



Tivoli A New Perspective

RIAI Development Strategy + Design Review
for Port of Cork Company - Tivoli



July 2017

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Foreword

RIAI Development Strategy + Design Review for Port of Cork Company - Tivoli

The Royal Institute of the Architects of Ireland is a champion for quality and sustainability in the built environment for the people of Ireland. We believe that a quality urban infrastructure also enhances Ireland's competitiveness for Foreign Direct Investment. As part of this remit, we have been successfully running architectural competitions for over 20 years and, in recent years, Design Reviews.

The objective of the Design Reviews is to provide expert impartial advice to Clients on the development potential of a site. The primary benefit of this process is that it is independent and non-directional. None of the architects who participate on the Design Review Panel have a commercial interest in the site and the resultant advice and development ambitions for the project are open and far-reaching.

Port of Cork Company engaged the RIAI to undertake a Development Strategy and Design Review for the Tivoli area of Cork Harbour. The ca. 153 acre site is currently in industrial use but offers a truly exciting opportunity to re-imagine the Tivoli area as a first-class 21st century living and working quarter and amenity for Cork City. Its south-facing waterfront, connection to road and rail infrastructure and close proximity to Cork City centre and Cork Docklands are some of its outstanding attributes.

The Development Strategy and Design Review had a number of key objectives and outcomes, to:

1. inform and influence both national and local Planning Policy perspective in order to achieve coherence and compliment the development of the city centre and docklands expansion.
2. raise and maintain the profile of the Tivoli site among key stakeholders and identify key advantages of the site with stakeholders, with the hope of gaining pro-active support to contribute to funding of objectives.
3. identify local and national need - such as housing infrastructure to meet demand from demographics and FDI
4. identify influencing factors, 'game changers' and dependencies in terms of capacity and constraints and the need for funding support

To deliver on these objectives the RIAI and Port of Cork Company invited an expert panel of architects, with experience in urban regeneration and waterfront development, who provided fresh thinking, strategic recommendations and national and international best-practice models for waterfront redevelopment.

The contributing Registered RIAI Architects were: Angela Brady, Michelle Fagan, David Flannery, Andrew Griffin, John McLaughlin and John O'Mahony. Summaries of their proposals for Tivoli are contained in this report, while the Appendix contains their full proposals and their individual profiles.

We were also fortunate in having a highly experienced and knowledgeable Chair in John Martin, previously the Principal Planning Adviser in the former Department of the Environment, Community and Local Government, who expertly steered the process towards a series of strategic recommendations and next steps for Port of Cork Company. These are summarised in section 4 of this Report. Ciarán Brady, an architectural graduate of the Cork Centre for Architectural Education (CCAEE), has been an excellent Rapporteur.

The RIAI Design Review was delivered over two stages –

- **Stage 1** was a briefing session of the Design Review Panel by the client, stakeholder and a site visit.
- **Stage 2** featured presentations by the Panel to the Client and stakeholders, followed by discussion.

The presentations and ensuing feedback constitute this report.

The RIAI would like to thank Port of Cork Company, the stakeholders and the Design Review Panel for their outstanding contributions – all offering an exciting new perspective on Tivoli.





Foreword

Port of Cork Company

Introduction

The Port of Cork Company (POCC) is a commercial semi-state company with responsibility for:

- providing high-quality, competitively priced port infrastructure and services
- playing a key strategic role in the development of connectivity with Ireland's trading partners in the EU and worldwide
- maintaining an efficient port, thereby supporting Irish economic activity
- managing port assets to include lands

The *POCC Strategic Development Plan Review 2010* has identified the re-location of port operations to the lower harbour as a priority. This plan is currently being implemented with:

- the planned delivery of a new container terminal in Ringaskiddy which will be operational in 2020
- the re-location of other port operations and associated Seveso activities to alternative port locations in the Lower Cork Harbour from Tivoli and the Cork City Docks

These actions will offer the opportunity for redevelopment of these strategic brownfield sites for new housing and employment opportunities which will enable POCC to be a very positive partner in the redevelopment of Cork City and Tivoli Docks

thus contributing to the objectives identified in the plans for *Ireland 2040* and *Cork 2050* in terms of developing Cork as a counterbalance to the greater Dublin area.

POCC are the sole owners of the Tivoli Docks (61.5 Hectares) and also have significant land ownership interest on City Quays and within the City Docks.

National and Local Planning Policy

POCC's objectives are aligned with the visions of the City and County Councils as expressed in the document 'Cork 2050, Cork's submission to the National Planning Framework'.

Furthermore, POCC agree fully with the statement on creating a new vision for Tivoli 2018–2050 as expressed in the Tivoli Docks Issues Paper (Section 3, May 2017 Local Area Plan (LAP) review). The LAP planning Consultation process is progressing with the publication of the Issues Paper and the consultation workshops held in June 2017.

POCC would suggest that a fundamental objective of the LAP should be it's full alignment with National Strategy to develop Cork as Ireland's second city in terms of population and economic growth.



Tivoli: A New Perspective

In anticipation of opportunity that Tivoli could present, POCC commissioned the RIAI to undertake a design review process to consider the potential uses of the Tivoli site. POCC are satisfied that this process has created a series of innovative ideas, combining the best thinking in urban design based on brownfield regeneration projects in benchmark cities.

POCC key learnings from the Design Review

- Tivoli is an outstanding development site which offers significant opportunity for a best practice urban re-generation model and that can reflect a positive legacy for POCC after its move.
- The Tivoli Site 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 which can act as a counter balance to the Greater Dublin Area.
- Early capital investment will be required to increase connectivity and capacity of infrastructure (possibly with State assistance) to successfully act as a catalyst for redevelopment of the Tivoli Site .
- Development of the Tivoli Site can complement the City Docks redevelopment.
- An appropriate mix of uses such as residential, employment, amenity, leisure, civic, etc. and sustainable access modes will add to the character and success of the site .

- A strategy for the phasing and timing of development is required, based on and promotes longer term sustainable land policy rather than today's immediate market demands.
- A masterplan will assist with aligning phasing of development with market requirements at each stage, but within the framework of an overall plan.

PoCC Responsibility

The Port of Cork is categorised as a Tier 1 Port of National Significance under EU Policy.

Irish port traffic accounts for over 90% of imports and exports moved in and out of Ireland and facilitate an annual average of 4.5 million foot and car passengers.

Government places the responsibility on the Ports of National Significance [Tier 1] to lead the response of the State's need for efficient connectivity to the market place. Government and EU policy emphasises the importance of a strong and functioning port to the Cork and Munster region.

The re-location of port operations to the lower harbour as outlined in the POCC Strategic Development Plan will:

- reduce transit times and distances for ships from the main shipping channels
- provide deeper water facilitating larger ships
- reduce costs to Irish businesses trading internationally

Tivoli is an outstanding development site which offers significant opportunity for a best practice urban re-generation model and that can reflect a positive legacy for POCC after its move.

Key Interventions

PoCC suggest that a necessary key intervention is a government-led initiative to align the Infrastructure and Capital Investment Frameworks with the Port's Policy, National Planning Framework, Regional and Local Area Plans.

PoCC has identified three key issues that require funding support:

A. Re-locate City Quays operations and transfer ownership of City Quays

A funding initiative to support a joint initiative between POCC and Cork City Council which will facilitate a re-location of port operations from Cork City Quays which will allow the change of use of the City Quays from operational docks to City Centre uses.

B. Improve Transport Connectivity

The order of priority for key road and rail access routes upgrades are listed in *fig.1*

fig.1

Type of Transportation Upgrade	Benefits to a Port-Related Area + State Lands
M8 Dunkettle Interchange	Ringaskiddy+ Tivoli
N28 Cork to Ringaskiddy [M28]	
N20 Cork to Limerick [M20]	Ringaskiddy
Mallow By-Pass [N72 / N73] – Interim to M20	
Cork Northern Ring Road	
N22 Cork to Killarney	
N25 Cork to Waterford	
R624 Cork to Cobh	Marino Point
Cork to Cobh [Marino Point Link] Rail Line	Marino Point

C. Re-location of Seveso operations

PoCC suggests that:

- Seveso facilities relocation and development requirements in the Cork Region need to be considered at the top level and explicitly planned for under a strategic national policy.
- a regional Seveso and zoning plan needs to be prepared to identify the appropriate location for such projects in the Cork region.
- planning policy and legislation would integrate with chemical acts and legislation for the orderly relocation of Seveso establishments [suitable sites, infrastructure provision and streamlined consenting process for relocation], so that Seveso activities would not impact on regional or national economic performance and ambition of Cork.
- state functions and mechanisms are introduced to include incentives and or penalties to encourage relocation of Seveso facilities.
- without a clear Seveso planning policy, local authorities will lack clarity regarding extent and scope of their role with respect to land use planning in this critical context.

The Seveso operations which are required to be relocated from Tivoli are Liquid Petroleum Gas (LPG) importers, Flo Gas and Calor Gas Ltd.

Conclusions

The Port of Cork is a key asset in facilitating national and regional economic growth. Cork and other regional cities can benefit from this asset in terms of developing as a counterpoint to the greater Dublin area.

Tivoli has a role to play in the medium term as a Port of Cork Company port operational site. Tivoli's longer term potential will be achieved after investment in alternative port operational sites and investment in local infrastructural upgrades on the Tivoli site.

The Port of Cork can positively contribute to the objectives identified in the plans for Ireland 2040 and Cork 2050.

National and local planning and capital investment frameworks need to be integrated and should consider some key interventions which would support the role of the Port of Cork:

- Port Related Planning Policy Priorities
- Integrated Consenting Process and Delivery Mechanisms
- Infrastructure and Connectivity Upgrades
- Seveso relocation policy

PoCC suggest that these are necessary interventions to move ideas to action and open up the Tivoli site to the prospect for a redevelopment opportunity.





1. Introduction

Design Review Process

This project centres around the Port of Cork Company's Tivoli terminal which stands at 61.5 hectares of land, which is envisaged as a prime development site on the city boundary, once the Port of Cork Company have transferred their operations, from the City Quays and Tivoli, to their new locations in the Cork harbour area. The site is wholly owned by the Port of Cork Company and is anticipated as being one of strategic national, and local, importance and an exciting opportunity to deliver residential, commercial and civic amenities paramount to the development of Cork as Ireland's 'Second City'. The development of Tivoli, in its picturesque surrounds, presents a unique opportunity for a new type of suburban development in Cork, which could realistically change the structure of housing demand and civic space in the Cork metropolitan region.

The first stage of the RIAI Design Review was convened to brief the Design Review panel and to stimulate creative thought processes surrounding the planning, feasibility and phasing of possible future uses of the site. Possible issues discussed, and hopefully resolved, included:

- Infrastructural upgrades required to make development feasible (including the possible provision of public transport and pedestrian routes)
- The phasing of any further development of the site to allow for port activities to continue in operation until all Port related activities are relocated from the site.
- The relocation of the 2 'Seveso' consultation zones within the site (which include all but 4.45 hectares of the site) although the assumption of the Design Review is that the Seveso sites will be available and will have been resolved as part of the relocation of port activities.
- Any programmatic / planning requirements of developing such a site for whatever future uses deemed reasonable, including planning approaches such as S.D.Z.'s and L.A.P.'s.

“The development of Tivoli, in its picturesque surrounds, presents a unique opportunity for a new type of suburban development in Cork, which could realistically change the structure of housing demand and civic space in the Cork metropolitan region.”



The 'Development Strategy and Design Review' had four stated key objectives and outcomes:

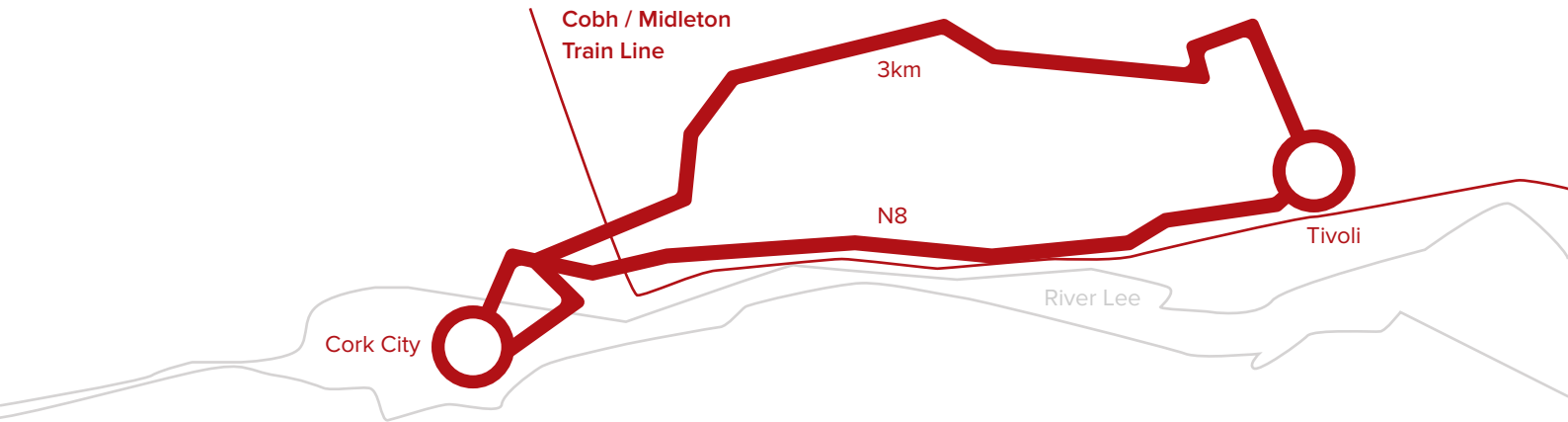
1. Inform and influence both national and local Planning Policy perspective in order to achieve coherence and compliment the development of the city centre and docklands expansion.
2. Raise and maintain the profile of the Tivoli site among key stakeholders and identify key advantages of the site with stakeholders
3. identify local and national need – such as housing infrastructure to meet demand from demographics and FDI
4. identify influencing factors, 'game changers' and dependencies

Stage 1

This process began with a series of presentations on potential in the development of Tivoli by key regional stakeholders, a site visit , and discourse between the stakeholders and the RIAI Design Review Panel which took place in the Port of Cork Boardroom on January 31st 2017. A report on these proceedings was then issued to the Panel which was intended to assist in the Design Review Panel 's approach and formulation of possible development potentials of the site. Following this, the panel met again in the RIAI's offices in Dublin on February 27th 2017 to present early stage concepts and discuss a cohesive design strategy for the site and its onward development.

Stage 2

These presentations were then formalised and refined for a final presentation to the Port of Cork Company, and regional, and national, stakeholders on the 29th of March 2017. These presentations focused on the development potentials and best practise models for any future development of the Tivoli site, and hoped to raise the profile of any future development with these key stakeholders.



2. The Tivoli Site

Description of the site

History

The Tivoli Docks were first established as part of the Port of Cork Company in the mid 20th century through the reclamation of land on the northern banks of the River Lee. Standing at 61.5 hectares, or 153 acres, it is uniquely placed at a middle ground between the City centre of Cork, and the outer harbour and suburbia. Wholly owned by the Port of Cork Company, it presents unique views of both the harbour and the city of Cork, along with picturesque suburbs like Montenotte and Blackrock.

Scale

Given this scale, comparable in size to the City centre island from the custom houses to the gates of UCC, or the ongoing Liverpool Waters development, the development of Tivoli offers a special opportunity for cohesive development and delivery of strategic housing needs of both the City, and the metropolitan region. It stretches roughly 2.5 km from the Millennium Gardens as far as the estuary of the Glashaboy River, parallel to Blackrock castle, Blackrock Grotto, the Atlantic Pond and Parc uí Chaoimh.

Services

The site itself currently has in place the main services required for large scale development including mains water, drainage, power and broadband connections, along with being a prime site for any potential future public transport initiatives, as indicated in section 3 of the recent Tivoli Docks Issue Paper by Cork City Council, given its level terrain and existing network connections.

Connection

The site is currently bounded by the N8 and the Cork to Cobh/Midleton train line on its northern edge, while the River Lee runs all along its southern edge. The Glashaboy River passes along the eastern end of the site, separating it from a protected habitat across the water. The nearby Dunkettle interchange also connects the site to the M8 Motorway to Dublin, the N40 South Ring Road and the N25 to Waterford.

Place

The Tivoli site's existing infrastructural aesthetic, including the Tivoli cranes, presents a unique opportunity for embedding a 'sense of place' to encourage and attract future possible occupants, along with its berthing facilities which could present unique opportunities for water-based attractions such as river boating and city beaches. The site is also parallel to the 'Dunkettle Impounded Area', a protected habitat, which can further reinforce the desirability of, and perception of, living in a sustainably driven development which would comprise of a combination of Housing units and possible commercial/employment uses. This type of place-making could mark Tivoli as a unique development opportunity on both a local and national level.

The density of development will facilitate and support the provision of high quality public transport.

(Section 3, Tivoli Docks Issue Paper - Cork City Council)





2.2 Potential Opportunities + Challenges

Opportunities

Redevelopment of the Tivoli site is likely to offer the following opportunities:

Gateway Status

Cork's role as a Gateway City is likely to be enhanced under the new National Planning Framework (NPF). In a joint submission to the NPF, Cork City and County Councils have proposed that the target population for the metropolitan area in 2050 should be around 500,000, with a vibrant city at its core. Tivoli, by virtue of its scale and location, is well placed to contribute towards the achievement of that objective.

Housing Demand

Tivoli can accommodate at least 3,000 housing units, catering for a range of housing needs, from young workers, to families, and to older people looking to downsize their home. It will also provide its quota of social and affordable housing under the Planning Acts.

Sustainable Transport

Tivoli has the potential to be well served by public transport and thus reduce car dependency, maximising State investment in public transport and supporting climate change objectives.

Riverfront Location

Tivoli has a superb riverside setting which, coupled with a high quality of landscaping, will create an attractive residential district within easy reach of all the facilities and job opportunities which the city centre offers.

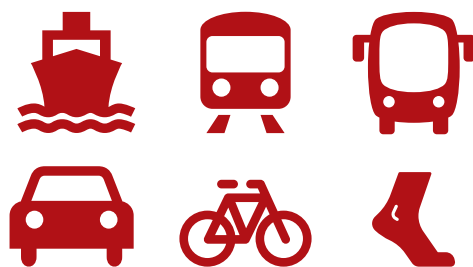
Services

Tivoli already has a mains water supply, drainage, electricity supply and broadband.

FDI

By enabling the provision of higher density and thus more affordable accommodation for young workers, Tivoli can make Cork a more attractive location to FDI companies.

New links from Cork city to Tivoli



roads, bridges, rail, bus,
cycle and walkways

Challenges

Redevelopment of the site will require the pro-active support of various public agencies in resolving the following challenges:

Network Upgrades

While the N8 and the rail line lie immediately north of the site, significant capital investment will be needed to provide a new eastern road access, to upgrade the existing access at Silversprings, and to construct a rail halt at Tivoli. Funding is also required for the completion of the N28 Cork-Ringaskiddy Road scheme which will facilitate the new port facilities in the Lower Harbour. If Cork is to operate as a successful regional Gateway, adequate State funding will be needed to leverage private sector investment.

Environment

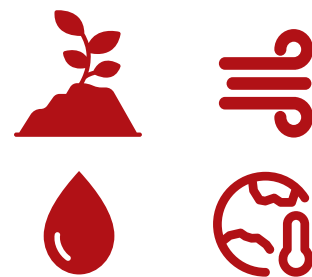
Redevelopment of the site will need to factor in the maintenance of the environmental status of adjoining protected habitats and of the water quality of the River Lee.

Phasing

Relocation of all or most of the existing port-related uses at Tivoli could take many years. It is therefore important that any proposed statutory planning framework should incorporate sufficient flexibility to allow for phased provision of infrastructure and changing market demands.

Seveso

Most of the site cannot be developed pending the relocation of the two Seveso sites. This will involve the support of the City and County Councils in enabling Tivoli to reach its full development potential.



environmental issues
ground contamination, pollution,
water, global warming

2.3 Tivoli: The Planning Context

The Tivoli site is of strategic planning importance at national, metropolitan and city levels.

National

Pending the publication of the National Planning Framework later this year, the NPF consultation paper Issues and Choices stated that in Ireland, over the next twenty years:

- The population is expected to increase by more than three-quarters of a million people to around 5.6 million, but could be higher;
- There will be a need for an absolute minimum of half a million new homes, which is at least 25,000 additional homes, every year; and
- Given the scale and important regional roles played by Cork, Galway, Limerick and Waterford, all have significant potential to complement Dublin, to absorb some of the strain that the Capital has been subject to in terms of accommodating growth in employment, housing need and infrastructural requirements, and to drive their wider regions.

Metropolitan

Cork 2050 is a joint submission by Cork County Council and Cork City Council to the National Planning Framework. It states that:

- Cork is the best location nationally capable of achieving a critical mass within the Metropolitan area with in excess of 500,000 people by 2050;
- The majority of growth will be focused along increased density, public transport corridors in Cork City and Metropolitan Cork;
- The aim is to develop the Docklands (City Docks and Tivoli) as a worldclass, high density urban quarter supporting successful, mixed-use neighbourhoods based on the '5-minute city' concept; and
- It is policy to deliver the improvements to the Port of Cork Company at Ringaskiddy including strategic roads requirements.



750,000+ increase
in national population



8,000 population
target for Tivoli.

500,000 minimum
new homes nationally



3,000 residential
units in Tivoli.

Cork City

The Cork City Development Plan 2015-2021 includes the following objectives:

- A new local area plan (LAP) will be required for Tivoli in preparation for the relocation of the Port downstream;
- The LAP will be prepared in co-operation with key stakeholders including the Port of Cork Company to determine the appropriate mix of uses, access and extent and timing of development, and will seek to develop a planning framework for Tivoli as a new residential quarter with complementary employment uses appropriate to the location; and;
- The indicative capacity of Tivoli is 3,000 residential units (houses / apartments)
- Tivoli is one of a number of locations outside the city centre which could provide a choice of locations to meet employment needs, as they make optimum use of existing infrastructure, are close to existing residential areas or are in planned mixed use areas such as Docklands so that people can walk or travel short distances to work, reducing the need to travel, and are or are planned to be served by high quality public transport.

2.4 Tivoli Docks: Issues Paper



At the end of May 2017, the City Council published an Issues Paper regarding the contents of the proposed Tivoli Docks LAP. The development of Tivoli is clearly set in the strategic planning context of the national and metropolitan policies cited above:

‘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 . 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 City Council lists the following principles which 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.



However, the Issues Paper also recognises that a number of issues will need to be addressed:

- There are two Seveso sites in Tivoli, namely, Flogas and Calorgas. Their continued existence precludes redevelopment save for 11 acres (4.45 ha) at the Silversprings end of the plan area. Relocation of Seveso operations will require the assistance of Cork County Council.
- 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.
- 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. The infrastructural works required to facilitate movement include upgrading the Silversprings Interchange, an Eastern Access Road at the Glanmire R639 junction, a rail station serving Tivoli, and improved bus services, cycle and pedestrian routes. The new Ringaskiddy Container Port will be subject to operational constraints pending the completion of the N28 Ringaskiddy to Cork Road Scheme (a Strategic Infrastructure Development application is with An Bord Pleanála).
- The cost of the local infrastructural works is estimated at 32 million+. 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.
- 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.

3. Strategic Recommendations

The RIAI Design Review Panel suggests a series of recommendations:

1. The creation of a dedicated team within the Port of Cork Company to continue to engage with key stakeholders on possible development opportunities for Tivoli.
2. That this team should visit, and make contact with, a number of the selected benchmark cities suggested in Appendix A.
3. The Port of Cork Company should 'Vehicles' based on the Stakeholder's feedback.
4. That the Port of Cork Company should draft a vision statement and engage in an awareness-raising campaign for the development of Tivoli, a draft of which is contained below.
5. That the Port of Cork Company should prepare a site masterplan, and engage with Cork City Council regarding the statutory planning framework for Tivoli.

Observations

These recommendations are based on the following observations made by the RIAI Design Review Panel:

- Tivoli has sufficient scale to create its own character, which is neither city centre nor suburban, but which exploits its superb riverside setting and connectivity to the full.
 - Its scale also has the potential to make a significant contribution to the future development of Cork in terms of providing accommodation for young workers attracted by the city's growing economy.
 - The primary land-use when Tivoli is redeveloped is likely to be **residential**. A variety of **house / apartment** types and sizes will provide choice and affordability for different sectors of the housing market in Cork, including **young workers, families and retirees** looking to downsize.
 - High quality landscaping, including **water features**, will enhance the existing amenities for new residents, workers, and visitors to Tivoli.
- Parks and playgrounds** will be provided within easy walking distance of all homes.
- Other potential uses are likely to include neighbourhood **shops, crèches, a primary school, GP practices, local offices**, etc. A significant research centre, or hospital, could also be accommodated within the site.
 - Tivoli can become a leisure destination for Cork people through the creation of a range of **waterside activities (boating, swimming, walking and cycling routes), cafés, craft shops, and perhaps a major arts / cultural centre**.
 - Sustainable travel – **bus, rail, cycling and walking** – will be prioritised, and car-free precincts will be created within individual neighbourhoods. Tivoli is within easy reach of the main employment locations in the city centre, Docklands, and Little Island.
 - Sustainability will also be central to the overall design – **renewable energy, waste recycling, flood protection and urban drainage**. Particular care will be taken to **maintain the water quality of the River Lee** and to protect the natural habitats to the east of the site.





4. Tivoli: A New Perspective

Draft Vision Statement



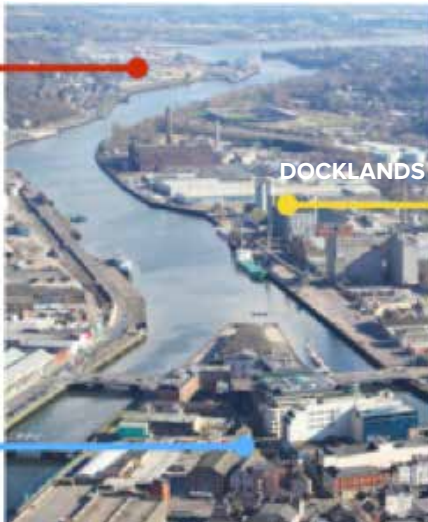
From this

The container facilities at Tivoli Docks will be moving shortly to the Port of Cork Company's deepwater harbour at Ringaskiddy with work commencing in 2017 on a 24 month programme. This will open up this magnificent 62-hectare site for phased redevelopment.



To this

The Tivoli site could accommodate over 3,000 new homes overlooking the River Lee, together with a variety of other compatible uses, thus contributing to Cork's growth potential over the next 20-30 years.

TIVOLI**CITY CENTRE****Location**

Tivoli is less than 4 km from the city centre, and within easy reach of Docklands, particularly when new river crossings are built.

Setting

Tivoli nestles below the scenic Montenotte ridge and enjoys panoramic views over the River Lee towards Blackrock. Marine-related leisure uses could be developed along the river front.

**New Housing**

The scale of the site will facilitate a wide variety of house types and sizes, catering for the needs of young workers, families, and retirees.

**Connectivity**

Tivoli can easily be connected to the wider Cork area by road, rail, bus, cycle, walking, and even river bus.





Presentation to the Port of Cork Company and Stakeholders, Port of Cork, 29 March 2017

5. Design Review: Panel Presentations

Introduction

The following are summaries of the presentations of the RIAI Design Review Panel in order of their presentation to the Port of Cork Company and key stakeholders present in the Port of Cork Company boardroom on 29th March 2017. Each architect presented for roughly 15 minutes, following this there was a general discussion around the points raised amongst those present. This feedback is documented to the rear of this chapter separated into broad topics, with relevant feedback summarised for conciseness.

John McLaughlin

[Director - John McLaughlin Architects]

John O'Mahony

[Director - OMP Architects]

Angela Brady O.B.E.

[Director - Brady Mallalieu Architects]

Andrew Griffin

[Director - Urban Agency Architects]

Michelle Fagan

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John McLaughlin

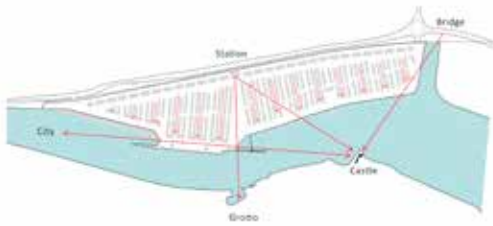
[Director - John McLaughlin Architects]

John McLaughlin presented his vision of the south-facing Tivoli site in the broader context of Cork as a river city. John discussed the history of the site, originally mudflats, as a man-made land reclaimed from the Lee, unique in its relation to the city and suburbs as a middle ground connected visually to both Blackrock (particularly the castle) and the existing south docks and their potential for redevelopment. John proposed a development pattern intended to side step the challenges of rising water tables, as well as infrastructural development issues and financing, raising the possibility of utilising the manmade waterfront as a marina park/pathway to create 'place' and display development potentials of the site to both the public and potential key stake holders. This would involve retention of some of the existing industrial infrastructure, such as in the Nantes quayside development, or Peter Latz's Duisburg-Nord development, where public art and landscaping was incorporated to help transform the land use and the perception of the site.

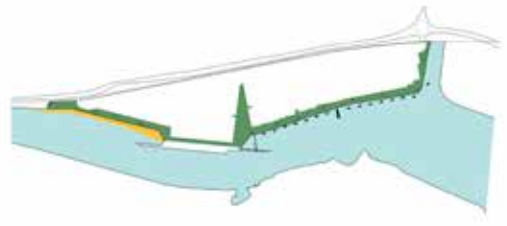
Using the Accordia development in Cambridge (by Feilden Clegg Bradley Studios, Alison Brooks Architects and Maccreanor Lavington Architects) as an example, John proposed a mixed residential and commercial development tessellated with civic and cultural amenities. To do this he proposed four core strategies;

1. **Maintaining visual links to the city, Montenotte, and Blackrock**
2. **A linear park along the waters edge**
3. **Integration of landscaping and**
4. **A pier park along the existing berthing point**

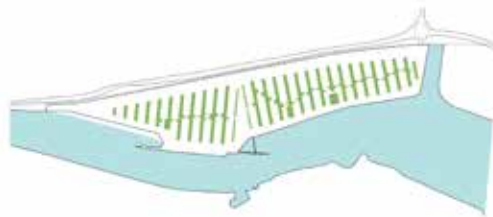
The occurring development would include a (1) buffer zone along the existing rail corridor of potential commercial and research-driven uses, (2) 3/4 floor duplex housing units which allow for higher densities of roughly 50-100 units per hectare, and save on foundation costs regarding piling, which would develop from the City end of the site, (3) Higher density apartment blocks towards the waterfront, (4) civic amenities such as creches and schools, (5) a pavilion space along the jetty for cultural events, (6) the provision of recreational spaces including a possible city beach, and (7) water-based activities based on platforms along the quayside. John emphasised that the site should market itself as a sustainable development, between the greenery of the northern hillside and attractive riverfront, offering a different type of living for families in the city. These, along with sustainable public transport initiatives, such as water transport to Blackrock and the old rail line walk, could reduce the necessity of parking space, and assist in the development of Tivoli as a new type of sustainable development for Cork.



Maintain visual links



Linear park
beach / vegetative edge / kiosks / playgrounds / picnic / platforms

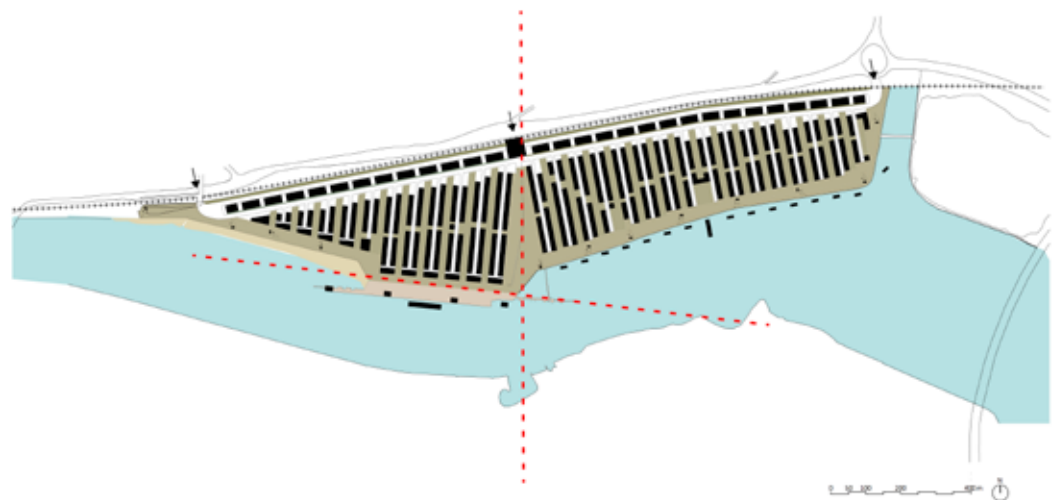


Greens
Semi public / private green areas



Pier park
cranes / berthing / pavilions

Strategy Diagram





John O'Mahony

[Director - OMP Architects]

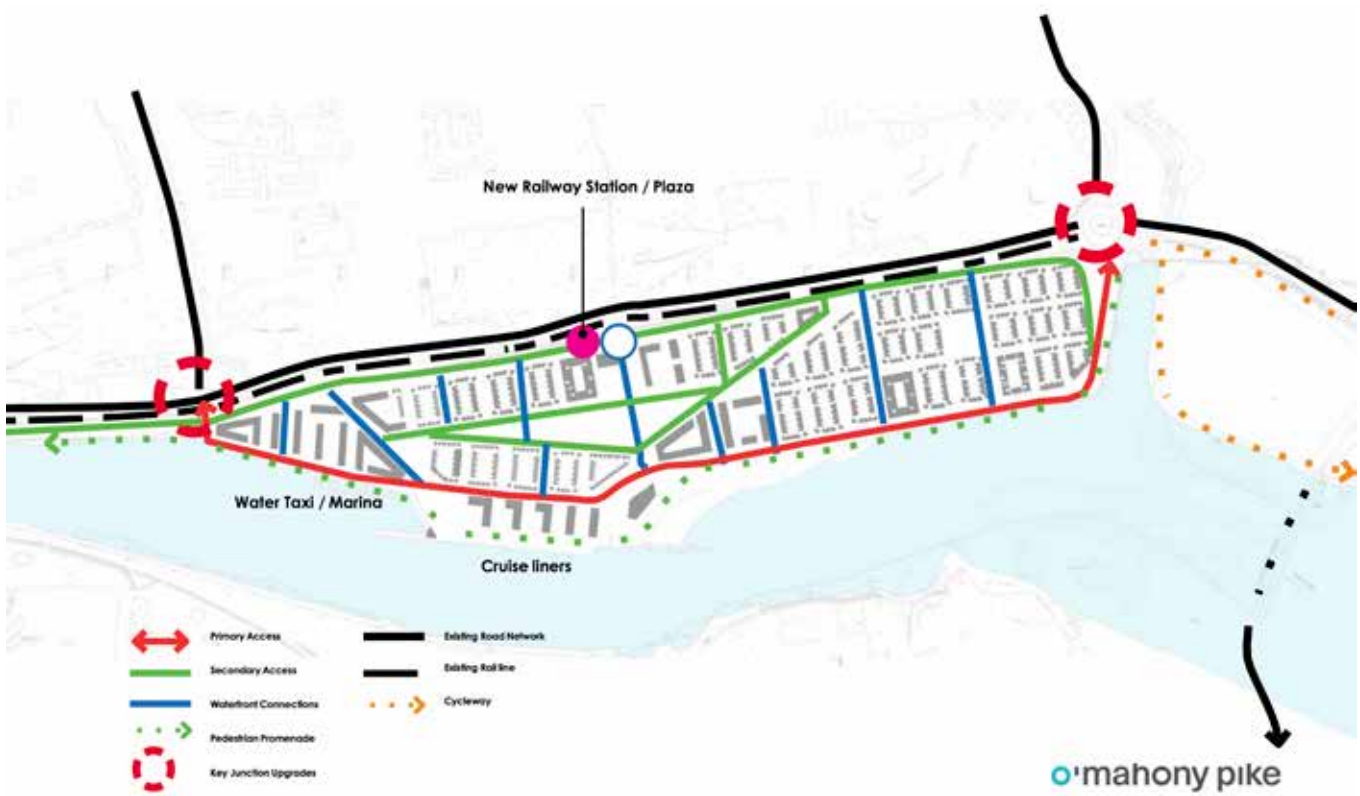
John O'Mahony began his proposal highlighting the attractiveness of the site to potential developers. These included The Port of Cork Company's sole ownership of the site, along with the scale and capacity for development in Tivoli, its waterfront location, and the potential for water and rail access to the city and outer harbour. He also discussed a series of international comparisons with the Tivoli site's potential, highlighting the potentially lengthy timeframe for development, the necessity of public transport initiatives and the dissimilarities with a potential 'South Docks' development in terms of typologies once considered in the broader context of these manner of developments. John particularly emphasised the role that public transport has in any potential development of the Tivoli site with potential development of the eastern gateway bridge, a secondary access route at the eastern end of the site, BRT and a rail station for the Tivoli site key to making the development attractive to both develop and live in. These proposals along with water-based transport initiatives, and dedicated cycle/pedestrian routes, could feasibly reduce parking to a shared commodity.

John proposed a development that is a minimum of 50 units per hectare, delivering 7500 dwellings; 70% of which would be family units, starter homes and retirement accommodation and 30% would be managed Apartments. The design would be flexible enough to allow the housing densities to be adjusted upward as demographics change over the

lifetime of the development. These two typologies would be combined with c.5,000m² of retail and c.2,000m² of community space. John proposed starting the future development at the western end of the site, progressing along the length of the site, allowing Port activities time to relocate as development continued and time for perception of the site to develop through high quality potentials.

As this development continues, John also proposed using the water-front as a civic and cultural amenity space, retaining the existing cranes as part of a promenade events space along with a city beach and allowing space for a landmark hotel, or cultural attraction. These developments would face themselves towards the waterfront at the South face of the site, A Central Park is proposed linking The Retail area, Schools campus and Market Square located at the Train Station to the Waterfront and Beach Area. The Park offers vistas and amenity space access to as many homes as possible thereby maximising values. A series of urban Villages with distinctive characters will be rolled out to the East of the site through cohesive masterplanning.

This plan also allows for flexibility to change the use, or density of the site, over the long timeframe of development as highlighted in the earlier precedents.





Angela Brady O.B.E. [Director - Brady Mallalieu Architects]

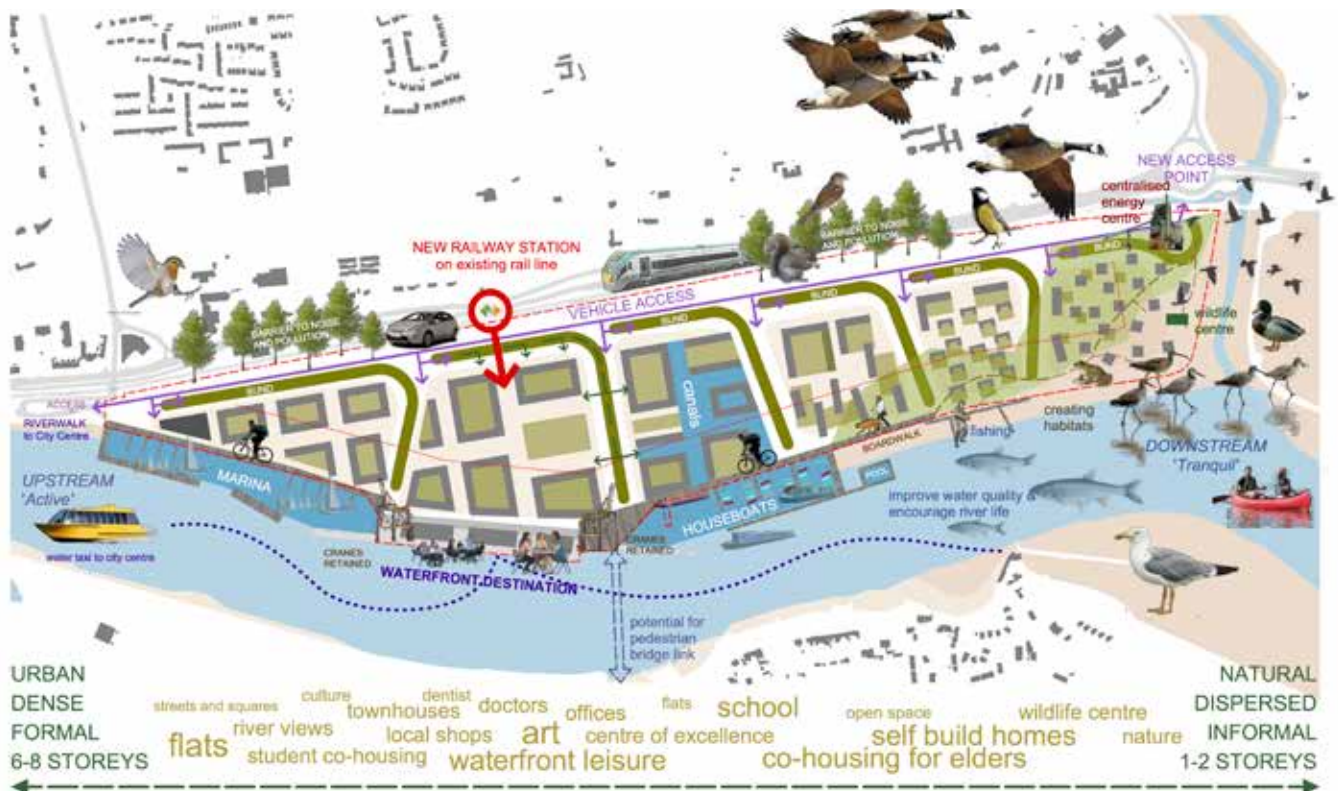
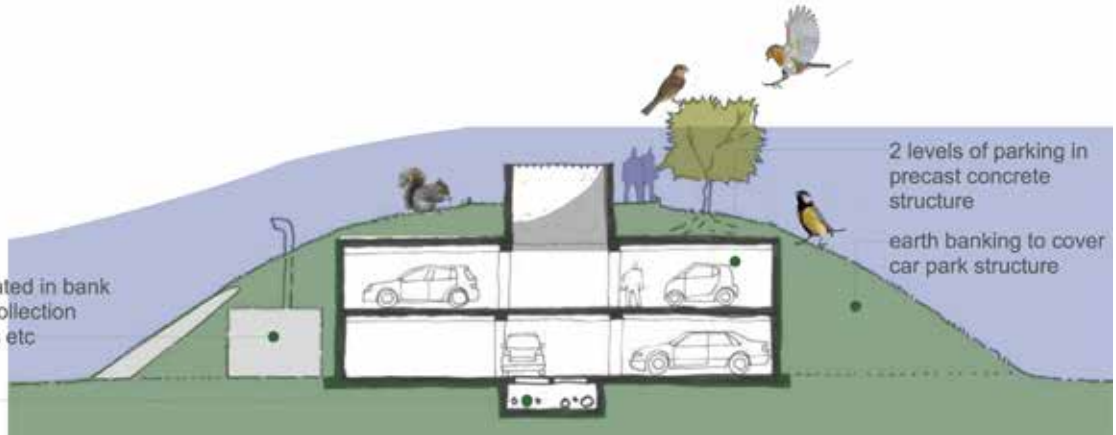
Angela Brady began her presentation discussing the particulars of movement around the site, and the impact this scale may have on potential densities for such a relatively large development. Concluding that medium density housing would leave the largest amount of open space, while accommodating 3,000 homes and allow for public amenities. Angela proposed an ecological sustainable development, one which centred itself as a different type of living between city and suburbia. While embracing the port's history, Angela proposed an ambition for a sustainable Tivoli development which would utilise reed beds and a recycling ethos to construction materials and waste created on site.

Inclusive of this, the site would be developed within the parameters of five key elements, including (1) a series of 6 different character areas each of which would progressively mediate between city and suburb on a west-east development pattern. This would consist of walkable neighbourhoods, and landscape 'bunds' which would define neighbourhoods and allow for discreet parking/ service spaces to be utilised as ecologically minded public amenities. There would be (2) an emphasis on pedestrian and cycling access to the waterfront of the site. This would involve a 100m 'no-car zone' on the southern perimeter of the site, public transport initiatives and the use of trees, etc., to act as a natural buffer to the road and rail network on the northern edge of the site. The aforementioned (3) sustainable circular metabolism, which would

include a possible research driven energy centre, river source heating pumps and a sustainable approach to building design, including low energy approaches including passive and solar techniques.

The development would (4) maximise water front amenities, including a cultural centre point along the waters edge, marina spaces and a houseboat community, and enveloping the eastern end of the site in natural landscaping attached to a possible wildlife sanctuary on the Glashaboy estuary. The (5) built environment of Angela's proposal would reduce in density from west to east, becoming gradually less formal, serving to link the urban to the suburban. This development would including two landmark buildings to the waters edge, homes for downsizing in retirement and promote the site unique lifestyle choice for families and research centres which could combine to further the sustainable initiatives that would already be in place across the site from early development stages.

servicing structures located in bank
eg substations, waste collection
points, cycle workshops etc
site wide infrastructure
distribution zone





Andrew Griffin

[Director - Urban Agency Architects]

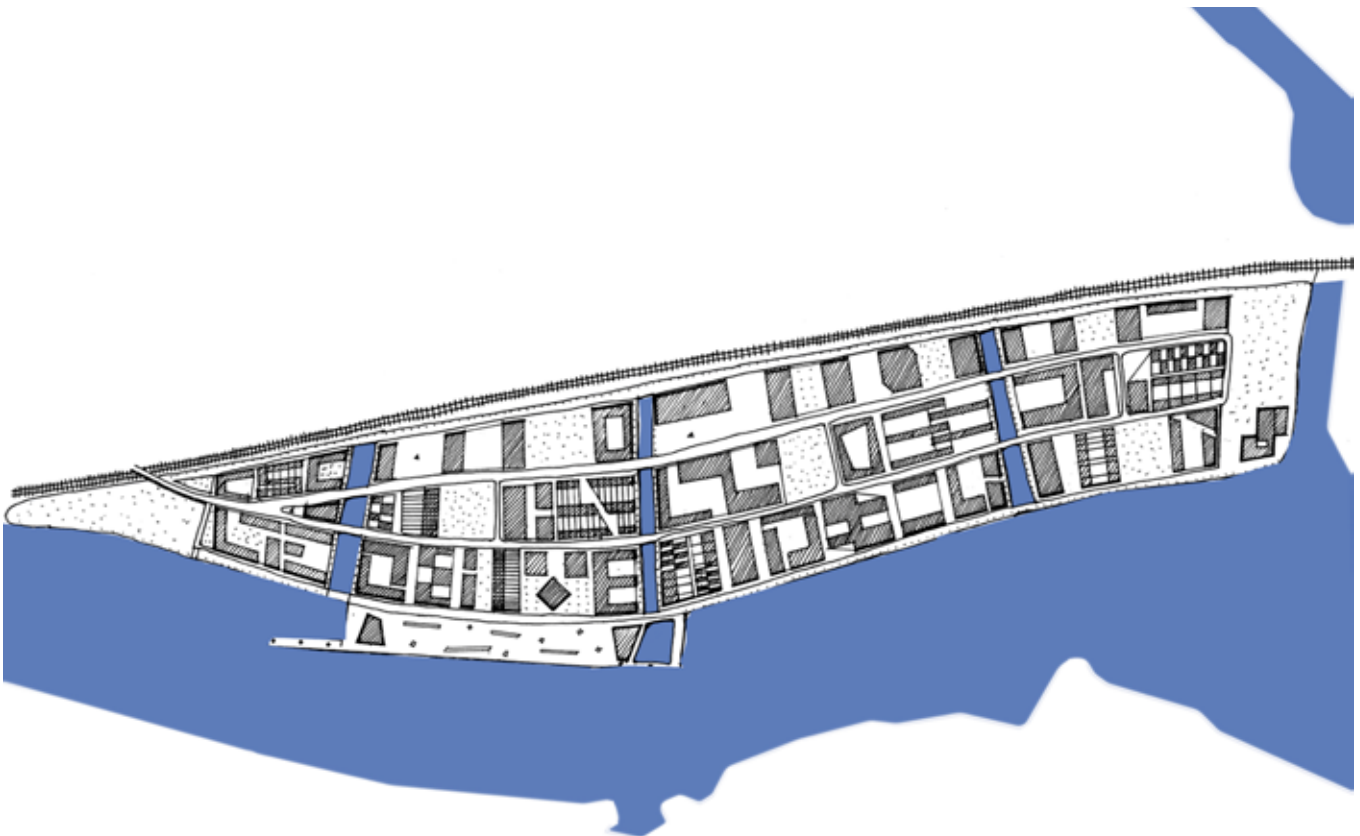
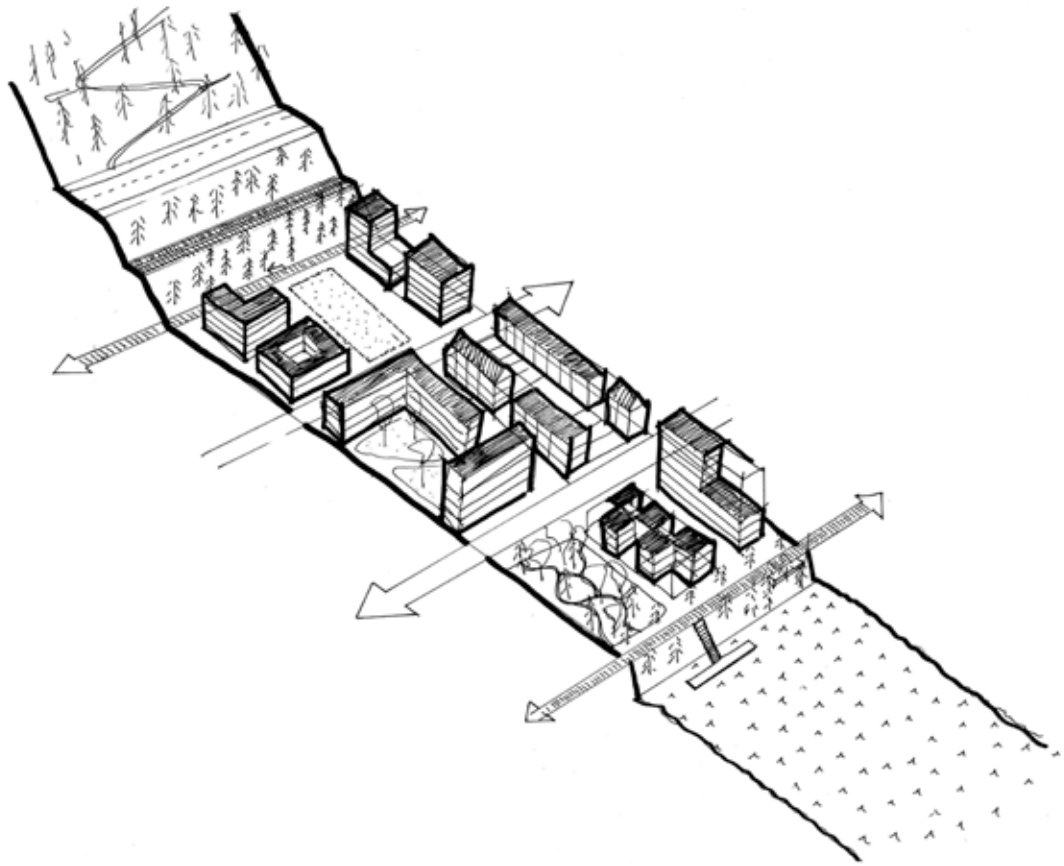
Andrew Griffin began his presentation with a comparison with the planning and development of Copenhagen since 1947, including the 'Fingers plan' and an overarching ambition to have the public shape the identity of growth and development of the city. Andrew emphasised the role that population predictions can play in future developments, and sees Tivoli as an opportunity for Cork to attract investment that otherwise may go to an already overheated Dublin market. He believes that growth predictions could help prove a key attraction for developers to the Tivoli site, if accompanied by cohesive planning and transport strategies in the broader city context.

Expanding on the Copenhagen model, Andrew discussed the establishment of a private company, 'By & Havn', by the Danish government to take on initial infrastructural development of land banks to later re-sell smaller parcels to private developers who would bid based on quality on their prospective development and cohesion within the broader planning landscape, rather than price. Andrew believes this would increase prospective land values and make Tivoli a more enticing prospect for private investment later in its development timeframe, as well as enable the city to develop better places to live through cohesive architectural designs. Andrew showed a series of international comparisons in terms of scale and timeframes for the Cork site, including Antwerp, Liverpool, and Hamburg, highlighting the role of cultural attractions in 'place-making' for developments such as Tivoli,

such as Kengo Kuma's V&A museum in the Dundee docklands.

Andrew proposed a 'collage city', in homage to Colin Rowe, which would involve three strips of water being brought into the site to maximise the quantity of waterfront-facing housing. Accompanying this, a pedestrian/cycle route would run around the outer edges of the site and the waterfronts connecting various outdoor spaces and parcels of development to the outer boardwalk and local route-ways. These loops, working as devices for orientation and scale, would be connected to an interior car route and a proposed new train station. This plan involved a phased approach to site development, one which would be preceded by the placement of transport infrastructure and open spaces, beginning at the western end of the site and allowing for possible changes in use or density of the later parcels, depending on the needs of Cork over the given time period.

It would also allow for multiple developers and the remaining port activities to exist at one time during the earlier phases of development. These mixed parcels would vary in density and use, connecting Montenotte and Blackrock, and again realise a different housing typology to what has been typical in Ireland thus far. Andrew provided working examples of these different typologies, which would also allow for higher scale, possible commercial uses, towards the rear of the site as development progresses, again dependant on housing and commercial needs.





Michelle Fagan

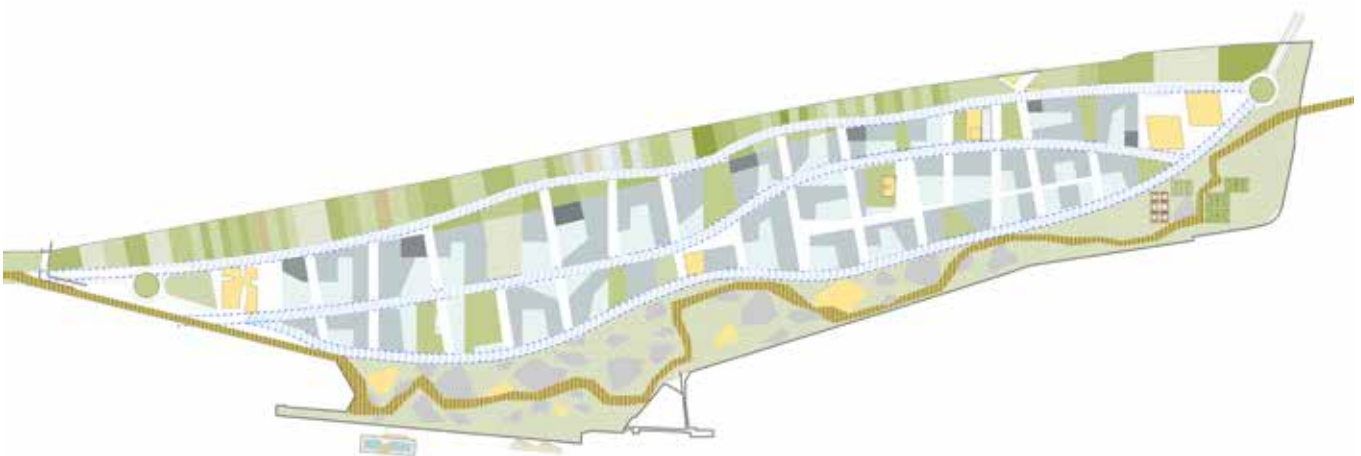
[Director - FKL Architects]

Michelle Fagan presented a vision of the Tivoli site as a stepping stone between the city and the outer harbour, both formed by the River Lee, and emphasised the change of perception (i.e. to put Tivoli on Cork's 'Mental map') needed to make the development of Tivoli successful. Viewing Tivoli as an 'island' cut off by the transport network, Michelle proposed an endeavour to change to perception of Tivoli through 'place-making', linking the site both to the East and West to start, possibly using the eastern end as a 'Park & Ride at the start, to put Tivoli on the 'mental map' of Cork as a gateway between.

Michelle proposed a layering back from the prominent waterfront, connecting different route along the site in a non-linear pattern to reduce formality, along with activating use of the waterfront through sports such as boating activities, and a floating swimming pool. As part of this place-making, Michelle also proposed connecting the sites to Cork City institutions such as UCC and the National Sculpture Factory as possible incubation hubs for culture, research and development along the sites waterfront promenade. Michelle also proposed using the northern buffer area of the site as food innovation hub, again connecting to institutions such as the English Market, to allow residents to grow their own food and create their own landscaped allotments which could serve alongside the incubators to form a sustainable food network on the development. As part of a common theme,

Michelle also proposed utilising cultural institutions on site, again to put Tivoli on Cork's 'Mental map', and also to market Tivoli as an enticing 'place' to live.

Michelle proposed that the residential developments within the site would be formed by walkable developable blocks, with high density projects and architectural competitions giving the site a cohesive fabric. These developments would be progressed through distinctive car parking spaces, such as Herzog & de Meuron's '1111 Lincoln Road' project, and community centres. Michelle also, recommended that the development retain a long term manager for community outreach and quality planning over the timescale of the site. The built environment of this proposal would also consist of communal spaces and an architectural language which would express the city and site Port-based history, taking advantage of the late sun in Cork and sea views.





David Flannery

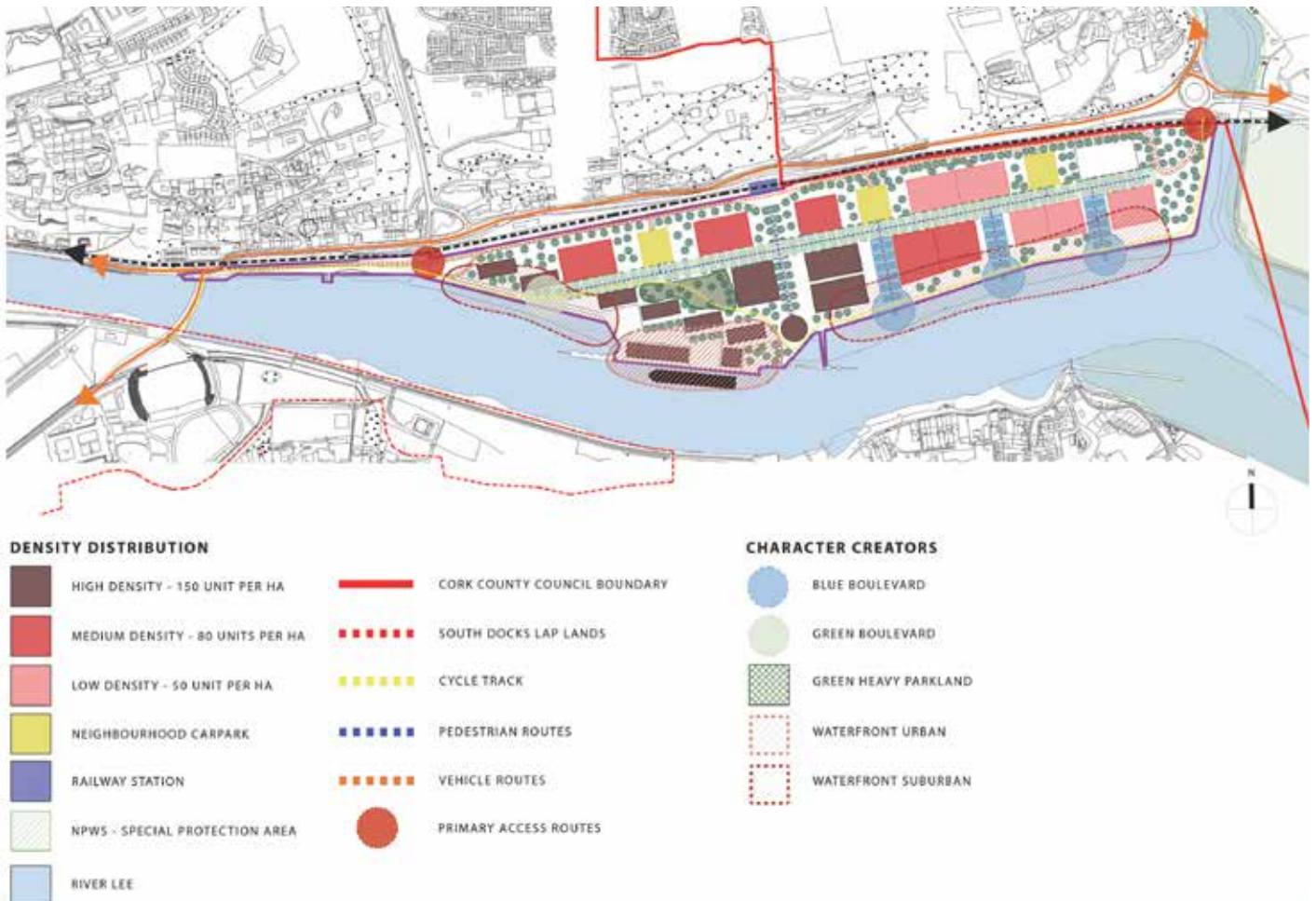
[Director - STW Architects]

David Flannery began with a discussion of the broader historical context of planning in the Cork area. David sees the Tivoli site as an opportunity for the City to attract families back from the outer suburbs by offering an affordable and sustainable quality development of multi family units and a different type of housing than currently present in most areas of the city. The south-facing site also has opportunities in terms off water based transport and links to the new Marina park and Parc uí Chaoimh.

Citing the precedents of Neil Hegarty's Dundanion Court in Blackrock and Scott Tallon Walker's Eastpoint Business Park, David proposed a development which utilised shared parks and a strong promenade to develop a strong sense of community on the Tivoli site. David worked through a series of precedents, particularly the development of Hammarby which, like Copenhagen, competed based on quality and innovation rather than price, delivered through a masterplan which was alterable to take account of demographic changes during the duration of the sites development. Hammarby also utilised a bio-mass to gas process which reinforced the sustainable design qualities seen throughout its transport planning and use of public space along a similar waterfront development to Tivoli. The Hammarby plan also utilised its waterfront context for storm water management systems between apartments, which allow more developments to become waterfront parcels of land and provide community amenities. David also cited the Accordia

development in Cambridge (by Feilden Clegg Bradley Studios, Alison Brooks Architects and Maccreeanor Lavington Architects), where 1/3 of the development was open as green space, while the residential areas were a mix of high density apartment block with walkup townhouses such as Dundanion Court. David also cited other similar precedents in Amsterdam, and Hamburg.

David's proposal for the Tivoli site called for the integration of transport infrastructure from the genesis of the project, as part of a sustainable and alterable long term scheme. Along the strong promenade, David proposed ferry berths, an opportunity for a landmark building (e.g. A Hotel), and potential for seaplanes. This cycle/pedestrian promenade would also connect to marina park via boat and the proposed eastern gateway bridge. The mixed density residential area of the site would involve character areas along the waterfront which would separate the alterable parcels and allow for light industrial and commercial uses in the longer-term if needs be. These parcels would be physically separated through the use of green routes and a central corridor, along with inlets from the waterfront, creating a site which would mediate the urban/suburban divide.



6. Stakeholder Feedback

The following is a summation of a points made over a number of running themes throughout the feedback and general discussion of the documented presentations, wherein comments made were collated and documented for reference.

Developmental Typologies

A number of development typologies were discussed but given the general national and regional need for housing, most proposed housing as strategically important both for quality of life in the city and economic necessity. This would anticipate a development of at least 3,000 units, though possibly more. There was also a general feeling that a significant cultural attraction would entice development to the site, a form of 'place-making', along with other civic and commercial amenities. The housing requirement for the site would be in the medium to high density range, which would also be supported by possible office, commercial, or research driven enterprises depending on long term planning for the site. Leisure use of the sites waterfront was also considered integral to making Tivoli an attractive place to live. The ability to phase the masterplanning of the site, in conjunction with any changes in demand, was considered crucial. As was the phasing of any development to allow for some Port activities remaining during development, contingent on Seveso relocation and transport infrastructure upgrades necessary.

Transport Infrastructure

There was a strong emphasis on the importance of public transport in both the feedback and presentations, with existing infrastructure and possible upgrades being considered a relatively inexpensive means to open up opportunities for the site. BRT and the installation of a train station were considered key, along with opening the eastern end of the site to allow for cross traffic and access to Little Island. The latter may present challenges as it may interrupt the existing transport network during construction. The maximisation of walking and cycling routes were also strongly supported to allow for sustainable enjoyment of the river front, along with potential water transport links to both the city and Blackrock. The feedback also generally considered the potential for small cruise ships to stop along the promenade to increase tourism. Car sharing was raised as a means of reducing potential parking demand, along with reducing the amount of traffic in and around the site.

**Housing
strategically
important**



**Cohesive
masterplan
needed**



**Importance
of public
transport**



**Design
based on
sustainability**



Planning + Delivery

The strategic planning and delivery of the site was considered crucial to the success of any potential development of the Tivoli site. There was general interest in attaining possible designation (e.g. SDZ status) for the Tivoli site given its national and local importance. Co-ordination between public bodies in terms of transport network connections and funding will be vital, particularly given the relative lack of experience with delivery of sites on this scale in Ireland. The possibility was raised of appointing a long term team for delivery of the site, either through the Port or through another public body, which could serve as 'master developer' for such a site which would realistically involve multiple developers given its scale. Given Cork's status as Ireland's 'second city', Tivoli was considered as having great potential to attract investment to the city as a whole given the current development pressures on Dublin. It was generally felt that a cohesive masterplan for the site, which would allow for potential alteration necessary over the timescale of any development, would appropriate along with the formulation of a financial plan for development of the site.

Built Environment

There was a broad consensus that the design of the site, including any preliminary masterplan, should emphasise quality in the architectural environment. Design competitions, along with civic space investment, were considered important in marketing the Tivoli site as an attractive place to live and invest in. There was a general emphasis placed on the unique location of Tivoli, given both its waterfront and scenic views. A design based on sustainable development would provide the opportunity to create a different type of development for Cork. The south-facing orientation was also considered beneficial.

**State
assistance
necassary**



**Publish
a vision
statement**



Financing Models

Given the scale and financing required for any development on the scale of the Tivoli site, it was considered prudent that there would be national assistance with delivery of the site, either through state intervention or the assistance of state agencies in helping attract private investment to the site. Experience in development of this scale of development was also deemed essential given the financial output any given developer may face in a site like Tivoli. Models for development, such as those utilised in Copenhagen, were considered attractive in that the developments their have been based on quality and coherence rather than lowest price. It was also considered important that any investment in the site be preceded by engaging with marketing experts, economists and urbanists to identify the 'unique selling points' of the site.

Policy + Perception

There was general agreement that the perception of Tivoli as a site for living needed to change in Cork. It was proposed that this could be achieved through sustainable design initiatives, cultural attractions and cohesive forward planning. It was also considered that advocates for the site be engaged, both within the local community through outreach and at national level through government. It was felt that a 'vision statement' promoting the quality of the site be published to assist the marketing team in working towards financing and planning for the site. This document should also emphasise the sustainability and cultural cohesiveness of any potential development, through comparison with benchmark developments abroad, while expanding upon the Port of Cork Company's to National Planning Framework submission regard integrated consenting process, infrastructure upgrades and seveso policy.



