary to provide for the needs of the future population.<br><br>In its absence, there would be negative indirect environmental impacts through greater use of vehicular transport and also on the overall economy of the City. The matrix shows that the objectives proposed by the Local Authority are positive or neutral. |
| **Objective SD 27** | **South Docks Retail Development**<br>The City Council will seek to provide adequate retail services for the projected population of the South Docks area. The City Council will therefore seek the provision of one District and two Neighbourhood Centres to serve the South Docks. | | |

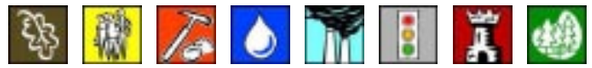
| Policy / Objective | Commercial Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 28** | **Good working environments**<br>The City Council will require that all new commercial developments provide well designed work places which provide:<br><br>◊ Ease of movement and access for all.<br>◊ Character, quality and continuity with surrounding areas, services and facilities.<br>◊ Diversity in the workplace which contributes to local vitality and supports a mix of complementary uses in the wider area.<br>◊ Sustainable principles including energy and waste efficiency, design and operation.<br>◊ Adaptability to changing user needs and market forces.<br>◊ System of good management and maintenance to ensure quality and consistency are maintained.<br>◊ Adequate open space. |  | The sustainable development of the South Docks Area will require a range of uses, providing for the needs of all residents. The provision of office<br>and retail space will meet with this requirement.<br><br>The objectives put forward by the Local Authority in relation to commercial developments will have a neutral to positive environmental impact. |
| **Objective SD 29** | **South Docks Office Development**<br>The City Council will seek to provide a balance of office uses throughout the South Docks. General offices may be located within these District and Neighbourhood Zones and also are open for consideration in the Mixed Use Zone subject to a minimum unit size of 400sq.m., while retail offices are to be located within the District and Neighbourhood Zones. |  | |

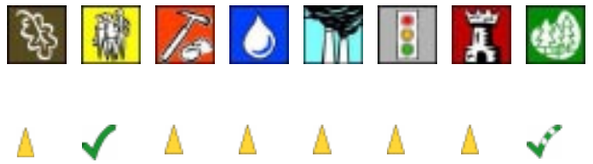
| Policy / Objective | Culture Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 30** | **Cultural Uses**<br>The City Council will promote the cultural development of the South Docks, in consultation with landholders, to achieve the following:<br>◊ Development of the Odlum's Building as a flagship cultural project (see Zoning Objective SD 10: Flagship Cultural Project).<br>◊ Alternative, cultural uses for the heritage structures of the South Docks, where appropriate.<br>◊ The provision of artist facilities and spaces in the area.<br>◊ Originally commissioned art work as part of the design of private developments. |  | The industrial/maritime history of the site is an important part of the heritage of the site and the wider Cork city area.<br><br>The Local Authority are keen to promote the public interest in this history and the objectives of the Plan in this regard will have a neutral to positive environmental impact. |

| Policy / Objective | Social and Community Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 31** | **Community Facilities**<br>The City Council will seek the provision of three Community Centres, in close proximity to the node centres within the South Docks. The location and size of each centre is subject to discussion with the City Council. The City Council will also seek to ensure the provision of a large, centrally located civic hall for community requirements. The provision of arts facilities within community spaces will also be encouraged by the City Council. |  | These objectives encompass a number of issues such as community, medical, educational and childcare facilities.<br><br>Principally, the objectives put forward by the Local Authority have neutral to positive environmental impact on the social requirements of the area. |
| **Objective SD 32** | **Medical Facilities/ Health Facilities**<br>The Medical / Health facilities listed in Section 4.6.2 shall be accommodated in the District Centre and thus in close proximity to public transport, local residential and mixed-use areas and easily accessible by road. The provision of these facilities is subject to agreement with the City Council, Health Services Executive and private providers. |  | |
| **Objective SD 33** | **Educational Facilities**<br>The City Council will seek to pursue the development of educational facilities to serve the requirements of the South Docks including pre-school childcare services. The provision of education facilities will be required in tandem with the pace of residential and other development in the South Docks. |  | |
| **Objective SD 34** | **Childcare Provision**<br>It is an objective of the City Council to work in partnership with the Cork City Childcare Company to ensure the provision of high quality childcare facilities within the South Docks area in accordance with Policy H28 of the Cork City Development Plan. |  | |

| Policy / Objective | Conservation Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 35** | **Conservation**<br>Cork City Council will seek to conserve and protect buildings of architectural, historical, archaeological, artistic, cultural, scientific, technical and social interest in the South Docks in the following manner:<br>◊ Preservation of Protected Structures and sites of historical architectural or artistic interest which contribute to the character of the South Docks;<br>◊ Preparation of a Conservation Strategies/Plans for the Ford Complex and the Georgian Docklands;<br>◊ Ensure pre-development archaeological recording, survey and monitoring is carried out where appropriate;<br>◊ Sensitive re-use or adaptation of buildings where appropriate, will be encouraged;<br>◊ Positively encourage and facilitate the careful refurbishment of historic buildings for sustainable and economically viable uses, including the provision of cultural facilities;<br>◊ Ensure the context and setting of heritage structures and Protected Structures are fully considered in the assessment of new development proposals;<br>◊ The sensitive refurbishment and redevelopment of the Odlums Protected Structure;<br>◊ The possible incorporation of existing silo elements into new development. |  | The rich history of the South Docks area is evident through the range of buildings present in the area. It is important that these buildings and structures are protected where possible.<br><br>The objectives of the Local Authority in this regard are neutral to positive reflecting a proactive approach to their fate. |

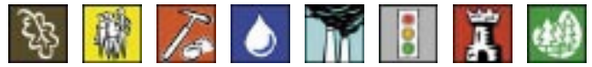
| Policy / Objective | Natural Heritage Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 36** | **Natural Heritage**<br>Cork City Council will endeavour to promote natural heritage and biodiversity in the South Docks. The following measures will be considered:<br>◊ Planting native trees, wildflower meadows, flowering and berry producing plants to encourage wildlife such as invertebrates, birds and bats;<br>◊ Creating new habitats by providing bird and bat boxes and creating ponds in strategic locations;<br>◊ Providing wildlife corridors along the river and linking green spaces to allow movement of species; and<br>◊ The management of the green spaces by identifying areas for no/low pesticide and herbicide use as well as creating areas of wilderness or no public access spaces could also increase biodiversity and encourage use by invertebrates, birds, otters, bats, and foxes. |  | Protecting and enhancing the natural heritage element of the South Docks area is a fundamental part of the Local Authority's vision for the future redevelopment of the area.<br><br>In this regard the Local Authority are proposing a wildlife park which will serve as a important refuge and habitat for wildlife in the Cork city area.<br><br>The objectives therefore in relation to the natural heritage element of the environment are shown to be neutral to positive. |

| Policy / Objective | Urban Design and Principles Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 37** | **High Quality Design Principles**<br>It is an objective of the City Council to ensure that the following key principles (in addition to Policy BE 30 of the CCDP 2004 and Sections 4.8.2 and 4.9 of this Plan as well as the Public Realm Strategy) apply to the urban design and architectural design of the South Docks and be reflected in the Urban Design and Architectural Statements submitted with planning applications to ensure a high quality environment:<br>◊ A local identity should develop from the strategic location of the South Docks and its context. Local elements, patterns and high quality materials can be adapted to provide a new interpretation of the city's extension and at the same time reinforcing its unique qualities and providing it with its own distinct identity.<br>◊ The architectural hierarchy of the built form will deliver a legible urban structure where the character and use of a building is reflected in form and scale. A variety of building scale, form and heights should be provided, that reflect the street hierarchy.<br>◊ Roofscapes should be varied and designed to be viewed from above and from ground level (with a particular focus on the design of plant equipment).<br>◊ Plot sizes to reflect their use and location whilst conforming to the block sizes set out in Objective SD 16. Densities to be distributed according to location and use.<br>◊ Key sites, local hubs and landmark buildings can provide points of reference/orientation in an urban environment.<br>◊ Through the use of clear and legible links, various networks of streets, open space, pedestrian routes and cycle ways can be provided.<br>◊ Buildings should be designed to allow for adaptability and future change of use. Building depth and floor-to-ceiling heights can allow for future conversion to other uses. Corner sites in particular should be flexible to suit changing needs.<br>◊ Permeability in building form should allow for streets that are designed for pedestrians. Regular breaks in block form and width and frequent access points allow for busy streets that are interesting and provide a sense of passive security. Closed vistas and tight corners provide a sense of enclosure that can define a particular space with its own character.<br>◊ The achievement of energy efficiencies, sustainable layout, design and density, waste management, sustainable travel and positive microclimate benefits through the implementation of sustainable principles outlined in Section 4.11 of this Plan.<br>◊ Primary access to buildings should be from the street level. Entrances should generally be no more than 15 metres apart to increase live usage and surveillance of the street. The entrances of all buildings should reflect the scale and form of the use of the building and establish a clear identity. This should be achieved through the use of vertical elements, which project beyond the setback line, different façade types or larger openings in the façade.<br>◊ Block interiors should ideally serve as internal courtyards, atriums, semi-private open spaces or communal gardens with safe places to play. With larger blocks, internal areas may include some mews houses or small office spaces.<br>◊ A fundamental attribute for all of the South Docks buildings design is the principle of access for all. Parents with pushchairs, people with disabilities and the elderly will have complete access and freedom to buildings, open spaces, streets and amenities.<br>◊ New developments must also have regard to housing typologies and size standards as outlined in Section 4.5.1 and illustrated in Figure 4.8a-c of this Plan.<br>◊ Sympathetic design is especially important in proximity to existing landmark or heritage structures. |  | The urban design and principles objectives, put forward by the Local Authority will in general terms have a neutral to positive impact on the local environment. |

| Policy / Objective | Urban Design and Principles Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 38** | **High Density Development**<br>The provision of high density residential units within the South Docks will provide for:<br>◊ The development of defined new urban/transport nodes, extending from the City;<br>◊ Vibrant, mixed community areas which can support the local economy, transport and community facilities and foster social inclusion;<br>◊ High quality architectural proposals which provide a combination of designs to create a distinct identity and 'sense of place' within the South Docks;<br>◊ High quality public realm environment to define neighbourhoods and provide linkages to the waterfront location of the South Docks. |  | The urban design and principles objectives, put forward by the Local Authority will in general terms have a neutral to positive impact on the local environment. |
| **Objective SD 39** | **Protection of Views and Vistas**<br>It is an objective of the City Council to promote new developments which protect and enhance the protected views of Cork City centre. All applications for high buildings must have regard to the Cork City Views and Prospects Variation to the CCDP (Variation Number 3), to Table 4.4 and to Figure 4.10 of the Local Area Plan and to the Public Realm Strategy. |  | |
| **Objective SD 40** | **Landmark Buildings**<br>The City Council will seek the provision of Landmark Buildings of outstanding architectural quality, durability and adaptability. The design of each will be assessed with consideration to the following elements:<br>◊ Policy BE 23 of the CCDP 2004;<br>◊ High quality architectural design, reflecting proposed function, orientation and importance;<br>◊ Assessment of contextual City-wide Visual Impact Assessment (VIA), solar aspect and micro-climatic impacts;<br>◊ Recommendations of the evolving Cork City Tall Buildings Study;<br>◊ Regard to design of lower floors and interface with the public, semi-public and private realms;<br>◊ The Urban Design and Architectural Design Statement submitted with the planning application. |  | |
| **Objective SD 41** | **Design Statements**<br>The City Council will request the principles of Safer-By-Design methods to be addressed as part of the Design Statement, which will accompany an application for new development. All applications for significant development shall address the key principles of Safer-by-Design. |  | |

| Policy / Objective | Public Realm, Landscape and Open Space Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 42** | **Landscape Design Strategy**<br>A detailed Landscape Plan/Design Strategy should be submitted with all major applications for development. In order to encourage design that is of the highest quality, a clear rationale for the selected design choices needs to be demonstrated. This process can be documented via a Design Statement. | | |
| **Objective SD 43** | **Public Access and Ownership of Quayside Amenity Area**<br>It is an objective of the City Council to acquire the Quayside Amenity Area and to make this area fully accessible to the public. The City Council will work with the ESB and other landholders to develop public access for cycling and walking along the South Quays to the Marina which in turn will be a link to a city wide system. It is envisaged that the frontage of the River Lee will be in public ownership. | | |
| **Objective SD 44** | **Public Open Space**<br>The City Council will require the development of the South Docks to demonstrate adequate levels of public open space provision. Public open space will comprise 10-14% of the South Docks area net of the lands of Marina Park and will be developed to a high standard. | | |
| **Objective SD 45** | **Open Space Principles**<br>The Council will seek to establish the following key principles for new developments within the South Docks area:<br>◊ Require the achievement of high quality urban design and public open space in all developments.<br>◊ Seek to achieve the levels of Public Open Space identified in the Plan.<br>◊ Seek the implementation of the Public Realm Strategy.<br>◊ Improve, enhance and encourage biodiversity<br>◊ Seek the development and improvement of public access, together with waterside, public realm and recreation facilities at Custom House Quay, Kennedy Quay, the South Quay Jetties and Marina.<br>◊ Seek to maximise the amenity use and potential of the River Lee as a key element of development.<br>◊ Seek the establishment and implementation of Marina Park into a high quality park with active and passive amenity provision.<br>◊ The park will serve the South Docks and surrounding areas and will facilitate the development of a range of sports, recreational and amenity facilities. The Council will work with the GAA to accommodate the upgrading of Pairc Uí Chaoimh to a modern stadium and to facilitate the development of a Centre of Excellence.<br>◊ Enhance and improve the amenities of the Atlantic Pond.<br>◊ Develop and enhance an ecological park to the east of the Atlantic Pond, utilising and protecting existing features such as Barrington's Folly, trees and woodland, wetland areas, etc.<br>◊ Seek the development of Kennedy Park and the Kennedy Spine Park.<br>◊ Seek the development of a linear park along Marina Walk and investigate the provision of a canal and weirs to maintain a constant water height.<br>◊ Promote the development of high quality, well designed pocket parks, whether as improvements of existing spaces or as new schemes in development areas.<br>**Objective SD 45 (contd.)**<br>◊ Seek to ensure that usable, high quality, well designed private or semi-private open spaces are incorporated into the new development, especially in residential areas.<br>◊ Develop the play area facilities which will include the provision of a range of play areas for differing age profiles and abilities.<br>◊ Promote access to open space by maximising linkages, particularly pedestrian and cyclist, throughout the area and by developing continuous circuits for walking, running and cycling.<br>◊ Encourage and promote the provision of high quality art work in the public realm.<br>◊ Require the design of developments that front onto streets and public open space to ensure passive surveillance of the spaces.<br>◊ Seek a detailed Landscape Plan/Design Strategy with all major applications for development. In order to encourage design that is of the highest quality, a clear rationale for the design choices made needs to be demonstrated. This process can be documented via a Design Statement.<br>◊ Seek that the landscape and public realm be well-maintained and managed.<br>◊ Avoid development where public open space is privatised or gated. | | The creation of public open space is critical for a design population of approximately 20,000 on completion of the project.<br><br>The objectives of the Local Authority in regard to open space provision accord with the environmental objectives of this report with neutral to positive impacts likely. |

| Policy / Objective | Infrastructure Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 46** | **Flood and Protection Surface Water Drainage**<br>◊ The City Council will require that key flood protection infrastructure be developed on a phased basis within the South Docks. Flood protection measures as outlined in the Infrastructure Strategy include the raising of ground levels with perimeter protection of the site.<br>◊ Surface water drainage of the new development will be directly to the river facilitated by raised ground levels. |  | Drainage, flooding and all associated issues are important aspects of the redevelopment of the South Docks area and were identified at the outset as being significant issues which need to be addressed in detail in the plan.<br><br>The objectives put forward are therefore the result of detailed investigations and will ensure that the overall impact is neutral to positive. |
| **Objective SD 47** | **Foul Drainage and Water Infrastructure**<br>The City Council will require that key drainage infrastructure elements be developed and in operation prior to the opening of major developments within the South Docks. Key elements include:<br>◊ Connection of South Docks to the Glashaboy Water Treatment Works via the Tivoli Watermain for primary water supply.<br>◊ Connection of South Docks to the existing 600mm watermain in Mahon, for surety of supply.<br>◊ Extension of the existing foul drainage collection system serviced by the strategic 3.0m dia. Interceptor Sewer in Docklands |  | |
| **Objective SD 48** | **Telecoms supply**<br>Telecoms supply to the South Docks will be served by an extension of the existing Fibre Optic Cable, Cork Metropolitan Area Network (MAN) through a carrier-neutral network that will enable ICT infrastructure to act as a key attractor for the South Docks. |  | |
| **Objective SD 49** | **Public Utilities**<br>It is an objective of the City Council to install a culvert on the key road network to house selected utilities for ease of long term maintenance and upgrade. |  | |
| **Objective SD 50** | **Ground Contamination Remediation**<br>The City Council will work with landowners and developers in the South Docks and the Environmental Protection Agency to deal in a planned and comprehensive manner with contaminated sites. |  | |

| Policy / Objective | Sustainability Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 51** | **Sustainable Legacy of South Docks**<br>Cork City Council will encourage developers to leave a legacy of high quality developments, which are sustainable, conservation-conscious, aesthetically pleasing and user friendly and which have high standards of amenity, safety and convenience. In the design of new development within the South Docks, regard should be had to current guidance including:<br>◊ Cork City Development Plan 2004, Chapter 7: Environmental Management and Section 7.19: Sustainability Checklist.<br>◊ Building Regulations 1997-2007, including Technical Guidance Document 'L' May Edition 2006.<br>◊ EU Directive on the Energy Performance of Buildings (DIR 2002/91/EC). This Directive states that from 1st January 2007 new dwellings that applied for planning permissions on or after this date will require a Building Energy Rating (BER) Certificate. This certificate will also be required before a building may be offered for sale or rental from 1st January 2009.<br>◊ Residential Density Guidelines 1999, Department of the Environment and Local Government.<br>◊ National Climate Change Strategy 2007-2013.<br>◊ The National Energy Policy Framework 2007-2020, Energy White Paper – "Delivering a Sustainable Energy Future for Ireland". |  | The proposed redevelopment of the South Docks area will be conducted in a sustainable manner, ensuring that residents, visitors and the working population are accommodated and facilitated in their use of the South Docks with due regard to the local environment.<br><br>The matrix thus indicates a neutral to positive impact. |
| **Objective SD 52** | **Energy Efficiency and Renewable Measures.**<br>Cork City Council will require new developments to demonstrate energy saving measures and sustainable/renewable energy technologies where possible. The following measures shall apply to South Docks development:<br><br>**Measures to improve energy performance and reduce total energy requirement:**<br>◊ Cork City Council will promote and encourage the development of the 'low energy house' as standard. The current nationally approved energy rating methodology and software should be used to certify new developments. Cork City Council will look to promote a minimum of 'B1' rating (energy performance less than 100kWh/m2/yr) and CO2 emission compliance to the national regulations for residential developments. All domestic/residential and commercial developments are obliged to conform to the Building Regulations and Technical Guidance and will be subjected to further Building Energy Rating (BER) requirements in the future.<br>◊ Enhanced levels of insulation in walls, roofs and floors, high standard glazing windows and doors for low energy domestic housing. Optimum use of insulation should also be used for non-domestic buildings.<br><br>**Measures to seek an optimum and sustainable energy supply for South Docks development:**<br>◊ Use of energy efficient space and water heating systems.<br>◊ District heating will be a favoured option for both large scale domestic and commercial/ industrial developments.<br>◊ Cork City Council will encourage and promote the use of Renewable Energy Technologies in partnership with the private sector.<br>◊ Cork City Council is currently examining the possibility of geothermal energy in the South Docks. When available, results of the study should influence the development in the South Docks. |  | |

**Objective SD 52 (contd.)**

**Measures to improve the management of energy use and to promote energy awareness:**

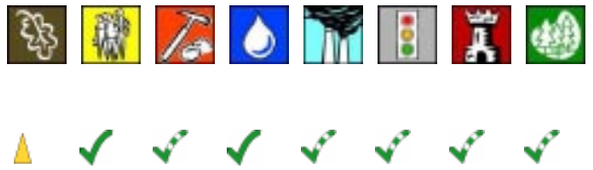
◊ Use of Building Energy Management System (BEMS) as a standard approach to better monitoring and controlling of the energy use of large scale buildings, commercial buildings or building clusters.

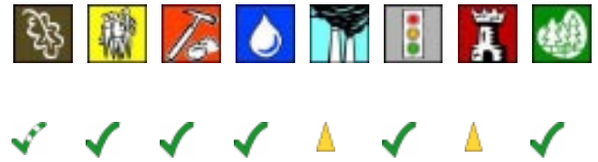
◊ In non-domestic buildings, heating/cooling controls, energy efficient lighting both internal and external, timer and programmable controls for all motive power used onsite. (e.g. HVAC, Compressors, Fans etc)

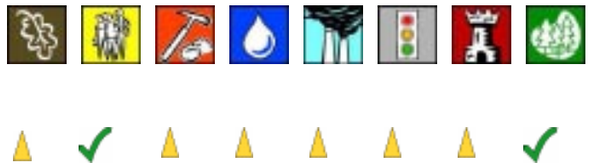
◊ Display the status of energy use to occupants to encourage behaviour changes regarding energy conservation and better energy operation. Technologies such as Smart Meter could be employed in both domestic and non-domestic buildings.

◊ Preference will be given to the use of renewable or recycled materials, efficient use and minimum waste production. Regard should be had to the full lifecycle cost and environmental impact of materials.

◊ As an initial step towards achieving greater environmental sustainability, City Council is proposing the introduction of carbon-reduction/carbon-neutral developments for new buildings being constructed within the South Docks. Each building's energy performance calculation must be carried out by qualified or accredited experts. Developers will be required to investigate the use of renewable energy as a part of their overall energy assessment.

| Policy / Objective | Site / Precinct Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 53** | **Precinct Development**<br>The City Council will require that large planning applications in precinct areas must be accompanied by a delivery and implementation/phasing strategy to demonstrate how the development and objectives of the precinct will be achieved. |  | |
| **Objective SD 54** | **East City Centre Precinct**<br>Cork City Council will work with the landowners to promote the sensitive redevelopment of the prominent East City Centre quay site, including the further study of pedestrian bridge crossings to link this area to the North and South Docks. The area should be redeveloped as one site with a main flagship cultural user and should ensure sustainable use of the Protected Structures. A Masterplan is required for the entire Precinct including a Conservation Strategy. The zoning “Commercial Core” gives flexibility as to future uses. |  | |
| **Objective SD 55** | **Access to Victoria Road Precinct**<br>Prepare a detailed design and development brief for the development block bounded by Albert Street, Albert Quay East, Victoria Road and the Albert Road in order to clearly guide and promote the development of this pivitol transition block, to prioritise the upgrading of the public realm along the waterfront in this location and to improve and facilitate ease of pedestrian movement into Docklands in this location. |  | |
| **Objective SD 56** | **Kennedy Spine South**<br>Cork City Council will seek to ensure that the following key tasks will be implemented to guide the development of the Kennedy Spine South Precinct:<br>◊ Development of the public transport node and a Neighbourhood Centre containing high quality civic and mixed use buildings.<br>◊ Development of parks, urban plazas and pedestrian canal walks in accordance with the Public Realm Strategy of this Plan.<br>◊ Promotion of a Tall Landmark Building at the Neighbourhood Centre, which also maintain views.<br>◊ Flood protection measures as identified in the Infrastructure Strategy.<br>◊ Development of the Quayside Amenity Area to facilitate pedestrians and cyclists and to expose the quality and views of the riverfront. |  | |
| **Objective SD 57** | **Centre Park West**<br>The City Council will seek to ensure that high standards in building and public realm design be implemented to ensure the sustainable development of the Centre Park West Precinct. The following projects shall be promoted:<br>◊ Development of interlinked canals to the north of Centre Park Road.<br>◊ Linked river frontage and pedestrian priority routes.<br>◊ Flood protection measures as identified in the Infrastructure Strategy.<br>◊ Development of public quayside walk along the river edge. |  | |

| Policy / Objective | Site Specific Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 58** | **Centre Park East**<br>Cork City Council will seek to ensure the development of Centre Park Plaza and District Centre as a focal point and urban node, in accordance with the Public Realm and Infrastructure Strategies of this Plan. Supporting developments will include:<br>◊ Provision of high quality public transportation.<br>◊ Development of Centre Park Plaza and District Centre.<br>◊ High quality public open space, including canal basins.<br>◊ Development of tall landmark building to define the District Centre.<br>◊ Relocation of Seveso activities.<br>◊ Provision of Primary School. |  | |
| **Objective SD 59** | **Development of South Docks Precinct**<br>Cork City Council will seek to ensure that the following key infrastructural projects will be implemented to guide the development of the South Docks Precinct:<br>◊ Development of an opening span bridge at Water Street to a design, which minimises severance.<br>◊ Flood protection measures as identified in the Infrastructure Strategy.<br>◊ Preparation of a Conservation Strategy/Plan to assess appropriate design and development solutions for the sensitive Ford Complex.<br>◊ Development of a tall landmark building and focal landmark buildings.<br>◊ Development of the Marina Walk Urban Park, the quayside walkway and general public open spaces in accordance with the Public Realm Strategy.<br>◊ Promotion of active mixed-use buildings at street edges.<br>◊ Development of a Cultural Community Centre. |  | |
| **Objective SD 60** | **ESB Power Station Precinct**<br>Cork City Council will engage with the ESB and developers to achieve the following objectives:<br>◊ The implementation of the publicly accessed Quayside Amenity Area.<br>◊ The relocation of Seveso activities to expand the development potential of this area.<br>◊ The creation of street frontage along Centre Park Road to the south of the existing ESB buildings.<br>◊ The provision a primary school site in this location.<br>◊ The preparation of a Masterplan Development Strategy for the delivery of Third and Fourth Level Education facilities and Research and Development, Innovation and Technology Development facilities. |  | |

| Policy / Objective | Site Specific Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 61** | **Monahan's Road East**<br>Cork City Council will seek to encourage the development of a four-lane, tree lined boulevard at Monahan's Road East, in accordance with the Public Realm and Infrastructure Strategies of this Plan. Supporting development will also be required to promote the full development of this precinct, including:<br>◊ A linear parkland running parallel to Monahan's Road, in accordance with the Public Realm Strategy. |  | |
| **Objective SD 62** | **Parkside**<br>Cork City Council will seek to ensure the provision of the following elements to promote the sustainable development of the Parkside Precinct within the South Docks:<br>◊ Flood protection measures as identified in the Infrastructure Strategy.<br>◊ Retention and improvement of the boat club and slipway.<br>◊ Provision of additional moorings in accordance with the Public Realm Strategy.<br>◊ Retention of landscape elements along the Marina and upgrading of public realm, including quayside amenity area and sculpture trail.<br>◊ Relocation of Seveso activities and under-grounding of power lines where possible.<br>◊ Development of part of the post-primary school. |  | |

| Policy / Objective | Site Specific Objectives | Environmental Assessment of the Plan | Discussion |
|---|---|---|---|
| **Objective SD 63** | **Development of Marina Precinct**<br>Cork City Council will seek to ensure that the following key projects will be implemented to guide the full development of the Marina Precinct:<br>◊ Development of a Neighbourhood Centre incorporating a public transport stop.<br>◊ Raising of ground levels along Centre Park Road to mitigate against flooding and subsequent replacement of existing trees with semi-mature lime trees.<br>◊ Promote mixed-use developments and Neighbourhood Centre Uses.<br>◊ Development of two tall landmark buildings, in accordance with Section 4.8.2.<br>◊ Provision of opening Eastern Gateway Bridge as a landmark/gateway structure.<br>◊ Development of community facilities.<br>◊ Upgrade and continue the South Docks quayside walkway.<br>◊ Promotion of artists working spaces and work / living spaces.<br>◊ Provision of part of the Post Primary School | ✓? ✓ ▲ ▲ ✓? ✓ ▲ ▲ | The site specific/precinct objectives have been developed from the zoning objectives detailed in the early part of this Chapter.<br><br>The resultant impacts have therefore been mitigated for and should be viewed in the context of the redevelopment of the entire South Docks area. |
| **Objective SD 64** | **Marina Park**<br>Cork City Council will actively encourage the development of the following elements in order toguide the sustainable development of the Marina Park Precinct:<br>◊ Provision of a sub-regional park.<br>◊ Working with Cumann Lúth-Chleas Gael Coiste Chontae Chorcaí to accommodate the upgrading of Pairc Uí Chaoimh to a modern stadium and to facilitate the development of a Centre of Excellence which may involve the transfer of some additional lands.<br>◊ Reservation of lands to the southwest of Atlantic Pond to facilitate surface water attenuation.<br>◊ Provision of a high quality public realm and ‘eco-park’ in association with the Public Realm Strategy of this Plan.<br>◊ Upgrading of Marina slipways and rowing facilities.<br>◊ Require the protection and enhancement of the natural heritage and biodiversity of the area.<br>◊ Promotion of international design procurement competition for the design of Marina Park.<br>◊ Provision of public art and outdoor performance space. | ✓ ✓ ✓ ✓ ▲ ▲ ▲ ✓ | |

# 10.0 Mitigation Measures

## 10.1 Introduction

A number of measures are proposed which will ensure that the orderly development of the South Docks will not have an adverse impact on the environment or that the level of impact is significant. These are detailed below. It is also worth noting that the Plan proposes a series of enhancement measures for certain aspects of the environment which have beneficial consequences for the environment as a whole. These too are discussed below.

It should be noted that any application for development within the area covered by the South Docks Local Area Plan may require an accompanying Environmental Impact Statement which should conform to current guidance on the information to be contained within. Full and detailed site specific baseline studies will be required and full details on the proposal, its impact and detailed mitigation/remedial measures to ensure that the level of impact is either eliminated or reduced to an insignificant quantity should be provided. The mitigation measures provided in this chapter of the Environmental Report relate to the Local Area Plan and should not be viewed as limiting the extent of information required to accompany an individual planning application.

## 10.2 Biodiversity

Natural heritage in cities plays a key role in improving quality of life as well as being a measure of sustainability. The River Lee as well as the existing parks and walkways already support many species of flora and fauna and provides a natural wildlife corridor. The proposed development of gardens, pocket parks and larger recreational areas offer opportunities to incorporate biodiversity into the design of the area (further details in Public Realm Strategy).

The following measures will be followed, where possible, in order to promote natural heritage and biodiversity:

- Planting native trees, wildflower meadows, flowering and berry producing plants to encourage wildlife such as invertebrates, birds and bats;
- Creating new habitats by providing bird and bat boxes and creating ponds in strategic locations;
- Providing wildlife corridors along the river and linking green spaces to allow movement of species.

The management of the green spaces by identifying areas for no/low pesticide and herbicide use as well as creating areas of wilderness or no public access spaces can also increase biodiversity and encourage use by invertebrates, birds, otters, bats, badgers and foxes. The recommendations of the Ecological Report, commissioned by the Local Authority will be implemented, where practical, to conserve and enhance the biodiversity of the South Docks area.

The Local Authority is also promoting the development of a significant wildlife park to the west of the area which will serve as a important refuge and habitat for a variety of floral/fauna species. The creation and management of the wildlife park will be conducted in consultation and guidance with/from the National Parks and Wildlife Service as well as local wildlife groups. This is seen as an enhancement measure rather than a mitigation measure with benefits to the South Docks area and the City at large.

## 10.3 Soil and Geology

The area has been host to industrial activities since the early 20th Century resulting in the contamination of soil and groundwater. A study commissioned by the local authority quantifies the extent of contamination by various substances and outlines strategies for dealing with these sites. The main recommendations to help mitigate against the potential for adverse effects associated with contaminated soil are as follows:

- Where a protective clay layer of >0.5m thick is present, the oil/hydrocarbon contamination should be removed down to 1 mbgl and replaced by a clean top layer. The removed soil must be transported and treated off site.
- Where the protective clay layer is <0.5m or absent, the oil polluted soil must be fully removed and replaced by clean material.
- The top layer of the entire area is integrally polluted with immobile contamination (heavy metals and PAH). The gardens or the public realm areas will be covered by a clean top layer. A one-meter thick layer of polluted soil will be excavated, transported and treated off site, with this being replaced by clean material.
- The remainder of the integrally polluted top layer can be redeveloped without additional remediation measures.
- During construction, the protective clay layer should be conserved and repaired in case of perforation. Deep excavation for soil remediation, foundations, underground car parks etc. must be backfilled and compacted with clay to reinstall the protective function of this layer.
- The groundwater is locally polluted with volatile chlorinated hydrocarbons (VCH). This groundwater should be extracted to remove its pollution. The extracted groundwater must be treated before it can be discharged or re-infiltrated.
- The source of the VCH contamination has to be removed. It is assumed that both the fill and clay layer feeding the aquifer are contaminated. The soil should be removed and the clay should be replaced by clean clay.

The ground contamination report recommends a Land Management Plan be drawn up for approval by the City Council in consultation with the EPA in order to manage and remediate present contamination and prevent future risks. The remediation of the site will have beneficial impacts in the long term, removing or stabilising the contamination and ensuring no further contamination takes place.

## 10.4 Wastewater Treatment

The current water services infrastructure provides a basic framework on which the future development of the South Docks can build and is adequate to facilitate the likely initial phase of development. For example the wastewater treatment plant at Carrigrenan has sufficient capacity to accommodate the anticipated biological loading arising from the South Docks redevelopment.

In the medium to long term, the water services infrastructure will require enhancement and upgrading to cater for the needs of the South Docks area as it is re-developed.

## 10.5 Surface Water Management - Sustainable Urban Drainage Systems (SUDS)

The Strategic Urban Drainage Solutions Strategy proposes surface water mitigation proposals in association with the future development of the LAP lands, where there will be a significant increase in the quantity and quality of surface water run-off. The SUDS technique is aimed at minimising the adverse environmental effects of development on natural water courses. Cork City Council is actively encouraging the adoption of SUDS techniques as part of its policy of encouraging sustainable development. The measures proposed include:

- Provision of sedum roofing. Sedum roofs have a grass vegetation covering and reduce surface water runoff, provide additional insulation and the absorption of pollutants from the air.
- The installation of rainwater retention tanks.
- The use of porous paving to filter water to permeable layers of ground underneath, which will reduce/ eliminate the need for piped solutions and also remove pollutants from the water.
- Infiltration trenches/basins to dissipate rainfall into the ground located in landscaped areas.
- Basins/ponds/wetlands to store water temporarily and release the water gradually.

## 10.6 Flooding

Minimum ground levels in the South Docks are governed by the need to protect the site against flooding and the effective management of overland flow of any floodwater that may breach the flood defences. It is advisable that ground floor levels of buildings be above the expected high water level for the 1 in 200 year high tide event wherever practical.

However this may not be realistic in all parts of the South Docks, particularly along the roads around the periphery of the site. In these areas temporary flood protection barriers will be required in order to prevent flooding from the river. Permanent quayside protection will also be provided, as further detailed in the Infrastructure Strategy.

Sensitive buildings such as schools and hospitals will be located on slightly higher ground, as these buildings should be accessible at all times and should not depend on the proper operation of temporary barriers during flood events.

## 10.7 Landscape and Visual Amenity

The purpose of strategic landscape mitigation measures are to ensure that visual impacts of the proposed development are mitigated and a better fit of development is achieved within the landscape. Proposed landscape mitigation measures include the strategic layout of buildings, streets, squares, green spaces and parks to incorporate some element of waterfront or amenity feature, which links in with the areas' key riverside location.

For any such development of this scale, visual impacts are inevitable, however, with considered, high quality urban, building and landscape design these can be positive in nature. The development of the South Docks will change the existing landscape and visual context of the area, creating a totally new character for the area, from one of brownfield industrial sites to a high quality, vibrant mixed use urban area and the creation of the new and interesting landscape/cityscape.

The development layout has been considered to provide a basis for a quality urban design through the block arrangements creating an interesting spatial arrangement and hierarchy of space. Spatial links have been provided along the boundary to avoid excessive demarcation between the development and surrounding areas.

The incorporation of well designed open space into the scheme, will provide a hierarchy of spaces between the buildings, with substantial tree planting to create a setting for the development and define circulation patterns through/around it.

The nature and scale of the proposed development will change the existing character of the site from an empty, underused city centre site into a modern high quality mixed use development area. The style and quality of this new landscape character is, therefore, critical in all schemes. Schemes close to existing established residential development, such as those in Albert, Victoria, Monahan's and Blackrock Roads will be expected to respect the existing scale and character of these areas by stepping in height and scale to minimise overlooking, shadowing etc.

It will be a requirement of all schemes within the South Docks to demonstrate through visual analysis the proposed impact from views within and outside the South Docks.

All schemes will be accompanied with a design intent statement and detailed landscape and public realm proposals.

During construction, trees to be retained will be protected by temporary construction fencing. Biodiversity will be encouraged within green open space networks.

## 10.8 Waste Management

The Planning Authority will promote effective waste management through the avoidance and/or reduction of waste in both the construction and operational phases of the South Docks redevelopment. The main strategies which will be implemented during the construction phase will be:

- The reuse of raw material on site, thereby reducing transportation and landfill costs, improving air and noise levels and promoting sustainable development.
- The use of building materials whose origins, processing, function and disposal meet environmental standards.
- The sorting of building waste on each development site for recycling/reuse.

A new system of collection is proposed for residential and commercial waste generated in the area. Waste is collected via a number of inlets accessible to users, thereby reducing the waste storage space traditionally required. Waste is transported from the inlets through underground pipelines, in a hermetic system, to a collection station. Inlets are emptied automatically and available for use at all times. The fundamental environmental benefits of this system are:

- Better environment;
- Available 24 hours per day;
- More free space;
- Reduction in heavy traffic;
- Improved occupational health and safety;
- Sustainability.

Civic recycling centres will be provided and located in well managed, secure areas. In all, 8 bottle bank sites and one civic recycling site will be required to facilitate the Local Area Plan. Developers will also be required to provide a variety of managed waste and recycling facilities including composting models to suit the different residential areas.

## 10.9 Air Quality

Fossil fuels, which affect air quality and contribute to the greenhouse effect, are used in transport and general energy consumption. While considerable advances have been made in engine design and fuel efficiency the L.A.P advises all potential developers that they will be required to clear demonstration that traffic management is a key consideration for any proposed development. In this regard Mobility Management Plans will be required as part of a planning application. In general terms the proposed Local Area Plan encourages a reduction in the number of individual trips made by car by providing alternative means of transport, a mixture of facilities in proximity to each other, integrated living and working environments and the promotion of sustainable energy consumption in residential units. Diversity in vegetation will also improve air quality and maintain a comfortable microclimate.

### 10.9.1 Sustainable Travel

The proposed development will result in an increase in population and consequently in traffic levels in the South Docks area. A separate transportation analysis has been undertaken which demonstrates the measures required within the South Docks to cater for the increased population levels envisaged without adding to City congestion. The City Council will require Mobility Management Plans (MMPs) for all new commercial and residential developments.

Proposals which will mitigate the effects of this increased traffic level are as follows:

- Speed limits will be enforced by design;
- Grouped residential parking overlooked by dwellings as well as underground car parking, where density permits;
- Provide for cycle parking and facilities;
- No heavy vehicle parking along residential roads;
- Priorities for pedestrians and cyclists within housing areas.

## 10.10 Energy Efficiency Measures

With regard to energy usage, the following mitigation measures are proposed to reduce/compensate for potential adverse impacts on the environment and to encourage more sustainable development. The measures are categorised in three aspects:

**Improve the energy performance of buildings and reduce the total energy requirement**

- Promote the development of low energy housing and encourage developers to design and build houses towards an "A" rating standard as set out by the national building energy rating (BER) methodology.
- Enhanced levels of insulation in walls, roofs, floors, glazing and doors as standard for low energy domestic housing. Optimum use of insulation should also be used for non-domestic buildings.
- To allow maximum solar gain, the orientation of windows/glazed openings of all buildings will be carefully considered and designed. The idea and method of Passive Energy House will be encouraged where possible.
- The use of earth berms and shelter belts to minimise wind tunnelling and eddying.

**Seek an optimum and sustainable energy supply for the whole area**

- Alternative energy technologies should be employed in Docklands development in order to save natural resources and reduce CO2 emissions. Options such as Combined Heat and Power, Geothermal, Solar Heating, Wind Turbine, Biomass and PV solar panels should be considered on a site-to-site basis.
- District heating for high density developments is a favoured option.
- Feasibility studies should be carried out to carefully determine which of the above technology or their combination to be used.

**Improve the level of monitoring and control energy use**

- The Building Energy Management System (BEMS) should be employed in all commercial/industrial buildings as a standard approach to better monitoring and controlling of the heating/cooling/ventilation system and energy use.
- Energy efficient lighting/appliances, timer and programmable controllers should be employed where possible.
- The status of energy use for a building should be conveyed to the occupants to promote awareness of energy conservation and to encourage sensible energy use.

## 10.11 Traffic

The scale of the South Docks redevelopment area and the quantum of development that it can accommodate will, over time, greatly increase the amount and mix of traffic generated. This increased volume cannot be accommodated on the existing network of roads or by continued reliance on private transport alone. Accordingly there is a critical need for investment in a revamped road network, on comprehensive, high quality public transport, and pedestrian and cycle facilities, all of which are integrated with the City as a whole.

The Transportation Plan also provides for circulation and access to and from the site in the following manner:

- Enables free and easy pedestrian movement for retail, social and recreational purposes as a high priority.
- Provides a permeable, safe, and easily identified pedestrian network.
- Promotes a continuous flow of vehicular traffic at low speeds.
- Emphasises interconnectivity between green spaces and activity zones.
- Provides areas of rest or a spot for gathering along the primary pedestrian spines.
- Provides continuity and safety for the cyclist.
- Provides parking in a variety of methods to add diversity to the urban realm, while still addressing convenience. (Underground, On-Street, In Situ, Parking Courts, Grouped Visitor Car Parks).
- Provides measures to introduce traffic calming and avoid through traffic along the Marina and existing residential areas (including Ballintemple Village).

The Transportation Plan recognises that local facilities can bind and reinforce communities and help to reduce car use dependency. Local measures promoted in the Transportation Plan include:

- Allow continual passage of pedestrians and cyclists at areas where roadways end.
- Incorporate signage to delineate access routes.
- Make building access and internal spaces accessible to all.
- Allow for access by disabled (including ambulant and sensory impairment) and pedestrian users to and around all public realm areas.

# 11.0 SEA Monitoring

## 11.1 Introduction

Article 10 of the SEA requires Member States to monitor the significant environmental effects of the implementation of plans and programmes in order to identify as early as possible any unforeseen adverse effects and in order to undertake remedial action.

Cork City Council is the Planning Authority for the area and has regulatory control over development within its functional area. The City Council will monitor the implementation of the Plan as required under the Planning and Development Act. Section 15(1) of the Planning and Development Acts, 2000-2002 states that the Local Authority is required to take all necessary actions within its powers to ensure that the objectives and policies of the Local Area Plan are implemented and under Section 15(2) of the Act, the Planning Authority is bound to provide reports to the elected members of the authority on the implementation of the Plan. Therefore, monitoring is a continual and on-going process.

Ultimately the principal mechanism afforded to the Local Authority for monitoring is through the planning process. All applications for planning permission will therefore be individually assessed by the Planning Authority against the objectives of this Plan. Proposals which accord with the objectives of this Plan, will in general, be supported. Also the Local Authority will cooperate with all other relevant agencies to ensure that the environmental impacts of the Plan are monitored in accordance with the Regulations.

## 11.2 Surface Water Monitoring

A key aspect of the maintenance responsibility will be ensuring that the drainage solutions continue to manage surface waters to ensure no future detriment in water quality and flood control. As a relatively new approach to surface water management, SUDS solutions such as the ones outlined will require planned maintenance to ensure they operate as intended. In addition, evidence of their performance with need to be gathered to allow the Planning Authority to understand the practical benefits and problems of the approach.

As part of any planning application in the area, developers should be able to provide demonstrable evidence of successful pollution control over a specific maintenance period. Evidence that the structures are being maintained, are not deteriorating, eroding, leaking etc. shall also be required and subject to assessment by Water Services operational staff.

A specific monitoring programme shall be agreed between developers and Cork City Council at the outset of the development process and maintained throughout the life cycle of the development process up until the drainage solutions are taken in charge.

## 11.3 Air Monitoring

The LAP shall comply with the Air Quality Standard Regulations (2002), which have established new air quality standards for $SO_2$, $NO_2$ and $NO_X$, lead, $PM_{10}$, CO and benzene. Future analysis of air quality should utilise modal split data, traffic volumes and distances travelled by persons per year by mode of transport, to indicate levels of change.

## 11.4 Population and Human Health

The LAP will significantly alter the existing environment of the South Docks, with the increased living and working population resulting in changed patterns on traffic levels, noise, air pollution, requirement for schools, local services, public open space, services, community facilities and a requirement for high quality residential and employment developments.

The proposed LAP strategy has taken into account and addressed issues relating to transportation, local service facilities, provision of pedestrian and cyclist facilities, provision of public open spaces and creation of high density well designed residential and mixed use quarters. As new developments progress, the implementation of these strategies will be closely monitored and enforced by the Planning Authority.

## 11.5 Soil & Geology

Non-mobile contaminants covered by impermeable pavement will not present a risk of spreading/exposure, therefore these may be left in situ. Mobile contaminants which can easily be spread through groundwater require compulsory action.

Contaminated soil with concentrations higher than DIV (Dutch List Intervention Values) is hazardous and its removal requires a waste license application. The threshold for EPA licensing is 5,000 tonnes for disposal and 25,000 tonnes for recovery. Below these thresholds, a permit from the Local Authority is required.

Should contaminated soil be removed integrally, an EPA license is required. If remediation were to be carried out per site, an EPA license would not be required for several individual sites as less than 5,000 tonnes would have to be removed from them. On sites bigger than 5 ha an EPA license is likely to be required: Marina Commercial Park, Tedcastles, IAWS and the Showgrounds. The requirement for licenses either from the EPA or the Local Authority will ensure that the removal and disposal of the contaminated soil is fully monitored.

## 11.6 Archaeological Monitoring

A large proportion of the South Docks has been created by reclamation and the deposition of dredge from the main channel of the River Lee in the nineteenth century. There is however a possibility that earlier human settlement existed within the South Docks area. It is therefore recommended that archaeological monitoring should precede any development involving earth removal within the South Docks area. This includes all road works, site clearance works and any form of trenching, such as preparation of foundations or pipe laying.

The requirement for archaeological monitoring will be dependent on the size, scale and nature of the proposed development. In particular archaeological monitoring will be required for any bulk excavation. Any dredging or excavation work proposed for the river or adjacent to the riverfront will also require archaeological monitoring.

A licensed archaeologist should be employed by the developer to monitor such works, reporting to the state institutions as prescribed by the National Monuments Acts. All dredging work should also be monitored as part of this evaluation process.

## 11.7 Industrial Archaeology Provisions

There are a number of industrial archaeological features contained within the South Docks dating from the early nineteenth to the twentieth centuries. These buildings range from having national, regional to local significance. Over the long term a detailed study will be required on the historic structures surviving within the docks area. Pre-development work will require:

- An archaeological appraisal, involving a preliminary survey of the surviving buildings to ascertain their date, technical/historical/architectural importance;
- A survey of the buildings directly affected by the proposed development. This survey would form the basis of any future conservation work required by the development.

Table 11.1 Summary of Monitoring Proposals:

| Monitoring Proposals | Potential Impacts | Monitoring Proposals and Indicators | Source of Monitoring/ Information Gap |
|---|---|---|---|
| Surface Water Monitoring | The proposed LAP could potentially have a negative impact on water quality and quantity. | A SUDS strategy will be implemented as an integral part of the LAP to ensure that the drainage solutions continue to manage surface waters so that there is no future reduction in water quality and flood control.<br><br>Planned maintenance will be required to ensure the system works as intended, with information relayed to the Local Authority.<br><br>Evidence that the structures are being maintained, are not deteriorating, eroding, leaking etc. shall also be provided and subjected to assessment.<br><br>A monitoring programme to be agreed between developers and Cork City Council and maintained throughout the life cycle of the development process up until the drainage solutions are taken in charge.<br><br>**Indicator: Compliance of water bodies in the area with water quality standards established by the relevant legislation.**<br><br>**Compliance with the requirements of the proposed pollution monitoring programme.** | Cork City Council |
| Air Monitoring | The proposed development will result in increased vehicular usage in the area, both from construction vehicles and from the projected increase in population. This has the potential to affect the air quality. | The LAP shall comply with the Air Quality Standard Regulations (2002), which have established new air quality standards for $SO_2$, $NO_2$ and $NO_X$, lead, $PM_{10}$, CO and benzene. Future analysis of air quality could utilise modal split data, traffic volumes and distances travelled by persons per year by mode of transport, to indicate levels of change.<br><br>**Indicator: Compliance with the above legislation.** | Cork City Council and the Environmental Protection Agency |

Table 11.1 Summary of Monitoring Proposals: (continued)

| Monitoring Proposals | Potential Impacts | Monitoring Proposals and Indicators | Source of Monitoring/ Information Gap |
|---|---|---|---|
| Population and Human Health | The existing environment of the South Docks will alter, with the increased living and working population resulting in changed patterns on traffic levels, noise, air pollution, requirement for schools, local services, public open space, services and community facilities. | The LAP strategy has taken account of and addressed issues relating to transportation, local service facilities, provision of pedestrian and cyclist facilities, provision of public open spaces and creation of high density well designed residential and urban quarters.<br><br>**Indicator: As new developments progress, the implementation of these strategies will be closely monitored and enforced by the Planning Authority.** | Cork City Council |
| Soil & Geology | The existing soil and groundwater is contaminated due to the historic industrial uses in the area. Should the area not be redeveloped there would be no measures put in place to remove the contaminants from the ground, resulting in the risk of leaching and spreading. | Contaminated soil that is removed integrally requires an EPA license. If remediation were to be carried out per site, for several individual sites an EPA license would not be required as less than 5,000 tonnes would have to be removed from them. On sites bigger than 5 ha an EPA license is likely to be required: Marina Commercial Park, Tedcastles, IAWS and the Showgrounds.<br><br>**Indicator: The requirement for licenses either from the EPA or the Local Authority will ensure that the removal and disposal of the contaminated soil is fully monitored.** | EPA and Cork City Council |

Table 11.1 Summary of Monitoring Proposals: (continued)

| | | | |
|---|---|---|---|
| Archaeological Monitoring | There is the potential that some undiscovered archaeological objects could be impacted upon. | Archaeological monitoring should precede any development involving earth removal. This includes all road works, site clearance works and any form of trenching, such as preparation of foundations or pipe laying and dredging. The Council shall outline the process to be followed.<br><br>A licensed archaeologist shall be employed by the developer to monitor such works, reporting to the state institutions as prescribed by the National Monuments Acts.<br><br>**Indicator: As development commences the earthworks will reveal any archaeological remains.** | Cork City Council and developers |
| Flora and Fauna (Biodiversity) | The redevelopment of the site could impact on nesting/roosting bats as well as existing habitats in use by native flora and fauna species. | The LAP provides guidance on the redevelopment of the South Docks Area. Significant planning applications for development within the area of the Plan will require further site investigations and analysis. This will be scoped with the Local Authority. If required the results will be presented in an Environmental Impact Statement. The EIS will be required to conform to the relevant standards and incorporate a detailed assessment of all aspects of the environment including the flora, fauna and overall biodiversity of the site. | Developer in conjunction with the Local Authority |
| Industrial Archaeology Provisions | The redevelopment of the area could impact detrimentally on the remaining buildings of industrial archaeological interest. | A detailed study will be required on the historic structures surviving within the docks area.<br><br>Pre-development work will require an archaeological appraisal, involving a preliminary survey of the surviving buildings to ascertain their importance and a survey of the buildings directly affected by the proposed development. This survey would form the basis of any future conservation work required by the development.<br><br>**Indicator: Whether the remaining buildings are successfully incorporated into the redevelopment of the area.** | Cork City Council and Developers |

## 12.0 Overall Findings from the Assessment

The implementation of the Local Area Plan for the South Docks, including its policies and objectives as set out by the Local Authority, is key to the future sustainable development of the area. The Plan aims to balance the needs of the future population with the broader environment in which that population will live, work and play. The Plan therefore has a strong focus towards the concept of sustainability.

The chosen development strategy as set out in the LAP has been assessed in terms of sustainability and potentially significant environmental impacts, with the environmental objectives of the SEA assessed against the objectives of the LAP. This assessment shows that the overall strategy is acceptable. It has been shown in this report that almost all of the Plans policies and objectives are consistent with this summary and that in general the Plan will have a neutral to positive impact on the environment as a whole.

Where there is the potential for negative impacts, mitigation and monitoring measures have been identified. The implementation of these measures will ensure the proposed LAP is acceptable from an environmental and sustainability perspective.

The land area of the South Docks is deemed sufficient to meet the needs of the existing and growing population and is justifiable on planning grounds. There is of course a corresponding environmental impact due to land use changes. Given that the land will be altered from predominately industrial to mixed uses, comprising residential, commercial, business and recreational uses, the resulting environmental impacts are not as significant should the land remain in industrial use. Notwithstanding, any resulting environmental impact can be reduced significantly through appropriate mitigation measures.

The South Docks location on the edge of the City centre lends the area to be redeveloped as a significant new quarter, providing much needed housing stock and employment facilities. The challenge faced over the lifetime of the Plan will be to achieve the stated aims of the Local Authority, which is ultimately to provide a well-balanced and sustainable quarter in Cork City centre. This balance will be struck between the needs of the future residents (living and working) and the overall dockside environment, which contributes so much to the identity of the city.

At the outset, a number of environmental issues were identified, principally soil contamination on site and the potential habitat loss through significant land use changes. These issues have been at the fore of the thinking behind the Local Area Plan and measures proposed to deal with them. Soil contamination will be dealt with through a process of remedial actions including soil removal which will be promoted. The removal of contaminated soil will only be permitted by a licenced waste contractor and in a manner acceptable to the Local Authority and the EPA. In the long term this will have a beneficial impact on the local environment, removing the existing, known pollution and preventing possible further contamination of the soil and indeed water environments.

Land use changes will, by their very essence, alter the existing environment, both natural and man-made. Natural and man-made habitats (for example man-made habitats such as roof spaces for nesting/roosting bats etc.) can support a diverse range of flora and fauna. This issue is of importance to the Local Authority and in this regard a number of measures, both mitigation and enhancement, are proposed. The creation of Marina Park is a significant part of the Local Area Plan. The park will contain a variety of habitat types and as well as being useful and beneficial to publicly identifiable species such as bats, foxes etc. as a residence but will also serve wider interest for feeding, roosting, over-wintering etc. The park will be a key element of the development of the South Docks Area, serving to enhance not just the local area but will become a significant part of the City's natural biodiversity.

Other issues came to the fore during the development of the Local Area Plan and the Strategic Environmental Assessment. The proposed redevelopment will result in a series of building types with a variety of building heights. This can impact on views from both the periphery of the South Docks Area "looking in" but also on longer range views across the city. As this issue became apparent, a reduction in maximum building heights was made, thereby reducing the visual impact. In addition an evaluation of the layout was carried out, ensuring the number of tall buildings and their location would achieve the aims of the Local Authority while being sympathetic to the visual element of the South Docks redevelopment on views across the city.

Central to the Local Area Plan strategy is to develop a sustainable community within the City area. The issues of energy efficiency and waste management are of importance to the Local Authority and specific and innovative proposals in regard to both are proposed. The blueprint for the development of the South Docks Area has taken account of the specific and unique environmental issues presented in the area and offers firm guidance to potential developers on those issues which they will have to address at the outset of any development.

# Adopted Amendment to the South Docks Local Area Plan 2008

## Marina Park - Pairc Ui Chaoimh

Under Section 20 of the Planning and Development Acts 2000-2010

**Adopted 16th April 2012**

**Cork City Council**
**Comhairle Cathrach Chorcaí**

## Amendment to the South Docks Local Area Plan 2008

At the Ordinary Council Meeting of 16th April 2012, the Members of Cork City Council voted to make Amendment (Marina Park / Pairc Ui Chaoimh) to the South Docks Local Area Plan under Section 20 of the Planning & Development Acts 2000 - 2010.

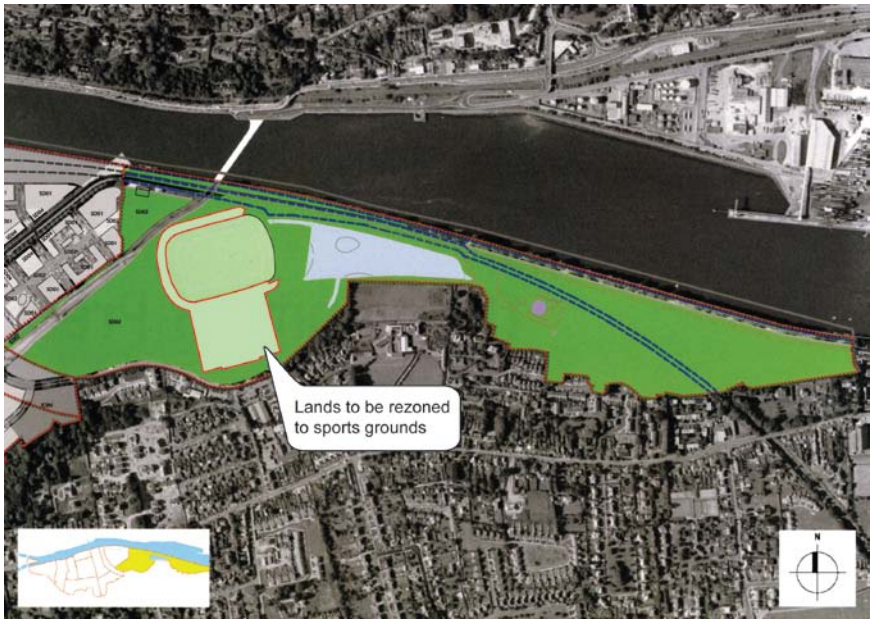
The adopted **Amendment** consists of the following material alterations:

*(1) 'The rezoning of 6.82 acres of land currently zoned 'Public Open Space' to 'Sports Grounds' on the site of the former Munster Showgrounds.' and consequent changes to text.*

*Figure 4.4*


*Figure 4.4a*

*Figure 5.14*




*(2) The insertion of next text to Section 5.2.12 Marina Park, (page 115).*

*5.2.12 Marina Park*

*This area will represent a significant amenity area for residents, workers and visitors in the South Docks and the wider city. Marina Park will extend east from the Showgrounds including the Atlantic Pond, lands to the east of the pumping station at Atlantic Pond and the underutilized parklands north of the old rail line and south of the Marina. Pairc Ui Chaoimh lies to the north of the Showgrounds and west of the Atlantic Pond. The Marina itself is a wonderful resource for the City with its tree-lined embankment, footpaths and views up and down the river to the City and Blackrock Castle. There is potential to upgrade and extend rowing facilities on the Marina. Public access to the slipways and water will be encouraged and supported by Cork City Council.*

*The area is largely underutilised with occasional events taking place at the stadium and in the Showgrounds. The recent Compulsory Purchase Order (CPO) by the Council to acquire the Showgrounds will see the area retained and developed as public open space* ***and the upgrading of Pairc Ui Chaoimh and a centre of excellence as outlined in Objective SD 64: Marina Park. The layout of these facilities on the lands zoned and provided for Sports Grounds within the Showgrounds shall be designed to ensure that both physical and visual linkage is achieved between the eastern and western parts of the Planned Marina Park to ensure maximum permeability and cohesion of the overall park.***

*An improvement in access and provision of high quality transport corridor to the area will facilitate the redevelopment and enhancement of the area as an amenity resource to the residents and workers in the Docklands, surrounding communities and also to the wider city and region.* (new text in **'Bold'**)

Planning Policy Section
Strategic Planning & Economic Development Directorate
City Hall, Cork.
Tel: 021-4924757
e-mail: **@corkcity.ie**

**Cork City Council**
**Comhairle Cathrach Chorcaí**