



MARINA PROMENADE

PART 8 REPORT



OKRA LANDSCAPE ARCHITECTS | O'CONNOR SUTTON CRONIN

COLOPHON

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CONTENTS

1.0 INTRODUCTION

- 1.1 OVERVIEW
- 1.2 THE VISION FOR THE PROMENADE

3

2.0 CONTEXT

- 2.1 SITE CONTEXT
- 2.2 SITE HISTORY
- 2.3 HISTORICAL FEATURES ALONG THE PROMENADE
- 2.4 EXISTING PROMENADE ASSETS

5

3.0 DESIGN PROPOSAL

- 3.1 MARINA PROMENADE VISION
- 3.2 DESIGN PRINCIPLES
- 3.3 GENERAL ARRANGEMENT MASTERPLAN WEST
- 3.4 GENERAL ARRANGEMENT MASTERPLAN EAST

8

4.0 PALETTE

- 4.1 MATERIALS PALETTE
- 4.2 SITE FIXTURE PALETTE
- 4.3 SOFT LANDSCAPE PALETTE

22

APPENDIX

- APPENDIX 01: SITE DRAWINGS
- APPENDIX 02: ARCHAEOLOGICAL, ARCHITECTURAL HERITAGE & CULTURAL HERITAGE IMPACT ASSESSMENT REPORT
- APPENDIX 03: APPROPRIATE ASSESSMENT SCREENING REPORT
- APPENDIX 04: ENVIRONMENTAL IMPACT ASSESSMENT REPORT SCREENING REPORT

1.0 INTRODUCTION

1.1 OVERVIEW

Cork City Council is proposing to upgrade and improve the Marina Park Phase 1 area, through a Part 8 Planning Consent Process.

The project consists of repurposing approximately 1.8km of the existing promenade (The Marina Road) to deliver a combined footpath-cycle path and improved public spaces. Improvements will involve the replacement of public lighting between Church Avenue and Blackrock Harbour, the addition of further public lighting between Centre Park Road and Church Avenue and the installation of plazas and balconies. The site lies within the jurisdiction of Cork City Council.

The development of Marina Park has been a long-term ambition of Cork City Council. Following the adoption of the Marina Park Masterplan by Cork City Council in July 2013. The Masterplan describes the vision and ambition of the overall development.

The proposed development consists of the following:

- Creation of a high-quality amenity for pedestrians, cyclists and disabled users along the Marina from the junction with Centre Park Road to Blackrock Harbour.
- Provision of new seating areas, plazas, and balconies at intervals along the proposed promenade.
- Provision of new pedestrian and cycle access points from the Marina Promenade into the adjacent Marina Park including Atlantic Pond and the Cork City to Passage West Greenway.
- Retention of the formal tree planting along the route
- Protection and enhancement of the natural heritage, green space and biodiversity of the area.
- Provision of an access road serving Lee Rowing Club, Pairc Uí Chaoimh/Atlantic Pond and the lands in between.

- Provision of public lighting and feature lighting along the length of the Marina
- Other associated works including street furniture, utility ducting, etc.

Cork City Council appointed a multi-disciplinary team led by OCSC Engineering consultant with OKRA landscape architects. The team brings expertise in the areas of planning, public realm, urban and landscape design, transportation and civil engineering design and environmental assessment.

The purpose of the proposals are to deliver the following outcomes:

1. Creation of a place with a unique feel marking it out as a key attraction in Cork City.
2. Provision of an end-product fully integrated with the rest of the Marina Park and the Passage Railway Greenway

3. Creation of a car free zone between Centre Park Road and Church Avenue.
4. Creation of a continuous wide promenade with considerable numbers of recreational and commuter pedestrians and cyclists.
5. Creation of a pleasant, attractive and safe space with adequate provision of seating, bike parking, recreational space and a number of focal points along the promenade.
6. Retention and strengthening of the formal tree planting along the route
7. Protection and enhancement of the natural heritage, green space and biodiversity of the area.
8. Provision of a quality lighting solution along the length of the Marina
9. Provision of a high-quality landscaped space
10. Provision of upgraded and future proofed drainage, communication, electrical and other utility services.



Marina Promenade boundary

1.0 INTRODUCTION

1.2 THE VISION FOR THE PROMENADE

The objectives of the proposed scheme are:

1. Provide a unique attraction for Cork City which will serve to integrate the Marina Park, the Passage Railway Greenway, Blackrock Village and Docklands.
2. Provide significantly improved infrastructure for cyclists and pedestrians along the Marina and improve its commuter, recreation and amenity value.
3. Create a sense of space for visitors of the area.
4. Provide for improved integration with the greenway by providing a focal point at the main entrance to the improved Greenway on the Marina.
5. Provide for protection and an enhanced appreciation of the formal tree planting along the Marina.
6. Deliver measures to improve the travel experience along the corridor to enhance the user's journey, safety and convenience.
7. Provide a safe, attractive and enjoyable riverside experience for users of the Promenade.

The Promenade will be car free from Centre Park Road to Church Avenue, providing a shared surface for pedestrians and cyclists with a total paved width of 6.0m, widening to 7.0m at the filtered permeability gate at Church Avenue.

Maintenance vehicles associated with the Promenade, the Marina Park, the Irish Water pumping station and utilities infrastructure as well as emergency vehicles will be able to access the Promenade through demountable and retractable bollards.

Between Church Avenue and Blackrock, the existing road provides vehicular access to private residential properties, and this will be maintained. Along this section, the existing road comprises a 2.5m-wide footpath on the southern side, a 4.80m-wide two-way carriageway and a 3.2m-wide footpath on the northern side.



Birds eye view

The dimensions of the southern footpath will be retained, whilst the surface finish and kerbline will be renewed. It is proposed to reduce the width of the carriageway to 4.8m, allowing the northern footpath to increase in width to 3.2m. The traffic volume, traffic speed and proposed carriageway width are suitable for a Shared Street cycling regime, in accordance with the National Cycle Manual.

The proposed design provides an access road serving Lee Rowing Club, adjacent proposed rowing facility, Pairc Uí Chaoimh and Atlantic Pond. The road will be a 5.0m wide two way carriageway with raised table crossing facilitating boats and pedestrian movement to the pontoon. It will include a set down area, blue card parking and will interface with the with the existing path from Marina Park Phase 1.

2.0 CONTEXT

2.1 SITE CONTEXT

Located along the south bank of the River Lee, the Marina Promenade Part 8 application area includes ca. 4.54 hectares, located within the larger 32 hectares Marina Park Masterplan.

The immediately surrounding area consists of industrial, residential, educational, recreational/community and commercial/retail business land uses. To the north, the study area is bounded by the Lee River. Lee Rowing Club, Páirc Uí Chaoimh, The Atlantic Pond, Galweys Dundanion Castle, Holland Park, and residential areas all lie to the south of the promenade. To the east is Cork Boat Club, residential housing, and Lough Mahon. Shandon Boat Club, Marina Commercial Park and Kennedy Quay are located to the west of the site.

The design of the proposed scheme was developed with regard to the following:

- Cork City Development Plan 2015-2021
- Cork Metropolitan Area Transport Strategy 2040
- The Marina Park Masterplan
- The Marina Park Part 8 Planning Report
- The Marina Park Progress Report
- Passage Railway Greenway Phase 1 Design
- Marina Park Phase 1 Design
- Draft Cork City Development Plan 2022-2028

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) has been developed by the National Transport agency (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council. This strategy takes its lead at national level from the National Planning Framework 2040 and the National Development Plan 2018-2027 and builds on previous transport studies including Cork City Centre Movement strategy, Cork Area Strategic Plan (CASP) and the Cork Metropolitan Cycle



Map showing the main features of the site

Network Plan. CMATS identifies the need to incorporate more active travel and incidental exercise into our transport system.

The Cork City Development Plan identifies the docklands as an area for significant population and employment growth. The Marina Promenade will serve to complement the redevelopment of the docklands as well as encourage greater recreational activity between Docklands and Blackrock Village.



Existing Marina Promenade

2.0 CONTEXT

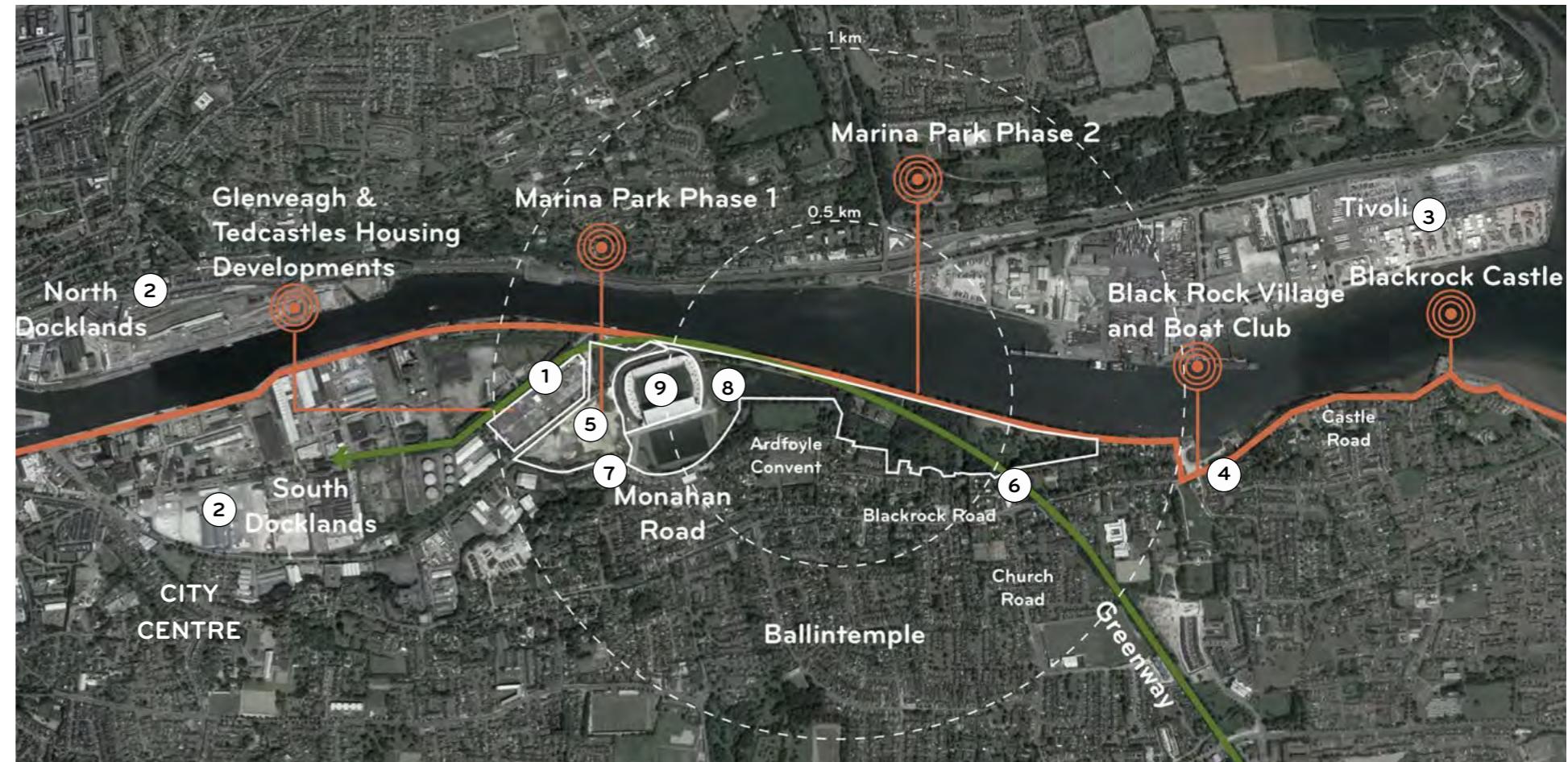
2.1 SITE CONTEXT

URBAN CONTEXT

The Marina Promenade is part of the Marina Park Masterplan approved in 2013, to create a 32 hectares regional park at the east of Cork City. The Marina Park is central to the redevelopment of the South Docks area. The regeneration of the Cork Docklands area is a key part of the strategy for growth in the wider region to meet the objectives of social, economic, and environmental sustainability as advocated in the Cork Docklands Development Strategy 2001 (CDDS).

The Promenade will also benefit the wider city through the development of cycle and pedestrian connecting links to the city, the greenway, west of Shandon Boat Club and eastwards to Blackrock Village and Blackrock Castle and the Mahon walkway.

In the close proximity to the Marina Promenade area, the development of Pairc Ui Chaoimh, the completion of phase 1 and Greenway, the proposed scheme for the Marina Park the phase 2 and Blackrock village, create a network of high quality public amenities that form the Marina Park Masterplan and beyond.



PLANNING CONTEXT

The South Docks Drainage Strategy (Levels Strategy Stage 2)

Cork Docklands Development Strategy 2001 (CDDS)

South Docks Local Area Plan, 2008

Cork City Docks Issues Paper 2017

Cork City Development Plan 2015-2021

Cork City Draft Development Plan 2022-2028

Cork Metropolitan Area Transport Strategy (CMATS)

South Docks Drainage Strategy (Levels Strategy Stage 2)

1. Glenveagh & Tedcastles Housing Development

2. Docklands

3. Tivoli Docks

4. Black Rock Village and Boat Club

5. Marina Park Phase 1

6. Greenway

7. Monahan Road

8. Marina Park Phase 2

9. Pairc Ui Chaoimh



2.0 CONTEXT

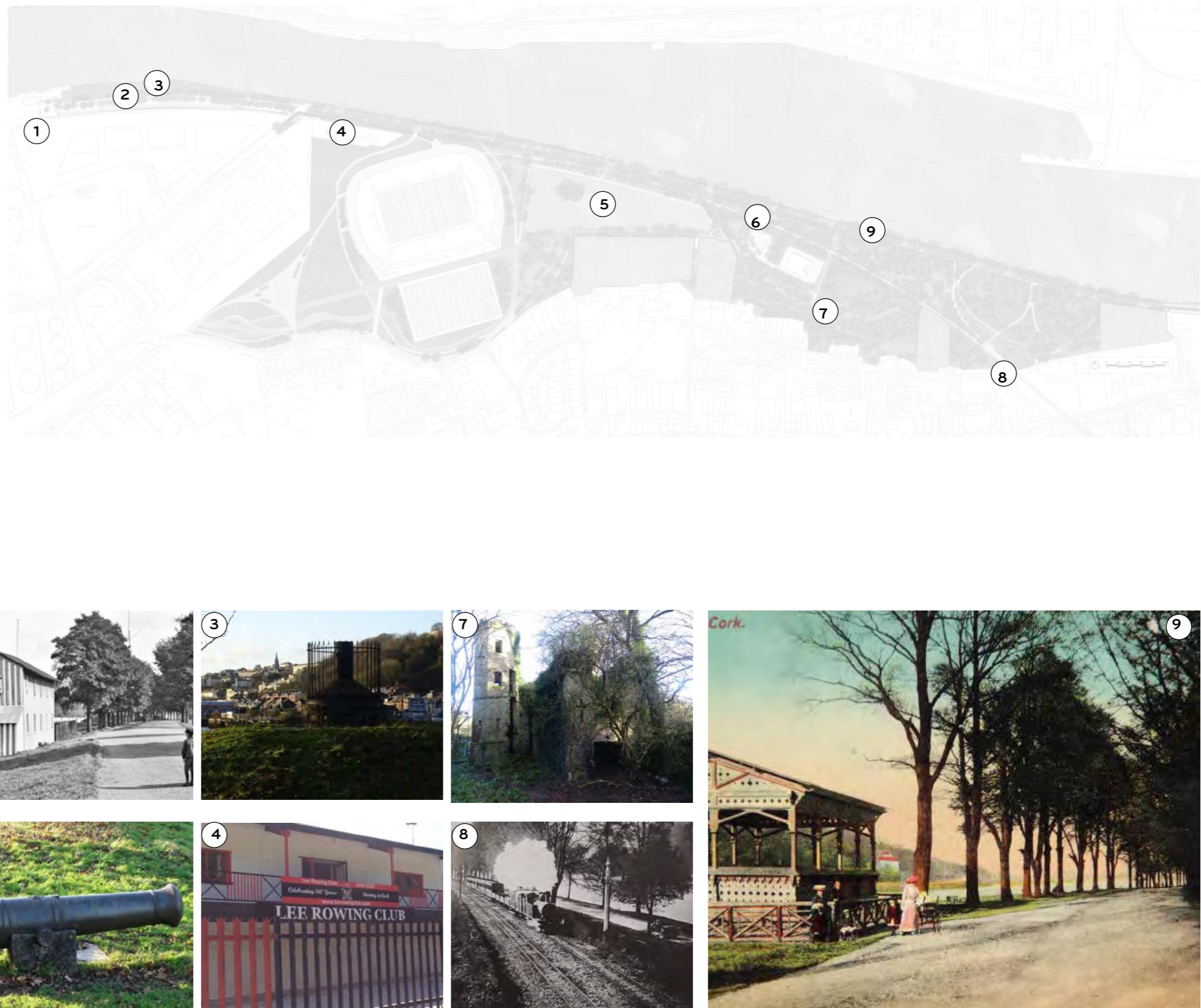
2.3 SITE HISTORY AND HISTORICAL FEATURES ALONG THE PROMENADE

SITE HISTORY

In the mid 18th century the first phase of what would become the Promenade Marina was constructed. The Navigation Wall (or New Wall, as it was then known) commenced further to the west of the proposed development at the Promenade Marina. It was completed by 1761 and is depicted on O'Connor's Map of 1774. The New Wall approximately extended from Victoria Road to near the site of the present-day Atlantic Pond. It was used as a tracking wall to guide ships up the River Lee to Cork Harbour and also to bring ships into Cork City's South Docks area. The area to the south of the wall was muddy reclaimed alluvial land known as 'slobland'. The OS map of 1869 shows that the Marina is still named as Navigation Wall and lined with trees. The fine row of elm trees were planted along the road in c.1856 by Prof Edmund Murphy of Queen's College Cork. Along the river wall, steps are depicted on the OS map of 1869 and called "Landing Places". The promenade was completed in 1870 and renamed "The Marina" by the Gaelic poet and scholar Donncha Ó Floinn imitating the recently given name of reclaimed land near Palermo, in Sicily.

A full archaeological, architectural heritage & cultural heritage impact assessment has been conducted by Colm Flynn Archaeology; the findings are presented in the Archaeological, Architectural Heritage & Cultural Heritage Impact Assessment Report in Appendix 02.

1. The Shandon Boat club (picture 1890)
2. Sebastopol gun
3. Captain Hanson Flag Pole (present day)
4. The Lee rowing club (Picture: 1954)
5. Atlantic pond, before drainage and construction
6. Crinolin bridge
7. Barrington's Folly (present day)
8. Cork Blackrock and Passage Railway Line (1910)
9. Band Stand, The Marina, c.1890

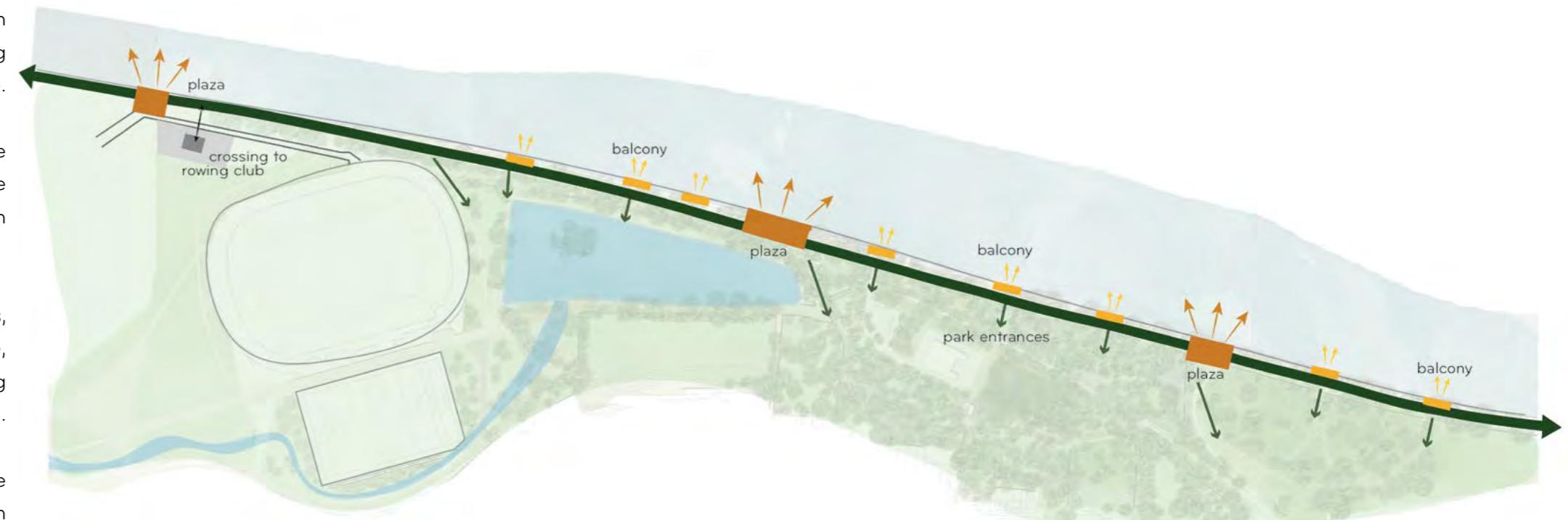


3.0 DESIGN PROPOSAL

3.1 MARINA PROMENADE CONCEPT

MARINA PROMENADE CONCEPT

- **Marina Promenade** provides a new car-free shared pathway for pedestrian and bicycles running through the beautiful double tree-row of mature existing trees from Centre Park Road to Church Avenue.
- Three **plazas** are designed in correspondence to the main connection points: the Western Plaza, near the Centre Park Road; the Atlantic Pond plaza; the Eastern plaza, directly connected with the Greenway.
- Along the promenade, a sequence of **balconies**, designed as a paving extension of the promenade, are placed in between the bigger plazas, providing space for rest and open views toward the River Lee.
- The connection to marina park Phase 1 and 2 will be improved through locating proposed new **entrances** with bike parking and direct access to the Park.



Concept diagram showing the hierarchy of the spaces along the promenade



Promenade



Plazas



Balconies and connection with Marina Park

3.0 DESIGN PROPOSAL

MARINA PROMENADE IMPRESSION



3.0 DESIGN PROPOSAL

DESIGN PRINCIPLES FOR THE PROMENADE



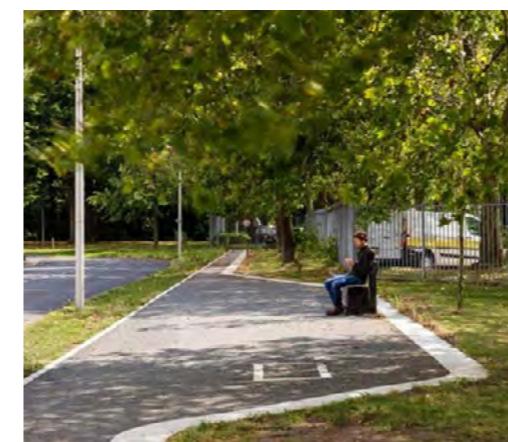
Design references

3.0 DESIGN PROPOSAL

DESIGN PRINCIPLES FOR THE BALCONIES



Design references



3D study of the balcony - rendered

3.0 DESIGN PROPOSAL

3.3 MARINA PROMENADE GENERAL ARRANGEMENT - WEST



MARINA PROMENADE WEST SIDE, PART 1



MARINA PROMENADE WEST SIDE, PART 2

3.0 DESIGN PROPOSAL

WESTERN ENTRANCE

1. Shared surface 6.00 m wide
2. Feature kerb 400 mm wide
3. Vehicular access 5.00 m wide
4. Western Entrance Plaza
5. Space for Food Truck and tables
6. Bench
7. Existing pontoon
8. Grasscrete surface 3.5 m wide
9. Bulbs
10. Existing double tree row retained
11. Disabled parking
12. Raised crossings
13. Retractable bollards
14. Removable bollards

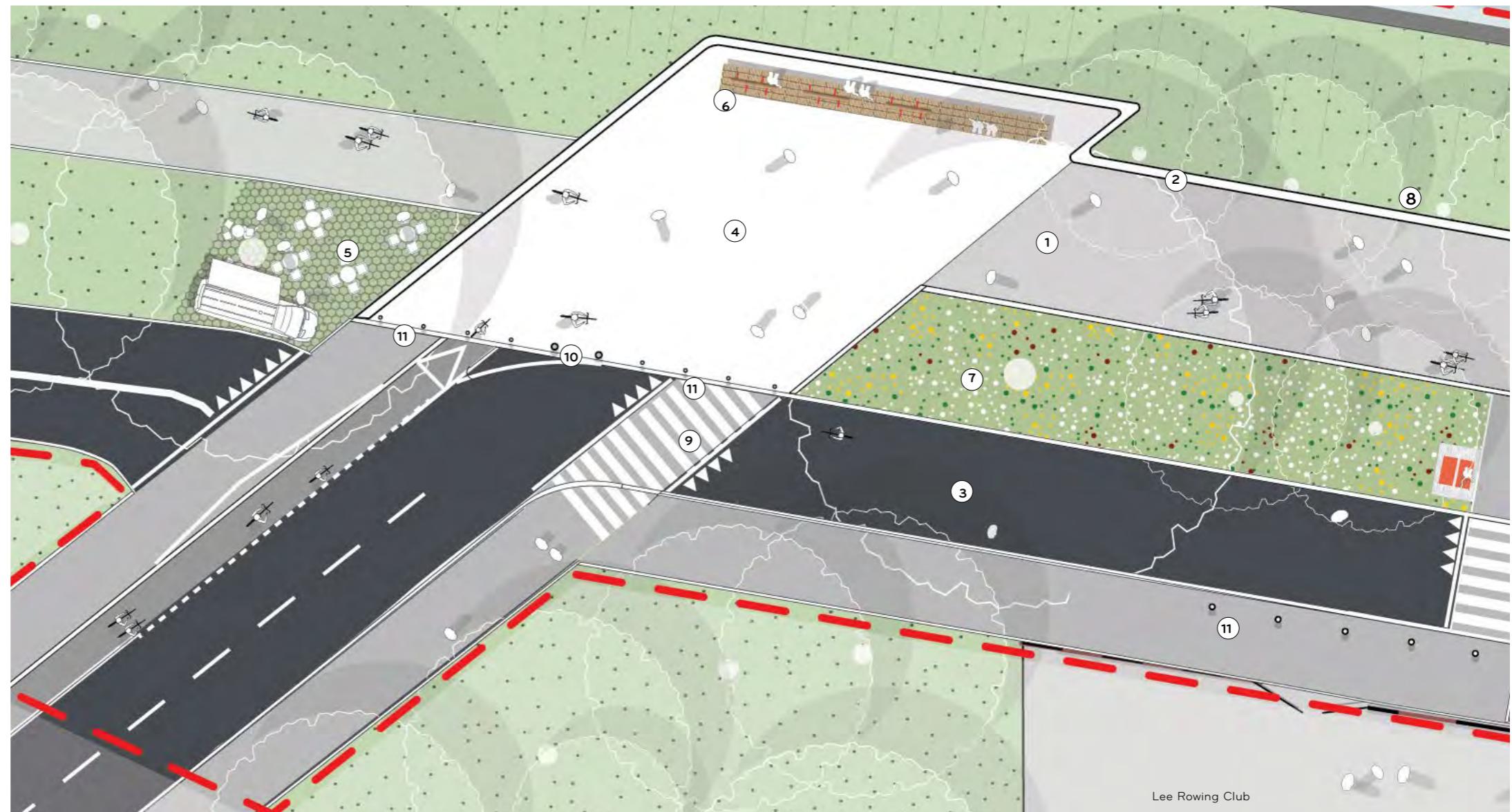


Design references

3.0 DESIGN PROPOSAL

WESTERN PLAZA

- 1. Shared surface 6.00 m wide
- 2. Feature kerb 400 mm wide
- 3. Vehicular access 5.00 m wide
- 4. Western Entrance Plaza
- 5. Space for Food Truck and tables
- 6. Bench
- 7. Bulbs
- 8. Existing double tree row retained
- 9. Raised crossings
- 10. Retractable bollards
- 11. Removable bollards



0 2 4 6 8 10 m



Design references

3.0 DESIGN PROPOSAL

WESTERN PLAZA IMPRESSION



3.0 DESIGN PROPOSAL

ATLANTIC POND PLAZA



Design references

3.0 DESIGN PROPOSAL

ATLANTIC POND PLAZA IMPRESSION



3.0 DESIGN PROPOSAL

3.4 MARINA PROMENADE GENERAL ARRANGEMENT - EAST



MARINA PROMENADE EAST SIDE, PART 1



MARINA PROMENADE EAST SIDE, PART 2

3.0 DESIGN PROPOSAL

EASTERN PLAZA



Design references

3.0 DESIGN PROPOSAL

TRAINER PATH



Design references

3.0 DESIGN PROPOSAL

TYPICAL BALCONY



Study model of the balcony



Design references



4.0 PALETTE

MATERIAL PALETTE

AESTHETIC POLISHED ASPHALT



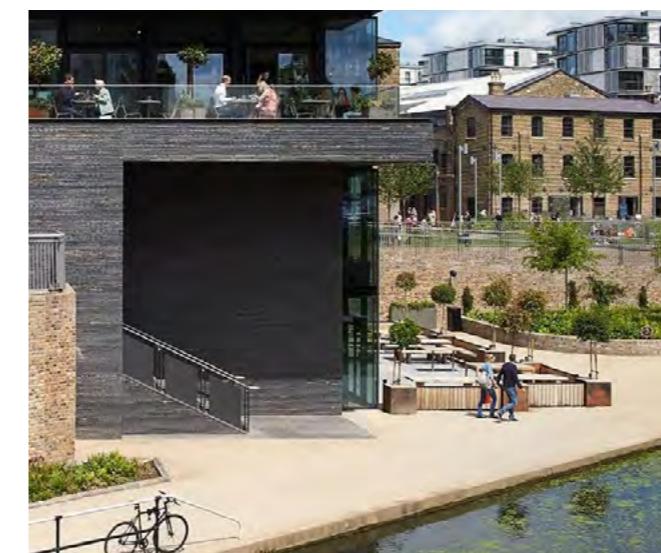
Paving Type 1: Promenade
Aesthetic asphalt

AESTHETIC POLISHED ASPHALT



Paving Type 2: Vehicular road
Aesthetic asphalt

RESIN BOUND



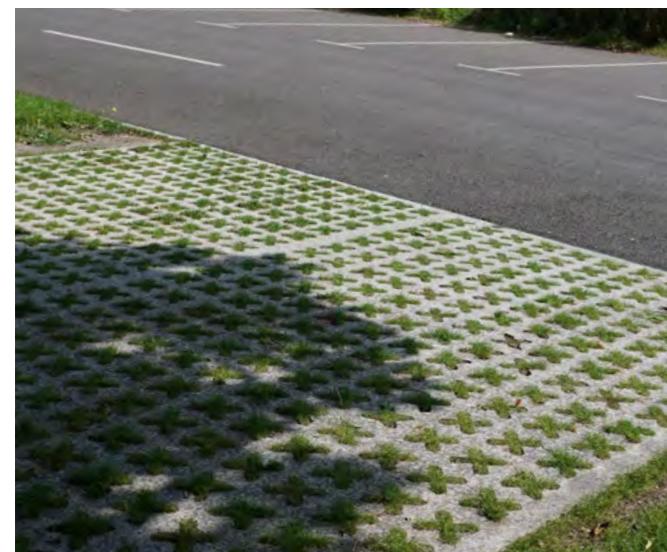
Paving Type 3: Plazas
Resin bound

PERMEABLE PAVING - STABILISER



Paving Type 6: Permeable surfaces.
Natural stabiliser paving.

GRASSCRETE



Paving Type 5: Grasscrete.
Pervious reinforced concrete structure with
grass growing in the voids of the structure

CONCRETE PAVING - BRUSHED



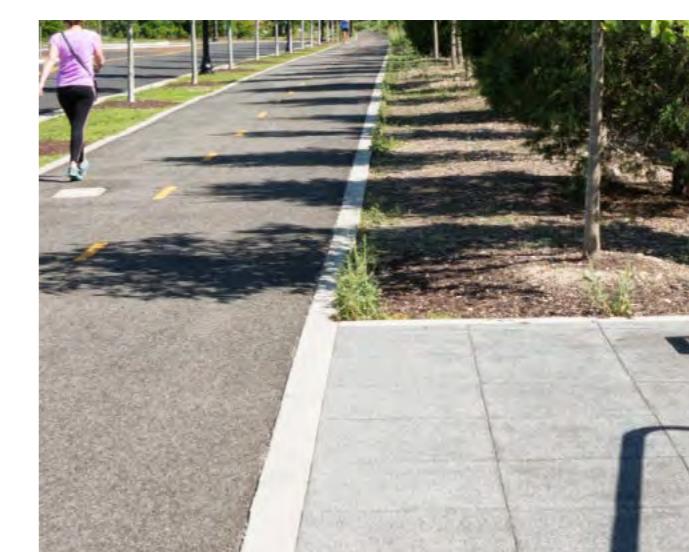
Paving Type 4: Sidewalks, raised table
Concrete slabs, brushed

LARGE CONCRETE KERB



400 mm wide
white concrete
400x2000x200 mm

NARROW CONCRETE KERB



100 mm wide
white concrete
100x2000x200 mm

4.0 PALETTE

SITE FIXTURES PALETTE

TWO-SIDE BENCH



STREETLIFE mod. Olympic Wave Crosswise

3000x1160x47 mm dept
double backrest and armrest
material: red colored stainless steel
structure and hardwood 100% FSC

LOUNGER



PUNTO DESIGN mod. Sun lounger

1855x600x915 mm
material: galvanized steel, powder coating,
wood

ONE-SIDE BENCH



STREETLIFE mod. Olympic Wave

3000x600x47 mm dept
backrest and armrest
material: red colored stainless steel
structure and hardwood 100% FSC

METAL CHAIRS AND TABLES



EMU mod. Luxemburg

CIRCULAR BENCH



STREETLIFE mod. Olympic Wave

Ø 3,5m – 1100x50x47 cm
material: stainless steel
structure and hardwood 100% FSC

BIKE PARKINGS



HARTECAST mod. HC2089-Cycle-Stand

PICNIC TABLES



NOLA mod. Långbordet

Modular Furniture System
Length: 140 cm
Width: Bredd bord 75 cm
Height: 75 cm (Sitting: 45 cm)

BOLLARDS



FURNITUBES mod. Telescopic bollard

4.0 PALETTE

SOFT LANDSCAPE PALETTE



Sunny meadow planting

Woodland understory

Bulbs addictions

