

**South Docks Local Area Plan 2008**

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# **South Docks District Centre Development Brief 2010**

**Final Draft**  
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**Cork City Council**  
Comhairle Cathrach Chorcháí

	Prepared by	Date	Approved by	Date
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# South Docks Local Area Plan 2008

## South Docks District Centre Development Brief

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# South Docks Local Area Plan 2008

## South Docks District Centre Development Brief 2009

### 1. Introduction

#### 1.1 Scope of the brief

This brief relates to the lands benefiting from the District Centre Zoning Objective in the *Cork City Development Plan 2009-2015*, which have a total area of 3.16 hectares.

The Docklands District Centre will make a significant contribution to the character and life of the new Docklands' constituent communities and is therefore of strategic significance to the future of the Docklands Project as a whole.

The land included within the District Centre forms part of two larger land ownerships, which are illustrated indicatively in Figure 1 (below):

- Marina Commercial Park site extending from Kennedy Quay to Centre Park Road; and
- Topaz site, extending south from Centre Park Road towards Monahan's Road.

**Figure 1: Indicative Land Ownerships in the South Docks District Centre**



## 1.2 Purpose of the Brief

This development brief has been prepared to elaborate on development guidance contained in the *Cork City Development Plan 2009-2015* (hereafter referred to as the “*City Plan 2009-2015*”) and the *South Docks Local Area Plan 2008* (hereafter referred to as the “*SDLAP 2008*”) for two main reasons:

- To assist the City Council in developing the civic and public projects that will form a key building block of the South Docks District Centre and Docklands; and
- To elaborate and clarify the outline objectives contained in the LAP to a degree of detail that makes dialogue with landowners and developers meaningful and productive.

A schedule of the amplifications is located in Appendix One for easy reference.

## 1.3 Cork City Development Plan 2009-2015

The new development plan for the City became “live” on 25 May 2009. *Map 1: City Centre & Docklands Zoning Objectives* and *Map 3: Docklands Development Objectives* illustrate the Zoning Objectives and Development Objectives that apply to the District Centre and its context.

The following Site Specific Objectives apply:

- Local Collector Roads (Centre Park Road and Water Street Link Road (north & south));
- Signalised Junction at Water Street Link / Centre Park Road junction;
- Docklands Heritage (including the former Fordson / Ford / Dunlop factory, which is of special significance);
- SEVESO Site; and
- Proposed Tall Building Location.

The development plan also outlines the definition of the District Centre Zoning Objective, site specific objectives and generic policy which will apply to the site.

## 1.4 South Docks Local Area Plan 2008 (SDLAP 2008)

The South Docks District Centre forms part of Precinct 10: Centre Park East precinct, the objectives for which are outlined in detail on pages 85-88 of the *SDLAP 2008*.

The *SDLAP 2008* contains a range of written objectives that amplify the development plan and which are of direct relevance to the development of the District Centre. Of principal interest are:

		SDLAP 2008 page no.
<b>Section 4: Area Wide Strategies</b>		
SD03	Zoning Objective SD03: District Centre	P27
SD26	Retail Provision	P36
SD29	South Docks Office Development	P38
SD31	Community Facilities	P40
SD32	Medical / Health Facilities	P40
<b>Section 5: Precinct Strategies</b>		
SD58	Centre Park East	P88

In addition the following objectives will apply to the District Centre:

- Figure 5.7 of the *SDLAP 2008* (see pp86-87)
- Written objectives outlined in the *SDLAP* which are of general relevance to development within Docklands.

The objectives are described and amplified in this brief.



### **1.5 Status of the Brief**

This brief is a non-statutory guidance document. Its purpose is to amplify the objectives contained in the statutory planning framework provided by the *Cork City Development Plan 2009-2015* and the *South Docks Local Area Plan 2008*. The more detailed guidance is intended to assist the City Council in:

- The development management process;
- Docklands public realm procurement process;
- Strategy for delivering Community and Civic Infrastructure in Docklands.

The brief will be presented to the City Council for information purposes following presentation to the Docks Policy Committee in early 2010.

### **1.6 Importance of relocating SEVESO**

The relocation of the SEVESO uses within Docklands is a core objective of the City Council as this will create the right conditions for change to occur and for the delivery of the vision for Docklands.

The decommissioning of the Topaz site and its existing SEVESO use is therefore key to unlocking the potential of this central area of the South Docks in terms of development and infrastructure delivery. The phased delivery of the District Centre will be closely linked to the relocation of the SEVESO use.



## 2 Urban Structure

### 2.0 Introduction

The *City Plan 2009-2015* and the *SDLAP 2008* define the broad urban structure for the District Centre.

This urban structure within the District Centre is dictated by:

- Public Squares;
- Streets;
- Buildings of Significance; and
- Proposed Building Lines.

The key elements of urban structure are outlined and illustrated in Figure 2 (below), as defined in the statutory planning framework. *Section 5: Public Realm* (see page 17 below) provides guidance on the design criteria for the key spaces.

**Figure 2: District Centre Statutory Plan Urban Structure Diagram**



### 2.1 Public Squares

- Centre Park Plaza. This square is indicated as a Public Square in *Figure 4.4a: Precinct Objectives* of the *SDLAP 2008* (and related text). It is a requirement of Policy 13.38 of the *City Plan 2009-2015*;
- Ford's Park (including canal basin) is zoned public open space / water protection in the *City Plan 2009-2015*. This is amplified by *Figure 4.4a: Precinct Objectives* of the *SDLAP* to be a hard public square with a canal basin.

## 2.2 Streets

The hierarchy of roads is illustrated in Figure 3 (below), which shows an excerpt from *Figure 4.5: Traffic and Transportation in the South Docks* (see page 29 of the *SDLAP 2008*).

The following Local Distributor Roads have a fixed location (see 4.4.1, page 32 of the *SDLAP 2008*):

- Centre Park Road;
- Water Street Link Road (north); and
- Water Street Link Road (south).

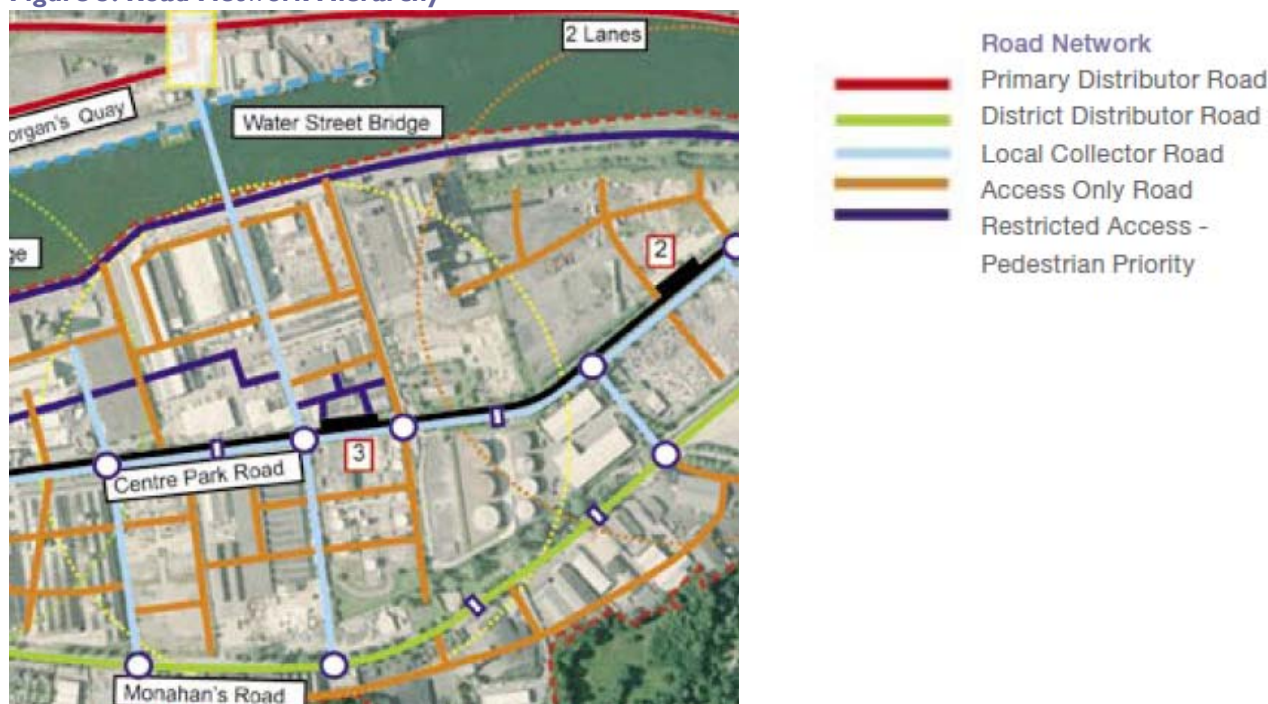
Two access roads are within the District Centre:

- Local Street (north); and
- Local Street (south).

The Access Only Roads are given indicative locations in the *SDLAP 2008*. Their locations can be changed by agreement with the City Council. Amendment is subject to objective SD16: Block Sizes (see page 31 of the *SDLAP 2008*), which requires that block sizes shall not generally exceed 60-80 metres to promote accessibility and permeability of new developments.

Roads have a traffic and wider urban design role, connecting into the wider urban structure and providing a hierarchy of streets. The Local Street (south) is located at the southern edge of the District Centre block. Alternative locations for the Local Street (north) will be considered on their merits, providing they result in an acceptable urban structure.

Figure 3: Road Network Hierarchy

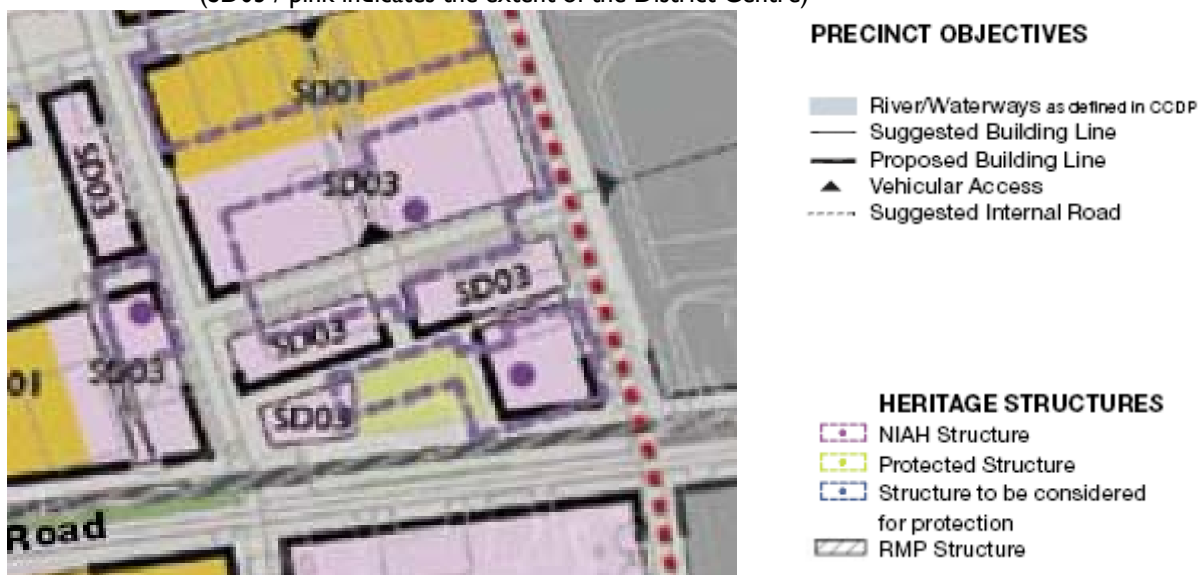


## 2.3 Buildings of Significance

A small portion of the Ford Factory lies within the District Centre area. The Ford factory is identified as a "Docklands Heritage Area" in the *City Plan 2009-2015* and the *SDLAP 2008*.

Included on the NIAH is a two-storey former Ford Factory office building to the north of Centre Park Road. Based upon expert advice received by the City Council, it is considered that this building is not of sufficient interest to be included on the RPS. Figure 4 (overleaf) indicates (by a purple dotted line). This will allow for the construction of Centre Park Road and Centre Park Square as indicated in the *SDLAP 2008*.

**Figure 4: Centre Park East Precinct Objectives**  
 (SD03 / pink indicates the extent of the District Centre)



## 2.4 Proposed Building Lines

It is an objective to ensure that the urban structure of each precinct reflects the urban design objectives outlined in the *SDLAP 2008*.

The Precinct Objectives diagram (above) indicates:

- Proposed Building Lines (indicated in a heavy black line) are those buildings lines which frame key streets and spaces that the City Council considers are key priorities for the urban structure of each precinct. These should be provided in any development; and
- Suggested Building Lines (indicated in a thin black line) are those building lines that could be provided in any development.

In exceptional circumstances the urban structure of any precinct may be amended by varying limited portions of “Proposed Building Lines” where an alternative configuration is proposed that provides an improved urban structure in order to achieve the general objectives and the civic urban design objectives indicated in the *SDLAP 2008*.

## 3 Land Use

### 3.0 Introduction

This section outlines the nature of land uses considered appropriate within the District Centre, and amplifies the statutory plans in relation to the quantum and nature of uses, where appropriate.

#### 3.1 District Centre Zoning Objective

The definition of the District Centre Zoning Objective is outlined in the *City Plan 2009-2015*, the objective being:

***To provide for district centres as mixed use centres, with a primary retail function which also act as a focus for a range of services (ZO9: District Centre, p200).***

The *SDLAP 2008* further defines that the South Docks District Centre will be a “local focus for commercial and community services” (SD03: District Centre, p27). The *SDLAP* defines a range of uses which must be provided within the centre, uses that are acceptable in principle, and uses that are open for consideration within the centre.

The primary concern of the City Council is to ensure the development of the best District Centre possible. The District Centre will be phased to meet the demands of the new residential and employment development. The success of the centre as a retail centre will be a function of a range of factors, including: the retail offer, mix of uses, and the design of the built environment and public spaces.

Table I (below) indicates the appropriate land uses within the District Centre.

**Table I District Centre Land Use Requirements**

Type	Land Use	City Plan 09-15	SDLAP 2008
Primary use (retail)	<ul style="list-style-type: none"> <li>• Convenience shopping</li> <li>• Comparison shopping</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✓</li> </ul>
Essential Uses that must be provided in the District Centre	• Public Open Space	✓	✓
	• Retail Offices	✓	✓
	• Retail Services (personal and medical)	✓	
	• Civic Services to meet the needs of Docklands as a whole (at a District level)	✓	✓
	• Community Services to serve the central neighbourhood in the South Docks		✓
	• Medical & Health facilities.	✓	✓
	• Residential	✓	✓
Other uses that are acceptable in principle	• Sustainable (rapid) transport	✓	✓
	• Commercial leisure (hotels, restaurants, bars, etc.);	✓	✓
	• Retail warehousing	✓	✓
	• Conference Facility	✓	✓
Uses that are open for consideration	• Childcare Facilities.	✓	✓
	• General Offices (providing >400sqm and <10,000sqm)	✓	
	• Performance Space		✓
	• Technology and office-based industry	✓	



The total area zoned for District Centre is 3.16 hectares. Table 2 outlines the developable areas within the District Centre. Appendix 2 illustrates the land parcels diagrammatically.

**Table 2: Developable areas within the District Centre**

Sites	Area (ha)	% of District Centre area
<b>North</b> of Centre Park Road	1.25	55
Substantive	1*	44
West of WSLR(N)	0.25	11
<b>South</b> of Centre Park Road	1	45
<b>Total</b>	<b>2.25</b>	<b>100</b>

\* = new access street deducted = 16m x 124m = 2000sqm / 0.2ha

### 3.2 Retail

The primary concern of the City Council is to ensure the development of the best District Centre possible. The District Centre will be phased to meet the demands of the new residential and employment development. The success of the centre as a retail centre will be a function of a range of factors, including: the retail offer, mix of uses, and the design of the built environment and public spaces.

The preferred solution for the delivery of the District Centre is that there is an integrated solution that meets the requirements of the planning authority. This would be based upon a common understanding between the two landowners and an agreed concept that ensures that both portions of the centre are mutually reinforcing. This will also require an agreement on the distribution of retail floorspace.

#### Status, function and role of the District Centre

The Docklands District Centre is a new mixed use urban District Centre to serve new residential and employment development in Docklands (see Table 4.1, *City Plan 2009-2015*, p29).

The District Centre will have the following role:

- The primary role of the District centre will be to provide convenience shopping serving the Docklands community and areas immediately adjacent. This will be in the form of medium-sized foodstore, or foodstores, and smaller convenience outlets.
- To provide comparison shopping to meet the needs of Docklands. Its comparison role will be lesser than in other district centres as a significant portion of the comparison demand emanating from Docklands will be met by the City Centre. This will be in the form of small to medium-sized units.

#### Quantum of retail floorspace within the District Centre

The retail floor-space in the South Docks District Centre will be in the order of 10,000 net square metres (nsm), in accordance with the *SDLAP 2008* (see section 4.5.2 / para. 6, p36), which is based upon the *Docklands Economic Study 2007* and the *Retail Planning Guidelines for District Centres (DoEHLG, 2005)*.

Given the role of the District Centre (outlined above) it is considered that the quantum of convenience shopping should be justified by means of a retail impact study which illustrates the level of demand and places the District Centre in the context of existing centres and the proposed Docklands neighbourhood centres and the overall quantum of convenience floorspace allocated to the city in the *Retail Strategy* and the *City Plan 2009-2015* (Table 4.3).

It should be noted that the quantum of retail floor-space allocated to the District Centre does not include quasi-retail uses:

- Retail Services – which normally comprise approximately 10-20% of the ground floor of any district centre;
- Retail offices – which normally occupy up to 10% of the ground floor of any district centre.



### Allocation of floorspace

The City Council has considered the options for allocating the available quantum of retail floor-space between the two land-ownerships and the three sites, and considers that the fairest way to allocate this space is on the basis of developable area benefiting from the zoning objective (as set out in Table 2, above). In the absence of an integrated solution the City Council would therefore allocate the retail floorspace quantum on the basis of that set out in Table 4 (below).

**Table 3: Retail quantum allocation**

Portion of District Centre	% of quantum
North of Centre Park Road	55
South of Centre Park Road	45

Within this overall percentage it is proposed that convenience shopping, comparison shopping and quasi-retailing uses would also be divided using the same 55% : 45% breakdown. Convenience shopping is likely to take the form of two medium-sized food-stores of 1500nsm-2000nsm, as well as smaller convenience stores. This scale of outlet is more easily integrated into the built environment for urban design reasons.

The blocks within the District Centre should meet the following urban design requirements:

- Own-door units should be provided on the frontages of blocks within the District Centre as far as possible;
- Medium and large retail units should be wrapped around by smaller own-door retail units accessed from public streets, with negative frontage being minimised in extent to loading areas;
- Retail units should be accessed from streets and other public spaces and not internalised private streets internal to blocks;
- Entrance / fire cores to service upper floor buildings should be provided on each street;
- Entrances to buildings should generally be no more than 15 metres apart to increase live usage and surveillance of the street (see Objective SD37, p46 of *SDLAP 2008*);
- The proportion of block frontage allocated to deliveries should be minimised, with deliveries being from loading bays within the street as far as possible.
- The extent of building frontage occupied by internal loading bays should be minimised;
- Deliveries to the larger retail units within the District Centre should be from non-residential streets (to the east of the District centre) unless unavoidable.

### District Centre configuration

A key component of making the District Centre feasible will be its configuration, which at the moment is split between three blocks separated by major streets.

The objective for the District Centre is to ensure that the centre offers a good range of shopping facilities and still achieves a high quality of urban design with a balance between large / medium and small shop units and as many own-door units onto streets and the public realm as possible. In order to achieve this any development proposals will need to ensure that:

- Anchor units do not exceed 50% of the total retail floor-space of the District Centre; and
- Anchor units do not exceed 50% of the total retail floor-space of the Northern portion or the southern portion of the District Centre.

The site to the west of the Water Street Link Road (north), which is 0.25 hectares net of the Water Street Link Road (north) corridor, is unlikely to be suited to higher order retail due to the severance imposed by the Water Street Link Road (north). However, the provision of a live frontage in this location is considered to be a key component of the block at this important location. The site does have the potential to provide smaller retail and quasi-retail units, retail office (see 3.3, below) and the range of non-retail uses that must be provided as part of the mix



of uses within, and that form a key component of the character of any District Centre. This area could accommodate the Community and Civic Services, the Health and Medical Services, Commercial Leisure and Retail Services. It could also accommodate retail warehouse units in an urban format in principle.

The City Council considers that the thin 600 square metre area of land fronting onto the Water Street Link Road (North) should be relocated:

- To provide a better District Centre configuration; and
- To allow for the development of a better Ford's Park.

There are a number of options for reconfiguring this western portion of the District Centre (two are indicated in Appendix Two). Options will be considered on their merits and on their contribution to success of the District Centre as a whole.

This reconfiguration of the area designated for District Centre development is minor in scale, representing 600m/22500m (or 2.5% approx.) of the total District Centre. The extent of change will not therefore undermine the ability of the City Council to achieve the objective set out in the development plan. The level of reconfiguration proposed is not therefore considered to be materially different to the development plan, and is therefore considered *de minimis*.

#### Retail warehousing

Retail warehouse provision can be additional to the 10,000 net square metres (nsm) quantum of retail floorspace for convenience / comparison shopping purposes. In order to be considered retail warehousing units must be a minimum of 700 net square metres. Retail warehouse provision should not exceed 3,500 net square metres. The predominant size of unit should be 700 net square metres. One medium sized retail warehouse unit (of up to 2,000 net square metres) could be provided.

The provision of retail warehousing will be subject to policies on distribution and assessment set out in the *City Plan 2009-2015* (see Policies 4.11 and Policy 4.13, pp34-36). Retail warehouse provision is likely to be outside of the area zoned for the District Centre at its edge, rather than within it, due to the constrained nature of the area zoned for the district centre. The preferred location for retail warehouses is Centre Park Road west of the District Centre as this will contribute to the nature of this major street.

Retail warehouses will only be acceptable where they are integrated successfully within the urban environment developed within an urban format (i.e. at ground floor level within a mixed-use block) and be to a high standard of urban design. Retail warehouses should be located to bring life to streets and have positive street frontage with units being incorporated into blocks. Units shall not back onto streets.

### **3.3 Retail Office**

Retail Offices are to be provided within the District and Neighbourhood Centres in Docklands and not elsewhere within Docklands. Retail Office provision is subject to the following objectives:

- Policy 3.4: Retail Offices of the *City Plan 2009-2015* (p19); and
- SD 29: Office Development of the *SDLAP 2008* (p38).

Retail Offices are to be provided with a scale that relates to the role of the District Centre, and should not exceed 150 gross square metres per unit and not exceed 10% of total ground floor frontage. As indicated above, the most likely location for this type of use would be to the west of the Water Street Link Road (north). Alternatively they could be located to provide active frontage onto streets of a lesser retail role (e.g. to wrap-around anchor units on secondary / tertiary retail streets within the centre).



### 3.4 Other ground floor uses

Other ground floor uses should conform to Table 2.1 (above) and be located to make a positive contribution to the nature of the centre and to the nature of the public realm. In particular, commercial leisure uses, such as bars, cafes, hotels, should be located to make a positive contribution to the key spaces within centre. Other uses, such as other Retail Services uses, the Civic and Commercial Uses (i.e. the Civic Hall, Library, and Community Centre) and Health and Medical Facilities, should be located / accessed from ground floor level to ensure that there are frequent building access points to ensure that streets benefit from natural surveillance and high quality architecture / building design that frame the public realm.

### 3.5 Upper floor uses

Upper floor uses within the District Centre will be primarily comprised of residential and general office uses (see Table 1). The District Centre is likely to provide a key location for General Office Uses within the South Docks, given the proposed Rapid Transit Stop within Centre Park Plaza. This is subject to a cap of 10,000 sqm in the development plan, the rationale for which relates to the constraint of general office provision in suburban district centres (see *ZO 9: District Centres, City Plan 2009-2015*, p222). General Office provision exceeding the maximum indicated will be considered favourably providing the overall mix of uses and specific civic and community infrastructure required by the *City Plan 2009-2015* and the *SDLAP 2008* are provided as part of a development scheme. Other types of Technology and office based industry uses will be open for consideration and are not subject to a cap.

In addition, Community & Civic Services (accessed from ground floor units), Conference Facilities and Hotels might be appropriate upper floor uses. The Tall Building and Focal Building will provide buildings with special architectural treatment (see below), and provide the opportunity to locate uses that would benefit from such prominent locations and architectural ambition.

Where a vertical mix of uses within the District Centre includes residential on upper floors in blocks likely to have a high intensity of use and / or likely to incorporate commercial leisure uses at ground floor (e.g. restaurants and bars) and residential on upper floors, then the City Council will seek first floor buffer uses to provide adequate vertical separation (see Policy 16.15 of the *City Plan 2009-2015*, p218).

### 3.6 Housing

The basis for housing development in Docklands is set out in the *Cork Joint Housing Strategy 2008*, the *City Plan 2009-2015* and the *SDLAP 2008*. The *SDLAP 2008* sets out City Council objective to ensure that housing is provided to a very high standard and also creates the right conditions for the creation of a balanced community by ensuring the provision of:

- A mix of units sizes to ensure that family-sized accommodation is a key component of provision (see Objective 24: Residential Unit Mix Targets, p35); and
- A mix of Tenure is secured (see Objective SD35: Mixed Tenure Housing of the *SDLAP 2008*).

Social and affordable housing should be provided in accordance with *Policy 6.11: Reserved land for Social and affordable Housing under Part V of the Cork City Development Plan 2009-2015*. The City Council's preferred option for compliance with Part 5 will be the provision of units on site.



## 4 Community and Civic Infrastructure

### 4.0 Introduction

The development plan requires that appropriate social and community infrastructure is provided with any new development (see Chapter 7, pp65-73). The principal objective in the *SDLAP 2008* that sets out this requirement for civic and community infrastructure is *Objective SD31: Community Facilities SDLAP, (p40)*.

### 4.1 The requirement

The SDLAP requires that the following community and civic infrastructure is provided as part of any development within the District Centre to meet the needs of the new Docklands community:

**Civic Facilities** – public services to meet the needs of the whole of Docklands:

- A Library / Information Centre (SD31 / SD03);
- Medical / Health Services (SD 32 / SD03);
- Government Services Office (SD31);
- A Garda Office (SD31);
- Churches / Places of Worship (SD31);

**Community facilities** to meet the needs of the central Docklands neighbourhood;

- A Community Centre (SD31 / SD03); and
- Childcare Facilities (SD34 / SD03) / Education Facilities (pre-school / after-school) (SD33 / SD34).

### 4.2 Civic Facilities

#### Library / Information Centre -

There is a requirement for a civic Library & Information Centre to serve the needs of the residents and workers of the Docklands Community. This must be located in a prominent location within the District Centre to be located centrally within Docklands and to form part of a busy centre that provides the civic focus for the area.

The library should be in the order of 750 square metres to meet the needs of the Libraries Service. An additional 100 square metres of ancillary floorspace to provide meeting / resource rooms will be required in the event that the library is located in a building without other civic / community facilities that have rooms available to for this purpose. Libraries are configured to be provided on a single level. If this is not possible then consideration will be given to ancillary spaces (such as meeting rooms / resource rooms / offices) being provided on a separate level.

The City Council and University College Cork have agreed to work in co-operation to explore the potential for a joint learning resource facility (i.e. a combined library with related ancillary functions) to meet the needs of the proposed Third / Fourth Level Campus (adjacent to the District Centre) as well as the living / working customers. A combined facility would be located in the District centre and be likely to require accommodation of a significantly greater scale.

#### Medical / Health Facilities

The Docklands community will require medical / health facilities to meet its needs (as set out in *Objective SD 32: Medical / Health Services*). Provision falls into four general categories:

- Primary Care Services (i.e. general practice and complementary services, such as dental surgery, physiotherapy, occupational therapy, speech therapy, etc.);
- Ancillary Services (Day Care Services, Day Hospital Team, Mental Health and Elderly Care);
- Family Resource Centre (providing health visitor, community midwife services, etc.)
- Hospital Services.



It is envisaged that primary care services within the Docklands community are likely to be met by the private sector unless there are significant numbers of elderly people and medical card holders, in which case a public Primary Care Centre might be required.

The HSE have a requirement for both Ancillary Medical Services and a Family Resource Centre in Docklands, and this is likely to require accommodation of 2,000 sqm (approximately). The HSE would seek to secure accommodation to meet this need within the District Centre, which is the preferred location for service provision. HSE policy is to break down services into smaller constituent units and that these be provided in different buildings / units spread around the District Centre and are own-door (rather being solely on upper floors) as far as possible. The provision of accommodation to provide for HSE clinical services requires customized services and this will need to be addressed in the building design process.

#### Government Services Office

There will be a requirement for a City Council “one-stop shop” to provide a civic focus for the delivery of Cork City Council Services (and possibly other civic services, see below). This will be small in scale and could take a variety of forms, such as a retail office onto a street, a retail office within a larger building or be an “office” within a Library / Information Facility (see section on delivery, below). The office should include adequate spaces to deal with “back-office” or other community services (e.g. changing rooms for wardens, etc.).

#### Garda Office

An Garda Síochána have a requirement for a Garda Office to provide a presence / base for Community Gardaí to serve Docklands. Options for provision of this unit will be considered on their merits. One option is that the unit would form part of an enlarged “Government Services Office” space.

#### Churches / Places of Worship

The City Council recognises that religious worship and religious communities make a significant contribution to the life of any community, and it is therefore an objective that the religious and spiritual needs of the Docklands Community should be met by an adequate supply of places of worship. Provision should be balanced and meet the diverse range of needs of the community as far as possible.

It is envisaged that worship requirements would be met through:

- Existing City Centre churches;
- Community Centres and School Halls;
- The large civic hall (see Objectives SD09 and SD031);
- New purpose-built churches.

If any particular religious community wishes to develop a purpose-built facility then this would be appropriate within the areas zoned for Mixed Use or the District / Neighbourhood Centres purposes.

#### Large Civic Hall

It is an objective the *SDLAP 2008* that a large civic hall be provided as part of the Cultural Community Centre, which is intended to be located to front onto the riverside (see SD09 / SD31). In the event that it is not feasible to provide this civic hall as part of the Cultural Community Centre an appropriate alternative location for this facility would be the District Centre at upper floor level.



### 4.3 Community Facilities

#### Community Centre

The South Docks District Centre Community Centre will serve the central neighbourhood in the South Docks development area and will have the capacity to accommodate a range of functions serving the needs of the local population, projected to be 7,000 residents / 3000 households. The building will be approximately **600 square metres** in size. The community centre should ideally be located at ground floor level within an urban block.

There will be 3 Community Centres in the South Docks development area in the three urban village centres (i.e. at the District Centre and the two neighbourhood Centres). Community halls will all include the following spaces:

- Community Hall (of 265-544 square metres) with sufficient general and storage dedicated to Youth Activities (e.g. Scouts / Guides) and a sprung-floor to provide for a wide variety of social activities;
- Meeting / Training / Community Arts / Family Rooms / Community Health / Resource Rooms (5 x 25 sqm);
- Offices for use by the centre and the voluntary sector (4 x 12 sqm);
- Youth Café (150 sqm); and
- Ancillary spaces (including kitchens, toilets, circulation, lobby, storage, services rooms, etc.).

Each one of the three community halls will have a different hall size to reflect the location of the centre and desire to provide a diversity of spaces for different uses. Community Centres tend to be managed by voluntary community associations. The Youth Café should be located to front onto the street. There is the potential for the hall to be combined with other Community and Civic Facilities (see section on Delivery, below).

**Table 2.4 Community Centres in the South Docks**

Centre location	Community Centre size (sqm)	Hall size (sqm)
Western	950	32 x 17 = 544
Central	600	17.0 – 20 x 15.6 = 265 (at least)
Eastern	700	22.5 x 16.5 = 371

#### Childcare Facilities

There will be a requirement for pre-school and after-school facilities to serve the needs of the community. These should be located either on or immediately adjacent to the primary school campuses for reasons of safety, convenience, shared outdoor space, etc. The District Centre does not meet this requirement and therefore is not relevant to provision of these services.

### 4.4 Delivery of Community & Civic Infrastructure

There are a number of options for the delivery of the public services provided by the City Council within the District Centre. The key components are:

- A Library / Information centre of 750-850 sqm;
- A Community Centre of 650 sqm (approx.)
- A Government Services Office / One-Stop Shop of 150 sqm (approx.).
- The City Council's preferred solution for the delivery of these facilities is that they should be clustered around Centre Park Plaza, which is the focal place for the District Centre

The City Council's preference is for these facilities to be combined within one building in order to provide :

- A focus for this portion of Docklands which provides for civic and community activity;
- Economies of scale for service providers;
- Potential for a building of architectural merit to be provided at a corner location which contributes to the cityscape and legibility of the built environment by being designed as a "special" building.



## 5 Public Realm

### 5.0 Introduction

This section sets out the approach to public realm design procurement in Docklands, general requirements for public realm in the District Centre. There are a number of key amplifications to the existing policy framework in relation to Centre Park Plaza / Road which have significant implications for development proposals.

### 5.1 Public Realm Design Procurement

The City Council has procured professional design services to deliver the Cork Docklands Public Realm Design. It is envisaged that the design process will be completed by December 2010. The minimum requirements of the process will be to prepare concept designs for the following key spaces within the District Centre:

- Centre Park Road / Centre Park Plaza; and
- Water Street Link Road (North and South).

### 5.2 Centre Park Plaza

Centre Park Plaza benefits from a District Centre zoning objective in the *City Plan 2009-2015* and is indicated as a Public Square in Figure 4.4a of the *SDLAP 2008*.<sup>1</sup> The City Council considers that the square should be 0.2 hectares (e.g. 40 metres x 50 metres in size) in size based on the activities that the space is intended to accommodate.

The *SDLAP 2008* proposes that the square should be:

- A focal feature for the District Centre (SD03 District Centre, para. 3, p27);
- A civic space at the heart of Docklands (SD03 District Centre, para. 3, p27);
- A new urban node and focal point for the area (SDLAP, 5.2.5, para 4, p88);
- A hub for civic uses, retail services and associated commercial development (Section 5.2.5, para 4, p88);
- May contain a focal feature as well as a performance space (SD03 District Centre, para. 3, p27).

In addition, the plaza will be the location for the Rapid Transit Stop to serve the District Centre. This is indicated diagrammatically on page 88 of the *SDLAP 2008* and will be confirmed by the *Cork Area Transit Study 2009* (hereafter called the “*CATS Study 2009*”), when adopted. The stop should be in the location identified on page 88 (on the eastern side of the Plaza) and be to a dimension required by the adopted *CATS Study 2009* (see below).

#### *Policy Amplifications*

Centre Park Plaza will be designed to accommodate the following key activities:

- Shopping;
- Meeting and orientation;
- Movements to / from the Rapid Transit stop;
- Movement between the north and south portions of the District Centre;
- Tall Building Foyer.
- Civic Occasions - gatherings and celebrations;
- An Outdoor Market;
- An Outdoor Performance Space / Cinema Space;
- Movement (funnel) to retail offering.

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<sup>1</sup> Objective SD03 of the *SDLAP 2008* states that Centre Park Plaza should be at least 0.9 hectares in size. The size quoted is a typographical error and the sentence should read the plaza should be “at least 0.09hectares in size”.



Centre Park Plaza should be designed to be 0.2 hectares in size to accommodate the activities set out above. The plaza will extend northwards from the building line on the northern side of Centre Park Road (i.e. Centre Park Road will be excluded from size calculations). In addition:

- A 4 metre pedestrian movement corridor / building zone should provide pedestrian routes around the edge of the space and allow for ground floor uses to have a positive public realm that supports their function, and allows for “window-shopping” and for activity to spill out into the space.
- No buildings should be located within the space;
- The space will be designed to be flexible and careful consideration will need to be given to providing demountable street furniture in any design strategy in order to maximise the extent of “clean “ space;
- The detailed design of the space should respond to the need for the space to be multi-functional. To this end, ducted services (e.g. electricity and water) need to be incorporated to provide for the proposed market and other events. In addition, the space should be as uncluttered and “clean” as possible, with demountable street furniture and trees being located at the edge of the plaza space defining the

Centre Park Road should be designed to accommodate the following key activities:

- East-west pedestrian, cycle, public transport and other vehicular movements;
- Small-scale commercial leisure (i.e. vast majority frontage is likely to be higher order retail).
- Cycle parking banks adjacent to the Rapid Transit stop to enable interchange; and

The following section sets out a number of minor amplifications to the design of the plaza that the City Council considers must be provided, including:

- Increase width of Centre Park Road within District Centre to 35 metres width;
- Insert new pedestrian space on southern side of Centre Park Road;

### **1. Increase width of Centre Park Road from 32 metres to 35 metres**

The width of Centre Park Road should be widened from 32 metres to 35 metres for the full width of the District Centre block, in order to:

- Emphasise the scale and importance of Centre Park Plaza as distinct from the rest of Centre Park Road;
- Increase the size of the central reservation from 4 metres to 7 metres wide to improve the pedestrian realm around the Rapid Transit Stop and make an attractive promenade.
- The Rapid Transit stop will be designed to be future-proofed for optimum passenger numbers on the PT system, and will therefore be 50 metres long so that it is and capable of accommodating two articulated vehicles.

The impact of the increase in width of Centre Park Road should be shared equally by both the sites to the north and south of the plaza, with both setting back their building lines by 1.5 metres from the existing 32 metre corridor alignment.

### **2. Provide new pedestrian space on southern side of Centre Park Road of 0.1 hectares**

A new public pedestrian space of 0.1 hectares should be provided on the southern side of Centre Park Road on the Topaz site to form part of the overall “Plaza” space. The space will also provide additional active frontage, which will be of benefit to the retail and wider character of the District Centre as a whole.

The configuration of the space provided will be considered on its merits and insofar as it contributes to the configuration for the District Centre as a whole.



## 5.3 Streets

### 5.3.1 Quantitative requirements

The quantitative requirements for each of the streets are based upon a combination of the City Plan 2009-2015, the *SDLAP 2008* (in particular the Public Realm Strategy) and the *Docks Infrastructure Planning Application*. Table 4 (below) indicates corridor widths.

#### Key Streets

The Cork City Council Docklands Infrastructure Planning Application specifies the corridor requirements and movement configuration concepts for key streets (see Table 4, below).

In addition to the CPO Corridor Widths identified building lines should be set-back on these major streets within the District Centre to ensure that the pedestrian realm is a minimum of 5 metres in width. This is in response to the envisaged intensity of use within this focal point / major shopping area for Docklands. This will require an increase in the width of each footpath on the Water Street Link Roads of approximately 2 metres (from 3 metres to 5 metres). Upper floors should not project over (i.e. overhang) the public realm.

**Table 4: Quantitative Requirements: Key Streets within District Centre**

Space (within District Centre)	CPO Corridor Width	Details / Foundation	Brief requirements: Width	Brief requirements: building line
Centre Park Road	32 metres	SDLAP / Docks Infrastructure Planning application	35 metres	1.5 metre set-back on northern & southern sides (no overhangs)
Water Street Link Road (north)	19metres - 20 metres	Docks Infrastructure Planning application	23 metres -24 metres	2 metres set-back eastern and western sides (no overhangs)
Water Street Link Road (south)	16.5 -17.5 metres	Docks Infrastructure Planning application	20.5 metres – 21.5 metres	2 metres set-back on eastern side (no overhangs)

#### Lesser Streets

The lesser streets within the District Centre should conform to *Objective SD17: Street Layouts* of the *SDLAP 2008* (see page 31, repeated overleaf). Table 5 (below) sets out the quantitative requirements for each new local street. The widths indicated are for the provision of the public realm and semi-public building zones. Private building zones will be additional to this requirement. Further consideration will be given to the corridor in terms of whether a more generous space is required to ensure that it is future-proofed for transport requirements.

#### 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



**Table 5: Lesser Streets: Quantitative Requirements**

Street	Street role (transport / civic)	Corridor width
<b>Local New Street (north)</b>	Road Hierarchy: <b>Access Street</b> (16m-18m) <ul style="list-style-type: none"> <li>• Important pedestrian network;</li> <li>• Intense retail function role; and</li> <li>• Local traffic / loading role.</li> </ul>	The requirement is for a <b>16 metre corridor</b> given the significance of the space (i.e. the minimum requirement for an Access Street indicated in SD17).  This corridor will ensure the provision of a generous pedestrian realm on both sides of the street, carriageways and on-street parking on one side of the street.
<b>New Street (south)</b>	Road Hierarchy: <b>Access Street</b> (16m-18m) <p>Important space likely to provide the venue for</p> <ul style="list-style-type: none"> <li>• servicing / access to District Centre Block.</li> <li>• Important pedestrian network;</li> <li>• Intense retail function role; and</li> <li>• Local traffic role.</li> </ul>	The requirement is for a <b>19 metre corridor</b> given the significance of the space (i.e. 1 metre more than the norm indicated in SD17).  This corridor will ensure the provision of a generous pedestrian realm on both sides of the street, carriageways, on-street parking on the south side of the street and parking / small-scale (van) loading on the northern side of the street.
<b>Street connecting Centre Park Plaza to Local Street (north)</b>	Pedestrian Street <p>Important connecting space within District Centre with strong retail / pedestrian activity.</p>	<b>10 metre corridor.</b>

### 5.3.2 Qualitative Criteria

#### Key Streets and lesser streets

The qualitative criteria for the key streets will be established by the Docklands Public Realm Procurement process. The following amplification is provided at this stage:

#### Corners

A generous pedestrian realm will be required at corners in response to the importance of the junction in relation to the activity and pedestrian flows, and the significance of the corner in contributing to the creation of a legible urban environment.

#### Water Street Link Road (north)

There is an objective to overlay a pedestrian desire line over *Precincts 10: Centre Park East* and *Precinct 11: South Docks* to connect the Kennedy Kink to the District Centre via Ford's Park. This will be a pedestrian street. The design of the section of Water Street Link Road (north) at the pedestrian crossing point will need to be designed very carefully to ensure continuity of the space / route as far as possible by the development of a very generous crossing point and by the use of materials.



## 6 Built Form

### 6.0 Introduction

This amplifies the statutory planning framework in relation to the Centre Park East Tall Building and the Water Street Link Focal Building.

### 6.1 Centre Park East (District Centre) Tall Building

The development plan (particularly Maps 2 / 3 and para. 13.137, p179) and the SDLAP (Table 4.5 / Figure 4.9: Building Height in the South Docks, etc.) define the following:

Precinct	Maximum Height	Orientation	View
Centre Park East	52 m O.D.	District Centre	Main Thoroughfare

The location of the Tall Building should be provided in the location indicated in the *City Plan 2009-2015*, as amplified by Figure 5.7c of the *SDLAP 2008* (see page 87).

The section on Urban Structure above confirms that this is a suitable location for a tall building (i.e. the NIAH structure is not considered to justify inclusion on the RPS). The ground floor plane at this location is approximately 3.6 metres OD, in which case the building would be a maximum of 48.8 metres high (or the approximate equivalent of 12-14 residential floors over a commercial ground floor).

The building should be designed to be viewed along the Centre Park Road axis, with the principal elevation being the western one. The building must be designed so that it does not obscure north-south views across Docklands to the Saint Luke's / Montenotte Ridge. The building should therefore be designed to have a slenderness ratio of 2.5:1 (height:width) on an east-west and north-south axis, which assumes that the building will have a 20 metre floorplan. The building will be assessed against the criteria set out in *Policy 16.9: Tall Buildings of the City Plan 2009-2015*.

Figure 5: SDLAP Centre Park Road East Precinct Indicative Building Heights



## 6.2 Water Street Link Focal Building

Section 4.8.2.2 of the *SDLAP 2008* provides the policy background to Focal Landmark Buildings. The building should be designed to as a vista-stopper to be viewed from the proposed northern approach to the Docklands District Centre via the Water Street Bridge and the Water Street Link Road (North). The building should be differentiated as a focal building by architectural treatment designed to emphasise the location. The building should not be higher than indicated in Figure 5.7c of the *SDLAP 2008* (p87) but vertical architectural features of the building could be used to emphasise the location but these would have a limited quantum of floorspace (if any). If the use of the building is a civic use then it should also be designed to express the importance of the use in the District Centre and Docklands.

## 7 Transportation

### 7.0 Introduction

In addition to that set out in the development plan and *SDLAP* the following amplifications are relevant.

### 7.1 Rapid Transit

In addition to the Rapid Transit (RT) stop on Centre Park Road, the design for the Water Street Link Road / Bridge outlined in the *Docks Infrastructure Planning Application / CPO* incorporates a dedicated public transport corridor. This will accommodate the RT in the short term prior to the opening of the Mill Road Bridge, and in the longer term, based-based public transport.

As indicated above, The RT stop will be designed to be future-proofed for optimum passenger numbers on the PT system, and will therefore be 50 metres long so that it is capable of accommodating two articulated vehicles.

### 7.2 Car and Cycle Parking

To be provided according the requirements of the *City Plan 2009-2015*, including that set out in Map 3, Map 13, Tables 17.4, 17.9, and 17.10, and the *SDLAP 2008*. In additional to the Cycle Infrastructure indicated along Centre Park Road, the Water Street Bridge and Water Street Link Road will need to be widened to accommodate a cycle lane on the eastern side of the bridge.

All vehicular streets should be designed to incorporate on-street car parking to provide animation of streets in the evening.

### 7.3 Deliveries

Deliveries to retail units should be confined to on-street parking bays as far as possible in order to minimise the extent of negative building / block frontages. Loading bays / docks within buildings / blocks will be considered on their merits and providing they are accessed from lower order frontages (see *Policy 16.5: Creating a Hierarchy of Streets*, p211 of the *City Plan 2009-2015*). The extent of negative / blank frontage should always be minimised. Delivery zones should not be located on residential streets unless this is unavoidable.

The City Council will allow deliveries according to the principles set out in the *Freight Management Strategy 2006*, which was prepared in relation to the City Centre.



## 8 Infrastructure

### 8.0 Introduction

This brief provides no amplification to the *City Plan 2009-2015* and *SDLAP 2008* in relation to the specification for infrastructural requirements.

## 9 Phasing

### 9.0 Introduction

The key factors that will affect the deliverability and timing of planning permissions and development of the Docklands District Centre are the provision of Docks Infrastructure, the relocation of SEVESO II uses from the area, and development plan / SDLAP phasing policies.

### 9.1 Docks Infrastructure

The Docks Infrastructure Planning Application will determine key design parameters for the whole of Docklands, including the South Docks District Centre.

### 9.2 SEVESO II Directive

There are 3 No Seveso sites which impact on the development of the District centre. They are all on Centre Park Road and form part of the District Centre or adjacent:

- Topaz (Formerly Shell) Oil storage and Distribution.
- Gouldings Fertilizer Blending and Storage.
- NORA (National Oil Reserve Agency) at the ESB Owned Tank farm (adjacent to Topaz).

Land use restrictions arising from these Seveso II sites and are regulated under the COMAH regulations (Control of Major Accident Hazards Involving Dangerous Substances) which was given effect by Irish Law in 2000 by Regulation S.I. No. 476 of 2000.

Details in relation to these can viewed on the following link:

[SEVESO Sites > Cork Docklands Directorate](#)

### 9.3 Statutory Plan Phasing policies

#### 9.3.1 City Plan 2009-2015

The development plan specifies that development of retailing in the Docklands should be rolled out in tandem with an expanding population and employment base, as proposed in the local area plans (see *Policy 4.2: Strategic Role of Cork City Centre*). The City Council will therefore need to assess any proposals in relation to the quantum / nature of development delivered / committed in Docklands as a whole.

#### 9.3.2 SDLAP 2008

The basis of the SDLAP 2008 is that the Docklands Project will be an infrastructure-led development (see *Objective SD14: Infrastructure Led Development*, below, and other objectives at SD12-SD15, pp30).

#### 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.



The LAP identifies a number of key projects that will need to be delivered as part of Phase 1a: 2007-2010 of the delivery of the Docklands project. This includes major infrastructure, use relocation, public transport and Further Studies.

**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.

The LAP envisages that the major infrastructure projects indicated in Phase 1a (outlined in Table 6.1: Short Term Phase, p119) must be substantially completed prior to large scale South Docks development (see 6.2.3 / para. 4 on page 119).

#### **9.4 Planning applications**

Any planning application for a major development will need to:

- Provide an implementation / phasing strategy that demonstrates that large scale development will not be completed prior to Infrastructure Project Delivery, as required by the *SDLAP 2008* and outlined in Table 6.1 (above); and
- Demonstrate that sufficient infrastructural capacity exists or can be provided by the applicant, to provide for the needs of each phase of the proposed development.



## Appendix 1:

### Summary of key policy amplifications contained in this development brief

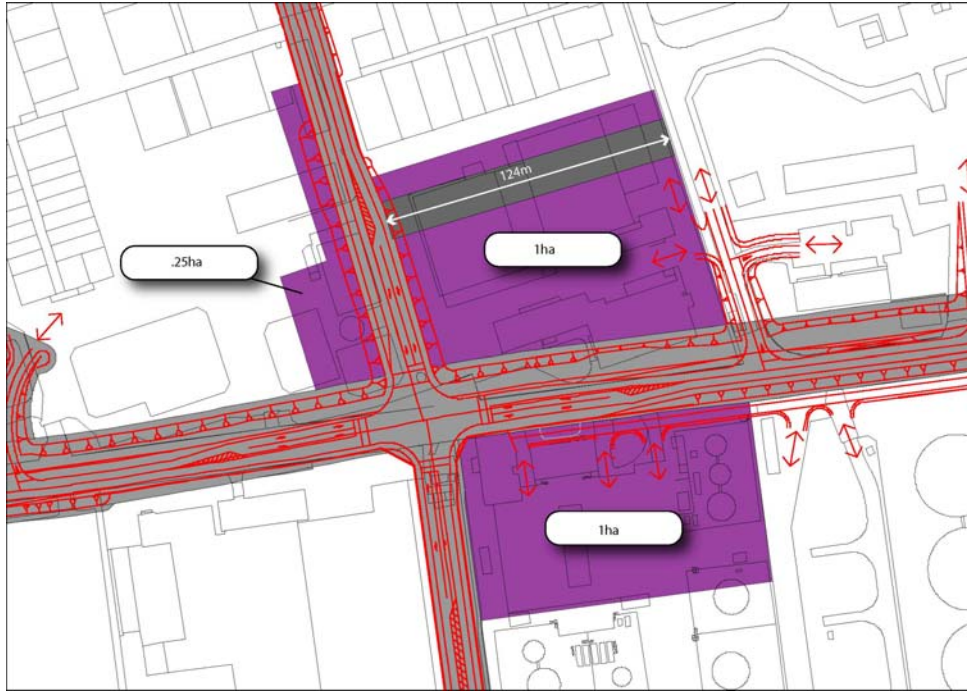
Nature	Item	Page reference
<b>Urban Structure</b>	Buildings of Significance: Ford Factory Office Building	5
	Proposed Building Lines: Objective	6
<b>Land use</b>	District Centre: land use appropriate in area to west of Water Street Link Road (north)	7
	Retail: Status, function and role of the District Centre	8
	Retail: Quantum of retail floorspace within District Centre	8
	Retail: Allocation of floorspace	9
	Retail: District Centre Configuration	9
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	Retail Office	10
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<b>Community &amp; Civic Infrastructure</b>	Civic Facilities: Library / Information Centre	12
	Civic Facilities: Medical / Health Facilities	12
	Civic facilities: Government Services Office	13
	Civic facilities: Garda Office	13
	Civic Facilities: Churches / Places of Worship	13
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## Appendix 2

### District Centre diagrams

#### Developable Land Parcels in the District Centre



#### Reconfiguration options

