TIVOLI DOCKS

ISSUES PAPER

Cork City Council
Comhailre Cathrach Chorcaí

May 2017

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1. Introduction

Cork City Council is starting to prepare a Local Area Plan, (LAP) for Tivoli Docks. The purpose of the LAP will be to set out an integrated land use, transportation and urban design framework to facilitate the future redevelopment of the area.

As a first step, the City Council is inviting all stakeholders and interested parties including local residents, institutions and businesses to identify what issues they feel need to be addressed in the plan, and how the area should be redeveloped.

Tivoli is a site of 61.5 hectares, located on the northern bank of the River Lee, approximately 2.5 kilometres east of the City Centre. The site measures 2.5km in length (including the Port of Cork Millennium 2000 Park); with a river frontage of 3km. It is bounded by the Cork-Cobh rail-line, the N8/ Lower Glanmire Road to the north, the River Lee to the south, and the Glashaboy River to the east.

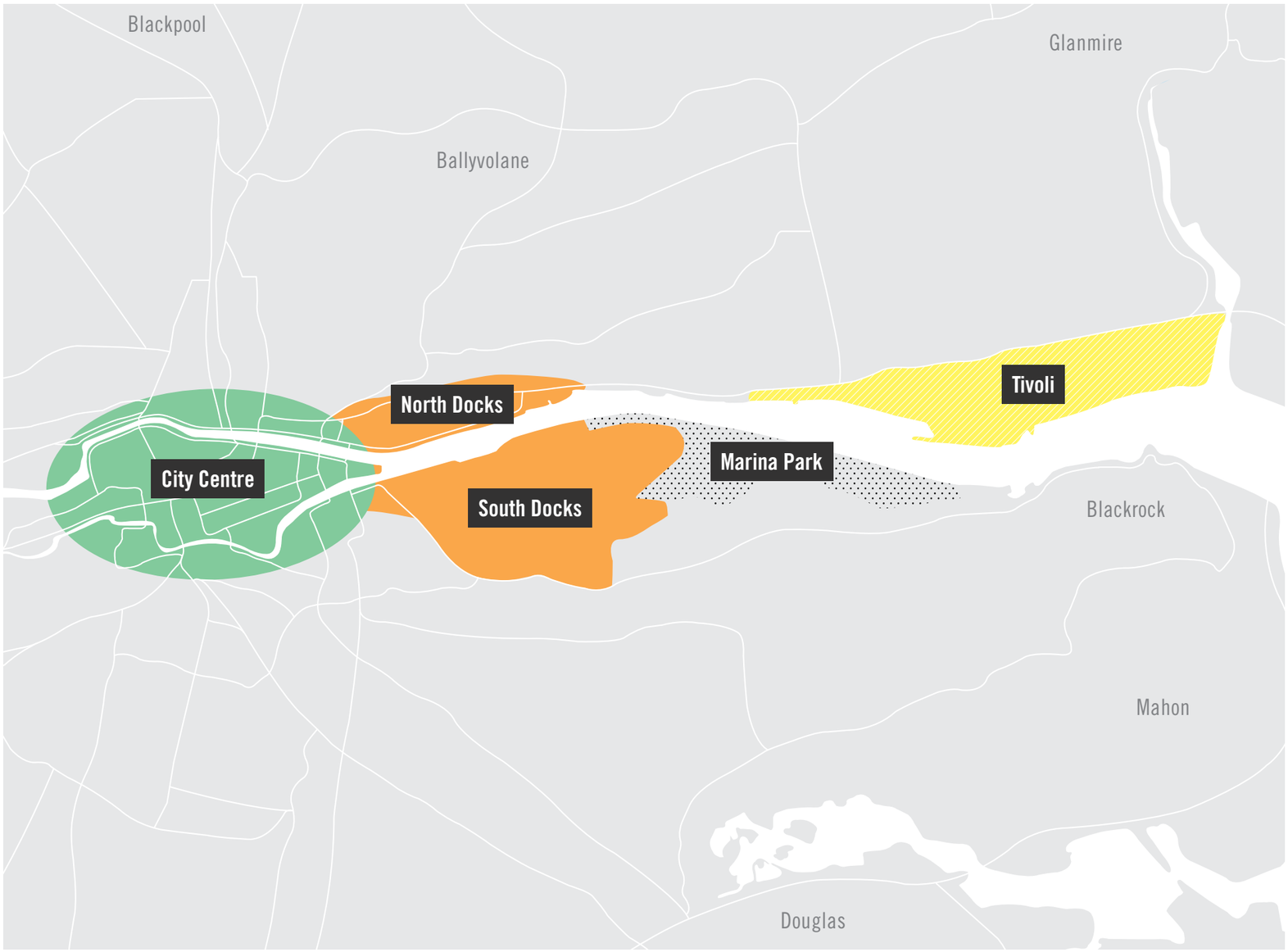


Figure 1.1
Cork's Key Development Areas

THE LOCAL AREA PLAN PROCESS

The *Planning and Development Act 2000* (as amended) and *Planning and Development Regulations 2001* (as amended) set out the basis for a Local Area Plan and the legal requirements of the plan-making process. The *Local Area Plan Guidelines (DECLG, 2012)* set out the stages to a Local Area Plan process. Following this consultation period and having regard to the issues raised by stakeholders, the Council will prepare a draft Local Area Plan. The publication of the draft plan will mark the beginning of the statutory plan making process, (duration of at least 18 weeks).

ENVIRONMENTAL ASSESSMENT

It is important that the implementation of the policies and objectives of a Local Area Plan would not have adverse impacts on the receiving environment and that this principle is incorporated into the plan-making process. The City Council is required to carry out the following assessments in parallel to the statutory plan-making process:

- **Strategic Environmental Assessment (SEA)**

  Strategic Environmental Assessment is a process for evaluating at the earliest appropriate stage, the likely environmental effects of implementing a plan or other strategic action in order to ensure that environmental considerations are appropriately addressed in the decision making process both during the preparation and prior to the adoption of the plan.

- **Strategic Flood Risk Assessment (SFRA)**

  The Strategic Flood Risk Assessment forms part of the Strategic Environmental Assessment and is required to be carried out in accordance with the "The Planning System and Flood Risk Management," Guidelines for Planning Authorities (2009) . As part of the Strategic Environmental Assessment process for the *City Development Plan 2015 - 2021,* Cork City Council has previously carried out a Strategic Flood Risk Assessment for the City including Tivoli. The SFRA recommendation was that the said lands did not satisfy all the criteria of the Justification Test and therefore the Local Area Plan will be required to be informed by a detailed flood risk assessment and/ or flood risk management measures as a prerequisite to any future development.

- **Appropriate Assessment (AA)**

  Appropriate Assessment is an iterative process which runs parallel to and informs the plan making process to determine whether or not the implementation of plan policies could have negative consequences for the protected habitats, (Natura 2000 sites) or plant and animal species for which these sites are designated. Appropriate Assessment is a requirement under the EU Habitats Directive (92/43/EEC) and EU Birds Directive (79/409/EEC) and Section 177U of the Planning and Development Acts 2000 - 2016.

2. Strategic Planning Context

The *Cork City Development Plan 2015 - 2021* sets out Cork City Council's policies for the development of Cork City to 2021 and beyond. The Plan is set within the strategic framework established by National and Regional plans, policies and guidelines.

Cork is designated a Gateway city under the National Spatial Strategy (NSS) 2002 - 2020, a driver for population and employment growth in the south-west region. The NSS will be replaced by the National Planning Framework, (NPF) in 2017.

HISTORICAL DEVELOPMENT OF TIVOLI

Tivoli was partially developed as early as the mid 1800's and extensive dredging works were carried out in the port up to 1914. Tivoli reclamation was formally conducted around 1913 when the Cork Harbour Commissioners made arrangements with the Board of Trade to purchase the slob lands between Tivoli and Dunkettle for the deposit of dredged material. By 2000, this had been developed as it is today, including car storage and the container port.

NATIONAL PLANNING FRAMEWORK

The forthcoming National Planning Framework (NPF) *"Ireland 2040 - Our Plan"* will be the statutory framework plan for future development and investment in Ireland for the next 20+ years.

In preparing the NPF, the government recognises the need for a "Different Path" away from "... increasingly unmanageable sprawl of housing areas, scattered employment and car-based commuting, presenting major challenges around lopsided development, under-utilised potential, congestion and adverse impacts on people's lives and the environment."

Figure 2.1
Tivoli mudflats prior to reclaimation.
Cassini 6" Map. 1863 (geohive.ie)

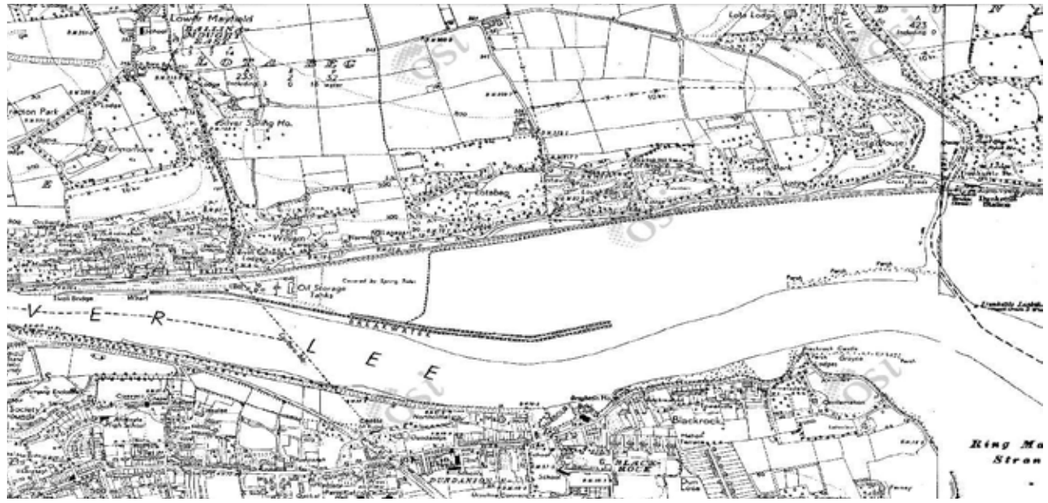


Figure 2.2
Tivoli today

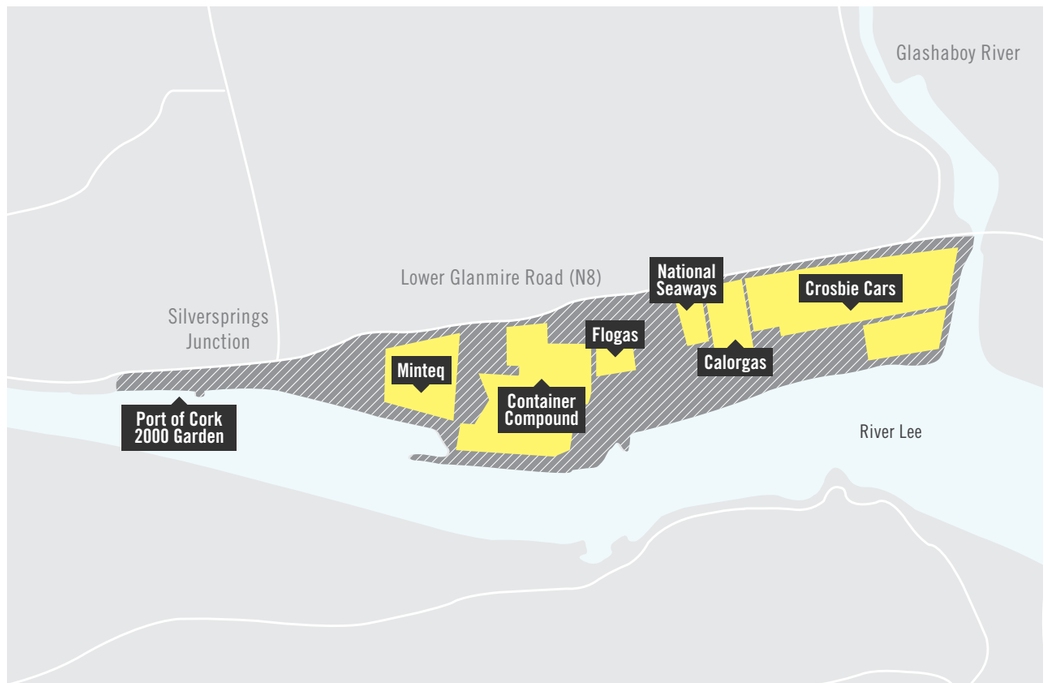


Figure 2.3
Strategic Context of Tivoli

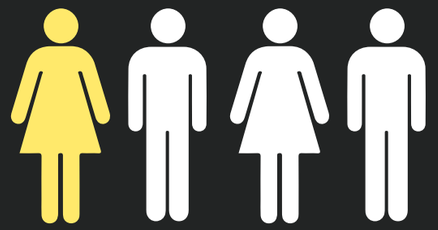
SOURCE: ESRI, DIGITALGLOBE, GEOEYE, EARTHSTAR GEOGRAPHICS, CNES/AIRBUS DS, USDA, USGS, AEROGRID, IGN, AND THE GIS USER COMMUNITY

RESPONDING TO CHANGE: IRELAND 2040 - OUR PLAN

1,000,000

Around 1 million extra people,

almost a quarter of whom will be over 65



500,000

More than 500,000 additional people at work,

many in high skilled jobs in and around cities

At least

500,000

extra homes

needing to be close to services and amenities

Major environmental challenges

such as protecting air, water quality, biodiversity and climate change, transforming our energy and transport systems towards green energy.

The critical role of Cork City and region as a primary engine for growth over the next 20 years is recognised with a need to "...identify mechanisms to tap the considerable levels of under-utilised potential in the regional cities by carefully focused policies and investment as additional national/ international level counter-balances to the Greater Dublin Area."

CORK'S SUBMISSION TO THE NATIONAL PLANNING FRAMEWORK

Cork 2050: Realising the Full Potential (March 2017) is the joint Cork City Council / Cork County Council submission to the Ireland 2040 – Our Plan process. It seeks recognition of Cork as a counter-balance to the Greater Dublin Area and the primary driver of economic and population growth in the Southern Region. It puts forward a strategy for the consolidation of growth – both people and employment - in Cork City and Metropolitan Cork and proposes to focus development on rapid transit corridors. It sees Cork City Docks and Tivoli Docks as unique brownfield development assets with potential for creation of new sustainable urban communities.

SOUTH WEST REGIONAL PLANNING GUIDELINES 2010 - 2022

The *South West Regional Planning Guidelines 2010 - 2022* set out the population targets for growth to 2022. The population target is 150,000 or an increase of 30,000 persons for the period. The Regional Planning Guidelines will be replaced by the Southern Regional Assembly's Regional Spatial and Economic Strategy (RSES) in 2018.

CORK AREA STRATEGIC PLAN 2020 AND CASP UPDATE 2008

The Cork Area Strategic Plan and Update Report prepared by Cork City Council and Cork County Council provides a non-statutory planning framework for the greater city area/ metropolitan Cork. The Plan aims to secure the regeneration of Cork City as the engine for the region. CASP envisages that the forecast growth in population, employment and household for the period up to 2020, will only be realised with appropriate actions in the following areas:

- Realignment and reinforcement of spatial planning and land use policies;
- Refocusing of economic and investment strategy;
- Front-loading of infrastructure and implementation of integrated transport strategy;
- Specific initiatives to develop the Docklands;
- Implementation of labour force and skills strategy.

CORK CITY DEVELOPMENT PLAN 2015 - 2021

The *Cork City Development Plan 2015-2021* sets out Cork City Council's policies for the development of Cork City to 2021 and beyond. The Core Strategy (Chapter 2) focuses development on the City Centre and Key Development/ Regeneration Areas, placing great significance on the regeneration of 'Brownfield' lands in Docklands and Tivoli.

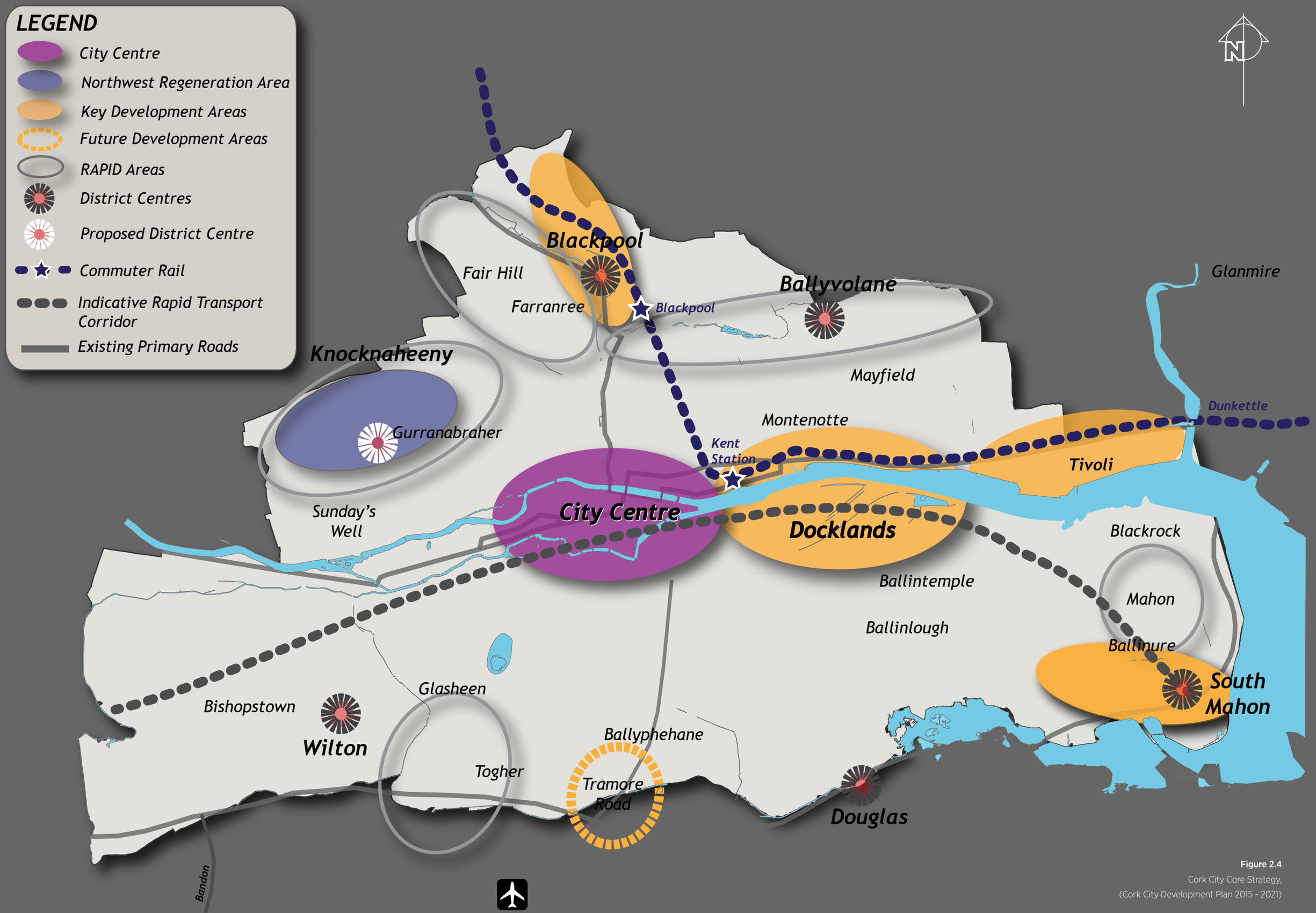


Figure 2.4
Cork City Core Strategy,
(Cork City Development Plan 2015 - 2021)

Specific development objectives for Tivoli are set out in the plan including:

TIVOLI

"2.27 The planned relocation of the Port of Cork container operations from Tivoli creates the potential to consider the future development of this area for alternative more intensive uses. It will be important to ensure that the mix of uses and timing of development of Tivoli does not take away from the potential of the City Centre and North and South Docklands for economic development and employment generating uses. A local area plan will be prepared in co-operation with key stakeholders including the Port of Cork to determine the appropriate mix of uses, access and extent and timing of development. The local area plan will seek to develop a planning framework for Tivoli as a new residential quarter with complementary employment uses appropriate to the location. The timing of the preparation of a local area plan will be linked to the need to prepare for the relocation and to facilitate lands becoming available for redevelopment."

OBJECTIVE 14.4 TIVOLI

"To prepare a local area plan for the redevelopment of Tivoli in consultation with key stakeholders, in particular Port of Cork, taking account of the following requirements:

a. To develop a vision for the future redevelopment of the Tivoli Docks taking account of its waterfront location and potential commuter rail access;

b. To investigate the feasibility of developing the area as a new medium-density waterside residential quarter incorporating in the region of 3,000 residential units, complemented by local services and recreational amenities, which should include high quality parks and riverside walks (and if feasible access for water-based activities) to serve local residents, workers and the wider community;

c. To identify suitable types and quantum of other uses, including employment uses, which would complement the residential development;

d. To develop a transport and access strategy for the area, in particular the provision of high quality public transport;

e. To identify a strategy for the phasing of development in the area."

Cork City Development Plan 2015 - 2021

TIMELINE AND TARGETS

There is an urgent requirement to kick-start residential development within the city. Due to constraints at Tivoli, redevelopment cannot commence in the next 4 - 5 yrs. Meaningful interventions to relocate the Container Port and existing uses such as the 'Seveso' operations, and improve accessibility in and out of Tivoli can facilitate progress in the medium term.

INDICATIVE CAPACITY OF KEY DEVELOPMENT AREAS

The City Development Plan sets an indicative capacity of 3,000 residential units for Tivoli on 60 hectares. (Table 2.3)

EMPLOYMENT TARGETS

The employment growth target for the city for the period 2011 - 2021 is 16,000 jobs. This is distributed between a number of employment areas, including 7,500 jobs in the City Centre and inner Docklands. The 2016 Employment Land-Use Survey shows that employment has increased by 7,000 since 2011.

The Development Plan does not specifically allocate an employment target for Tivoli but indicates that the local area plan for Tivoli will seek to develop a planning framework for a new residential quarter with complementary employment uses appropriate to the location.

KEY GROWTH TARGETS FOR CORK CITY

2022 population target for Cork city is

150,000

City population

increased by 5.4% to

125,622

(2011 - 2016)*

20,032

housing units required for the period 2010 - 2022

*CSO Preliminary Census Data

KEY GROWTH TARGETS FOR TIVOLI DOCKS

Population target for Tivoli Docks is

8,000

Increase of

4,000

JOBS

3,000

residential units

3. Creating a new Vision for Tivoli 2018 - 2050

Tivoli is an outstanding development site and has all the ingredients to be a demonstration in best practice urban regeneration, a model in sustainable development, meeting national, regional and local objectives, to create a vibrant inclusive community in an attractive and sustainable form of development, supporting low energy use and low emissions, in accordance with climate change adaptation principles.

Waterfront development at Hammarby Sjostad, Stockholm.

As a 'Brownfield' development site of regional - national significance, Tivoli Docks should be prioritised in the national planning and funding context to enable it to play a significant role in the sustainable growth of the city of Cork.

The following principles can shape the Vision for Tivoli:

- 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 accord with the principles of sustainability, incorporating high standards of energy efficiency, and be to high standards of design.
- The density of development will facilitate and support the provision of high quality public transport.
- Development will be a combination of residential and/or mixed-use areas that combine residential use with appropriate employment and the provision of local services.
- The achievement of the full development capacity of the area will be dependent on the delivery of key transport infrastructure.
- Equitable provision of neighbourhood, community and social facilities including educational, medical and childcare services.
- The area will protect and enhance the built and natural heritage 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, cycle-ways and walkways.
- A very high level of urban environmental quality, including resolution of flooding and contamination issues, and the provision of an attractive public realm.
- Phased development in line with the provision of physical, economic and social infrastructure.

KEY QUESTIONS

How can we ensure that Tivoli will be a vibrant, socially inclusive, sustainable neighbourhood?

What should the vision for Tivoli be?

Is the current policy appropriate, "to ensure that the mix of uses and timing of development of Tivoli does not take away from the potential of the City Centre and North and South Docklands for economic development and employment generating uses?"

Is the indicated capacity of 3,000 units appropriate or should it be increased to tackle the city's shortfall in residential capacity as part of a longer time horizon?

3.1 Housing

Cork City's population is growing, driven by higher numbers of people moving to live in the city. This population growth contrasts with the current shortage of housing provision. New residential development is under supplied and a declining housing vacancy rate further reflects the demand for city living. The provision of housing is now a critical issue of national importance.

A GROWING CITY

- **A Fast Growing City in an increasingly Urbanised Ireland:**
  Cork City's population has grown by 5.4% in the last five years, the third highest rate in the state, faster than Cork County. This trend has been experienced in all five cities and their surrounding areas.

- **A Popular Place to Live:**
  Migration is the main factor driving the city's population growth, with a lower than average birth rate and a higher than average death rate.

- **Slow Growth in New Housing:**
  Reflecting national trends, the housing stock in the city saw a very marginal increase of 0.6 % (316 units) since 2011, mainly in the City Centre, Blackpool and Pouladuff;

- **Decreasing Housing Vacancy:**
  Vacancy in the city has significantly decreased, dropping by over a quarter to 4,553 units, with the vacancy rate now 8.1% of the total housing stock. Highest rates remain in the city centre and surrounding areas, with lower levels in Bishopstown and Blackpool;

- At 60 hectares in area, Tivoli is one of the City's largest regeneration sites. It is imperative that redevelopment is expedited in order to deliver new housing.

Data Source. Census 2016 Preliminary Report

The challenge of resolving housing supply shortage issues at local level are complicated by how the housing market operates and the number of different stakeholders involved. The government has responded to this by launching Rebuilding Ireland - Action Plan for Housing (2016), a detailed set of actions designed to reinvigorate the housing market.

The indicative capacity of Tivoli is 3,000 residential units as per Table 2.3 of the City Development Plan. The majority of housing in Tivoli is envisaged to be in the form of medium to high density apartments with some potential for high density 'own door' housing, to make efficient use of land and to support a range of local retail, community services and cork suburban rail services.

Development standards are set out in the following documents:

- *Cork City Development Plan 2015-2021*
- *Sustainable Residential Development in Urban Areas (DEHLG, 2009)*
- *Sustainable Urban Housing: Design Standards for New Apartments (DHPCLG, 2015)*

KEY QUESTIONS

What role can Tivoli play in the sustainable development of the city of Cork and the wider metropolitan area?

How do we make Tivoli a successful residential neighbourhood?

What is the key social infrastructure required to support the residential community?

What is the appropriate mix of residential units (type, size and tenure) to create a balanced and sustainable community? Is 10% Social Housing appropriate or sufficient?

What is the appropriate model for social housing in Tivoli and if the area is to be socially inclusive what proportion of housing should be made available below market value?

What kind of homes should be provided to meet demand and need?

How can redevelopment achieve a sustainable balance, meeting increasing demands of a growing population and mitigating environmental pressures?

3.2 Employment

Cork City is attracting increasing numbers of new employment and businesses in numerous sectors including research, business services, retail, healthcare, education, and tourism sectors. More than 150 international companies employ 28,500 people in the Cork region. However, the majority of businesses in Cork (74%) are 'Micro Enterprises' (fewer than 10 employees) providing 11,500 jobs. 'Small - Medium' enterprises provides almost 17,000 jobs. 'Major' employers (more than 500 employees) provides a total of 29,000 jobs.

A GROWING ECONOMY

- **A Growing Employment Base:**
  There are 78,244 jobs in Cork City, an increase of 9.3% between 2011 and 2016, bringing employment above 2006 levels.
- **Home to Increasing Numbers of New Businesses:**
  The City is home to more than 600 new businesses since 2011, accounting for over 5,200 jobs. While spread across several sectors, the majority of these new jobs were in accommodation and food service activities, retail, and IT.
- **A Growing Hub for ICT:**
  The Information Communication & Technology sector saw the largest increase in employment since 2011
- **Maintaining a Healthy Heart:**
  Employment in the city centre has started to expand, accounting for over half (58%) the total new jobs created citywide over the last five years. While the city centre maintains the largest number of employment citywide, its share has decreased over the past 20 years, from 40% to 32% (2016).

Source: Employment & Land Use Survey 2016

The Department of Jobs, Enterprise and Innovation's 'Action Plan for Jobs 2015' seeks to bring overall national employment to 2.1 million people by 2018 with The Action Plan for Jobs for the South West (2015-2017) seeking to add a further 10 to 15% at work in the Cork-Kerry region by 2020. The IDA Horizon 2020 Strategy includes specific targets for inward investment to areas outside of Dublin, including a target of 30-40% increase in projects for Cork and Kerry region. These economic growth targets require the need to plan for new employment locations and modernised floor space within the city.

Future economic growth targets offer the opportunity for the City Centre to enhance its role as the leading employment location for the city and the region, which retains the largest share of employment in the city at 24,479 jobs.

The North West sector has enjoyed an 8% increase in employment during the period 2011 - 2016. Current employment in Tivoli Docks is 301 persons from 28 employers. Redevelopment will result in the outward migration of these jobs from the city.

TIVOLI DOCKS EMPLOYMENT

Existing no. of employees
301 employees* (28 companies)
Projected number of employees when developed
4,000 (based on 50,000sq.m. of office space)

*Source. Cork City Council ELU Survey 2016

Redevelopment will result in employment in primary education and pre-school services, retail, retail services and the hospitality sector. Given its riverside location and 'key development area' status, and its potential access to suburban rail services, Tivoli lends itself to creating a new mixed use quarter of the city where residential, employment, retail, recreational and community uses are all provided for.

KEY QUESTIONS

What should the vision be for economic growth in Tivoli?

What will be the main drivers for employment growth in Tivoli?

Should Tivoli host an iconic landmark cultural / arts / leisure facility?

What scale of employment growth should be provided for?

What level of retail development is appropriate?

How should the port quayside area be reinvented as an amenity?

3.3 Placemaking

A key factor to attracting economic investment to the city is the quality of the receiving environment, the place and the quality of life it can offer. Cork has a uniquely attractive setting where the River Lee meets Cork harbour, a vibrant city centre and attractive suburbs and hinterland. The geographical advantages of Tivoli such as its extensive land area, its proximity to the city centre, to the national road network, the Cork suburban rail line; its picturesque setting with extensive river frontage with south-facing aspect and panoramic views, set below the heavily wooded Tivoli Ridge reinforces the opportunity to create a 'premium' new city quarter that would further improve the physical quality of the city environment.

Reconnecting with the waterfront, Hammarby - Sjostad

Flood defence and public amenity at Hafen City, Hamburg

The importance of creating 'quality places' is reflected by the numerous departmental policy and guidance documents on how best to deliver high quality urban areas, neighbourhoods and sustainable communities, including:

- *Sustainable Residential Development in Urban Areas (2009)*
- *Urban Design Manual, A Best Practice Guide (2009)*
- *Government Policy on Architecture (2009)* and *Appropriate Assessment of Plans and Projects - Guidance for Planning Authorities (2009)*

The success of redevelopment will depend on the quality of the environment created, the quality, design and mix of dwellings, the streetscape environment, connectivity with adjoining districts at a macro and micro level, the relationships between local services and amenities with residents and employees.

Tivoli has a wealth of natural heritage assets including the extensive river frontage, panoramic views, and the picturesque backdrop of the 'sylvan' or wooded character of the Lower Glamire Road and Tivoli Ridge.

The urban structure or morphology of the area will be primarily informed by the existing characteristics of the site at a local and city level.

A site specific public realm strategy can provide detailed design standards for a high quality public realm, (i.e. the form of residential streets, the neighbourhood centre, the waterfront, civic and amenity spaces).

PLACE-MAKING METRICS TABLE

Land Area	61 hectares
River Frontage	3 km
Target No. of Dwellings	3000 units
Public Open Space (15 % of total area)	9 hectares
Existing No. of Employees	301
Existing No. of Businesses	28

Millennium Village, Greenwich

KEY QUESTIONS

What will make Tivoli an exemplar residential neighbourhood?

What facilities and attractions will make Tivoli a vibrant and interesting place to live and will draw visitors?

How should Tivoli be developed or sub-divided into character areas, in terms of scale and massing?

How should non-car modes be encouraged, supported and prioritised within the street network?

How should the street network be designed to create attractive places and encourage activity?

How can we optimise public access to the extensive waterfront?

How can we increase connectivity between Tivoli and Blackrock?

3.4 Delivery Challenges and Infrastructure

Tivoli benefits from its geographic location, its proximity to the city centre, the national road network, the cork suburban rail line, its waterfront location and south-facing aspect. However, there are a number of significant delivery challenges:

Adamstown Suburban Rail Station

RELOCATION OF THE EXISTING PORT ACTIVITIES

The existing Port (consisting of a Bulk Berth, Container Berth, Ro-Ro Berth and Gas Terminal) and related operations in Tivoli prohibits redevelopment at this time. There are 28 employers in Tivoli including the Port of Cork Company. In the short to medium term, the existing quayside infrastructure will continue to be in use. However, these companies need to be relocated (subject to negotiation with the PoCC) to achieve vacant possession and facilitate redevelopment. This will involve the participation of all stakeholders.

SEVESO SITES

There are two Seveso sites in Tivoli, namely, Flogas and Calorgas. Their continued existence precludes redevelopment save for 11 acres (4.45ha) at the Silversprings end of the plan area. Relocation of Seveso operations will require the assistance of Cork County Council.

Figure 3.1
Tivoli Quays

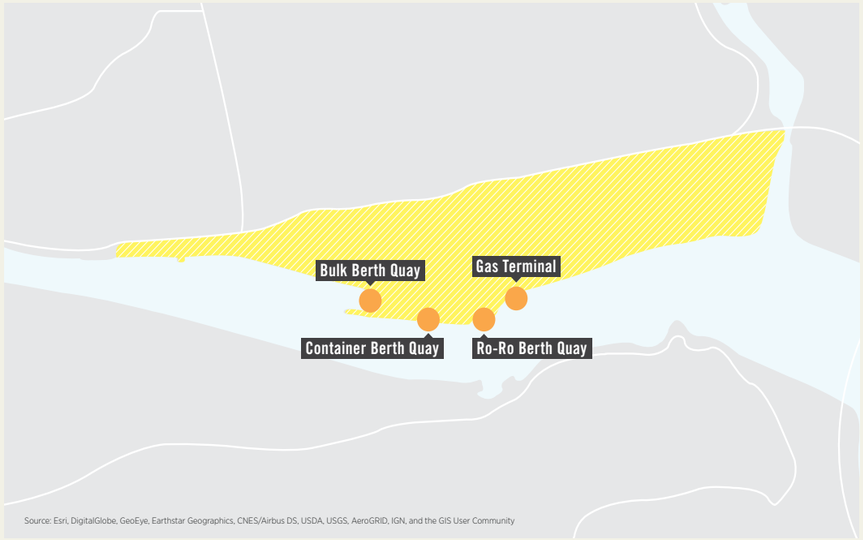
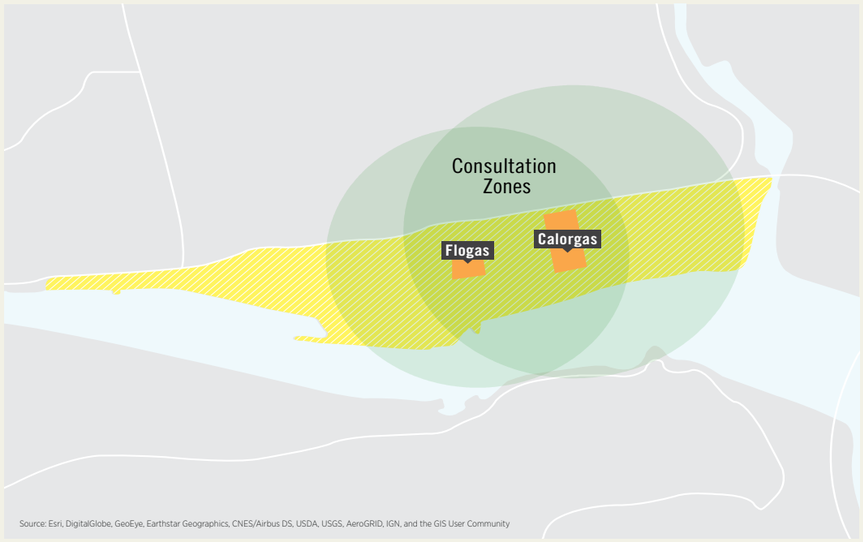


Figure 3.2
Tivoli Seveso
II sites



INFRASTRUCTURAL DEFICIENCIES

Transport infrastructure, such as the capacity of the Silversprings interchange are a constraint to the site's potential. Capital investment will be required to increase connectivity and capacity of internal and external trips by road, rail, cycles to successfully redevelop Tivoli.

In order to realise the redevelopment potential of Tivoli, certain infrastructural works are required to facilitate movement, including:

- Upgrade of the Silversprings Interchange;
- Eastern Access Road at the Glanmire R639 junction;
- Rail Station serving Tivoli;
- Improved bus services, cycle and pedestrian routes.

The approved Dunkettle Interchange and Jack Lynch Tunnel scheme will improve capacity of the national road network including the N8, N25 and N40 and will add pressure to construct the Eastern Gateway Bridge and other dockland bridge(s).

Provision of Utility Services Infrastructure such as water, wastewater treatment, gas, electricity, mobile telecom, broadband, etc.

Infrastructure	Cost Estimates
Tivoli Rail Station	€4 - €7 million
Upgrade of Silversprings Interchange	€10 million
Proposed Tivoli East Access Junction	€15 million
Repairs to quays and future proofing for climate change	?
Water supply & wastewater sewers	?
Public realm, waterside amenity, parks	?
Total	+ €32 million

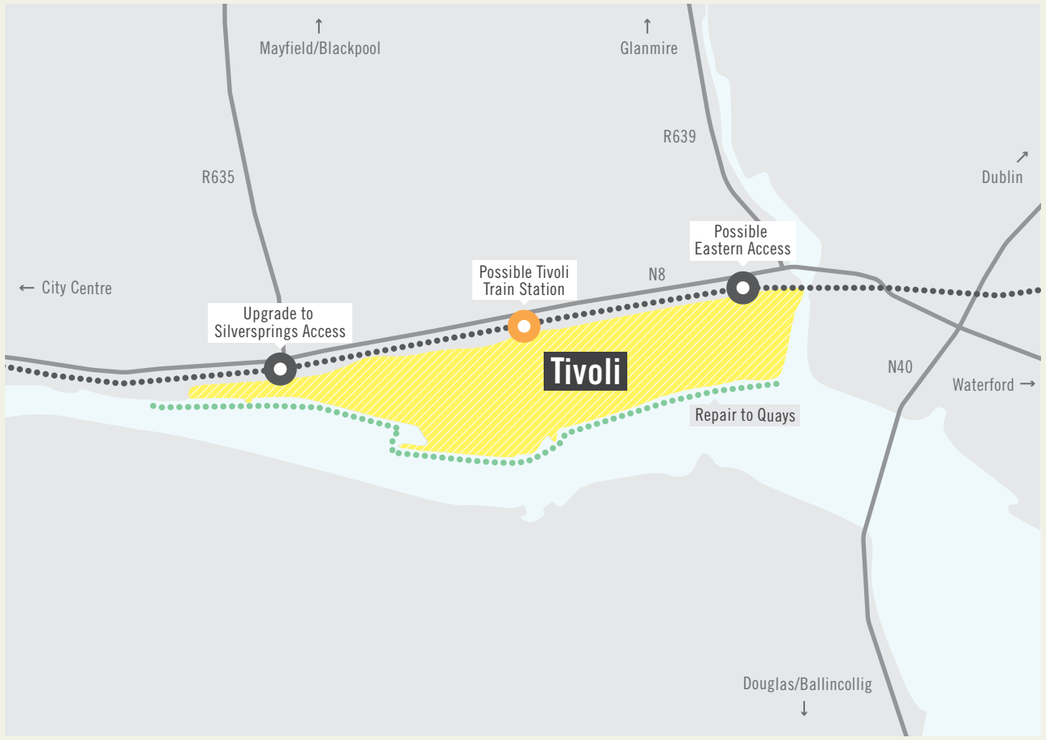


Figure 3.3.
Infrastructure works required

At a national level, the €42 billion infrastructure investment framework plan for Ireland *"Building on Recovery: Infrastructure and Capital Investment 2016-2021"* provides the current funding plan for critical infrastructure including the Dunkettle Interchange. However, further funding must be secured to develop the "N28 Ringaskiddy to Cork Road Scheme" which is critical to facilitate Port redevelopment in the lower harbour.

The new Ringaskiddy Container Port will be subject to operational constraints pending the completion of the 'N28 Ringaskiddy to Cork Road Scheme.' The scheme includes 11km of new motorway and 2km of new single carriageway from the existing Bloomfield Interchange at Junction 9. A Strategic Infrastructure Development (SID) Application is with An Bord Pleanala.

KEY QUESTIONS

What is the key physical infrastructure required to redevelop Tivoli?

What are the key issues for Tivoli in terms of phasing/ sequencing development?

How can the physical infrastructure be delivered and funded?

How can we effectively manage the relocation of existing uses in order to facilitate appropriate phasing of development?

3.5 Climate Change and Sustainability

The continuing trend of focusing development on 'Greenfield' suburban sites and satellite towns in tandem with the concentration of employment growth in and around urban centres is resulting in a greater need for travel, increasing energy use, increasing carbon emissions, and is impacting on our society's quality of life. Climate change is a result of increasing energy use and carbon emissions. Integrated land-use and transportation planning is central to creating a compact sustainable city. One of the strengths of Tivoli Docks is that it is a significant 'Brownfield' site in close proximity to the city centre. One of its weaknesses is its waterside location which makes it particularly vulnerable to climate change issues such as rising sea levels and increased risks of flooding. A number of issues need to be considered in this context:

CLIMATE CHANGE ADAPTATION

Local decision making can address global issues such as climate change, which is a result of increasing carbon emissions from the production of energy/ electricity and transportation.

TRANSPORT EMISSIONS

Emissions can be reduced by increasing the use of non-car modes and reducing car use; through the efficient use of land and infrastructural resources, such as higher density development along public transport corridors; and the re-use of inner urban 'Brownfield' lands as opposed to 'Greenfield' sites.

ENERGY EMISSIONS

Emissions can be addressed by supporting green building design in terms of energy and water efficiency, insulation, re-using water, green roofs, solar panels, low carbon footprints.

FLOOD RISK MANAGEMENT

Global warming will result in rising sea levels and more frequent and more severe rainfall events, increasing the risk of flooding. Peak flood levels at Tivoli is 2.7metres OD. Given its riverside location, redevelopment of Tivoli must include appropriate flood risk mitigation measures.

SUSTAINABLE DEVELOPMENT

Tivoli, at 61 hectares in area, is one of the most significant 'Brownfield' sites in the city. National Policy advocates higher density development where it can be served by public transport. Tivoli has a crucial role to play in the sustainable development of the city and must make best use of sustainable transport modes, in order to promote sustainable travel culture.

URBAN DESIGN

The success of redevelopment will depend on the quality of the environment created, the quality, design and mix of dwellings, the streetscape environment, connectivity with adjoining districts at a macro and micro level, the relationships between local services and amenities with residents and employees.

HABITAT PROTECTION

Natural heritage value is high given Tivoli's location on the River Lee and Glashaboy River and its designation as part of the Cork Harbour SPA. Tivoli adjoins the Dunkettle Shore (a mudflat foraging habitat and is considered unique as it includes an important, secluded, high tide roost) a proposed Natural Heritage Area (NHA) which forms part of the Cork Harbour Special Protection Area, (SPA), an area of European importance. Likely environmental effects will be evaluated through SEA and AA.

WATER QUALITY

The Water Framework Directive requires the implementation of measures to prevent deterioration of the status of all waters and ensure that all waters remain unpolluted with the specific objective of restoring all waters to 'good' status by 2021. The current status of the River Lee between Sunday's Well and Lough Mahon is poor; Ground water status in and around Cork city is good. Redevelopment of Tivoli may increase risks of pollution to the adjoining water courses.

AIR QUALITY

Good air quality is important to the health and well being of the community and the environment. Pollutants are generated through fuel combustion for heating, traffic, electricity generation and industry. Capital investment in public transport, walking and cycling will reduce car dependence resulting in lower emissions. Landscape planning should seek to maximise the creation of new habitats to transform the industrial character.

ENVIRONMENTAL NOISE

Road traffic and commuter trains along the northern site boundary are the predominant noise sources. Landscape and built form design responses should be employed to manage/ reduce environmental noise.

SITE CONTAMINATION

There is the potential of ground contamination at the location of the Seveso sites and the former Texaco site which may prejudice some future land-uses or necessitate remediation works.

BUILT HERITAGE

The City Development Plan does not identify any built heritage in Tivoli, but there are a number of Protected Structures lining the eastern end of the Lower Glanmire Road, within the County administrative area.

PROTECTED VIEWS

The City Development Plan identifies a number of Protected Views of Tivoli and the Montenotte/ Tivoli Ridge and of views across Tivoli to Blackrock Castle.

KEY QUESTIONS

How do we accommodate growth (population and economic) in such a way that supports the transition to a low carbon society and ensures our long term resilience to climate change?

What is the most appropriate form of development for Tivoli in order to protect and enhance the environment and promote good health and well being?

What design responses (land-use, built form and landscaping) should be employed to manage environmental noise, air and water quality?

What are the key issues that should be addressed by the Strategic Environmental Assessment and Appropriate Assessment?

What is the appropriate flood risk management design solution?

How can we protect and conserve these important habitats and provide an appropriate level of access to same, (access or observation posts)?

How can we manage and control the spread of invasive species?

4. How you can shape the new Local Area Plan

Cork City Council invites you to help shape the draft *Tivoli Local Area Plan 2018*. This consultation process provides the opportunity for you to submit comments and suggestions on the issues raised in this paper and other themes that you consider relevant to the review of the existing planning framework for Tivoli Docks.

Written submissions to this first stage of the Local Area Plan process can be made in one of the following ways during the consultation period Monday 29 May 2017 and Friday 7 July 2017 inclusive.

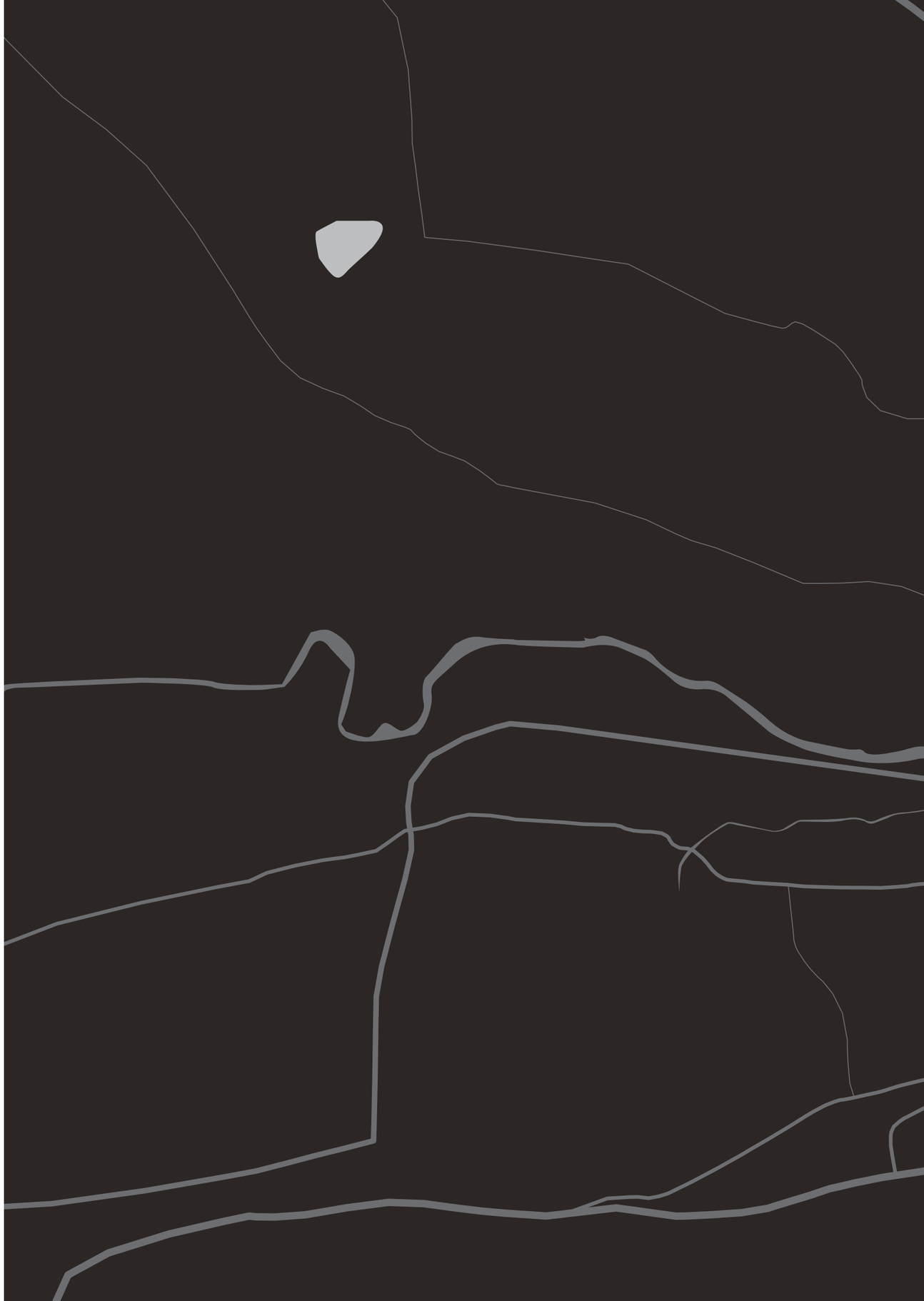
WEBSITE:

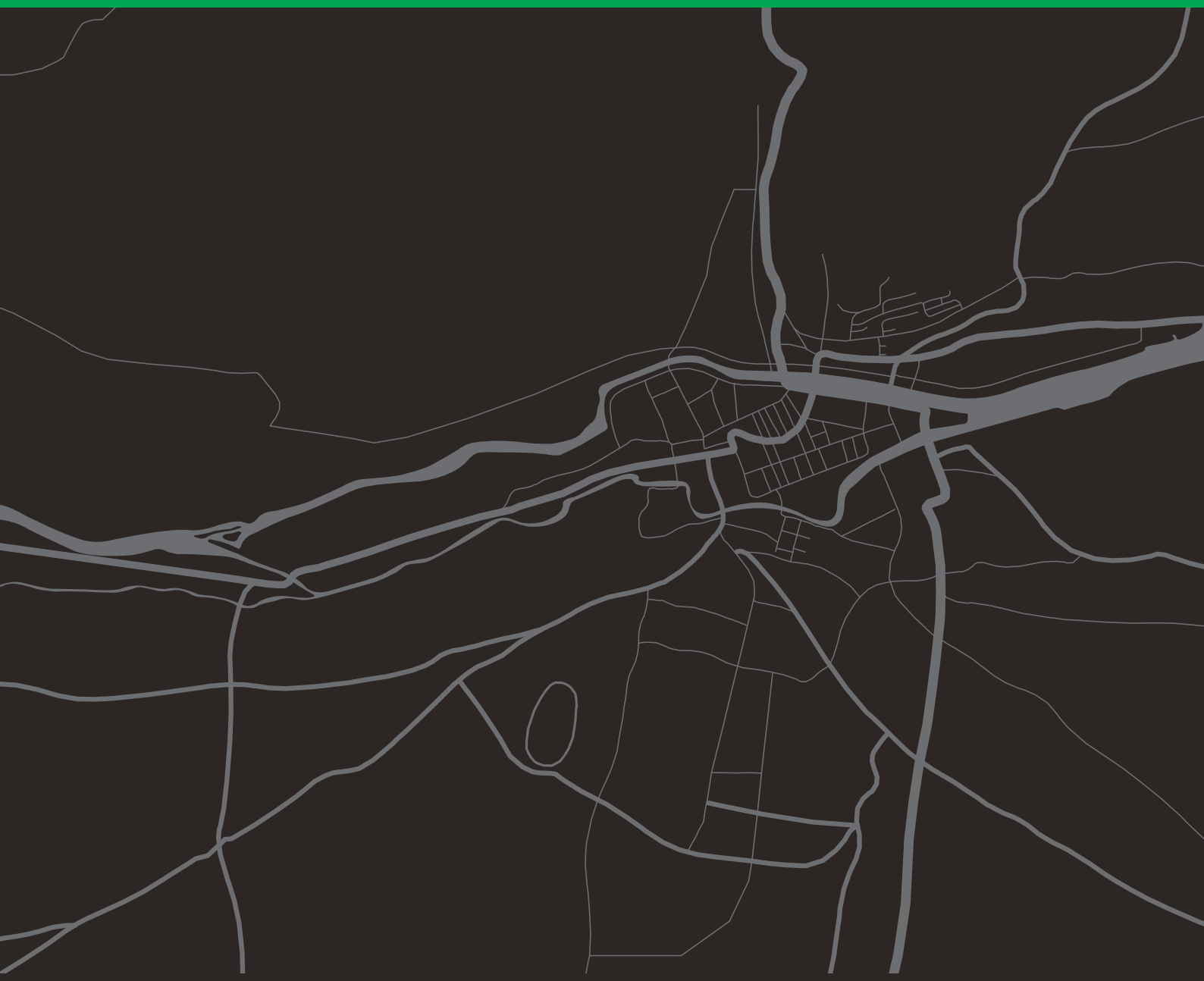
consult.corkcity.ie

IN WRITING TO:

Tivoli Local Area Plan Submissions
Planning Policy Section
Strategic Planning and Economic Development Directorate
Cork City Council
City Hall
T12 T997

Comhairle Cathrach Chorcaí
Cork City Council





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