



MASTERPLAN

MARINA PARK

TEAM OKRA | REDSCAPE | 8TH JULY 2013



OKRA/REDSCAPE

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1 PLANNING CONTEXT

1.1 INTRODUCTION

Cork City's Docklands are located to the immediate east of the city centre and comprise an area of approximately 162 hectares spread north and south of the River Lee - the North and South Docks areas. The regeneration of the area is a key part of the strategy for growth in the wider region in order to meet the objectives of social, economic and environmental sustainability as espoused in the Cork Docklands Development Strategy, 2001. This document outlined the long term strategic vision for the Docklands as a new mixed use urban quarter that will revitalise the city through high quality, contemporary design and a vibrant mix of uses.

1.2 C.P.O. OF LANDS FOR THE DEVELOPMENT OF MARINA PARK

A major element of the Cork Docklands Development Strategy, 2001, is the creation of a high quality sub regional park - Marina Park, through the consolidation of undeveloped and underused land as well as existing parkland from the Showgrounds area in the west through Pairc Uí Chaoimh and Atlantic Pond to Blackrock Village in the east. In 2005/2006 Cork City Council undertook a compulsory purchase order of lands to the north of Pairc Uí Chaoimh (the O'Keeffee lands - 1.5ha) and their lands which had been leased to the Munster Agricultural Showgrounds (8.86 ha) in 2005 for the purposes of developing a subregional park - Marina Park. During the oral hearing into the proposed C.P.O. of the lands, evidence was given by the City Council to the effect that the Council would not countenance giving over the entirety of the lands to the GAA with the primary use of the lands being for public open space. The C.P.O. was upheld by An Bord Pleanála in 2007 and Cork City Council took possession of the lands in 2010.



1.3 SOUTH DOCKS LOCAL AREA PLAN AND PUBLIC REALM STRATEGY, 2008

Cork City Council adopted the South Docks Local Area Plan in February 2008. This Plan sets out the detailed planning and development framework for the South Dock area which comprises almost 100 hectares. The creation of Marina Park (an additional 32 hectares) is central to the redevelopment of the South Docks area, as it will form the primary public open space in a high density, mixed use area with a target population of 20,000 residents and 25,000 jobs. The park will also benefit the wider city through the development of connecting links to the city west of Shandon Boat Club and eastwards to Blackrock Village and Blackrock Castle and the Mahon walkway. Planning policy relating to the development of Marina Park is outlined in Section 5.12 of the South Docks Local Area Plan, 2008 as follows: 'The area has the potential to become the focus for a wide range of activities.

Pairc Uí Chaoimh has the potential to be upgraded and developed into a high class seated stadium. Potential for the development of amenity, leisure, play and cultural facilities, including the provision of additional rowing and boating facilities. Marina Park presents a significant amenity area for residents and workers in the South Docks and City Centre. Therefore, all development proposals in Marina Park must demonstrate sufficient regard to the protection of the natural heritage and biodiversity of the area. Objective SD 64: Marina Park Cork City Council will actively encourage the development of the following elements in order to guide the sustainable development of the Marina Park Precinct:

- Provision of a subregional park:
- Working with Cummann LuthChleas Gael Choiste Chontae Chorcaí to accommodate the upgrading of Pairc Uí Chaoimh to a modern stadium and to facilitate the development of a Centre of Excellence.
- Reservation of lands to the southwest of Atlantic Pond to facilitate surface water attenuation.
- Provision of a high quality public realm and 'eco-park' in association with the Public Realm Strategy of this Plan.
- Upgrading of Marina slipways and rowing facilities.
- Require the protection and enhancement of the natural heritage and biodiversity of the area.
- Promotion of international design procurement competition for the design of Marina Park.
- Provision of public art and outdoor performance space.¹

¹ Pgs. 115-116. S.D.L.A.P.



A Public Realm Strategy was produced as part of the South Docks Local Area Plan, 2008 and this set out a broad framework as well as more detailed objectives for the development of public open space in the area. The focus of the strategy lies in facilitating access to the waterfront and the water itself through the development of quayside amenity areas and in the creation of contemporary urban parks and plazas which will offer a range of recreational opportunities, as well as providing visual enhancement and respite to the highly urbanised, inner city and Docklands area. The Strategy also broadly sets out the potential uses and configuration of Marina Park itself.¹

¹ P. 147, S.D.L.A.P.

1.4 CORK CITY DEVELOPMENT 2009 - 2015

The strategies and aims of the South Docks Local Area Plan, 2008 were broadly subsumed into the Cork City Development Plan 2009-2015. As in the S.D.L.A.P. the bulk of Marina Park was originally zoned as public open space within the Plan with Pairc Uí Chaoimh and the Dunlop's social pitch and putt grounds zoned as Sports Grounds.² The lands to the east of the Atlantic Pond have an added zoning as 'Areas of High Landscape Value'.³

Paragraph 11.7 of the Plan states the following in relation to the development of Marina Park: 'As part of the South Docks Local Area Plan 2008 it is proposed to develop Marina Park. It will extend east from the Showgrounds including the Atlantic Pond and the underutilized parklands north of the old rail line and south of the Marina. It is proposed to accommodate the upgrading of Pairc Uí Chaoimh to a modern stadium by working with the GAA and to facilitate a Centre of Excellence. The Showgrounds will be developed as an area of public open space. It is proposed to promote an international design procurement competition for the design of Marina Park and to provide public art and an outdoor performance space. It is proposed that Marina Park be developed between 2010 and 2013.' ⁴ Zoning Objective 2015 in relation to 'Public Open Space' is elaborated upon in Paragraph 11.19 and emphasises the public nature of such lands as opposed to lands zoned as 'Sports Grounds' by stating that 'while primarily used for passive and informal recreation, lands zoned '**public**' open space' may also incorporate public sports facilities and grounds.'⁶

² P. 147, S.D.L.A.P.
³ No submission to the Draft Cork City Development Plan 2009 was made by the G.A.A.
⁴ Maps 1 and 7, Volume 2, Cork City Development Plan 2009.
⁵ our emphasis
⁶ P. 224



zoning map from the detailed brief, 12-12-2011



1.5 CONSULTANT BRIEF

The redesign of Marina Park as the main public open space in Docklands is seen as a key economic driver and catalyst towards the regeneration of the South Docks area. Its redevelopment will signal a commitment by the City Council towards the regeneration of the Docklands area and provide an iconic park which will not only be of benefit to the surrounding community but also the future residents and workers in the South Docks and the citizens of the city as a whole. The procurement process for a multidisciplinary team to design Marina Park commenced with the advertising of the project on the etenders website in June 2010. The tender sought a multi-disciplinary team led by Landscape Architects to prepare an overall Landscape Masterplan for the entire park as well as detailed drawings to planning application stage detail for two sub areas - Areas A and B. Area A (shown in blue) includes the Marina from Shandon Boat Club to Atlantic Pond and the Showgrounds lands and the lands surrounding Pairc Ui Chaoimh while and Area B (shown in red) extends from Atlantic Pond eastwards to Church Avenue and along the Marina to Blackrock Village.

Stage 1 of the process invited expressions of interest from groups. These were subsequently shortlisted to 6 groups in December 2010. However, it was not until after council approved in principle the disposal of part of the Showgrounds lands to the GAA in October 2011 that the procurement process moved to Stage 2. At this stage a detailed Brief for the project was circulated to those shortlisted. In late January 2012 five consortia presented for interview, with that led by OKRA Landscape Architects emerging as the winning team.

A contract was subsequently signed with OKRA Landscape Architects in March 2012 to design the Landscape Masterplan for the entire park (Areas A and B) and to prepare detailed landscape designs to part 8 planning application stage for Area A.

As part of the project a number of surveys were undertaken by a team of subconsultants, to give solid baseline information for an accurate design process.

1.6 DESIGN CHALLENGE

The issues as set out in the Manager's report to Council of 10 October 2011 to be specifically addressed in framing the masterplan in the area of Pairc Ui Chaoimh and Showgrounds to integrate into the overall Marina Park are:

- The opportunity of maximising linkages and Permeability between the Showgrounds and Atlantic Pond
- The integration of the development of the entire area with the main public access routes from Monahan Road and the Marina and the most appropriate access points to Marina Park and Pairc Ui Chaoimh.
- The need to provide detailed guidance on design elements of the stadium particularly with regard to stadium boundary treatment, accessibility and permeability. It is important to achieve an outcome which reflects positively on the status and importance of Pairc Ui Chaoimh and the Marina Park to the City.
- The parking needs for both the redeveloped Pairc Ui Chaoimh and for general public use of the Marina Park. It will need to consider how best to accommodate the long established tradition of the GAA with temporary parking facilities on big match days in a manner which does not adversely affect both the design and public use of the Marina Park.

The key challenge for the consultants is to achieve a balance of the objectives of the Park with those of the Stadium, Centre of Excellence and All Weather Pitch. The most difficult requirement is to maximize permeability and cohesion of the overall park through the provision of physical and visual linkage between the eastern and western sections of the park.

1.7 CONSULTATION PROCESS

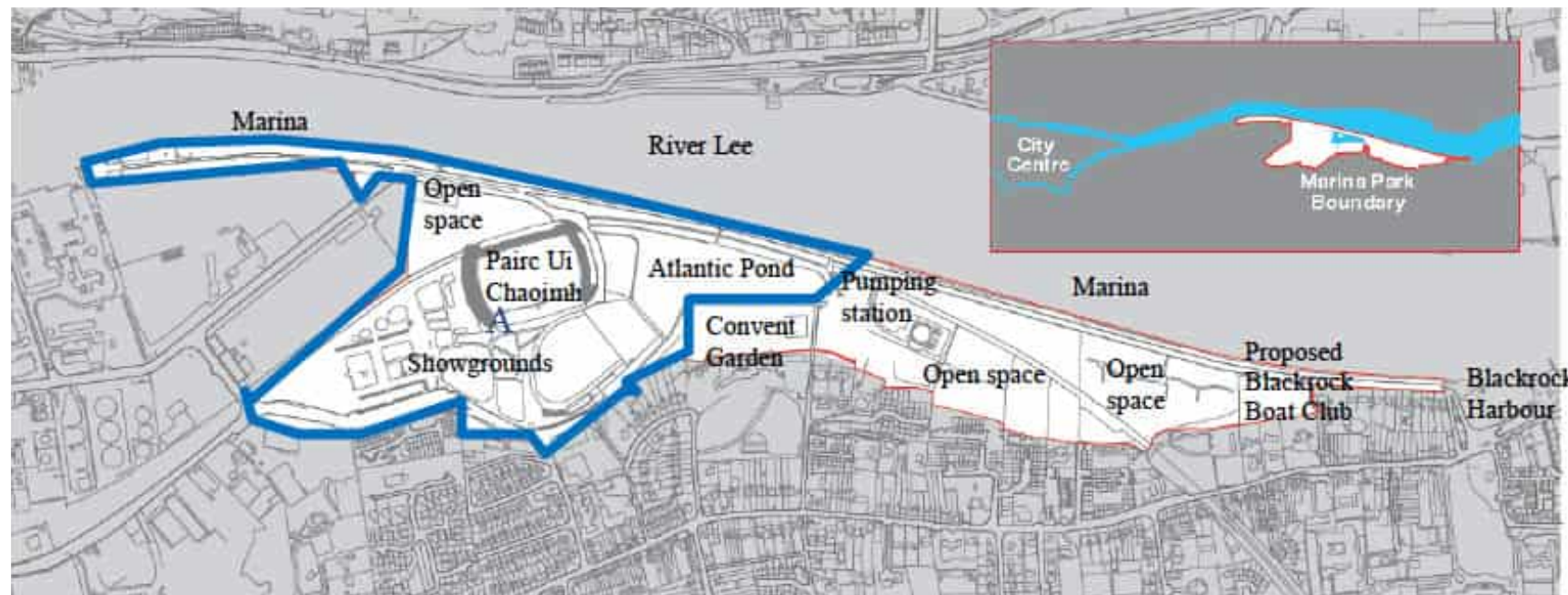
A series of meetings and presentations were undertaken with the stakeholders, public and City Council officials (Technical and Steering Group) in order to get an understanding of local needs and issues and to compile future ideas for the park design. A number of public meetings were held with residents associations and the general public as well as a number of specific meetings with private landowners and stakeholders such as the GAA

The meetings with the GAA Design Team were held on the basis of the need for OKRA to understand the needs and requirements for the proposed GAA facilities and equally for OKRA to inform the GAA Design Team of the requirements for the design of the public park and public stakeholders. In such a way it was hoped to achieve a mutually beneficial design for the park and GAA facilities on the issues of parking, access, boundary treatment and permeability as set out in the Managers Report to Council.

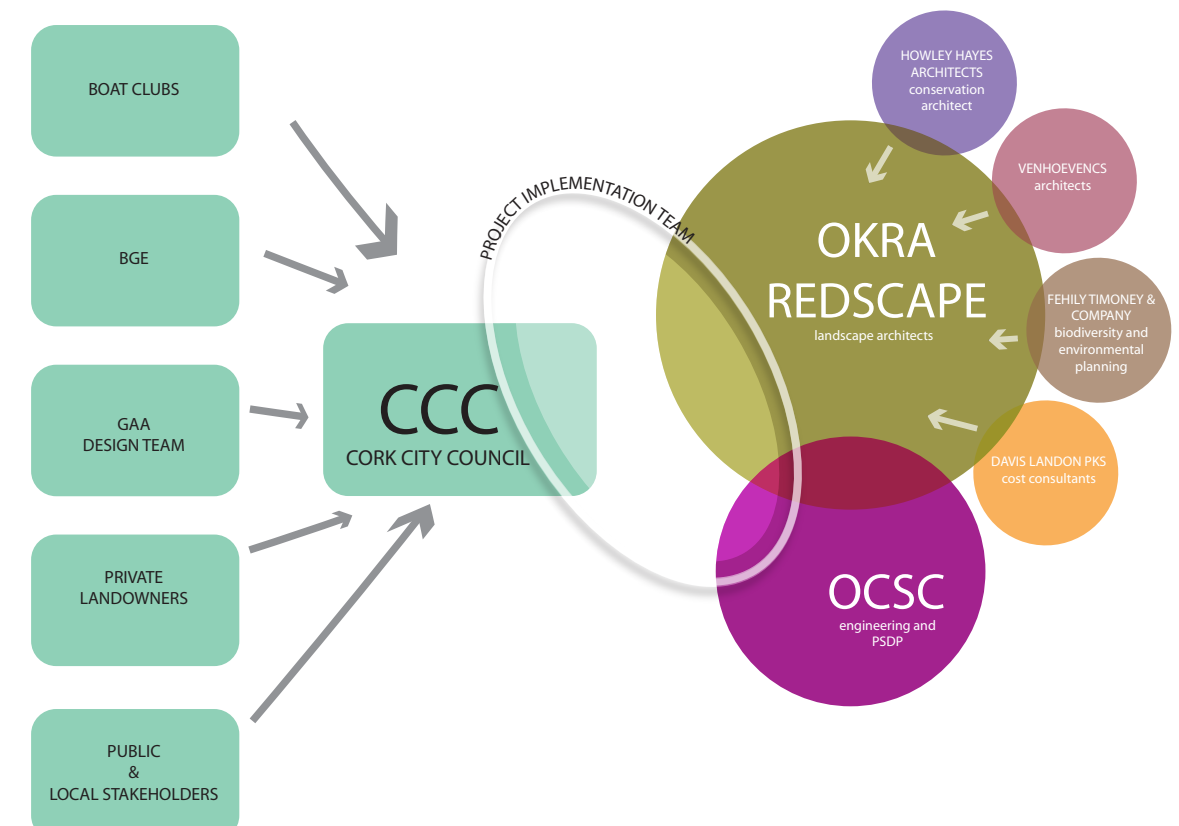
During this process OKRA met with the Ballintemple Residents Association/ Save Marina Park Group. They share our goal to create one public city park. They expressed concern about the proposed disposal of public lands to the GAA and the enclosure of lands for use by a private sporting organisation as opposed to their use as public open space as originally intended. They also expressed serious concern regarding the subsequent limitations to public accessibility within the future park and the need to create meaningful permeability between Pairc Ui Chaoimh and the proposed all weather pitch.

A formal consultation process was carried out in May 2012 in order to scope the views of the public in relation to the future design of the park. The detailed issues raised at public consultation stage are outlined in the Public Consultation booklet along with our responses as to how these issues can be addressed.

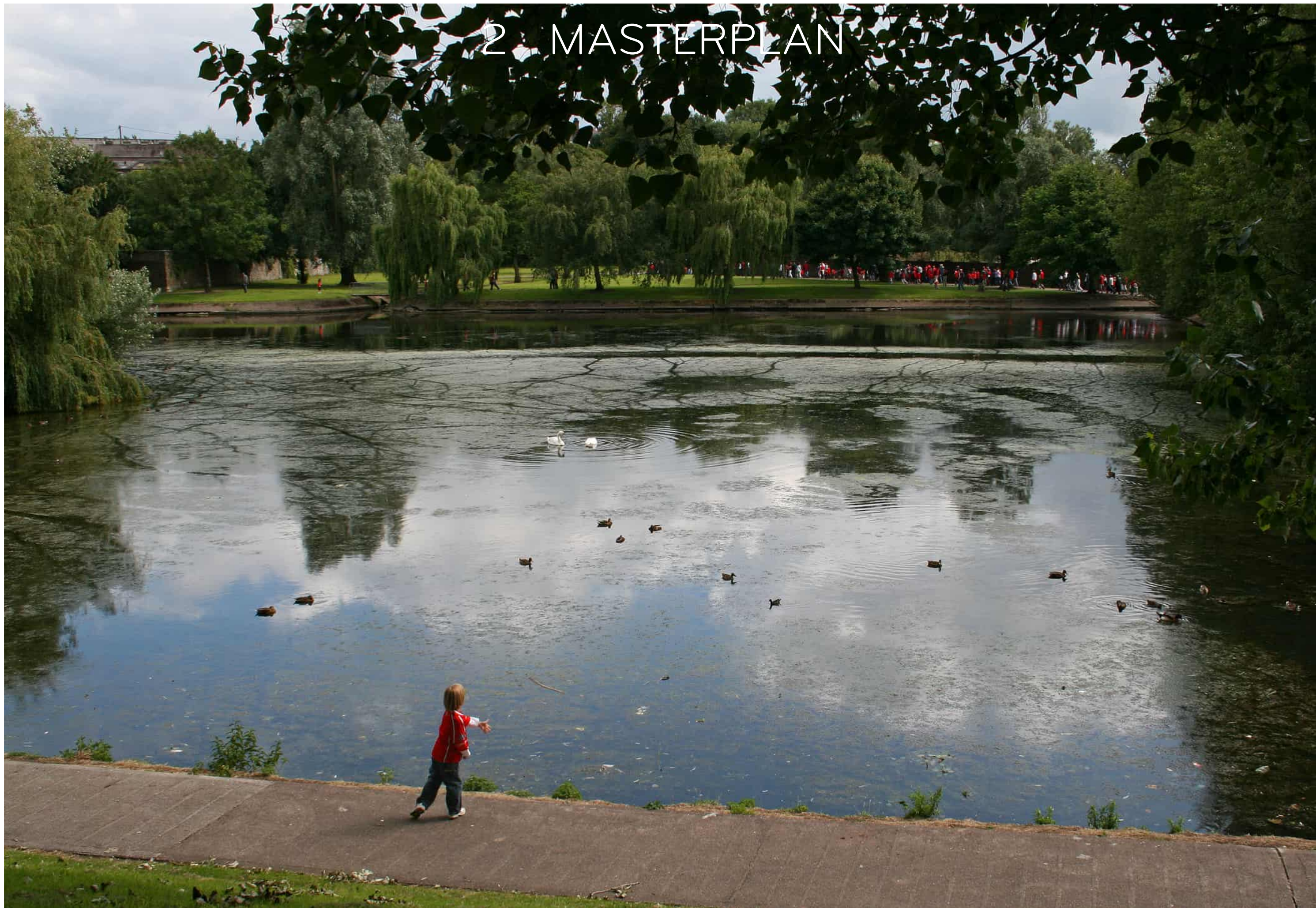
This Draft Landscape Masterplan outlines a full park programme in response to all issues raised during the public consultation process and most, if not all of these needs have found a place in the new park design.



Marina park boundary map from the detailed brief, 12-12-2011



2 MASTERPLAN



2.0 DESIGN CONCEPT

Imagine walking in a 21st Century Marina Park along the river Lee. The park being a symbol of Cork's pride, illustrating a shift in the priorities and thinking of the city, the value of nature and access to green space for all its inhabitants. It is the Park for the next generation, a new 'place for gathering', a 'place to be', embracing the 'genius loci', thus linking what the core site will be to what it once was. Some powerful places survive in history, others are washed away in the tides of time, and therefore it is interesting to be aware that this place already houses the legendary sports grounds of Pairc Ui Caoimh, evoking memories of legendary Cork sports figures such as Christy Ring, Billy Morgan and Jimmy Barry Murphy to name but a few.

A successful development of the Marina Park is based on creating a clear identity. Just as Cork city was built on the marshes of the Lee, Marina park was reclaimed from the same river by a dike; 'the marina', making the theme of water central to its character. Our idea is to create a single park with a strong identity based on the presence of water on several levels including storm water retention.

To create a water park that connects these elements with existing water features such as the Atlantic pond, thereby building a strong framework for the different areas. The water will be used in the park in several ways;

- **In a spatial way:**
creating some distance and views in the park;
- **in a functional way:**
being places where the rainwater can be collected, buffered and stored;
- **in an educational way:**
showing how water is a precious resource to be managed, cleaned and reused.
- **in a poetic way:**
reflecting skies and reflecting artificial light in the evenings,

When water plays such an important role, it should be expressed in different ways within the park. A system of streams, canals, ponds and wetlands will deliver a rich new waterscape of many experiences. A redesigned Atlantic Pond will connect via a sequence of urban water gardens to the green linear structure along Monahan Road that connects the park with the South Docklands Masterplan. Along the river and in the park, new wetland areas (reed, bogs, water gardens) will form beautiful dynamic landscapes, with rich habitats, that shimmer and change throughout the year, offering more than just areas of flood protection and water storage.

The flowing lines of water and long curving pathways form an important design motif for the proposed park, inspired by the meandering movement of the River Lee, the landscape morphology and settlement patterns of the Lee valley. Water, paths, and subsections of the park are all seen as flowing elements becoming interconnected as they gently meander along the Lee.

Marina Park's identity will also be based on being a Active Park. We would like to super charge the area with a host of new sport activities, jogging, fitness, climbing, skating, adventure routes but to name a few. At the same time the lawns and pathways provide a quiet refuge for passive recreation.

This place can:
Bring people together;
Be a place for memories,
Be a place for events,
Be a place for festivities.

Many of these qualities are already present; all we need to do is wake the sleeping beauty. The key challenge is to create a vibrant green area that truly functions as a green heart. The main issue is to create an attractive public space, a task involving more than just cosmetic surgery. The new Marina Park should open up the area, making it accessible and providing a strong green framework. Within this framework it should encourage a new mix of uses for as yet unforeseen activities, large cultural events, but also an attractive place for quiet walk on a Monday morning.

We would like to describe the story of the new Marina Park based around a series of themes; activity, accessibility, ecology and culture which will ultimately interact and resonate to become the new Marina Park.

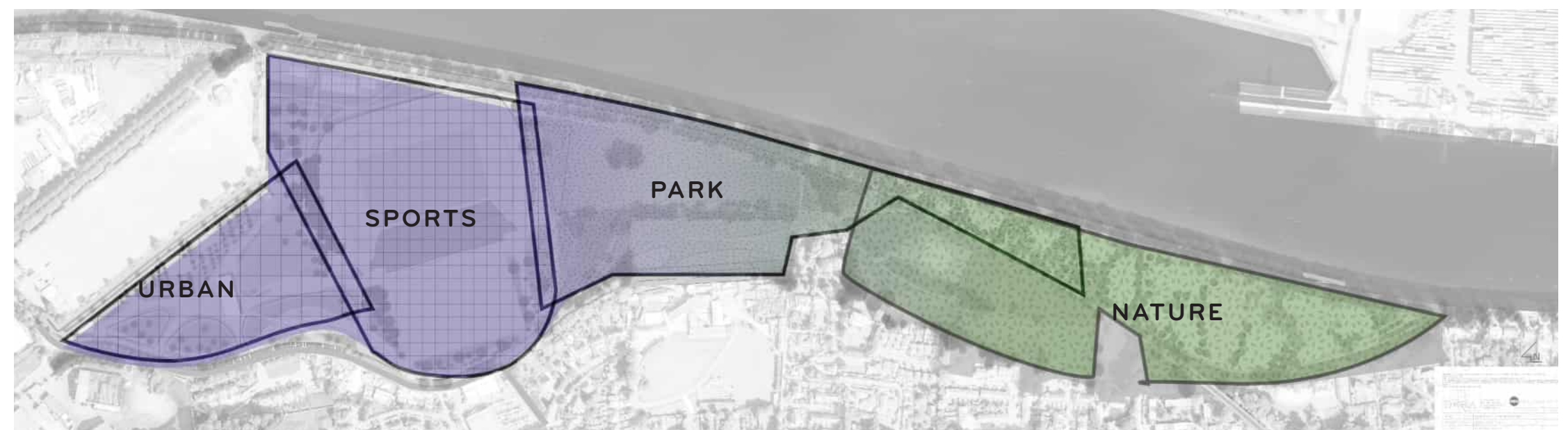
Above all, the Marina Park of the 21st century will be a park for Cork's inhabitants and will offer opportunities for gradual, but also quick and effective change. In the medium term the idea is to create a green framework, a water framework and a framework of infrastructure that creates a strong identity for the park, whilst being flexible enough to offer opportunities to add activities and special places within this framework. The masterplan describes the vision and ambitions for the park but it will not pretend to predict the exact outcome of its development. Instead it sees the development of the park over some steps in time to be carried out in components as finance becomes available.

The master plan is therefore a flexible instrument for growing the park. The design is developed around four themes; the accessible park, the active park, the green blue park and the cultural park.

2.4 CHARACTER AREAS

The Draft Masterplan shows the proposed park having four basic character areas along its length stretching along a west-east axis from Monahan's Road to Blackrock village. The western part of the park is proposed to be urban in character; The Showgrounds area to provide Active sports, the central part of the park (including the Atlantic Pond) is more park-like in character with an emphasis on culture, and the eastern part of the park is more natural and extensive in character.

By following the overall concept, this transition in character will not be abrupt, but will gradually change as one moves through the whole park. The changes will be evident in the density of the path structure, the ornamental or natural choice of planting, the amount and nature of park elements (playgrounds furniture etc.) and the required level of maintenance.



2.5 THEMATIC APPROACH

The Masterplan describes the vision and ambitions for the overall development of the park which will be implemented on a phased basis as finance becomes available. The Masterplan is therefore a flexible instrument for growing the park. The idea is to create a green framework, a water framework and a framework of infrastructure that creates a strong identity for the park, whilst being flexible enough to offer opportunities to add activities and special places within this overall framework.

The Masterplan design has been developed around different themes:

Accessibility	The Accessible Marina Park;
Activity	The Active Marina Park;
Ecology	The Blue Marina Park
	The Green Marina Park
Culture	Architectural Heritage
	Arts & Culture strategy.

The means by which these themes are developed in the Draft Masterplan design is described under each of these themes with supporting imagery and solutions taken from other parks as references.

The idea is to create a green framework, a water framework and a framework of infrastructure that creates a strong identity for the park, whilst being flexible enough to offer opportunities to add activities and special places within this framework. The master plan describes the vision and ambitions for the park but is not a blue print. Instead it sees the development of the park over many years to be carried out in components as finance becomes available. The design is developed around four themes; the accessible, the active, the ecological (green and blue) and the cultural Marina Park. Through these themes the ambitions towards these aspects are established, giving images and solutions taken from other parks as a reference.

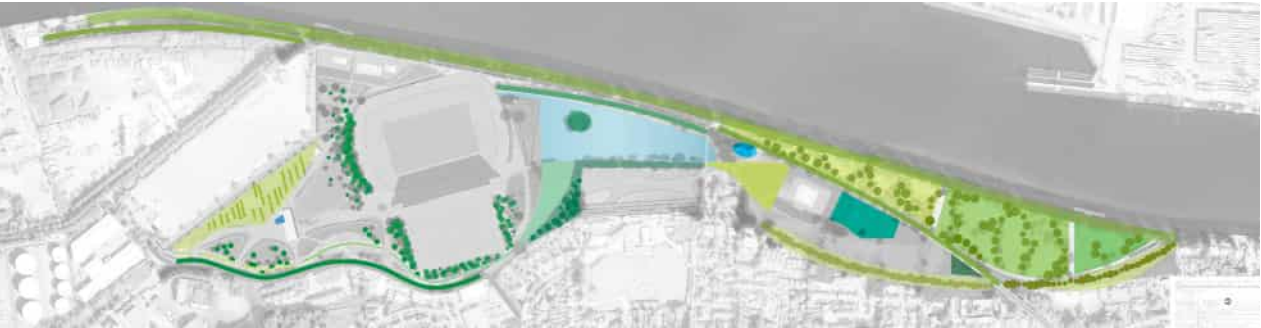
ACCESSIBLE



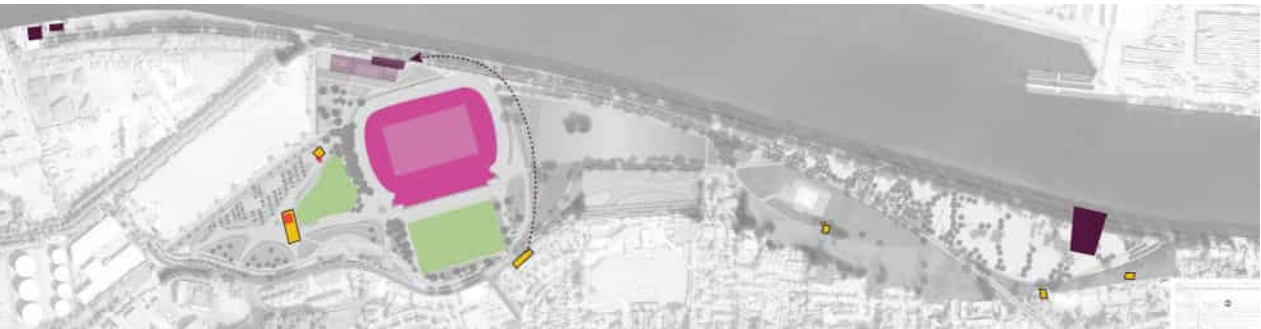
ACTIVE



ECOLOGICAL



CULTURAL



MARINA PARK MASTERPLAN

8TH JULY 2013

MARINA PARK DRAFT MASTERPLAN

SCALE 1:2500







3 THE ACCESSIBLE MARINA PARK

The theme of accessible Marina Park focuses upon how the park will function in terms of routing and is connected to its urban context. The path system provides comfortable main routes, to allow larger numbers of pedestrians to move to destinations and events efficiently, but also allows people to discover new unexpected and adventurous trails.

The park is a neighbourhood amenity as well as a city park and as such needs to be connected on these different levels. The length of the park, the path system and well-designed entrances can make the park a more valuable link in the network than it already is today. The park is inviting for visitors on foot or bicycle.

The circulation and parking of cars is minimised within the park. To service events and other park activity the essential vehicular access needs to be efficiently routed and well licensed/managed. Car parking for big events and matches cannot be arranged within the main body of the park, as even incidental parking on that scale would already put huge constraints on the park design, as it requires a substantial hard surface. Parking capacity for these occasions needs to be arranged at distance from the park in combination with the arrangement of shuttle buses and public transport improvement. This will need time, persuasion and strong enforcement as visitors are currently used to parking cars throughout the adjacent residential districts.

Moving through the park needs to be safe. Currently there are problems with anti social behaviour within the park, especially in certain parts. Increasing movement throughout these areas and improving visibility will help to increase informal supervision and (the feeling of) safety. A good lighting strategy is essential to define the essential, busy routes at night.

Delivery and phasing

Current problems in the Marina Park are the lack of safety and visibility connected with the path system. Especially the 'old railway line' has abundant undergrowth along it and is not properly illuminated. Making this a safer route can be an early win to improve park usage.

The essential path system in the sports zone needs to keep inline with the stadium redevelopment progress. Paths serving the entrances, but also the three permeable zones need to be in place when the Stadium is completed.

In the first construction phase of the park, a simplified path system will be created for area A. For the foundations of these paths the demolition rubble from the showgrounds buildings, boundary walls and pavements will be reused on site. A thin top layer of gravel will give these paths a park like appearance from the start.

Another early win is the pedestrianisation of the Marina, only on the weekends as a first step. The required means to do this are of low cost and the impact on the usage of the park is instantly positive.

The rest of the path system can be gradually developed when the different components are being delivered.

THE URBAN ZONE

This is the most intensively used part of the park. Events and other programme are accommodated through meandering paths and generous promenades that widen into plazas. The lawn areas can serve as extra pathways whenever crowds grow too big and as informal routes.

The main plaza and functional heart of the park is the area around the Central Hall of the former Showgrounds.

Entrances around the park connect the park with neighbourhoods, parking facilities and the city centre.

The main pathways cater for big match and event occasions, but on other days of the year they themselves form the attraction of the park, to stroll, to play and to enjoy the park. From the main pathways and the small trails.



THE SPORTS ZONE

This zone is designed primarily to allow efficient crowd flow on large match days and that capacity can be met whilst considering that it should remain an attractive part of the park on a quiet day as well.

The meandering paths evolve into entrance plazas near the main stadium entrances. The passage between the Stadium and the All Weather Pitch is approx. 13 meters.

Around the south side of the All Weather Pitch the pathway and stream need to connect the east and western parts of the park in a comfortable manner, thus needing at least 15 m of width.



THE PARK ZONE

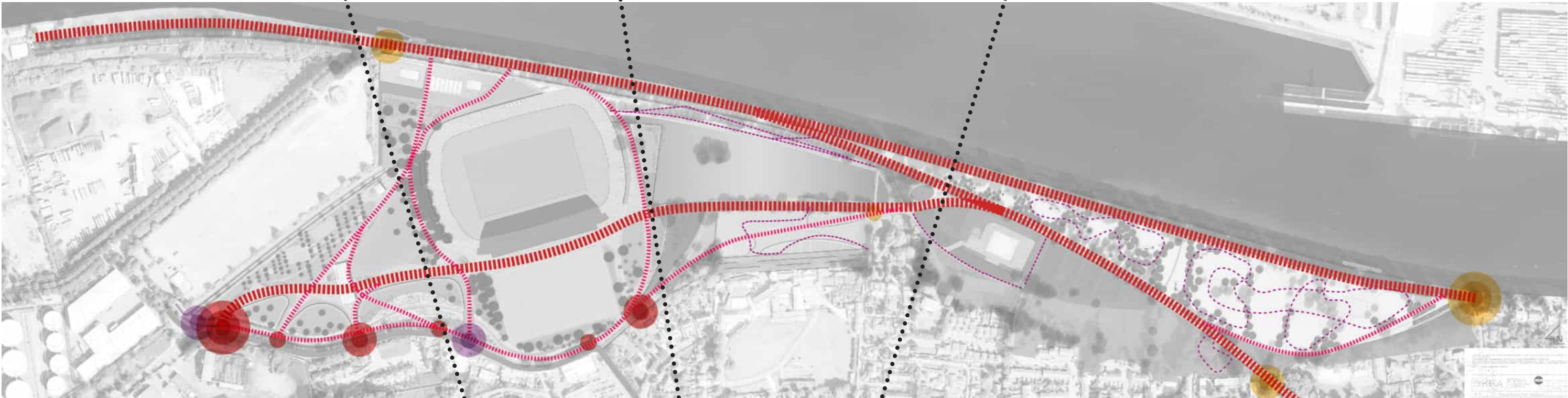
Pathways tend to be narrower here but more numerous to give the impression of being in the park rather than simply walking along it.

A change in surface design can differentiate the paths for different users allowing paths to be shared whilst at the same time meeting the needs of different users.



THE NATURE ZONE

In the nature zone the distinction between the comfortable fast routes and the adventurous trails is essential. Currently the 'Old railway line' is a very busy path that appears to be too narrow for all its users. The trails can thus increase the park capacity to absorb users without conflict and also connect to the Marina, so more closed circuits are provided.



3.1 ENTRANCES

A new system of pedestrian entrances is to be designed for the park with a clear hierarchy to denote use and importance. Three main entrances for pedestrians and slow traffic will be sited at:

- ① Blackrock,
- ② Monahan Road and,
- ③ The Marina.

These main entrances will permit limited access for pedestrians, cyclists and vehicular traffic to the park. The park will have a series of secondary entrances enabling access for pedestrians and cyclists. Finally a series of pedestrian only entrances will connect surrounding neighbourhoods to the park, these entrances will only be provided following consultation with resident groups. These entrances may be closed at night.

Each entrance will be marked by a designed element, to form a family of entrances unique to the park. Our suggestion is to use a painted steel element. The design will have two starting points, one on the west side and one on the east side that will reflect the urban and natural qualities of the park's design. These starting points will then begin to intermingle and overlap as they move from east to west.

④ MARINA PARK - CITY CENTRE CONNECTION

There is an aim to connect the footpath along the quay wall, linking Marina Park and City Centre. Preference is for connection along

the back of the boat storage facility of the Shandon Boat Club. This is an essential, but long term goal. Essential repairs to quay walls should be part of this construction. A multifunctional profile for the Marina in which boulevard, tow path, pedestrians, skating and vehicular traffic (possible public transport at a later date), have been accommodated.

- ⑤ Neighbourhood Entrance from Barringtons Avenue
- ⑥ Entrance over the "old Railway Line"



entrances

The entrances along Monahan road will mark the visitors arrival to the park and will be specially designed as such: a bridge or gate into the park



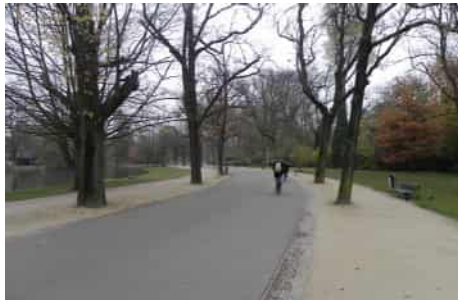
PARK ENTRANCES DIAGRAM

3.2 PAVEMENTS AND HARD SURFACES

A new pedestrian and bicycle infrastructure is to be developed for the new users of the park. The aim is to provide for all kind of users from pedestrians, joggers, cyclists and others and to offer a wide variety of experiences through the park, from easily accessible multifunctional routes, to more challenging adventure trails. Some general starting points for the Marina Park's new pavement infrastructure include the following.

- Clustering of functions to form multifunctional routes instead of dedicated pathways.
- Smooth, comfortable pavements and rougher materials differentiation and usage (reference Park Spoor Noord).
- Wheelchair access: Good accessibility for wheelchairs and prams etc. on predetermined routes.
- Permeability of materials: Rainwater permeability and natural run off feed into drainage channels.
- Car accessibility is limited, yet flexible for larger events.
- Strategy: Spaces are to be designed primarily for pedestrians, with cars behaving as guests.

The pathway infrastructure has a defined hierarchy to encourage (or sometimes discourage) flows and avoid conflicts of use.



Marina Boulevard
Upgrading the Marina as a pedestrianised shared space, with the existing trees.

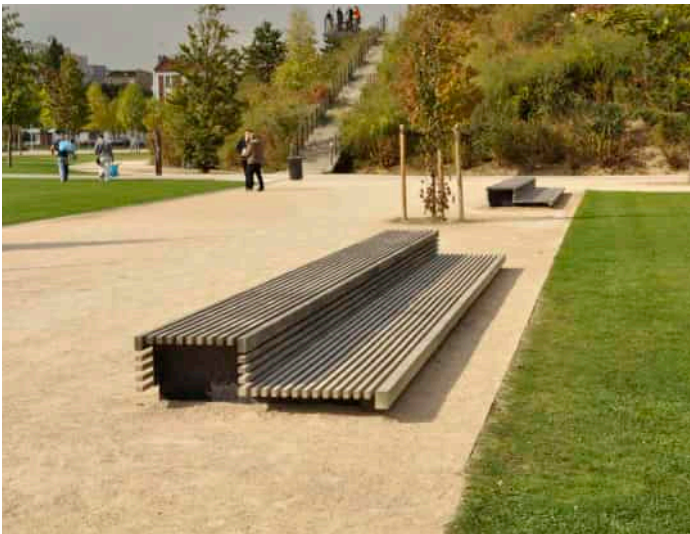
1 PARKWAYS

The main parkways are multifunctional routes that serve all kinds of uses including: cycling, walking, running and designated vehicular use (for example 'maintenance'), skating, etc. Their sinewy form allows easy movement and the maximum 1:20 gradients make them suitable for wheelchair use and use by the elderly in general. These main routes will be composed primarily of asphalt for multifunctional purposes, but may be complimented with other materials such as natural stone and stabiliser. The parkways will be typically a minimum of 5-6m in width and permit multifunctional use (cycling, walking etc.) without having to designate for different kinds of users. Our experience shows that when given enough space, park users are good at taking account of each other. The main throughways will be provided with lighting, painted symbols, text (for example for jogging routes or specifically designated zones, meeting point) and occasional seating.



2 PATHWAYS

The pathways are typically 2-3m wide and are surfaced with bound gravel. They expand the network of the throughways to include interesting routes primarily through green areas. The material discourages cyclists and is typically more suitable for pedestrians. In total roughly 7 km of pathways will be used in the park. The pathways are accessible for wheelchair users but may be steeper at some points than 1: 20. In some cases the pathways will have specially defined uses such as, dog walking or a tow path for the boat clubs.



3 TRAILS

The trails will include the more adventurous path systems that are more challenging to traverse and will be comprised of narrow routes (approximately 1m wide) made from stabiliser. A number of the pathways will follow thematic routes such as; eco, adventure, water or historical trails that will be accompanied by information interface, such as a QR coded board system to access on line information over the ecology, local history, adventure and recreational possibilities of the Marina Park.



PATH FRAMEWORK



3.3 LIGHTING STRATEGY

General principles guiding the lighting design include:

- ① • Required areas and routes: Appointment of essential pathways (like the Marina) and roads that require lighting and other area's that will remain dark.
 - ② • Mark specific areas that need lighting to improve public safety. Area near Shandon boat club.
 - ③ • Special lighting for objects of interest (Heritage structures, special trees, stadium) like Barrington's folly and Dundanion Castle.
 - ④ • Lighting related to events. Increased levels of lighting for crowd safety (e.g. emergency situations) For GAA to indicate and mainly to provide at the façade. Information to be supplied by GAA.
 - ⑤ • Floodlighting the training pitch needs to keep account of the impact on residents. This needs to comply with Cork City Council policy.
- The Park lighting scheme needs to take notice of effects for the bat population.

LIGHTING DIAGRAM



PARKING AND ACCESSABILITY

DAY-TO-DAY SITUATION

Parking for the general public is provided around the perimeter of the park. In locations where parking is now informally used, we proposed to arrange it in a formal and most efficient way: perpendicular along Monahan's Road and along the Marina towards Shandon Boat Club.

The Draft Masterplan proposes that access to the Stadium and all weather pitch should occur from the Marina side. This arrangement is proposed for health and safety reasons as the optimal solution to avoid unnecessary car movements across the pedestrian priority areas through the park to the south of Pairc Ui Chaoimh.

Car access for visitors and staff to the stadium can be managed in the most appropriate way from the Marina, as pedestrian movement is expected more parallel to the Marina than perpendicular to it and there is need for car movement for the rowing clubs in any case. The total width of the Marina makes it possible to design a traffic solution where slow traffic and cars can both move around safely. The majority of public parking spaces is located on this side of the park, making it logical that the Marina becomes the general approach by car. Access around the back of the stadium to get to a parking place is an eminently acceptable solution. Modern office blocks with a car park have parking entrances that are not necessarily linked to the front door.

MATCH AND EVENT DAYS

On big match and major event days the Masterplan proposes that service vehicles and outside broadcasting units use the pathways proposed from Monahan's Road. These two access paths, that also need to cater for emergency vehicles, will be designed to integrate with flowing motif of the park (min width 5m) and will be fully integrated into the design of the park. The Masterplan also proposes a second entrance from Monahan's Road which will be used only in very limited circumstances – i.e. to bring articulated trucks directly onto the stadium pitch for the purposes of setting up and taking

down stages. These trucks can either exit through the same route or onto the Marina. For this the Marina needs to be checked for structural stability.

These vehicular access routes to the stadium need to be available at all times and therefore need to be at +0.70 m EOD minimum.

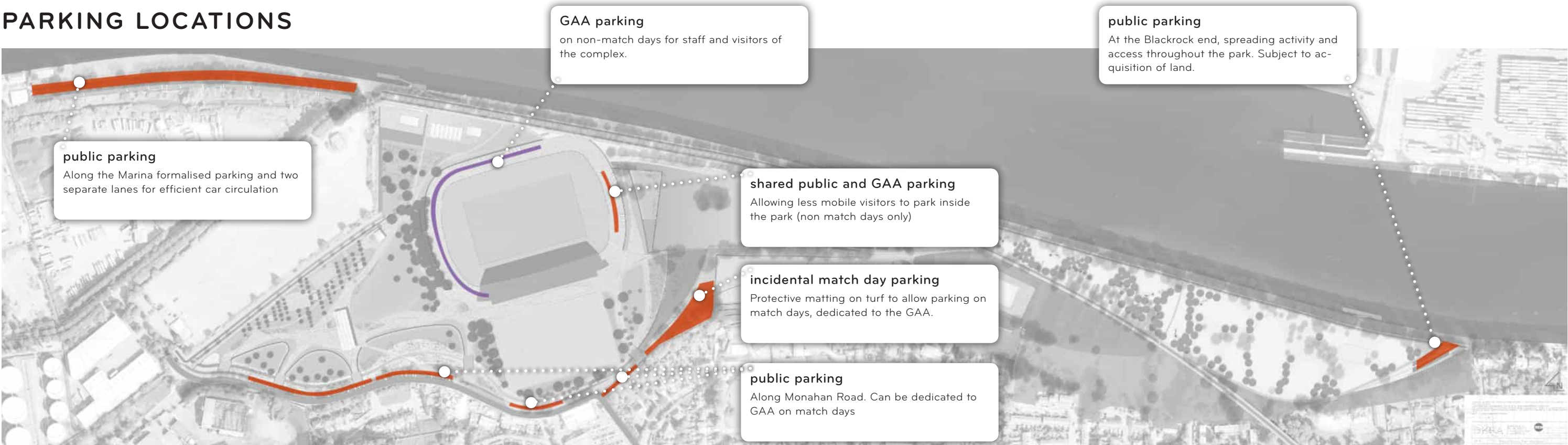
Spectator entrances (pedestrian) are provided on four corners of the Stadium, connected at ground floor level and at the front facade. Pedestrians can enter the stadiums premises.

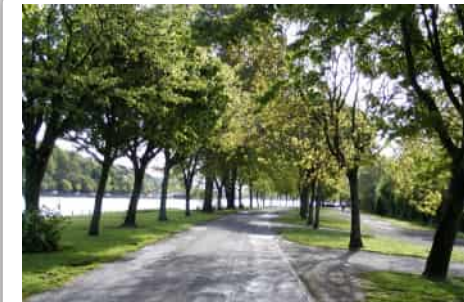
In terms of public parking, the Draft Masterplan proposes that the existing parking area located between Pairc Ui Chaoimh and the Atlantic Pond and over which the public have access should remain and be enhanced. This will allow persons with mobility impairments (i.e. wheelchair users/parent and child) to have easy access to the park. On big match days and on event days all these spaces directly around the stadium will not be available, as all the space around the Stadium will be required for pedestrian circulation and special services (broadcasting etc.). Licenced parking for officials and vips needs to be reserved on these days, located along Monahan's road (dedicated public spaces) and inside the park along the southern boundary (temporary provisions to park on grassed area)

The vast majority of parking spaces on match days (general event visitors) need to be managed further away from the stadium in the context of a managed match day / event plan. This good practice is employed at Croke park and Aviva Stadium, where car parking is provided commercially at more than 1 kilometer from the venue. Public streets around the Aviva Stadium are being blocked for car traffic 2 hours before a match within 500 m distance.

The Masterplan provides drop off / pick up points for buses at the perimeter of the park. This could be used to transfer visitors from park and ride locations on match days (shown in the entrances diagram)

PARKING LOCATIONS





Marina

Pedestrianising the Marina as an early win in attracting public and making the park an instant success

GAA access

On non-match days staff can access the complex by car

truck access for events

Articulated trucks can enter or exit the stadium from the Marina. Subject to stability check by engineer,

VEHICULAR ACCESS





4 ACTIVE MARINA PARK

Our ambition is to design a park that attracts more users and activities than we can currently imagine. We create a platform to accommodate these events within the park.

The park needs to play a part in the everyday life, but should also be a podium for outdoor activities, culture and sport.

The four character areas subtly distribute the different activities (planned and spontaneous) throughout the park. The urban zone focuses on the program of a city park with the provision for events and more intensive use.

The sports zone forms an area for a range of boating facilities, the Stadium and Centre of Excellence. The park zone is a green amenity for picnics and walks, the Atlantic pond being at its centre. The nature area retains more space and quiet for ecological development and history, being a leafy, green world full of hidden castles, follies and interesting ecological areas to explore wildlife in.

The play and sports facilities are well

distributed through the park, so they are in easy reach of the surrounding neighbourhoods. The spontaneous use of these facilities allows the park to become a part of the family's daily routine.

The attraction of the Marina Park will be the constant availability of pleasant open space to stroll, sit down and relax. It will at the same time be the focal point for programmed events and festivals in Cork. The fact that there is always something going on in the park is an important attraction as well. This balance between programmed and un-programmed use requires a variety of spaces.

Visits to the current park and consultation with the many user groups and stakeholders have given us adequate insight regarding uses, demand for additional facilities and varied opportunities of the lands. However we realize that a good park design will always cater for those activities, which haven't even been imagined yet! Flexibility and a robust framework is the best way to guarantee this component of the design.

THE URBAN ZONE

The area will become the setting for local markets, workshops, events and entertainment as well as areas to sit at or walk through during lunchtime. The old showground building will form the new focal point for a food and drinks facilities as well as a play area for younger children.



THE SPORTS ZONE

The sports zone will be dominated by the Stadium and Centre of Excellence. The events and activities in the complex combined with park context gives the Marina Park a unique potential. The complex needs to render some public attraction at all times in order to make pedestrian passage through and around it pleasant (shop, coffee bar, museum, sports bar, exhibitions). However, a hub of boating facilities is proposed along the Northern part of the park.



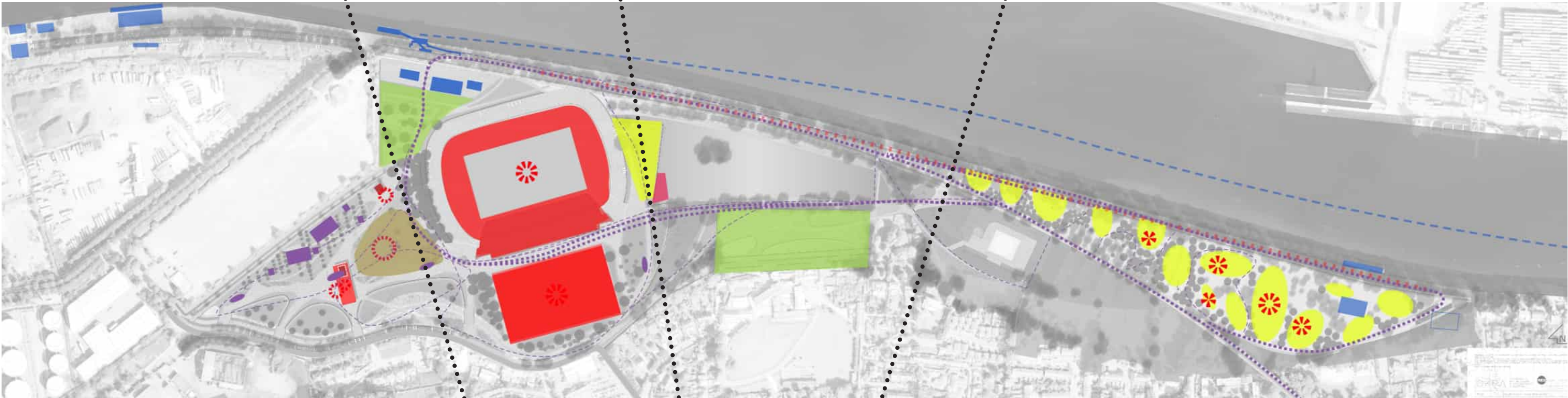
THE PARK ZONE

The park area will invite the general public to walk, sit and enjoy the colourful plantings and vistas. Different arrangements of spaces and seating can attract a range of user groups at different moments. Specific user groups are provided for (like wheel chair access and model boats facilities)



THE NATURE ZONE

In the nature area there are less facilities for specific program. People walk their dog, have a picnic and occasionally events can be hosted here. It's the area for education about natural habitats and for park ranger tours). There are provisions for adventurous play (climbing through tree tops, sliding down slopes or crossing wetland areas)





Showground Cafe

A covered terrace under the central hall of the former Showgrounds building as a focal point for public park activity.



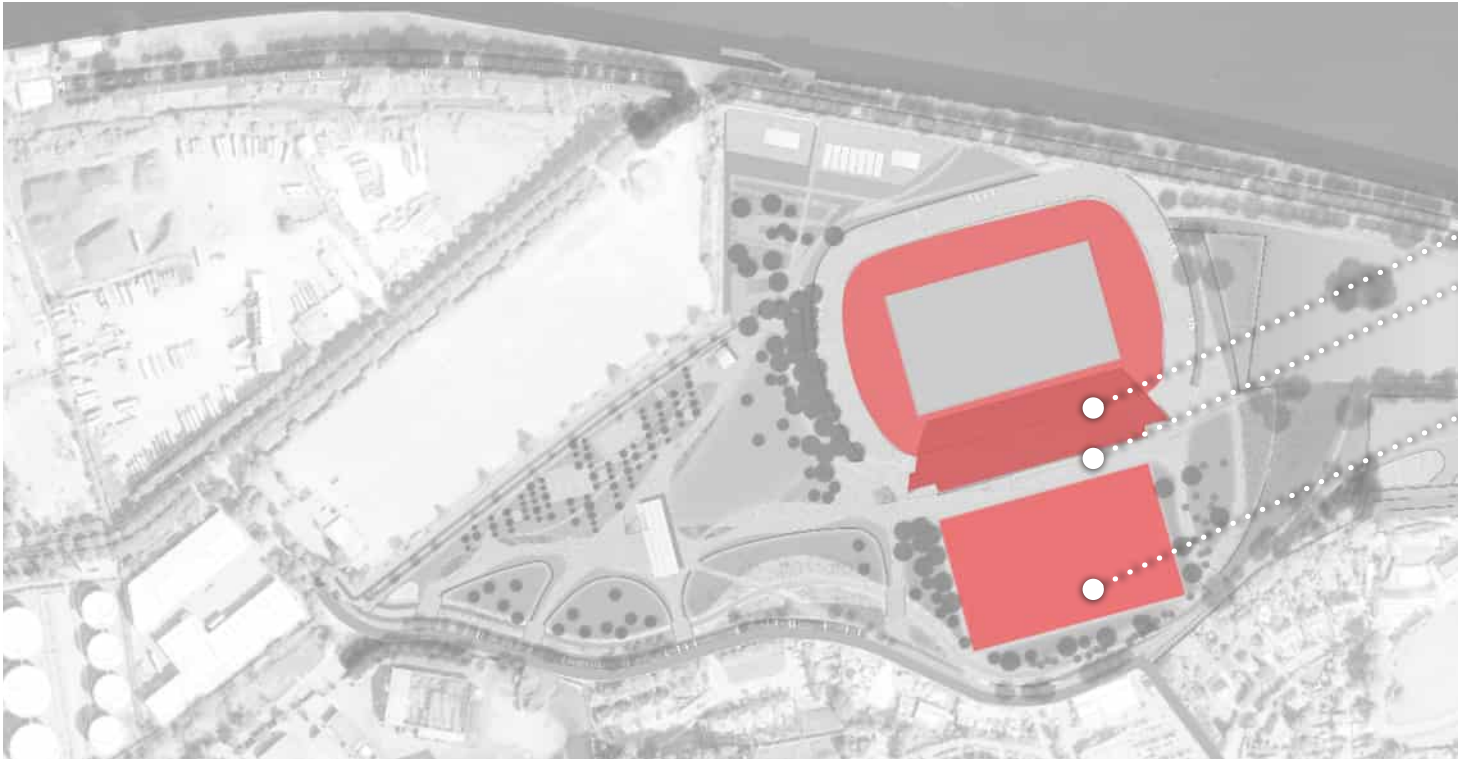
picnic

Marina Park provides a variety of lawns for picnics, overlooking the pond, the River Lee or public play areas.

PICNIC AND PARKLANDS



GAA SPORTS AND CENTRE OF EXCELLENCE



Pairc ui Chaoimh
Proposal for the new South Stand.

Permeable zone
Plaza connecting eastern and western part of Marina park (min. 13 m wide).

All Weather Pitch
Proposed location for the ful size GAA pitch of artificial turf with floodlights.

EVENTS



Events Field
Outdoor performance space, using facilities from the retained buildings around it.

Pairc ui Chaoimh
Venue for GAA matches and big music and cultural events.

All Weather Pitch
Potential for events.

Marina Boulevard
Ideal location for parades and markets

Events Meadow
Location for informal events, possibly in combination with the Marina



Alotment gardens / tree nursery

small gardens will be a public attraction a part of the park. Alternative location further down the escarpment.



Model Yacht club

A docking facility for the model boats. This is a request that can be integrated into proposed design.

- Suggested site along the Atlantic pond near the new stadium.
- Minimum depth of the Atlantic pond: 1.00 m (usable part of it).
- Accessibility to the water (a boardwalk along the deep part of the pond)



Community gardens

Gardens for special needs groups or other organisations that benefit from the enclosed nature of the convent gardens. Subject to acquisition of lands.

COMMUNITY PARK





Paddling pool for children (3-6).
This pool will be a fresh water paddling pool near the old showground building. The pool can be filled during very warm weather only with high quality mains water that requires to be strictly monitored for health and safety.



Marshland playground
Wetland informal playground, building huts, making (supervised) campfires, etc.



Kick a ball!
lawn area for informal ball sports, no permanent goals provided.



outdoor fitness
spread along this part of the Marina, in combination with the jogging track



Tree top walk
Location for this or for high ropes adventure or small BMX track.
Alternative location at the quarry.

Jogging track
Several distances indicated along the route and fitted with electronic timers.

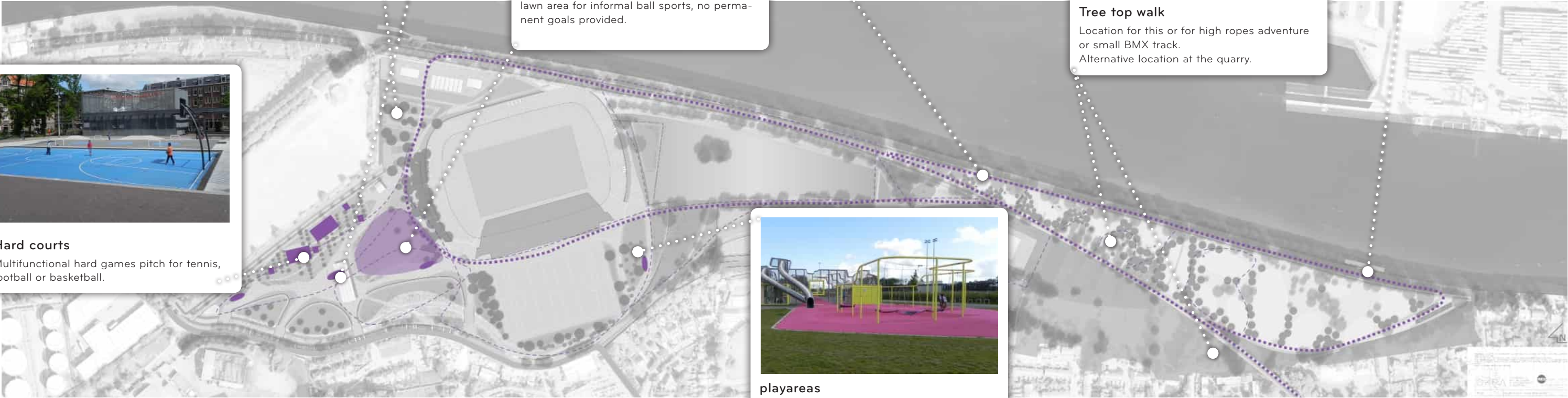
PUBLIC SPORTS AND PLAY



Hard courts
Multifunctional hard games pitch for tennis, football or basketball.



playareas
inspiring play areas for different age groups close to park entrances



BOAT CLUB FACILITIES

There is a number of Boat clubs located on the Marina already. Our aim is not to concentrate them in one location as the activity these clubs generate can animate the whole park. To group them in pairs or combine them with some private usage of parking, boat storage and slipways would improve the feasibility of new developments.

Depending on available funding there can be two different approaches. With little budget the current (and currently planned) slipways will need to provide for all boating activity. So proposed expansions need to cluster around these.

With more budget and still growing demand the preferred option is to form a new cluster and boat slip facility on the wide bank of the Marina between the Shandon and Lee Rowing Clubs.

**Shandon Boat Club**

Objective to move their storage from the back of their boat shed slightly east, bordering the River Lee. This makes it possible to achieve the city centre connection at a later stage.

Lee Rowing Club

New boat slip. Also proposed location for Meitheal Mara and Presentation School boat club

Cork Boat Club

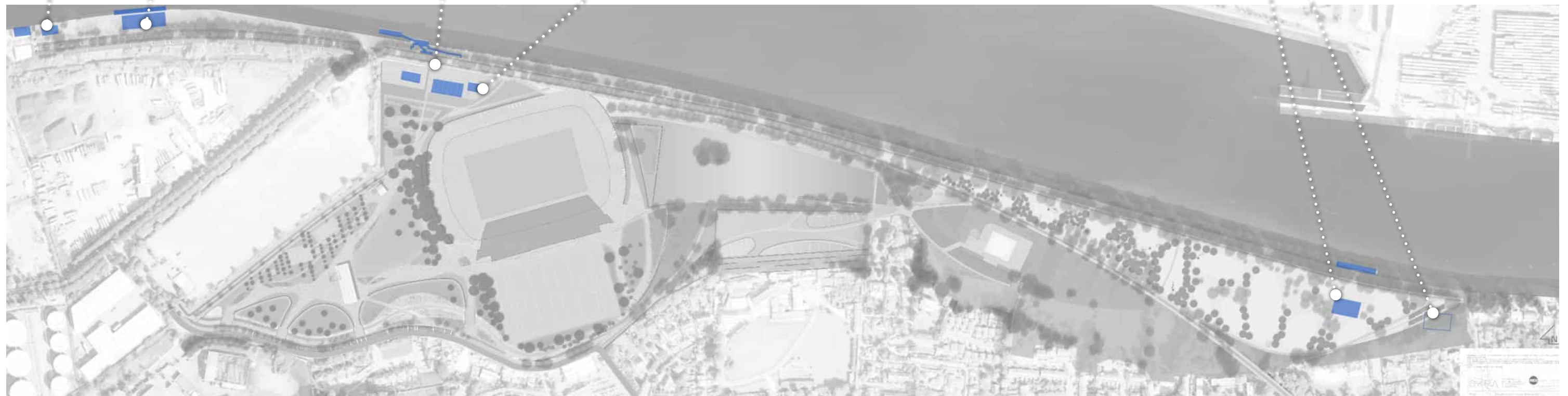
New location with planning permission. Alternative (preferred) location in outline. To be shared with Blackrock Boat Club.

New additional location

Probable location for two organisations to share facilities. The quay is wide enough here to fit a building and retain all trees.

Victorian Viewing Stand

Potential location for the viewing stand from the showgrounds will depend on existing structural condition, practical uses and cost involved.

BOATING



5 BLUE MARINA PARK

The presence of water in the new Marina Park lies at the heart of its identity. The park formerly formed part of the Lee's floodplain and washed along the escarpment at Dundanion castle. We propose to rediscover this identity in a new form by developing a network of contemporary water features and gardens throughout the park as well as enhancing the water front experience of the marina itself. The blue park is a sustainable water system that promotes ecological values and diversity.

Cork suffers from floods from time to time, caused by storm water run off, combined with tidal levels of the Lee River and to protect the centre. Quantities of storm water need to be retained in designated low areas within the park for some hours incidentally, until the Lee tide allows it to be flushed out. Drainage modelling has established the required capacity for these storm water storage cells and the masterplan is designed so that this amount can be accommodated. These lower green area form part of the park, but are likely

to be under water for a few times per year. In the current situation the Marina Park suffers from some water problems frequently, due to the lack of positive drainage of its surface. The masterplan makes provisions for adequate drainage to solve these problems and identifies areas where incidental water catchment is arranged.

DELIVERY AND PHASING

Currently the park usage is limited due to poor drainage in most areas. A quick win in usable park space can be achieved by improving this. The linear wetland park around the south of the site should be created at an early stage to create not only a drainage solution, but also a solid green amenity space. As soon as the water connection into the Atlantic pond is constructed, the rest of the water framework can follow parallel with other components of the park. In the mean time, the performance of the outlet valve to the Lee needs to be monitored and maintained.

THE URBAN AREA

In the urban zone the water framework has two different objectives. One is to take in storm water from the linear park along Monahan road and collect water from within and around the showgrounds area and arrange it to flow to the Atlantic pond. A sequence of low lying areas form storm water retention cells, that can contain water till a next low tide allows it to be washed into the Lee river. The second is the creation of ornamental water. Pumped from the Atlantic pond onto a higher level in a constant flow, it helps to create an attractive park landscape and has a purifying effect on the water itself.



THE SPORTS ZONE

The Sports zone focuses on the optimum continuation of the water connection around the south of the complex and on securing the sports facilities from flooding. Note that the all weather pitch has vast dimensions and the capacity for retention of storm water underneath it would be very desirable. Through the wetland area between stadium and Marina water from the Atlantic Pond will be recirculated through a purification channel.



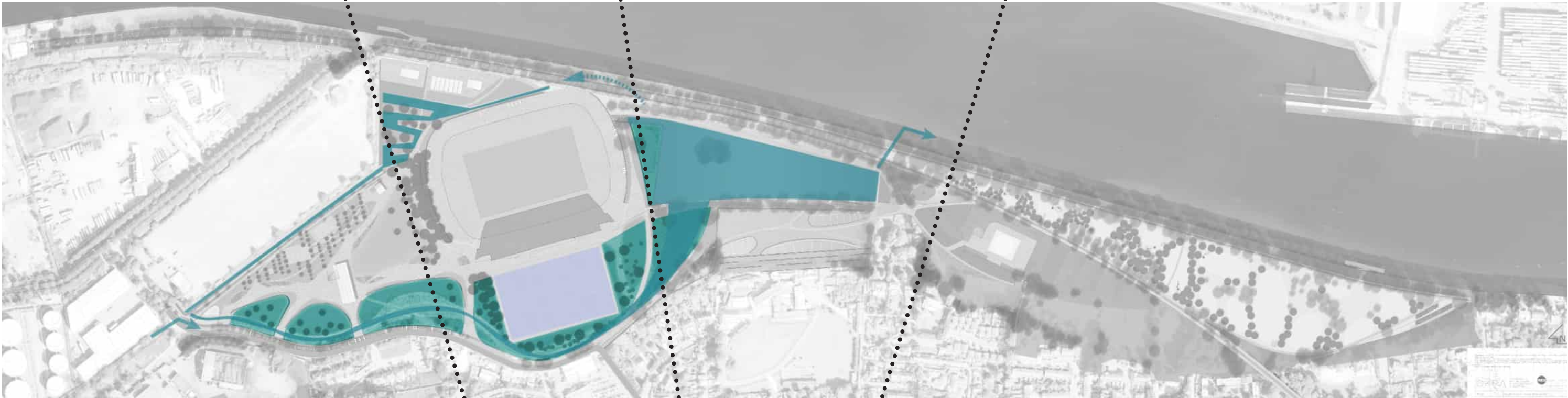
THE PARK ZONE

In the park zone storm water retention will also be achieved and this will be noticeable along the whole perimeter of the Atlantic pond, as water levels will need to fluctuate. Working with different levels of drainage will create variation in achievable decorative planting as well.



THE NATURE ZONE

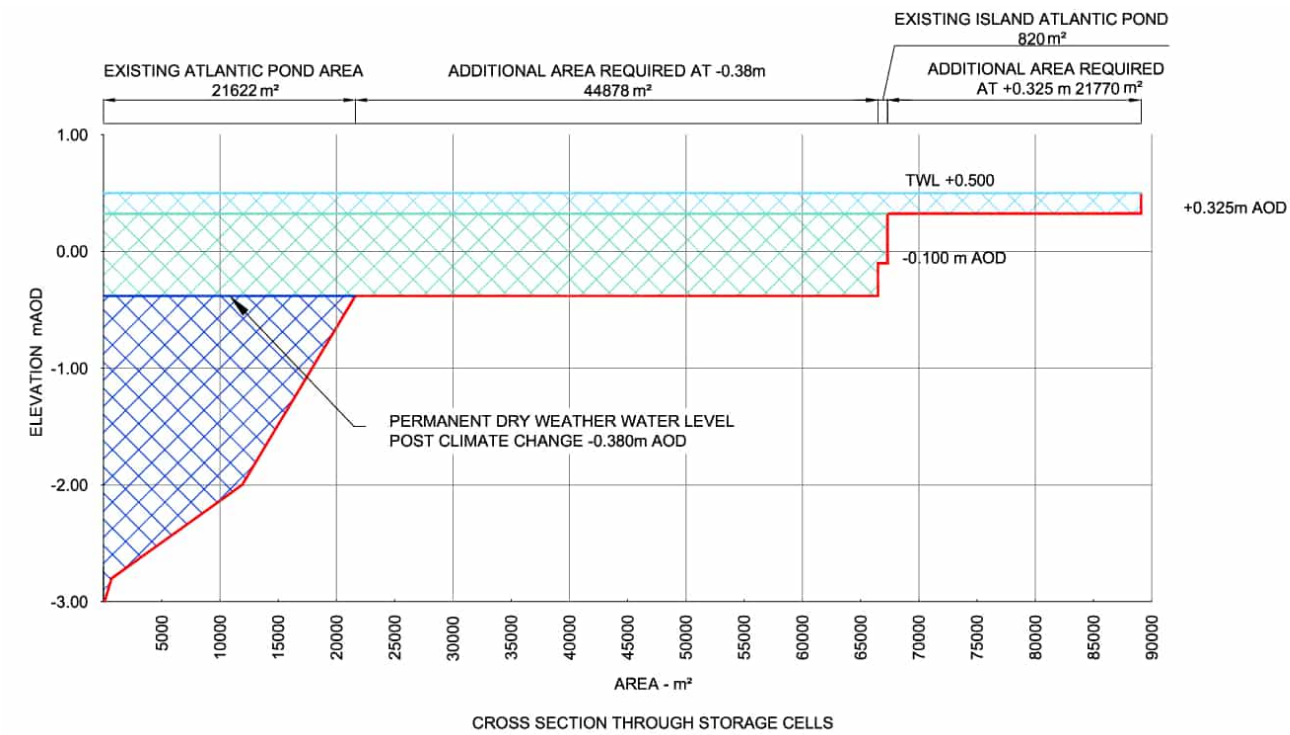
In the nature zone different levels of drainage are created as well, thus making more of the area accessible and creating more variation. The valuable habitats east of the pumping station will be safeguarded.



DRAINAGE & STORM WATER STORAGE

Marina Park is located within a flood risk zone and forms the drainage valve for the South Docks area. As such it is a basic functional drainage requirement and is the last resort in terms of flood attenuation. The park therefore plays an essential role in the flood risk management of the South Docks area. The diagram demonstrates how the storm water retention requirements can be achieved. The swales need to cover an area of 44.878 m² and needs to be set at levels of -0,380 OED.

Sufficient incidental storm water storage can be provided in the clear blue areas shown on the attached image. The proposed all weather pitch will also need to be adequately drained with the optimal solution being the provision of water storage under the pitch. This would be essential in order to achieve the required storage capacity. Various technical options are available which vary in storage capacity and cost. The advantage of this on-site drainage solution would be excellent drainage of the pitch surface.



FLOOD STORAGE CELLS DIAGRAM





Water Course

Carrying little water normally, but able to bring larger amounts of storm water through the park.



Wetland area

Water pumped up from the Atlantic Pond circulates through a purification system.



Wetland path

low lying path crossing the retention cell

Retention cell planting

Choice of tree species is related to the water level: Taxodium, alder or willow. Planting design in the wetland areas can be more decorative or more natural



Atlantic Pond

Edges of the pond will be reshaped to enlarge the retention capacity.



Fern garden

Bowl shaped area from where storm water is flushed out into the River Lee.



Cascade

Circulated water drops into the natural water course, that leads to the Atlantic Pond.

WATER CIRCULATION



FLOOD PROTECTION

The masterplan defines the areas available for incidental flooding, but the rest of the park will be protected from flood at different levels. In general, the areas above +0.325 EOD would only flood once in 20 years and above that, chances become even less. The Masterplan has to provide flood protection for Pairc Ui Chaoimh, meaning that the Stadium has to be completely surrounded by a 'dike' at a level of +0,70 m EOD. Raising the ground levels of the park as it approaches the boundary with the stadium will provide a large part of this protection.

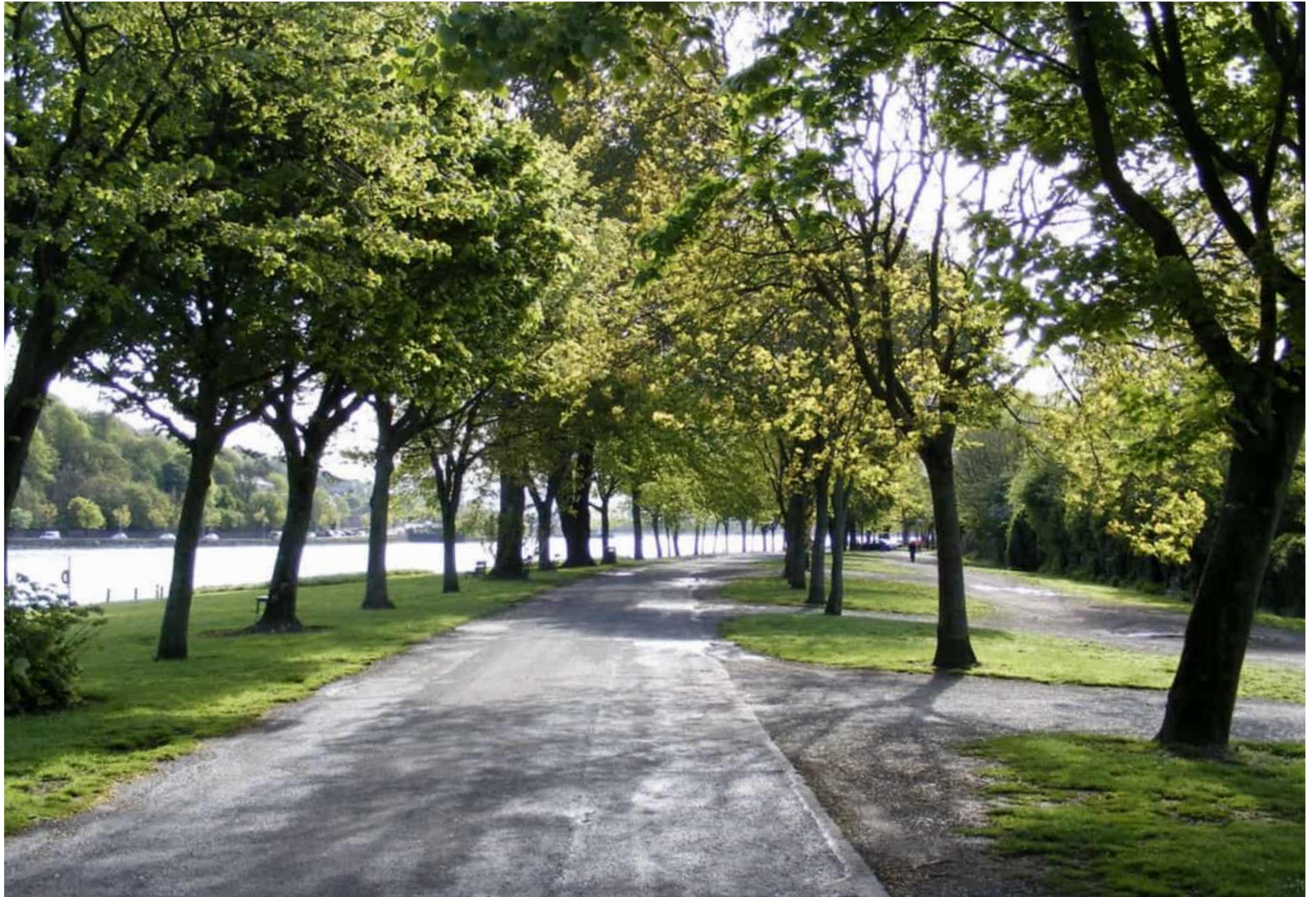
The vehicular access roads also need to have that level of flood protection. This needs to be addressed especially in the level design of the red permeable zone, as an increased level or a flood barrier.



Pairc ui Chaoimh
a berm around the stadium protects from floods in a 100 year occasion.

Access routes
2 access routes need to provide safe evacuation and emergency access at the same level of flood safety.

FLOOD PROTECTION



6 GREEN MARINA PARK

The green marina park covers most of the total area of the park. This theme defines the tree layer, as well as the grasslands and areas of ornamental planting.

The main strategy is to build on existing qualities and to retain ecological habitats, where they are currently valuable. This focus on the marshland area, east of the pumping station and more generally scrub and tree stands, that for the living environment for bats and other fauna.

The tree layer forms the spatial backbone of the park and does that already to a large degree. Only a few existing trees cannot be retained where ground levels are lowered to achieve water storage. That loss will be compensated by new trees that will strengthen the parks green framework.

The basic strategy is to retain all trees possible. Due to new ground levels some trees cannot be retained. In the area where most flood water retention is situated (inside the showground area) there are virtually no existing trees. For every tree that cannot be retained there will be 2 new ones replanted. On a conceptual level this green tree framework is a contrast of formal and an informal rim along the park. The formal monumental avenues accompany the Marina and the 'Old railway Line' are in contrast with the informal and varied tree groups along the escarpment.

A lot of the existing under planting is spontaneous and has little diversity or botanical value. The lack of visual openness in many parts of the park, especially along

pathways, causes the park to be socially unsafe in those places. The new layer of low under growth, contributes to a more diverse, more colourful and safer park.

As part of the green framework we propose to strengthen, diversify and improve much of the tree layer according to the natural ecological gradients (local conditions) and the ecological potential (those trees that would grow there without extra maintenance) found in the park. To illustrate the design principles for the tree layer we have earmarked specific zones and describe the types of planting that we wish to use. Ecology is a concept that refers to the naturally existing value of nature. For the design team it also refers to new ecology, that which is created by remaking the landscape, and increasing the natural potential of soils, water and climatic conditions within the existing ecosystem. This idea of new nature forms an important building block for the Marina Park and is also intertwined with extensive management and sustainable water systems.

DELIVERY AND PHASING

Major improvements can be achieved by the Councils direct work force. Opening views and clearing undergrowth should form part of a guiding maintenance plan. These early wins make the Area B more accessible, dispersing the users throughout.

The first phase level changes to area A could make it desirable to raise levels in area B in proposed locations at the same time (as soil becomes available)

THE URBAN AREA

In the urban zone we find more ornamental planting with brightly coloured swathes of perennials, herbaceous and shrub borders. Tree masses densify towards the park perimeter to strengthen the green impression of the park. After the Eastern Gateway bridge has been constructed, a part of this zone will change. This is reflected in the planting scheme by proposing a temporary nursery to grow trees for the rest of the park.



THE SPORTS ZONE

In the sports zone planting is confined along the water connection around the south of the all weather pitch, creating a tree planted wetland area. The tree layer also helps to integrate the stadium into the park by creating a green plinth.



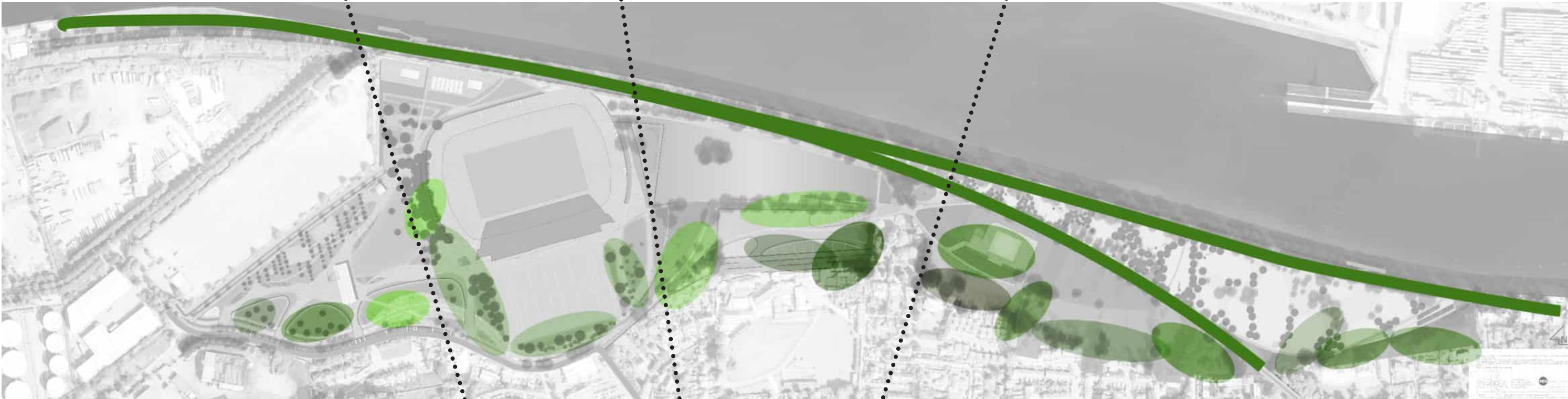
THE PARK ZONE

The park zone focuses on ornamental quality and variation in planting, reacting on topography. The south facing slope of the Marina, the wetland zone along the convent wall are examples of this.



THE NATURE ZONE

In the nature zone different levels of drainage are created as well, thus making more of the area accessible and creating more variation. The valuable habitats east of the pumping station will be safeguarded.



THE MARINA

The marina forms a very attractive boulevard along the waterfront, with three rows of beautiful lime and plane trees forming an historically important landscape element in the park. These bands of trees require to be protected retained, strengthened and replanted to ensure the continuity of the boulevard and the character of the marina.

INTENSIVELY MAINTAINED LAWN AREAS

These are high maintenance grass areas that are to be mowed 20 times per year. They are primarily for lying on and are concentrated in the urban area of the park. Some of these areas may even be reinforced to permit occasional vehicular access. Possible combination with bulb planting.

HERONRY ISLAND

Birdlife reserve area needs to be protected from the increase of human activity where possible. Proposals for boardwalks or pathways are as distant from the island as current.

THE MARSH

The marshlands is recognised as a valuable and sensitive habitat and is not to be altered in terms of planting, access and drainage levels. To access the location of Barrington's Folly a path along the marshland will be upgraded.

THE MEADOWS

These meadows currently have stands of younger trees and several groups of mature trees. We propose that the meadow be restructured into a series of more defined areas which are to be enclosed by groups of trees. This new tree structure will retain as many of the existing trees as possible and recommends the replanting of the younger trees. We propose that the new tree layer be planted with groups of colourful tree species such as groups of Liquidambar, Liriodendron, to create a classical park like atmosphere.

THE WOODLANDS

The woodlands have a natural feel to them and stretch from the meadows to the rising mains on the north side of the railway line. This area is mainly planted with alders and sycamore. We propose intensifying and diversifying this tree layer by planting new trees such as ash, alder and oak species. The woodlands is to become home to an adventure play area for children. The woodland will have raised areas forming dry lawns for picnicking and sitting, with views over the Lee. .

GREEN FRAMEWORK**SHOWGROUND AREA**

The Showground area is divided into two parts: those parts which can be flooded and those which remain dry. The stream area along the Monahan Road will be planted with trees which can tolerate partial planting such as Taxodium, Alnus species. The drier areas will be planted with parkland trees suitable to this area such as Tilia, Quercus, Fagus, Fraxinus. We recommend that the final selection of trees species is carried in consultation with the maintenance and parks department.

THE OLD RAILWAY LINE

The railway line is lined with sporadic informal plantings of tree stands. Many of the trees are partially covered in ivy and enclose the railway route with undergrowth making it unsafe to use in the evenings and blocking views into the surrounding park. We propose to improve the experience of this walkway by removing the ivy and undergrowth along the top of the railway line to improve visibility to the surrounding areas of the park and to make the route better for users.

ORNAMENTAL POND PLANTING

The series of water features which have been developed will have a number of focal points where ornamental planting will play an important role. Colourful iris gardens and wet moss areas will form some of the important focal points.

HERBACEOUS AND GRASS BORDERS

To develop swathes of colour in the park that can be easily integrated with grass areas, we propose a limited palette of tall perennial plants and grasses planted in swathes. These herbaceous borders offer more diversity than seasonal bedding and are less expensive to maintain.

THE QUARRY FOREST

(Opposite the meadows on the Southside of the railway line is the quarry forest.)This is not within the boundaries of the park but should that situation change we recommend retaining all the trees and partially clearing out the undergrowth (in particular along the boundaries of the railway line to enable a number of pathways. Managing this woodland to ensure the continued regeneration of large native trees is our aim for this area.

THE ESCARPMENT.

The escarpment is to be planted with various native forms, including oaks, beech and alders. The idea is to create a sense of boundary for the park with fantastic autumnal colours. At the same time less monumental trees will be cleared to expose a number of the historically interesting buildings and structures such as Dundanion castle. For the steeper parts, the soils are free draining, drier and have less soil and more bedrock. This habitat suits deep rooting trees such as oaks. Where the soils are deeper other trees such as beeches can prosper. At the foot of the escarpment the soil is typically wetter and more suitable (ecological gradient) for tree species that thrive on wet conditions.

FLOWERING GRASSLANDS

Low maintenance wild flower meadows or grasslands can be developed on sandy soils with nutrient low substrates. Wildflower planting is low maintenance and offers spectacular colour in spring, summer and even into the autumn. Some wildflower areas appear to be naturally occurring in the marina park. We propose that more of these areas be developed (for example along the railways line) by adding a top layer of sandy soil (such as found in the showground area) to other parts of the site.





7 CULTURAL MARINA PARK

ARTS AND CULTURAL HERITAGE OBJECTIVES

This section sets out two key strategies which will contribute towards the park's development: an arts strategy and a strategy for the conservation of park's built heritage. The integration of public art and the development of cultural spaces into Marina Park are key objectives of this Masterplan. It is the objective of the City Council to:

- Make the park a showcase for the cultural and artistic community of Cork to use and meet for spectacles and events;
- Integrate public art into the park;
- Develop the park's capacity for civic ceremonies, festivals and events by providing the required civic/community gathering spaces;
- Develop creative play installations;
- Use existing landscape, heritage values

and artistic features to express cultural identity and give a sense of place to the new park.

- Express cultural identity and heritage values by:
- Rediscovering the history of the site and reinterpret the cultural heritage of the area;
- Open up the park to its hidden architectural monuments and re-using some structures that have lost their original function;
- Integrating public art into the landscape;
- Developing a programme of events, festivals, performances, neighbourhood celebrations and a recreational programme.

It is proposed to deal first with the arts strategy and thereafter with the conservation strategy.



THE URBAN ZONE

This zone will host the primary entrances to the park from Monahan's Road. It is envisaged that the park will not be enclosed, however the design and making of entrance gates or portals will be commissioned in order to give a distinct sense of identity and place to Marina Park. (images) This Public Art Commission will be managed by Cork City Council, and a specific brief should be developed as part of the detail design of this phase of the park.

The plazas and proposed events field adjoining the Showground's pavilion will provide ample opportunity to act as outdoor performance space and to host specific gatherings, local markets etc. At detailed design stage these spaces should be designed in such a manner which takes the needs of such events into account – i.e. necessary power points/service connections. Specific consultation with the relevant stakeholders who will design and deliver events in this area once complete will be undertaken during the detail design phase. It is also recommended that a portion of the existing cattle sheds be retained during Phase 1 of the park's development (i.e. prior to the development of the Eastern Gateway Bridge). Amongst other things this building could serve as art workshops or storage/making space for artist organizations or community groups such as Meitheal Mara, subject to such areas being adequately protected from flooding. This will help to animate these buildings and enliven the park in the early stages of its development. These cultural facilities will require upgrading to be fit for use during Phase 1 following identification of the user group.



THE SPORTS ZONE

The stadium will act as the centrepiece for the hosting of major concerts and events within the park. It is also recommended that a cultural facility such as a museum be provided within this building. There will also be an opportunity to ensure that a permanent piece of public art is commissioned as part of the stadium's redevelopment. The Public Art Commission is a key part of the stadium and a brief should be incorporated at preplanning stage, as well as delivery being a condition of planning.

It will be important that the park's furniture and lighting runs through the central permeable red zone between the stadium and all weather pitch to ensure that this area reads as part of the public park. There will be opportunities to engage artists in the commissioning of the design for these elements of the park which will lend it a unique identity. This Public Art Commission will be managed by Cork City Council, and a specific brief should be developed as part of the detail design of this phase of the park.

The design of the boundary treatment of the proposed all weather pitch is a critical factor in helping to mitigate severance of the facilities from the public park. There are good examples of how the involvement of community groups in the design of this element of design can help to integrate the development not only physically but also perceptually. The Public Art Commission is a key part of the stadium and a brief should be incorporated at preplanning stage.



THE PARK ZONE

Maritime events can be supported in this area. The proposed relocation of the Victorian Viewing Stand to this location echoes the former re-use of pavilions from the Cork Exhibition for use as boat clubhouses in the 1930s. It is intended that this structure becomes populated by Meitheal Mara who can continue on the traditional craft of wooden boat building from this structure while at the same time allowing for a continuation of its former use as a sporting viewing platform. Specific consultation with the relevant stakeholders who will design and deliver events in this area, once complete, will be undertaken during the detail design phase.

Once the Marina is pedestrianised it could provide an ideal location for the hosting of a local market – possibly relocated from Blackrock village. This is an ideal site for water based spectator events and City Council should help to identify suitable opportunities for such programme through all phase of the project.



THE NATURE ZONE

Within the nature zone the meadow areas will provide opportunities for smaller informal events to be organised. The more natural setting can inspire art works that deal with varied aspects of nature, or explore contrasts with nature.



ARTS POLICY

It is the ambition of Cork City Council to add a cultural layer to every part of the park and to have cultural input or the commissioning of art into every detail and every phase of the design process. This applies to every type of development, both public or private, commercial, leisure or sports. In every step of the project we can find interesting opportunities for commissioning new public art or integrated arts and culture input.

As outlined in Cork City Council's Arts & Cultural Strategy 2011–2015 all of the Council's policy work together to achieve the following vision:

'The arts carry and convey meaning. Through images, language, music and movement the various art forms offer layers of emotion and thought. As a city we gain in understanding and civility through recognising and promoting the arts.

Cork City Council is committed to culture as one of the key pillars of our city. The principals of transparency and access to information which inform the manner in which local government operates, also inform the manner in which we develop and implement our cultural policies.'

Cork City Council is committed to supporting artistically excellent public art programmes across all art forms that impact, animate and connect with the public and/or the community they are made either for or with. The Council is committed to following best practice in the planning and implementation of public art programmes and commissions and to comply with the National Guidelines in this regard.

Public art, broadly defined, can take many forms and perform many functions but essentially public art is all art which takes places outside of a gallery context.

'Public art creates connections with a people, a time and a place . . . creating opportunities for public engagement with contemporary arts practise. Public art projects can be of any form and can work within or across many art forms.'

The Cork City Development Plan 2009–2015 recognises the role which art plays in the life of the city. The following policies of this plan which are of relevance to the Marina Park Masterplan are outlined as follows:

'Policy 8.3: Support Artistic Spaces: 'To support the provision of spaces for artists in suitable buildings to live, work and exhibit'.

Policy 8.4: Provision of Public Art: 'To promote and encourage the provision of public art in large scale developments, in public parks and in other public spaces and also by ensuring that all construction projects undertaken by the Council which are supported by Government funding are considered for the 'Per Cent for Art Scheme'.

The Docklands Public Art Strategy was produced in 2010 and sets out the policies for arts and culture within the public realm of the Cork Docklands. The Strategy seeks to create a dynamic and distinct identity for Cork Docklands through the creation of opportunities for temporary works, permanent works, events and performances as well as contributing to the creation of new creative spaces for the entire city and the region. Many of the fundamental

values of this strategy will be reflected in our approach to culture and the arts in Marina Park by:

- Reinforcing a dynamic and distinct identity for Cork Docklands. The industrial quality of the Docklands is an important component of this identity;
- Encouraging contemporary forms of art and culture that reinforces innovative and sustainable values, and act as a podium to promote Cork as a creative city;
- Identifying opportunities and situations where conversations can be initiated with Cork City Council, rather than prescribing in advance the art and the artist;
- Promoting best practise;
- Adopting the Percent for Art Scheme for the development of arts and culture.

The cultural opportunities that Marina Park can offer will be key to its success and its ambitions as a 'place to be'. The ultimate success of the Marina Park will be largely determined by how Corkonians perceive, use, and value the park in the day-to-day life of the city. Our ambition is that the Marina Park will play a central role in the cultural programme of Cork City's Docklands and attract all kinds of new and exciting events throughout the year. Artists and arts groups, have the skills to work with the site and the existing park users and to make manifest in their projects the wealth of heritage and cultural traditions which exist in a site as varied and culturally layered as Marina Park.

As the park is to be incrementally developed over a number years, it is important to promote and integrate art into each step of the park's realisation. Art interventions can therefore be temporary, with the phasing of the park as a source of inspiration. As the lifecycle of the park develops, components of the park will become more permanent. The requirement for larger permanent commissions will increasingly emerge. It is important that all new commissions underpin and reinforce the overall identity and philosophy of the Marina Park as well as its industrial, agricultural and sporting heritage. We would also like to encourage the idea of applied art as an integral part of the park design in such areas as park furniture and lighting and boundary/entrance treatments.

We propose that the Marina Park becomes a space which is capable of hosting large and small scale cultural events both by ensuring that such spaces are integrated into the design of the overall park and designating specific locations and buildings which can provide space for arts organisations and cultural activities.

CONCLUSIONS

Cork City Council is committed to the preparation of an action orientated Marina Park Arts Strategy arising out of this Masterplan. This will identify commissions and opportunities for artists and arts organizations within the park. It is intended to commission this strategy during Autumn 2013. This will inform the detailed design, development and implementation of the park at each project phase.



ARCHITECTURAL HERITAGE

A comprehensive architectural and heritage report (Howley Hayes, 2012) has been prepared for the existing buildings in the Marina Park. This report documents the quality and importance of the buildings and makes recommendations for the future re use and retention of these structures. These are the conclusions from the report.

Marina Park, to the east of Cork city centre, is situated on reclaimed land along the southern shore of the River Lee close to the harbour mouth. It adjoins the South Docks, a former industrial area scheduled for re-development for housing, retail, leisure and offices. The western half was intially was used as a city park, then a racecourse and is now a brownfield area awaiting significant re-development. The eastern half was reclaimed later, after the introduction of the Cork, Blackrock & Passage West railway in 1850, and has since been used as a city park. There are two main access routes through the park. One is the Marina, a tree-lined avenue following the Navigation Wall begins at Shandon Boat Club and continues as far as Blackrock Harbour. The second follows the route of the former Cork, Blackrock & Passage West railway, the tracks of which have been removed to create a pleasant footpath and cycle way that is well shaded by mature trees. The latter starts at the Atlantic Pond and continues on to the viaduct leading to Rochestown. Marina Park features some interesting architectural heritage, including a medieval tower house, a nineteenth-century folly and fine clubhouse. The Navigation Wall remains largely intact, and the former show grounds buildings, while not protected structures, are of significant social and historical interest. There are many pleasant areas within the park including a range of different habitats. The Atlantic Pond was used to drain the reclaimed land and is now a popular amenity for walkers. However there are also several areas that are difficult to access due to the site's topography and lack of maintenance.

The Animal Halls and Livestock Stalls are of considerable social and historical significance due to their association with the Munster Agricultural Society and their annual Summer Show for over 110 years. The shows were important social, cultural, commercial and educational events. The buildings are, however, of modest architectural or technological merit and are now vacant. In a poor state of repair, it is unlikely that a viable and sustainable new use can be found for them to justify their full retention. Creative adaptation should be encouraged, as the wide spans of the large interiors means that a number of uses could be considered. Otherwise, the buildings should be recorded with drawings and photographed carefully prior to their removal. The protected structures within the site boundary; Dundanion Castle and Barrington's Folly reflect the historical development and use of the area. These buildings are to be retained and conserved as part of the proposed master plan for the park. Some other structures within the site also require protection in order to conserve the eighteenth, nineteenth and twentieth century architectural heritage. Together, all of these strands of interest combine to make the Marina Park an important historic place of regional cultural significance.

DEMOLITION AND RE USE

Some of the buildings are of historic social importance, but have low architectural significance such as the showground buildings. These buildings will be almost entirely demolished (preserving the buildings would be prohibitively expensive) the central section will be retained for re use. The steel supporting structure and roof of this central piece will be retained to form a pavilion in the park. Within this pavilion we propose that new buildings housing cultural functions such as a café, information point or community centre could be built.

In the same way we propose that the cow sheds be partially retained to house new temporary functions such as workshop areas for artists or community groups (such as Meitheal Mara and Cork Community Art Link)



SHANDON BOAT CLUB

The clubhouse for the Shandon Boat Club dates from 1896, and has been attributed to the architect J.F. Mc Mullen. It is one of the most visible buildings to survive that reflect the long established recreational use of the site. It remains in use and was refurbished recently.

SUMMARY OF CONCLUSION REGARDING INDIVIDUAL STRUCTURES

Structure/ Place	Protection Status & Recommendation	Rating	Conservation Recommendation	Conservation Strategy
Shandon Boat Club	Not protected Recommend RPS	Regional NIAH reg. no. 20507191	Preservation & repair	Removal of later additions & reinstatement of balconies Setting enhancements
Navigation Wall	Not protected Recommend RMP/ RPS	National	Preservation & repair	Any alterations to be reversible
Boundaries & Park Infrastructure	Not protected Recommend RMP/ RPS	Regional	Preservation & repair	Any alterations to be reversible
Barrington's Folly	RPS ref: PS489	Regional	Preservation & repair	Conservation repairs & setting enhancements Access improvements Any alterations to be reversible
Former Railway Infrastructure & Buildings	RPS ref: PS492 (Bridge) RMP ref: CO-074-120 (Station house)	Regional	Preservation & repair	Compatible new use for station house Any alterations to be reversible
Former Showground Buildings	Not protected	Regional	Record	Partial removal following photographic and drawn record Adaptive re-use of sections of structure for new park facilities
Viewing Stand	Not protected Recommend RPS	Regional NIAH reg. no. 20867055	Preservation & repair	Removal of later additions Relocation Access improvements Any alterations to be reversible
Dundanion Castle	RMP ref: CO-074-049	Regional	Preservation & repair	Conservation repairs & setting enhancements Access improvements Incorporation into park boundary
Boat House & Slipway	Not protected Recommend RMP/ RPS	Regional	Preservation & repair	Further investigation & survey Conservation repairs & setting enhancements Access improvements



NAVIGATION WALL

Built in the 1760s, the Navigation Wall is an impressive feat of early civil engineering construction to prevent the south channel of the River Lee from silting up close to the mouth of the harbour. It is a stone quay wall nearly three kilometres in length that led to the reclamation of a large area of land along the river.



Convent Wall



BARRINGTONS FOLLY

Barrington's Folly, which is also a protected structure, was built within the gardens of Lisnalee. The house and gardens predate the reclamation of the Marina Park site, and the folly would once have been one of the most conspicuous structures along the approaches to the city from sea.

The folly is currently in poor condition following decades of neglect and requires urgent Intervention. It is important that this structure be made more accessible to the public following its repair and consolidation. A viable and sustainable new use should be found for the building when considering any new park facilities for the site.



ARCHITECTURAL HERITAGE

two retained showgrounds buildings: Central Hall and a small portion of the Cow Sheds



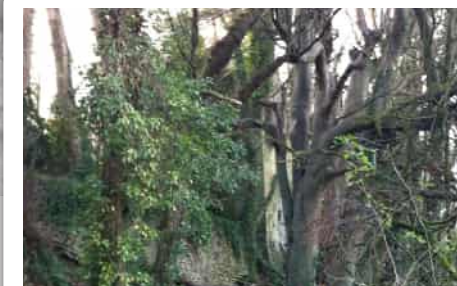
VICTORIAN VIEWING STAND

The Victorian viewing stand is the most architecturally significant element of all the Showgrounds buildings. The Viewing Stand in the show grounds was used to view the main entertainments of the agricultural show, such as equestrian sports and judging of prize livestock and horses. It is proposed to retain and re-use this structure by re-locating it.



BOUNDARY WALLS

The site features fine stone boundary walls dating from the nineteenth and possibly the late eighteenth century. In more inaccessible areas the walls are at risk from ivy growth and tree roots and have been reduced in height due to partial collapse due to neglect. Many of the walls have lost a lot of their mortar and require re-pointing in lime and sand.



DUNDANION CASTLE

The medieval tower house known as Dundanion Castle was built by the Gallwey family in the 1560s. It is located on an elevated ridge facing towards the river, with a slip leading down to sea level. Its north wall forms part of site boundary, but the tower house is located on private property within the gardens of Dundanion House, built by renowned architect Sir Thomas Deane. When first built, the tower house was the most prominent structure in the area, but is now obscured by trees and is in a vulnerable state of dereliction. Its present setting and condition need to be addressed in any proposals for the redevelopment of the site into new city park.

Cellar / boat house



FORMER RAILWAY BRIDGE

