



CITY PARK DEVELOPMENT  
AT THE FORMER TEDCASTLES SITE, CENTRE PARK ROAD, CORK CITY  
**TALL BUILDING STATEMENT**

APRIL 2022



C+W O'BRIEN  
ARCHITECTS



URBAN  
STRATEGIES  
INC .

# Table of Contents

<b>1.0</b>	<b>Introduction</b>	<b>2</b>
1.1	Introduction	2
1.2	Site Context and Vision	4
1.3	The Proposal	5
1.4	Policy Analysis	6
<b>2.0</b>	<b>Design Evolution</b>	<b>10</b>
<b>3.0</b>	<b>Height + Design Strategy</b>	<b>22</b>
2.1	City Scale	22
2.2	District Scale	27
2.3	Site/Building Scale	29
2.4	Riverside	31
2.5	Centre Park Road	32
2.6	Landmark Tower	33
2.7	Facade Articulations	37
2.8	Relationship to the Public Realm	38
<b>4.0</b>	<b>Verified Views</b>	<b>42</b>
<b>5.0</b>	<b>Conclusion</b>	<b>45</b>

# 1.0

## Introduction | 1.1 - Introduction



Application Site Boundary

Lands in Tiznow Property Company United's Ownership

Urban Strategies Inc. has been retained by Tiznow Property Company United (Comer Group Ireland) for the provision of urban design and planning consultancy services for the production of a tall building statement for the redevelopment of the former Tedcastles Site located in the South Docks in Cork, Ireland.

The subject site is 4.86 ha and has a developable area of 2.8 ha. The brownfield site is triangular wedge shaped, has predominantly flat topography and is lower in elevation than the river bank just to the north. The site is bordered with mature trees and watercourses to the north and southeast boundaries. Alongside the northern boundary runs the River Lee towpath. Marina Walk, which forms part of the Passage Greenway/Lee to Sea route, runs along the River Lee to the north of the site. The Lee Rowing and Shandon Boat Clubhouses operate along this bank of the river close to the site. Centre Park Road is a double tree-lined avenue along the southeast boundary. To the west of the site is the ESB Generating Station. Further west are numerous commercial and light industry businesses. The site enjoys good aspect from all directions with no impacts of overshadowing from adjacent buildings. As part of the South Docks Development the

neighbouring site across Centre Park Road was recently approved for a large Strategic Housing Development known as Marina Quarter (also known as the former Ford Factory site), including 1,002 apartments on a 4 hectares site area. Further east is the home of Cork GAA, the newly renovated Páirc Uí Chaoimh and the recently completed Marina Park. The site appreciates great landscape views to the north over the River Lee towards the Montenotte (Tivoli) Ridge.

## About Urban Strategies

Our firm offers a wide range of services to public and private clients in Canada, the U.S., Europe, the Caribbean, and Asia. In Ireland, our team has recently completed Tall Building Justification Reports for several clients. In Limerick, we contributed to the building height strategy prepared by Avison Young for the City, intended to encourage new development that supports the preservation and enhancement of Limerick's character. The report informed policies, as well as the development process, by providing clear direction on the appropriate scale and massing of buildings in the City and along the several Quays and other areas along the Shannon River. In Dublin, for a private sector client, we explored the strategic urban planning systems and experience of major cities facing the same housing, economic development, mobility and equity challenges as the capital city. We explored the specific mechanisms employed by those cities at the three critical scales for big city urban management – that of the entire city-region, that of the significant opportunity areas for renewal, and that of the individual development project. Urban Strategies work in Dublin also includes urban design advice on several private developments.

In 2006-8, working in consultation with the City of Cork, Urban Strategies was retained by a private land owner, Howard Holdings, to create a Conceptual Masterplan and Vision for the 100-hectare South Docklands area that included the Tedcastles site. A principal objective of the Masterplan was to establish Cork as a recognised leader in sustainable community design and development as well as to position the development application to accommodate what would at the time have been the tallest building in Cork.

# 1.0

## Introduction | 1.2 - Site Context and Vision

The subject site is located in a historic and formally industrial area of Cork approximately two kilometres east of the city centre and along the River Lee. The subject site is located within the South Docklands area of the city and forms part of a larger regeneration district for the city.

In order to minimise competition with Cork's historic centre, the docklands have been identified as an important and strategic area for new growth and investment. Located on the City's doorstep, the South Docklands represent a unique opportunity to create a diverse, active waterfront district as an extension of the centre - a gateway to the future growth and competitiveness of Cork, among the other developing cities of Ireland.

The South Docklands community will incorporate elements of urban waterfront communities, comparable to precedents found across Ireland and in cities in the UK and Europe. The success of similar conditions elsewhere offers valuable lessons, including the importance of an active public realm and human scale urban design; the importance of an active waterfront promenade; variety of styles and scales, massing, materials, and colours; and the opportunities presented in creating a landmark destination.

According to the Draft Cork City Development Plan (2022), the City Docks Transport Network has been planned to align with future land use for the City Docks and the wider Cork Metropolitan Area. The strategy was created integration of

both the land use and transport proposals for the area.

The vision for the area is realised through Pedestrian and Cycle Streets and Greenway Routes, resulting in an emphasis on walking and cycling to be the primary mode choices within the City Docks.

BusConnects Cork will connect the area to the larger Cork Metropolitan Area, by providing a significant step-change in public transport service through increased service and connectivity. A new Light Rail Transit (LRT) corridor will bisect the South Docks through Centre Park Road and includes five new stations that serve the entire City Docks. Three new City Docks Bridges will provide connections between the North and South Docks, and Tivoli Docks. These bridges will increase opportunities of connection through offering several modes including, driving, walking and cycling.

The development of the South Docklands has the potential to continue the evolution of the growth of Cork City and its surrounding region. The centrality of these lands, relative to existing and recently improved infrastructure and emerging development, represents an opportunity to optimize resources, and will assist in relieving the pressures and challenges associated with the area's growth. Concentrating height and density in this area allows for the highest and best use of the potential the site provides.



# 1.0

## Introduction | 1.3 - The Proposal

The Proposal envisions a strategic mixed-use housing development consisting of 6 buildings with a total of 823 units, including residential amenities, ground floor ancillary commercial areas including childcare facilities. The 6 buildings will range in height from part-1 to part-35 storeys. The proposed development will also include both hard and soft landscaping, a waterfront promenade, pedestrian bridges, car parking, bicycle storage and shelters, bin storage, ESB substations, plant rooms and all ancillary site development works. Vehicular access to the proposed development will be provided via Centre Park Road, which will serve as the central spine of the Docklands.

Standing at the Custom House Quay and looking east along the river, the view towards the docklands will be dramatically different from that which exists today. Four of the six buildings will front the River Lee. A new skyline will emerge here in an attractive composition of mid-rise residential buildings standing at 10 storeys along the riverfront with a 8-storey stepback and a key iconographic tower of architectural acclaim at 35 storeys. This landmark structure will be visible from the City Centre, identifying the location and prominence of this area to locals and visitors.

On the ground, the height and scale are minimised through the organizational hierarchy of appropriately scaled streets, blocks and open spaces. Primary roads are framed with mid-rise apartment buildings working with the

unique grade-level conditions, creating positive relationships with the buildings and adjacent streets. Retail and generous public spaces provide variety in uses, creating an engaging and lively public realm that seamlessly connects to the waterfront promenade.

### The Waterfront

Defined by a built-edge that incorporates a mix of restaurant, commercial and residential uses, the waterfront will be attractively landscaped and successfully accommodate pedestrian and occasional automobile activity.

### The Central Spine

The redesign of Centre Park Road will create the organizing 'spine' of the Docklands community. This boulevard will accommodate vehicular and pedestrian traffic, a new public transit route, grade-related retail and services, and potential lanes for active transportation. Buildings along this route have been intentionally designed in order to minimise the impact of height felt from the roadways and walkways.



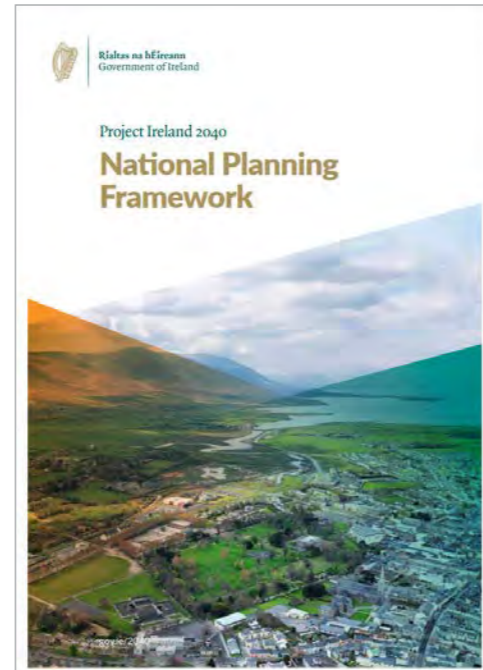
# 1.0

## Introduction | 1.4 - Policy Analysis

### National Planning Framework

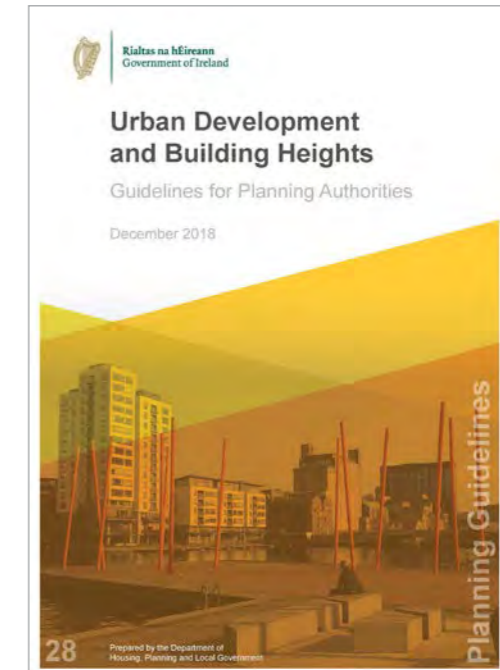
The Department of Housing Planning and Local Government has prepared and published the finalised National Planning Framework under Project Ireland 2040, the overarching policy and planning framework for the social, economic and cultural development the country. The national document guides at a high-level strategic planning for the country over the next 20+ years, so that as the population grows, growth is economically, socially and environmentally sustainable.

Within the Framework, Cork has been identified as one of five Metropolitan Area Strategic Plans in the cities along with Dublin, Limerick, Galway and Waterford. The NPF strategy also supporting ambitious growth targets to enable the four cities of Cork, Limerick, Galway and Waterford to each grow by at least 50% to 2040 and to enhance their significant potential to become cities of scale.



### Urban Development and Building Height – Guidelines for Planning Authorities (2018)

These guidelines are published by the Minister under Section 28 of the Planning and Development Act 2000 (as amended) after a focused period of public consultation and are intended to set out national planning policy guidelines on building heights in relation to urban areas, as defined by the census, building from the strategic policy framework set out in Project Ireland 2040 and the National Planning Framework.





**Cork City Development Plan (2015-2021) & Draft Cork City Draft Development Plan (2022–2028)**

The Cork City Development Plan 2015 - 2021 is the current Development Plan and will remain in place until the Draft Plan is adopted in August 2022.

Cork City Council commissioned the undertaking of a Cork City Urban Density, Building Height and Tall Building Study to inform the Draft Development Plan.

The aim of the study was to assist Cork City Council in identifying the areas of the City that have capacity for higher density developments and tall buildings.

Having regard to the Building Height and Tall Building Study, the subject site falls within the City and Central Areas, according to Map 1,2 and 3 of the Draft Cork City Development Plan 2022 - 2028, which provides direction on height and density.

Section 10.75 provides direction on tall buildings and identifies the City Docks Zones appropriate for tall buildings. The Draft Development Plan states that “The City Docks has been identified in the Cork City Urban Density, Building Height and Tall Building Study as an appropriate location for tall buildings because it is suited to higher urban density and building height, and has limited sensitivity to height at a strategic level.”

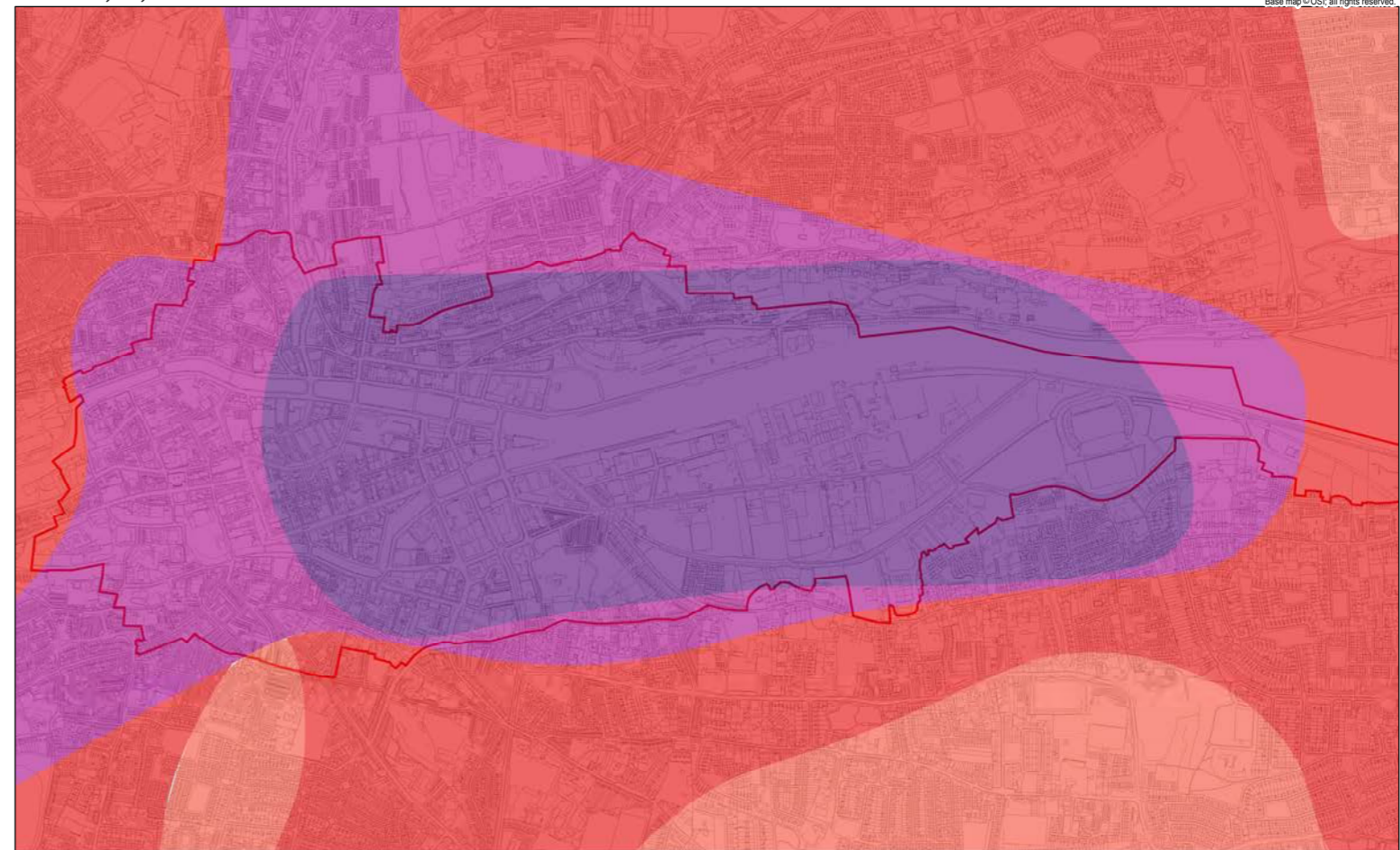


**Figure 10.4:** City Docks Zones Appropriate for Tall Buildings.

MAP 01,02,03

Draft Cork City Development Plan 2022 - 2028

Base map © OSI, all rights reserved.



**Density & Heights**

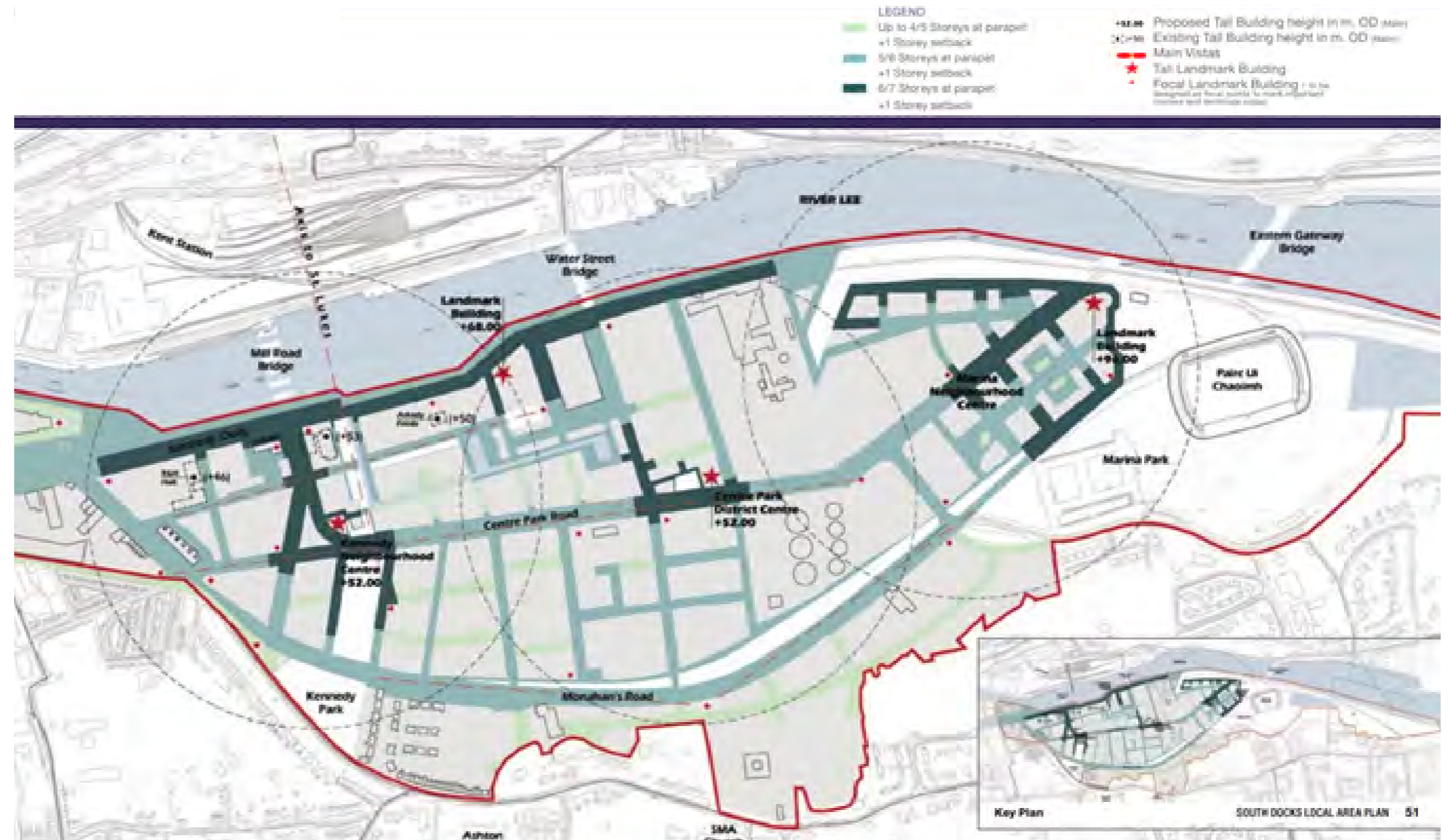
- City & Central Areas
- Primary Urban Corridors & Principal Towns
- Inner Urban Suburbs
- Outer Suburbs



## The South Docks Local Area Plan (now expired)

The South Docks Local Area Plan (LAP) was prepared to realise the vision of the Cork Docklands Development Strategy prepared in 2001. It was the aim of the LAP to convert the South Docks into a vibrant, innovative, mixed use, sustainable, socially inclusive, urban quarter, enabling the City to perform both economically and socially at a national and international level.

The height strategy of the proposed development aligns with the general direction and design principles of the now outdated local area plan. In particular, the plan emphasized the potential of a local landmark building. The proposed 35-storey tower, as part of the development, is located to the eastern most point of Centre Park Road as envisaged in the SDLAP.



## Cork City Urban Density Building Height and Tall Building Study (Sept 2021)

Cork City Council have commissioned a team led by architectural and urban planning practice Allies and Morrison, and including transport engineers ARUP and architectural practice Foley and Crowley, to undertake an Urban Density, Building Height and Tall Buildings study for the recently enlarged Cork City Council administrative area. The Study has been prepared as a practical tool to help inform policy and planning decisions about appropriate densities of new development. The study comes at an important moment for the city, which is set to see major growth in the coming years.

This study is meant to assist Cork City Council in identifying areas of the City that are appropriate to locate higher density development and tall buildings whilst enhancing Cork's unique sense of place and community.

Both the Cork City Urban Density Building Height and Tall Building Study (Sept 2021) and the Cork City Draft Development Plan (2022–2028) identify the South Docks as being located within the City and Central Areas, which has been chosen as the area with the highest concentration of height and density.

Within the City and Central Area is the City Centre and the North and South Docks. Of these three locations, the greatest height prescribed is within the South Docks. Where the City Centre and North Docks are given heights of 6 and 7 storeys on the upper level targets, the South Docks has been given 10. Additionally, within the City Areas, the South Docks is the only area marked as potentially suitable for exceptional tall building(s).

**Table 11.1:** Cork City Building Height Standards.

	Heights			
	No. of Storeys			
	Prevailing		Target	
	Lower	Upper	Lower	Upper
<b>City</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>8**</b>
City Centre	2	5	4	6
North Docks	2	3	4	7
South Docks	2	4	5	10**
<b>Fringe / Corridor / Centre</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>7</b>
City Fringe / Corridor	3	6	5	7
Mahon	2	5	4	6
Blackpool	2	5	4	6
Wilton	2	4	3	5
<b>Inner Urban Suburbs</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>5</b>
1. The Urban North	2	3	3	4
2. Tivoli	2	4	3	5
3. Ballintemple & Blackrock	2	4	3	5
4. Douglas	2	3	3	4
5. South Link Road Corridor	2	3	3	4
6. South West Corridor	2	3	3	4
7. North West	2	2.5	2	4
8. North Blackpool	2	4	3	5
9. Central Ballincollig	2	4	3	5
10. Blarney	1	2	2	3
11. Stoneview	1	2	2	3
<b>Outer Suburbs</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>

\*\* Potentially suitable for exceptional tall building(s).

# 2.0

## Design Evolution

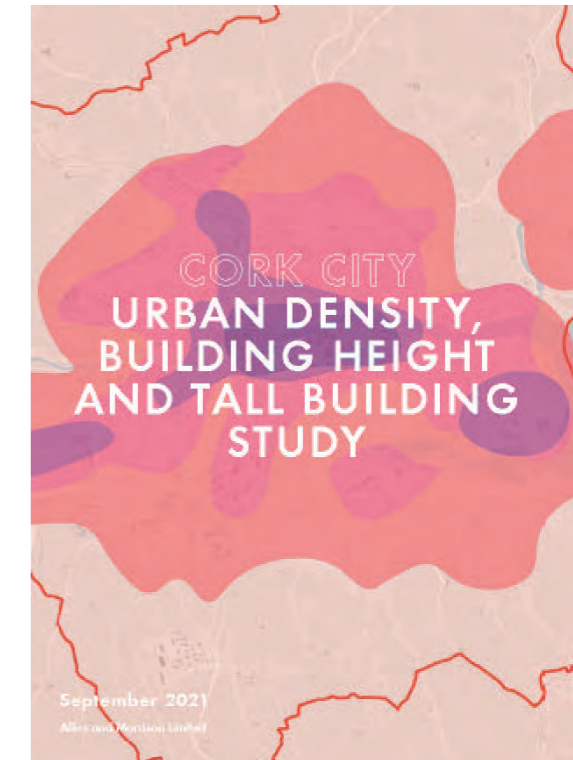
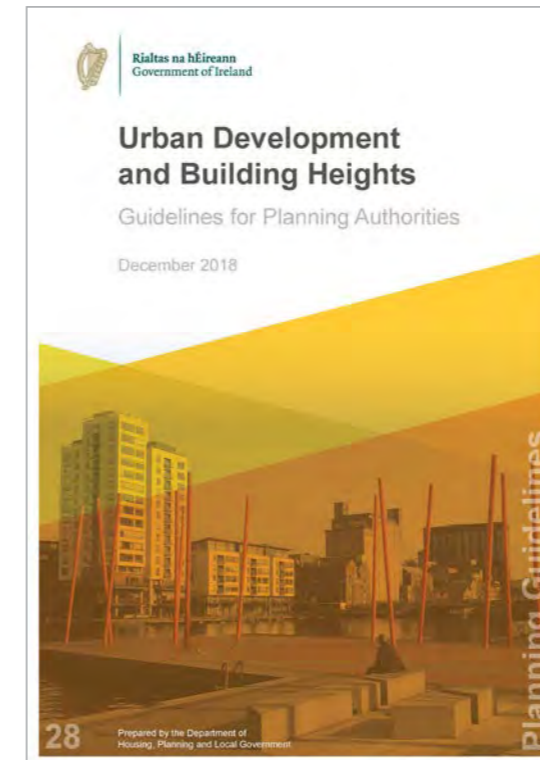
The initial design submitted for review for the Section 5 Pre-Planning Consultation has continued to evolve, informed by the in-force policy applicable to the Subject Site, in particular the Cork City Urban Density, Building Height and Tall Building Study, 2021. It presents the South Docks area as a ‘massive long-term regeneration opportunity which will generate a new character in what will be a radical transformation’. Unlike other areas in the city, The South Docks are less sensitive to change due to their location east of the city centre, and thus are one of the most appropriate locations for tall buildings. Based on the study, the majority of new buildings proposed in the updated scheme range generally in height from 6 to 10 storeys with exceptional opportunities for taller buildings at appropriate locations within the development. As with North Docks and the City Centre, development closely adjacent to the riverside generally steps down.

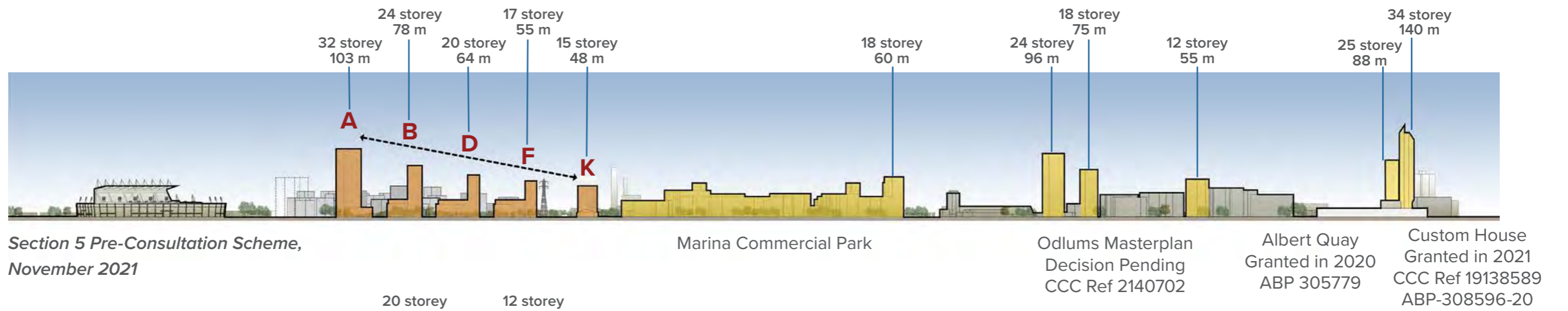
The heights of the buildings presented in the initial designs were revisited in order to create more striking façades, with further articulations, material selection and coordination, better ground floor relationship with the public realm as well as further refinements of the height strategy. Further refinements included improved articulation of the top, middle and base of the proposed buildings and a reduction in overall height to conform with relevant policy.

The proposed design indicates 3 mid-rise buildings along the Riverside edge. The height, set back from the river’s edge, reaches a pinnacle amongst the western-most point, where the landmark tower, standing at 35 storeys, is located. Generally, the heights were reduced amongst blocks B to F. A total of 10 storeys were removed from the original proposal in order to reduce height and density within the proposed buildings.

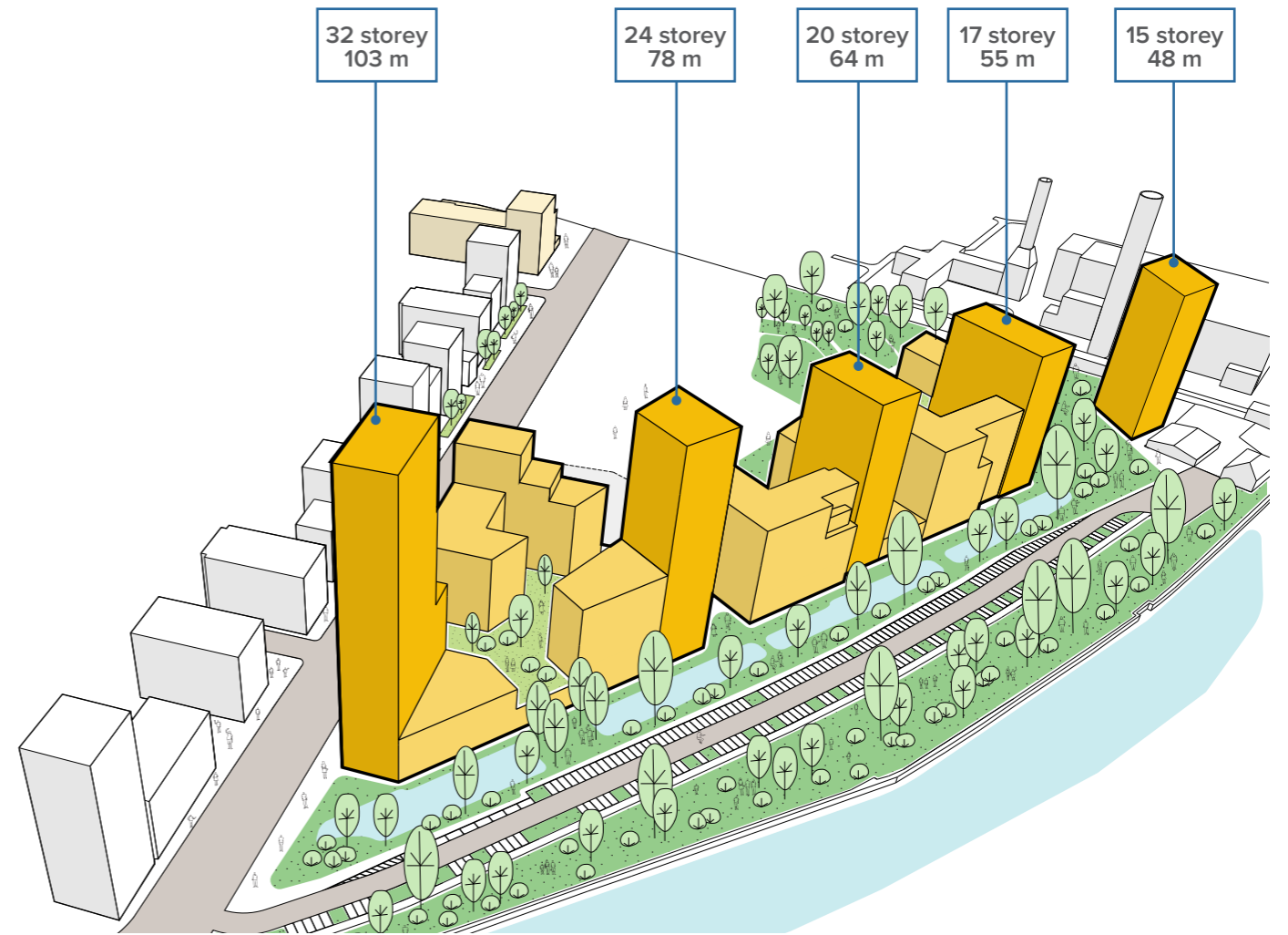
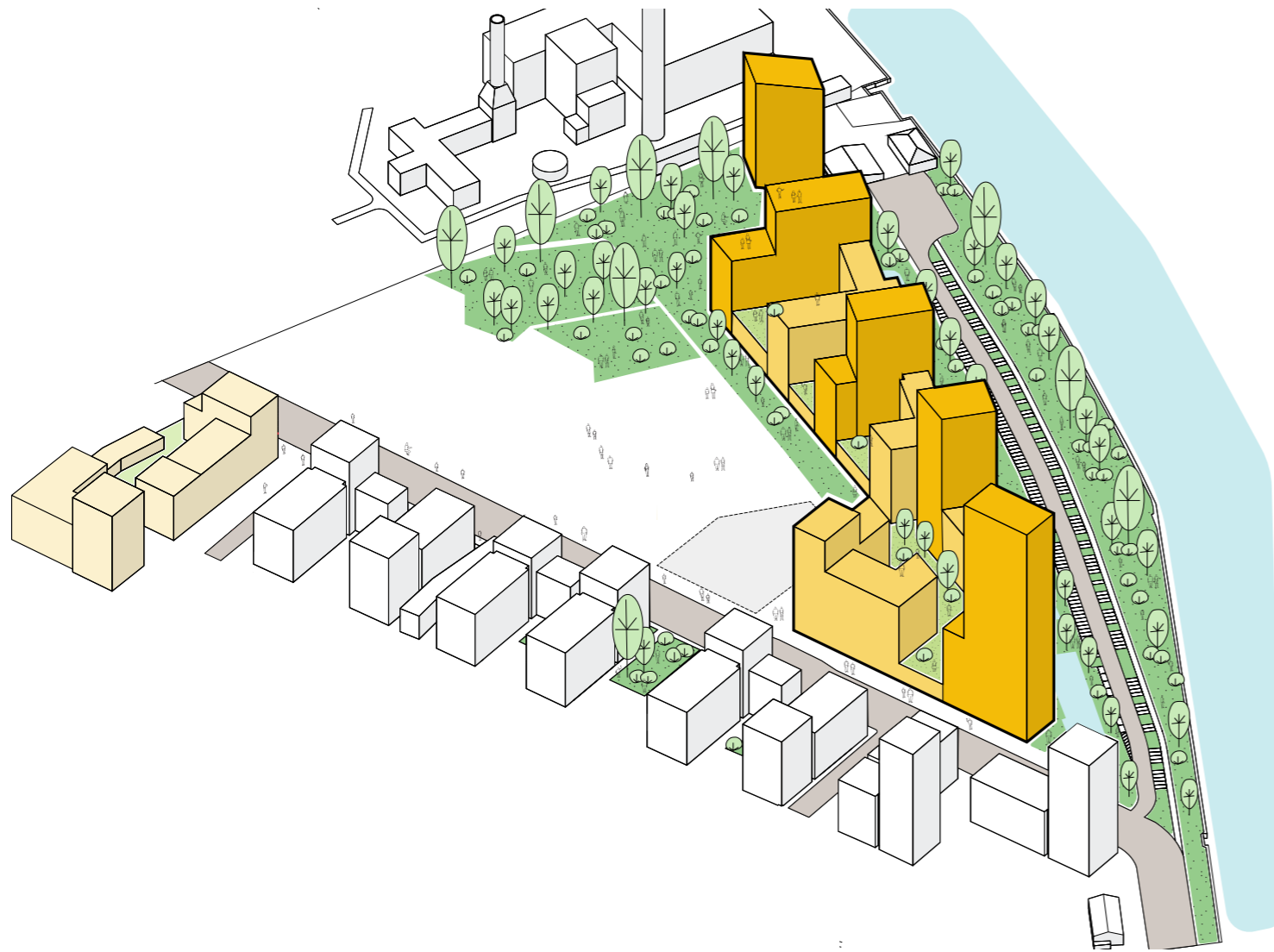
In order to realise these design directions, the architectural scheme has gone through a number of changes at various scales, in accordance with relevant policy. Specifically, Section 3.0 of the Urban Development and Building Heights: Guidelines for Planning Authorities, 2018 by the Department of Housing, Planning and Local Government which provides direction Building Height and the Development Management process specifically at the following three scales:

- **City Scale**
- **District Scale**
- **Site/Building Scale**



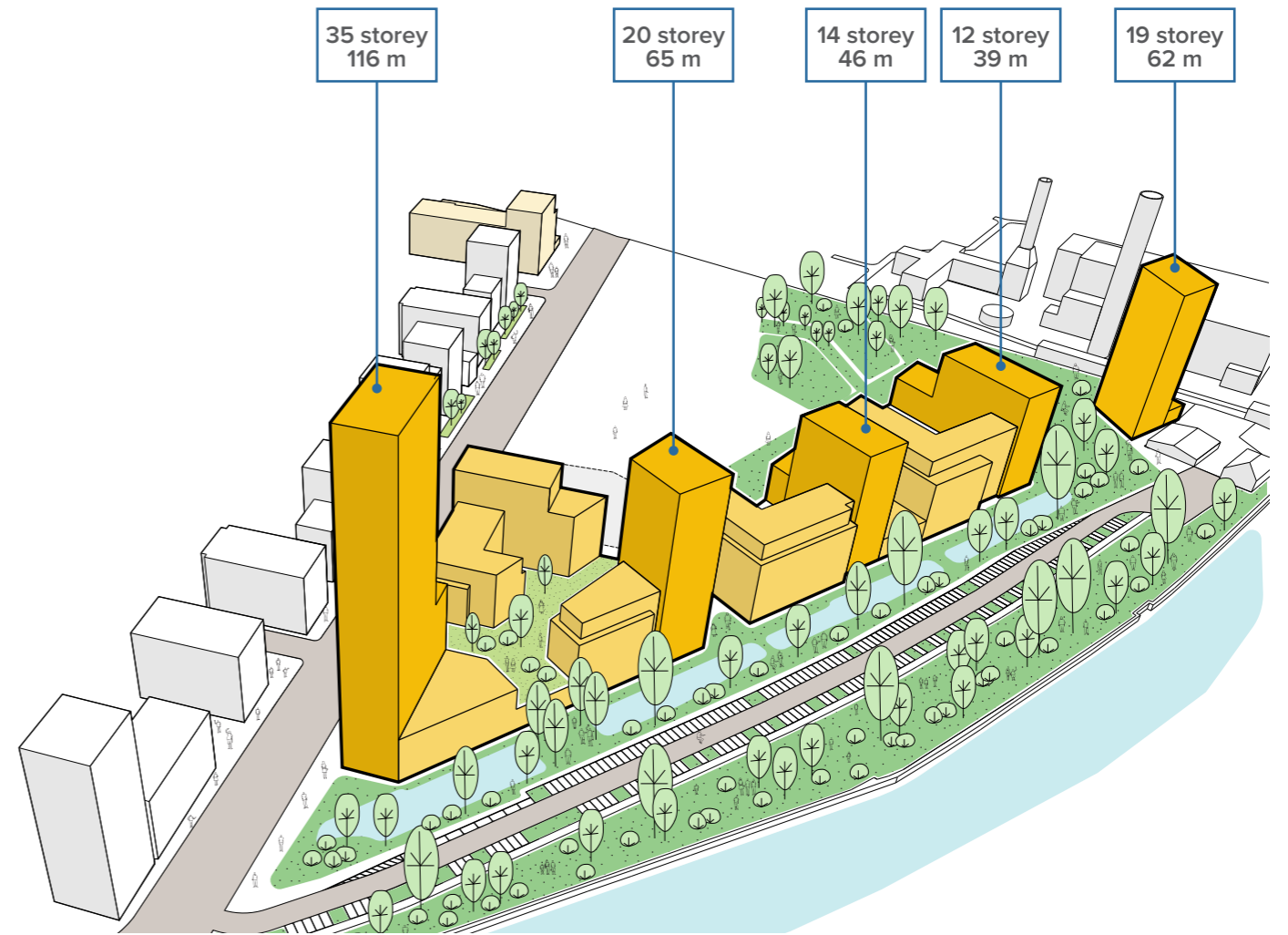
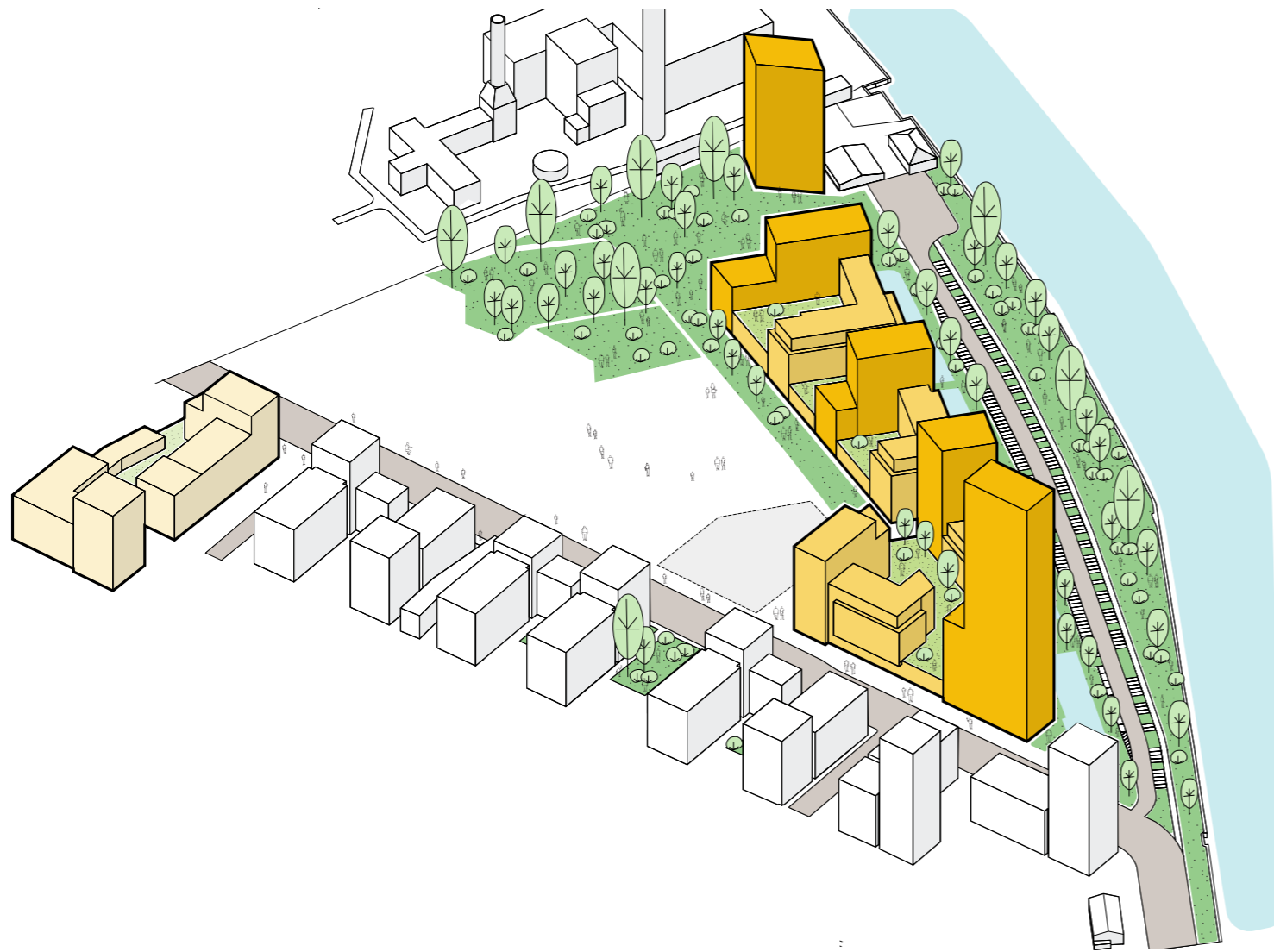


# 2.0 Design Evolution



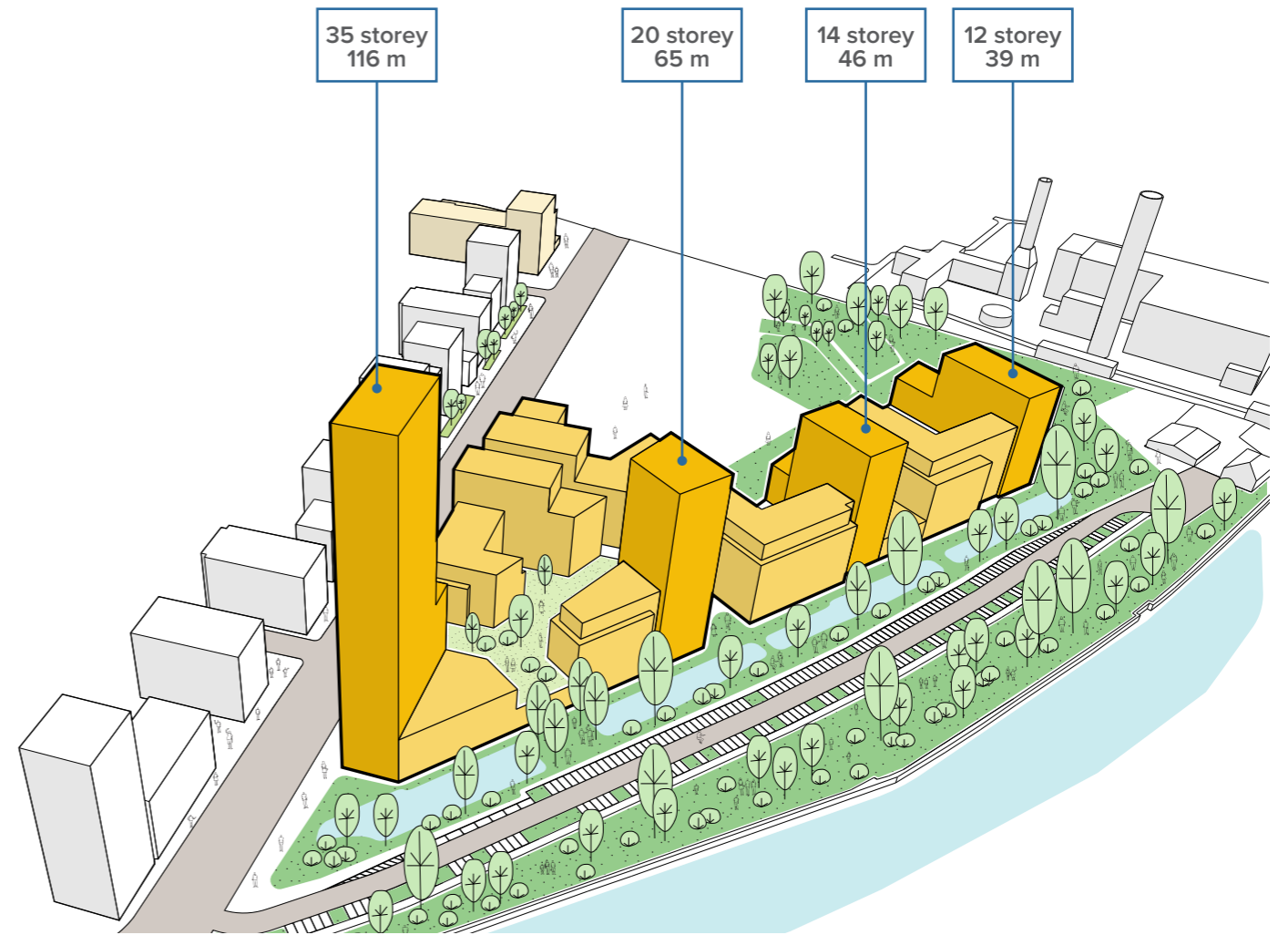
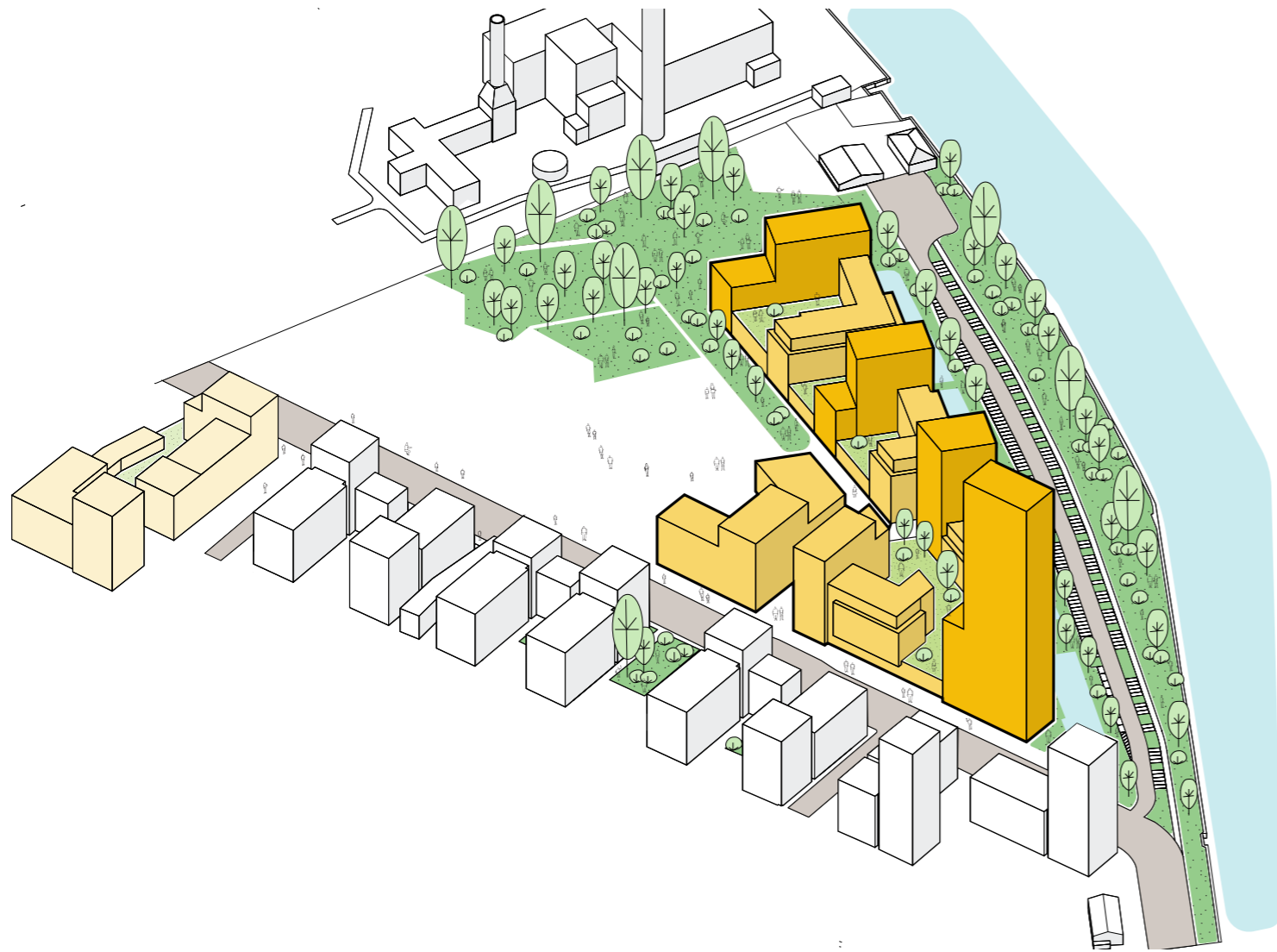
## Section 5 Pre-Consultation Scheme - November 2021

The Section 5 Pre-Planning Proposal included 5 towers along the riverfront, ranging in height from 31 to 15 storeys, with the base buildings ranging from 9-10 storeys. The height was concentrated in the eastern portion of the site, with a straight step down towards the west.



## Design Evolution - December 2021

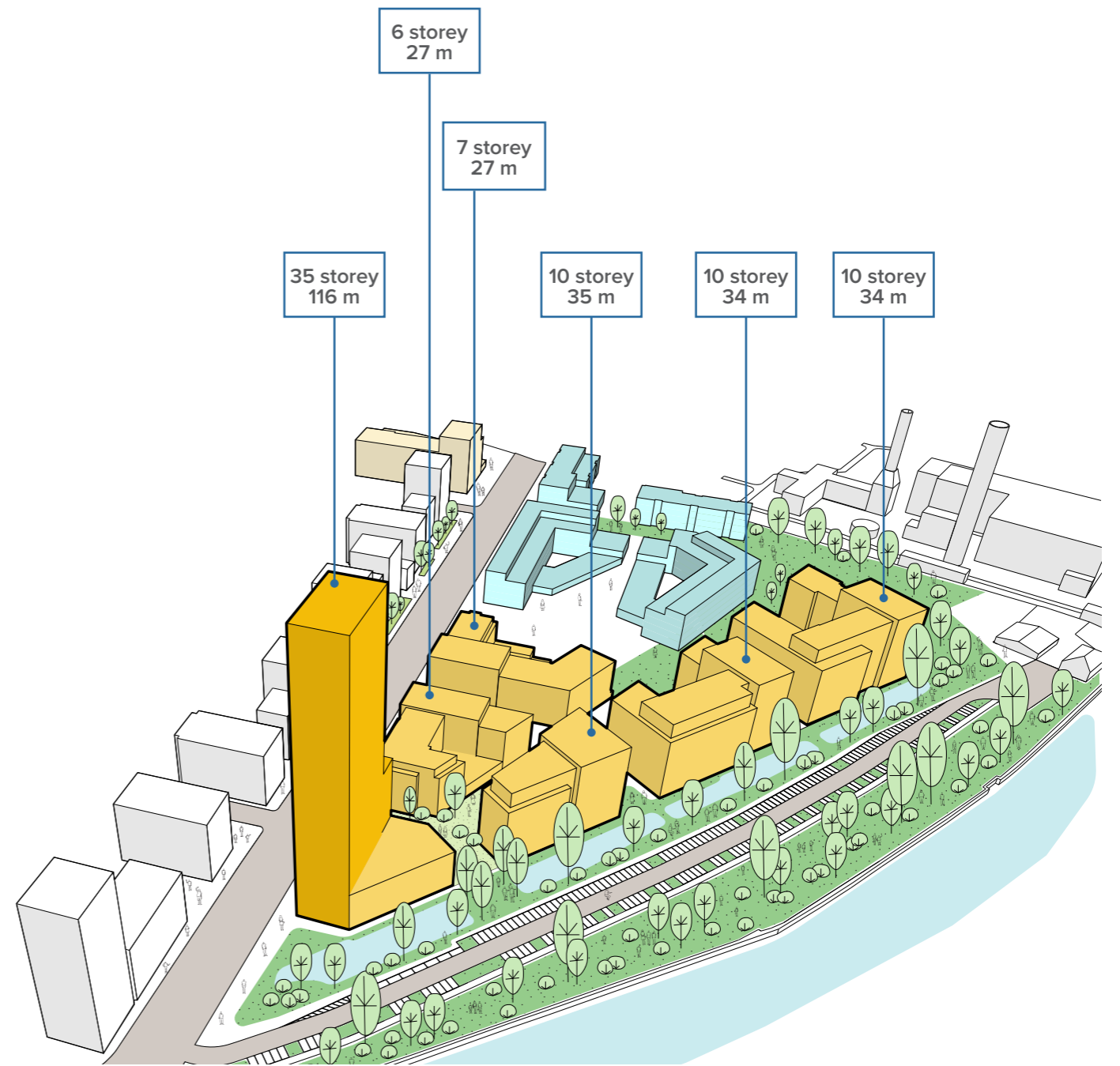
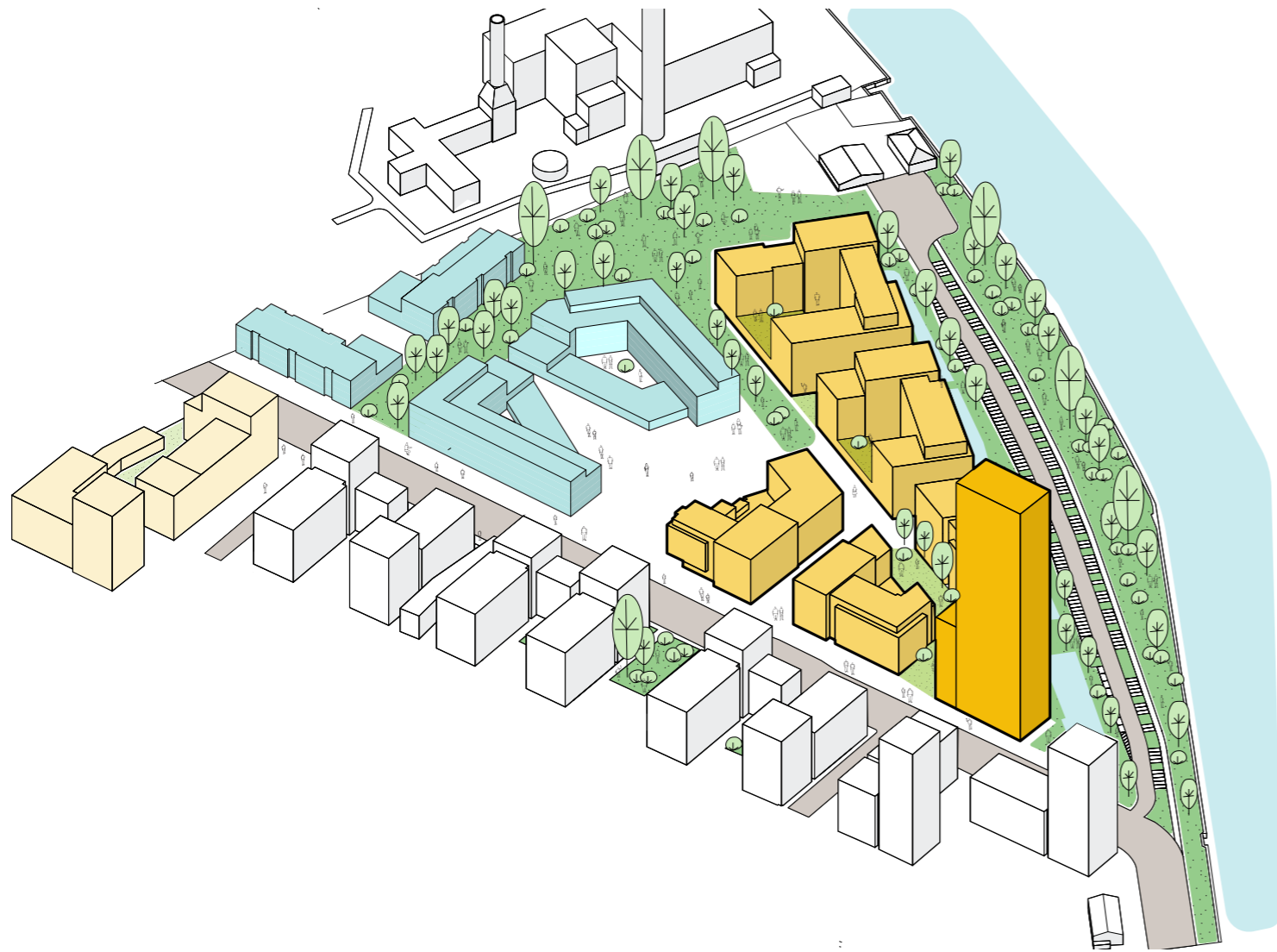
The second iteration was led by a desire to create a more desirable edge facing the river. The base of buildings was stepped down to 6 storeys to align with policy direction, and a more curvilinear facade was obtained by changing the heights of the towers. Instead of creating a downward progression, a gentle uptick was incorporated. Height in Block A was increased in order to create a landmark tower, aligning with policy that identified this portion of the site for exceptional height.



## Proposed Design - February 2021

Further refinements are reflected in the updated design which has maintained the height guidance outlined in the previous version. The removal of Block K and the addition of Block C and E allows for the district centre to be located in the prow-like shape on the eastern terminus of the site. This allows for the greatest height and density to be located here, working harmoniously with the plans for the adjacent Ford site and minimizing adverse impacts of shadows and wind on the re-located school sites.





## Final Design - March 2022

The final iteration was led by a requirement to conform to policy direction for the South Docks area. Aligning with the height guidance provided by the Draft Cork City Development Plan (2022-2028) and the Cork City Urban Density Building Height and Tall Building Study (Sept 2021) all the buildings other than the 35-storey landmark tower located on Block A, were brought down to meet the 10-storey maximum.

## Section 5 Pre-Consultation Scheme - November 2021

### Photomontage - Aerial



**Final Scheme - March 2022**

**Photomontage - Aerial**



Section 5 Pre-Consultation Scheme - November 2021

Photomontage - East View of Riverside



**Proposed Design - March 2022**

**Photomontage - East View of Riverside**



Section 5 Pre-Consultation Scheme - November 2021

Photomontage - West View of Riverside



**Proposed Design - February 2022**

**Photomontage - West View of Riverside**



# 3.0

## Height + Design Strategy | 3.1 - City Scale

As outlined in the Urban Development and Building Heights: Guidelines for Planning Authorities, 2018 by the Department of Housing, Planning and Local Government, in order for a development to be considered appropriate at the following conditions must be met at the city scale:

### Connectivity:

The site should be well served by public transport with high capacity, frequent service and good links to other modes of public transport.

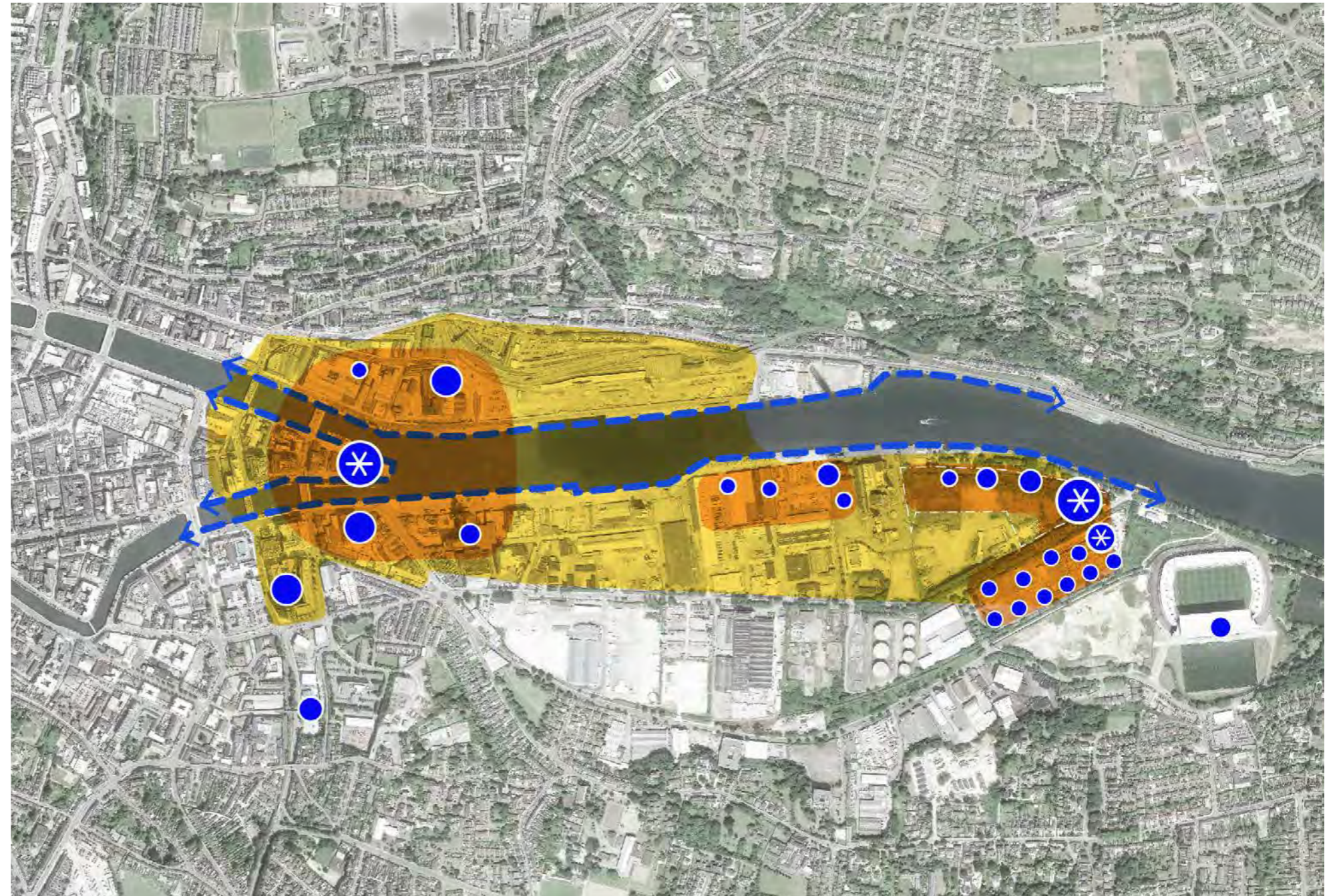
As part of the proposed development, the existing boundary along Centre Park Road is to be upgraded to allow for a reservation zone of 32m to allow for the future light rail development. Routes through the site have been laid out to create connections to the approved redevelopment of on the Former Ford site. Alignment with Marque Road, prioritised pedestrians and cyclist and public transport routes are a key part of the development.

### Integration:

The proposed development aims to successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. The key moves and details of this goal have been outlined in later sections of this document.

### Enhancement:

On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.



*Clusters of Emerging Development*

- High Density Development Areas
- Cluster Area
- Tall Buildings
- Exceptionally Tall Buildings



The Cork City Urban Density, Building Height and Tall Building Study is broadly supportive of height and density on the Tedcastles site. The study states that, “The South Docks presents a massive long-term regeneration opportunity”. The phased redevelopment of this industrial area will generate a new character in what will be a radical transformation. The area is therefore significantly less sensitive to change and is correspondingly the most appropriate location for taller and tall buildings in the city. The majority of new buildings should range generally in height from 6 to 10 storeys with exceptional opportunities for tall buildings at appropriate locations within the area”.

The Tedcastles site, at the eastern termination of the South Docklands, merits tall buildings that contribute to the reinforcing of “the spatial hierarchy of the city centre and wider context by aiding legibility and way finding, particularly in relation to the riverside and arrival to the city by rail or water”.

The current design indicates four mid-rise buildings along the Riverside edge and two internal facing building, with a gradual increase in height that reaches a peak at the eastern-most point. As this site has been identified as the location most suitable for tall buildings, the overall pattern of tall building design embraces this direction and creates greater visual prominence through a variation in the

presentation of similar heights and through a subtle variety in façade treatments. The taller Block A landmark tower would highlight the ‘prow-like’ configuration of this site within the South Docklands. The concentration of height proposed is compatible with the adjacent Ford site, where the buildings with exceptional, reaching up to 14 storeys, are also located in the eastern portion of the South Docklands. In terms of the overall city centre, the tallest building in this location would provide an attractive skyline tension, mirroring the tall building proposed at the other riverfront ‘prow-like’ site, at the Custom House. This would create two points of inflection, resulting in a gateway-like datum at two distinct points along the riverside.

The concentration of height at the former Tedcastles site aligns with the emerging development and concentration of height and density within the area. The proposed height works in tandem with height and density approved at the Ford site, the existing Marina Commercial Park to the west, while harmoniously adding to the emerging height and density proposed and approved at the Odlums, Albert Quay and Custom House sites. Unlike scattered tall buildings, these clusters create districts of density and distinctive features amongst the Cork skyline. These clusters improve the image of the city, provide for organized high population density, and distinguish nodes that do not compete with the city centre.



*Rendering of the future 34-storey Custom House Tower*



*View from Custom House Quay*

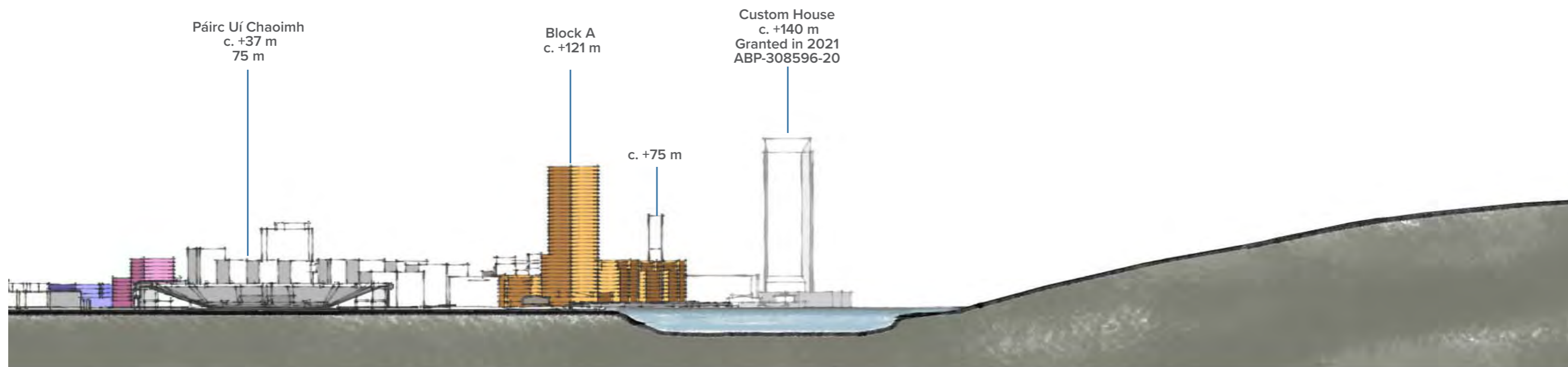
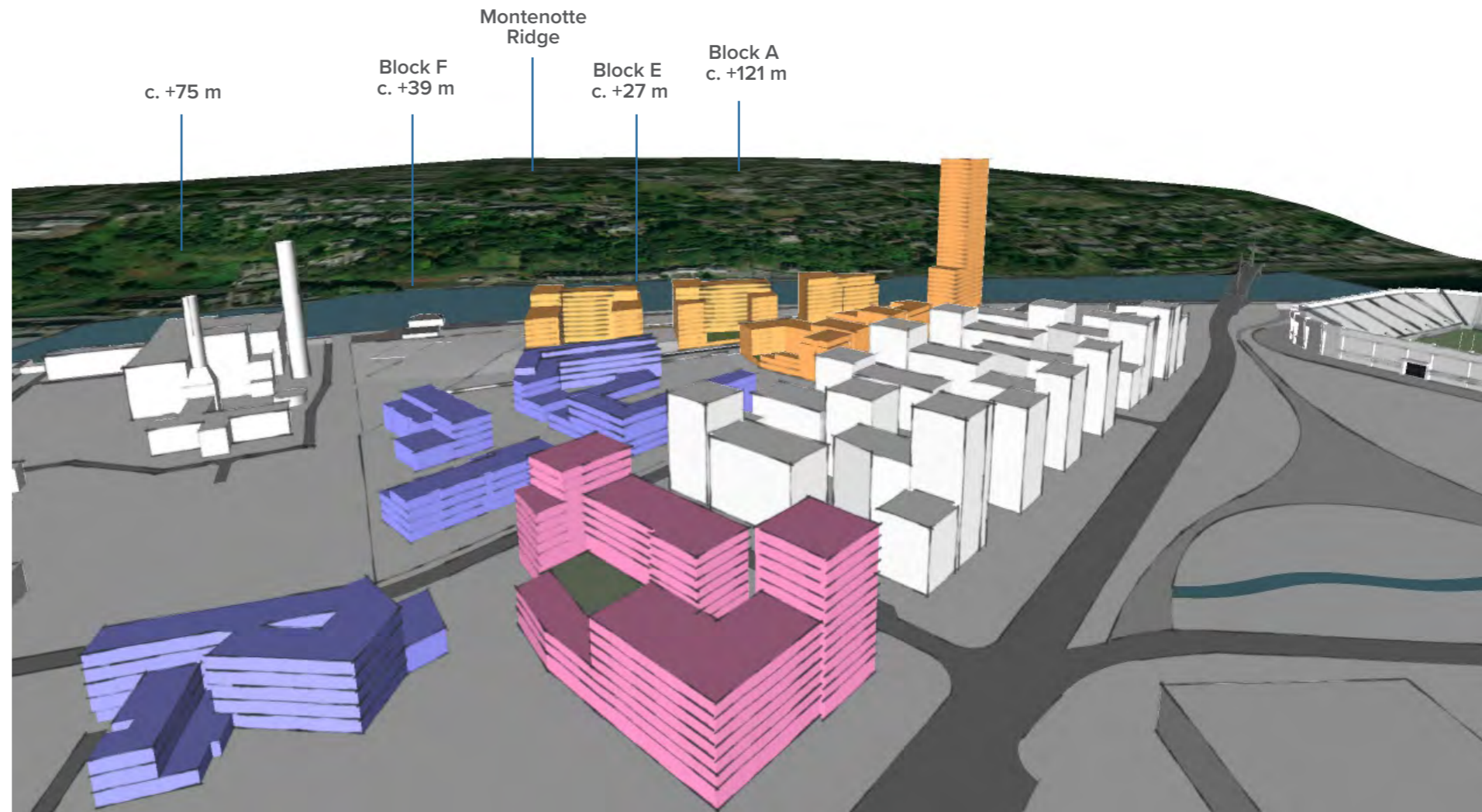


*View from Woodside, Tivoli – Pedestrian Railway Crossing*

The proposed development continues the evolution of the docklands, and its scale is well presented amongst the context of the surrounding area and River Corridor. The Montenotte Ridge rises to the north of the site with Marina Park to its south.

The clustering of buildings on the large site, along the waterfront allows for the additional height to be presented in a way that complements the existing essence of the city. Páirc Uí Chaoimh establishes a civic scale along the Marina, setting the upper datum for height for the subject scheme with the secondary blocks averaging between 27 - 39m in height which is complimentary of the existing heights of 30 - 37m for the stadium. The proposed development is supportive of the change being created in the City and the South Docklands including the granted scheme at the Former Ford Factory, the Customs House and The Odlums Site and other surrounding developments.

The height of the 27-39m mid-rise buildings and the 121m tower, conform to the national and local policy directions for the South Docklands and the City of





*View from Bellevue Villas, Lower Glanmire Road*



*View from Maryville, Ballintemple*

# 3.0

## Height + Design Strategy | 3.3 - District Scale

As outlined in the Urban Development and Building Heights: Guidelines for Planning Authorities, 2018 by the Department of Housing, Planning and Local Government, in order for a development to be considered appropriate at the following conditions must be met at the district/ neighbourhood scale:

### Urban Context:

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

The proposed development looks to revitalise a formally industrial area into a lively mixed-use community with residential, commercial and recreational uses on site. It aligns with the development and height clusters emerging in the area, while minimising impact on the historic city centre. The development will be a sustainable one development in a district location in close proximity to the city centre.

### Water Frontage:

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure.

The site bridges the gap between the recently approved redevelopment of the Former Ford site and the waterfront area. The parks, walkways, outdoor seating, playgrounds and squares as part of the proposed development will open this space up to the public, and the design interventions used on the mid-rise and tall tower will create a favourable environment for those who are located at grade along the waterfront.

### Builtform Response:

The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.

### Design Variation:

The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.

The proposed development uses a variety in scales, designs and materials. Greater detail is provided in later sections of this report.

### Mix of Uses:

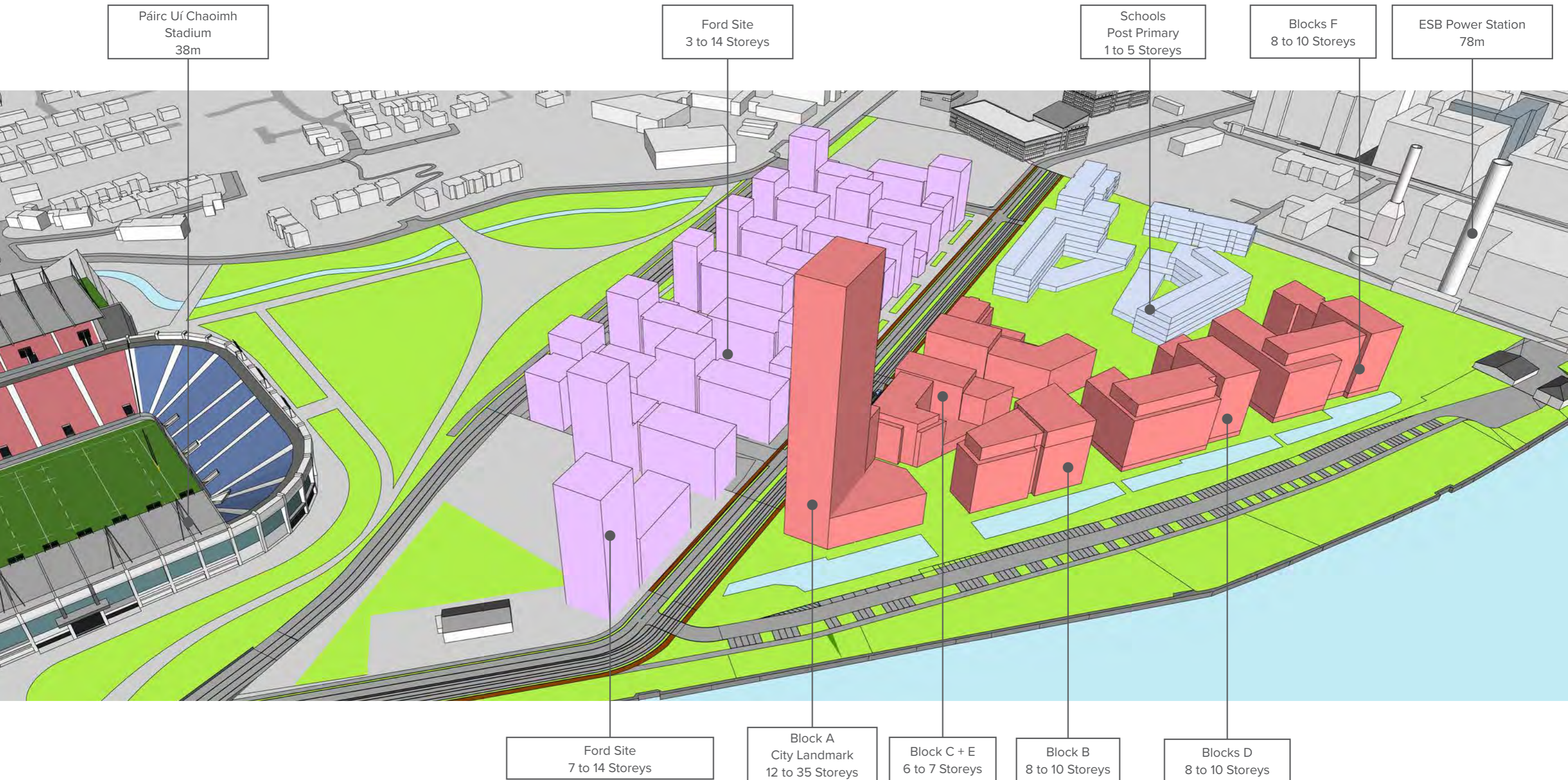
The proposal positively contributes to the mix of uses and/or building/dwelling typologies available in the neighbourhood.

This will be achieved through a mix of commercial spaces with the provision of Build to Sell apartments. The development seeks to balance the provision of a residential apartment scheme with both residential and amenity spaces. The proposed development provides for a mix of 1-2-3 bed apartments which varies in sizes and orientation in order to ensure a mix of tenures across the scheme.

The open space also contributes to the quality of life diversity in providing a range of public spaces.

# 3.0

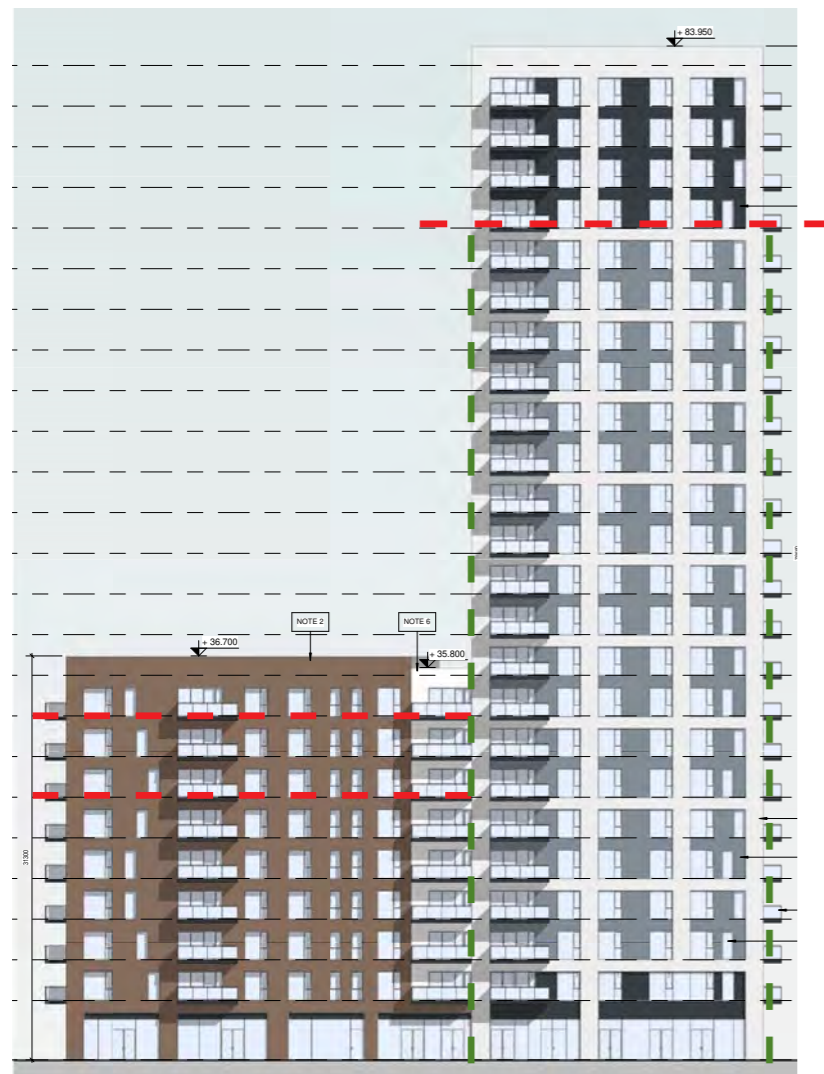
## Height + Design Strategy | 3.3 - District Scale



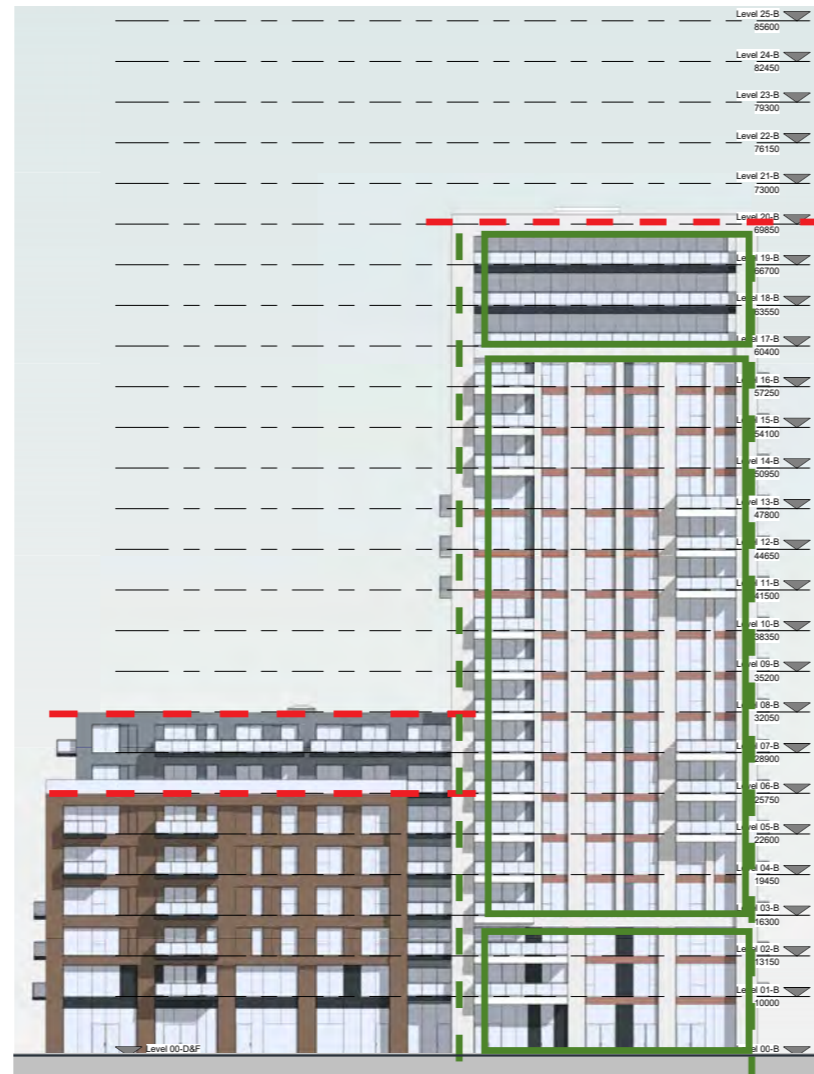
# 3.0

## Height + Design Strategy | 3.4 - Site/Building Scale

As outlined in the Urban Development and Building Heights: Guidelines for Planning Authorities, 2018 by the Department of Housing, Planning and Local Government, in order for a development to be considered appropriate the impact of the design must be minimized through the following conditions, which are to be met at the site/ building scale. The form, massing and height of proposed developments should be carefully modulated to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light. Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision.



Pre-consultation Scheme, November 2021 - Block B



Design Evolution, December 2021 - Block B



Final Scheme - March 2022

Through various massing iterations and to respond to the concerns raised by the Cork City Council, the design has evolved from including five towers of various height and podiums to now having one landmark tower with the remaining buildings at 10 storeys in height with stepbacks at 8 storeys with a setback along the river frontage to allow the massing to be stepdown towards the water, creating a more human-scaled design that is less bulky.

There has also been a reduction of the height of Blocks C and the new proposed Block E along Centre Park Road in order to remove the taller tower elements, as requested by CCC, at 6 to 8 Storeys. Similar to the buildings along the river's edge, setback floors have been maintained on part of the Centre Park Road frontage. Bookend elements have been maintained on Blocks B, C, D, F and E, intentionally placed on the western end of each elevation to articulate movement towards the city centre.



*View from Bellevue Villas, Lower Glanmire Road*



# 3.0

## Height + Design Strategy | 3.5 - Riverside

The Cork City Urban Density, Building Height and Tall Building Study, calls for riverside development to step down to a maximum of six storeys along the riverside. The current design proposes base buildings around 8 storeys in height. It should be noted that the development site is significantly set back from the riverside, ranging between approximately 55 to 76.5 metres distant along the length of the site. To respond to the intent of this guideline, a stepped condition is proposed for the base buildings. The generous setback from the river and dock wall will result in a significant public realm contribution which mitigates the impact of the proposed height at street level. The proposed development would also include stepbacks at the upper floors of the base building and further terracing throughout to soften the scale along the Riverside edge.

Historically the sites close proximity to the River Lee would have fed into the industrial operations of the surrounding area. The envisioned City Council rejuvenation of the docklands has seen significant growth and change to the area and is paving the way for significant residential developments and improved park amenities. The ongoing development of Marina Park and the recently granted planning permission to the Former Ford factory site adjacent set a great precedence for future development. The development of this part of the docklands bridges the gap between the Marina Park development and the Riverside. The development of this area leads to the open access of the riverside to the public for residential, commercial and recreational uses.



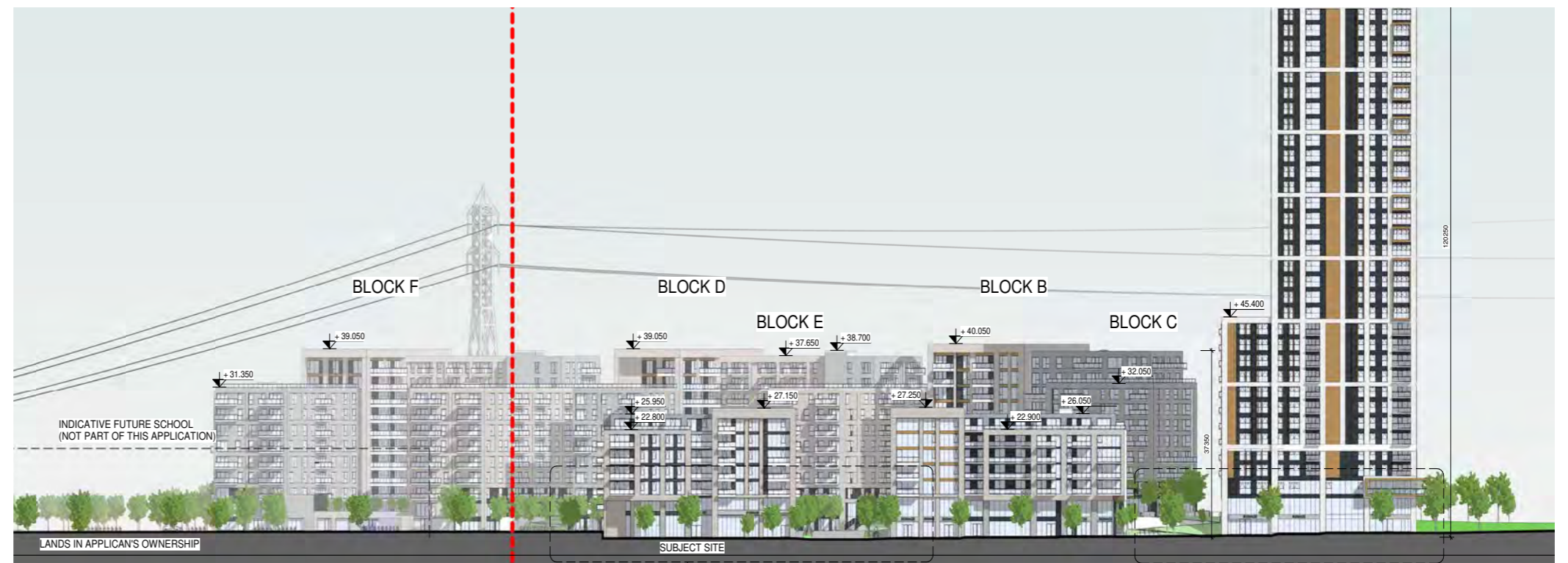
Final Scheme, March 2022

# 3.0

## Height + Design Strategy | 3.6 - Centre Park Road

Similar to the riverside and the internal public realm, the builtform design also aims to minimize the impacts of height along Centre Park Road, which serves as the southern edge of the site. Through the use of building bases and stepbacks, articulation has been used to support similar human-scale principles used within the site. This allows for pedestrians along the sidewalks and motorists along the roadway to interact with the lower heights and familiar materiality of the bases, minimizing the impact of the height amongst the middle and tower portions.

The buildings along the North of the site on Blocks B, D and F are not felt from the public realm along Centre Park Road as they are articulated more towards the northern edge of the site. The lowest heights, 6 and 7 storeys, are intentionally located along the main road to reduce impact. Animation through commercial and open spaces is present along Centre Park Road which generally mirrors the massing and uses along the adjacent Ford site.



Centre Park Road Elevation. Final Scheme, March 2022

# 3.0

## Height + Design Strategy | 3.7 - Landmark Tower

Following guidance provided by the Cork City Urban Density Building Height and Tall Building Study (September 2021) and the Cork City Draft Development Plan (2022–2028), the proposal envisions the eastern most point of the Subject Site as an ideal location of a tower of exceptional height and architecture. Based on the policies in each aforementioned document, the South Docks, specifically the eastern most point has been identified as the area best suited for the greatest height and density in comparison to all other areas in Cork.

Where the City Centre and North Docks are given heights of 6 and 7 storeys on the upper level targets, the South Docks has been given 10. Additionally, within the City Areas, the South Docks is the only area marked as Potentially suitable for exceptional tall building(s).

Inspired by this guidance, it was important for the proposal to meet the full potential imagined for the site. The tower also serves as

an anchor for the various blocks of the proposed developed while integrating harmoniously into the skyline of Cork City. The design of the tower aims to work at the scale of the city, the neighbourhood and the local. Several features incorporated into the tower will ensure that it acts as the visual focal point for the development and that the façades are engaging from near and afar.

The core design emphasises the inherent nature of a tower - structure and verticality. The use of the gridded façade, with the play between solid and transparent elements, highlights the structure and order of the tower. This is further strengthened by the use of white, light coloured stone that contrasts strongly with the tinted glass. The introduction of narrow fins as a secondary vertical element allows for playful articulation of the elevation while lending further weight to the vertical nature of the tower. These fins also provide an opportunity to add variety in terms of colour and finish to the design. By using the depth of the façade, movement and

rhythm are introduced into the elevation. Secondary solid elements set back from the main grid create relief and add another layer of detail. These set backs are contrasted against the pop out winter gardens at upper levels which animate and activate the façade while providing another opportunity to introduce colour and variation.

In order to create a tower that serves as a landmark while respecting the surrounding area required improvement of the design as it relates to the overall articulation of the top, middle and base sections of the building. Consistent improvements to each within a cohesive design provides both a positive visual impact and a functional design.

The approach to the Landmark Tower began with a basic rectilinear extrusion and a base that reacted to the geometry of the site. Then a grid was introduced to create a play of light and dark materials that emphasises the structure and verticality of the tower. An equal emphasis on solid and void was used to create a set back at the



Centre Park Elevation



East Elevation



Marina Park Elevation



West Elevation



penthouse level to soften the top of the tower. Terraces are carved out of the tower to create depth within the elevation. Variation amongst the panels were employed within the grid to create more visual interest. These developments were further refined with balconies that provide a break in the straight façade plane, both physically and by introducing a play of light and shadow. Filled in panels were omitted and slender fins were introduced to add a sense of movement to the articulation of the building.

The final design refines this iterative process into a cohesive design and adds further detail by introducing specific materials and expressive elements. Pop-out window boxes are added to the upper levels which echo the shifting depth of the balconies below. These secondary elements are clad in a rich bronze material that introduces colour, texture and tone to animate the elevations. The nature of the metal, in conjunction with the

varying depths of the façade feature, creates a dynamic relationship between the building and its surroundings as the sun moves around the tower throughout the day.

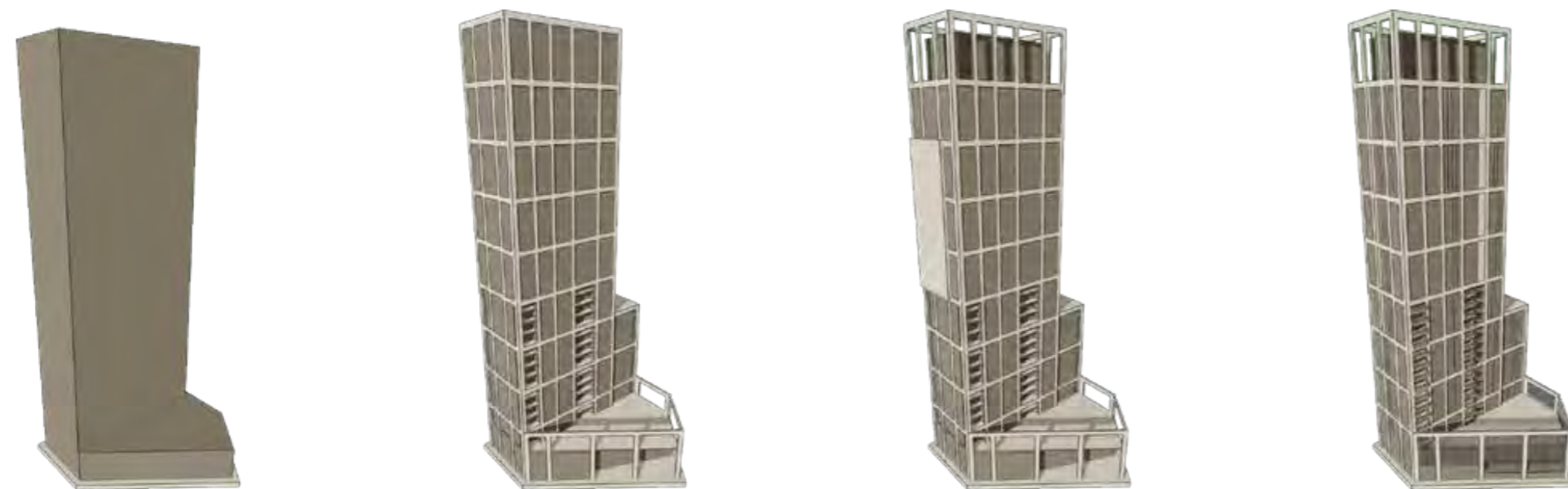
This design allows for the differentiation of the top, middle and base of the buildings as encouraged by the in force policy. The base and middle of the tower serve the greatest function at the human scale, while the top is most important as an iconic landmark. The tower has been refined several times to enhance the experience from surrounding sites, streets and open spaces. Further articulation and variation for the mid-section in the openings, balconies The design of the base of the building was further explored in order to create a strong distinction with the remaining sections, allowing the base to relate more directly to the specific conditions found at ground level, public realm and the mid-rise buildings in close proximity to the tower.

The material treatment of the tower has been

thoroughly studied to strike a balance between creating a distinctive landmark and ensuring material cohesion between the tower and the rest of the scheme all while considering the context of the site. The selection of high quality, durable materials will ensure the long-term visual appeal of the project while also reducing maintenance needs.

The white natural stone helps to distinguish the tower from the rest of the development and from the local and historic context. The use of a light colour helps to soften the massing of the tower while also contrasting the dark tinted glass. The relationship between these two primary materials creates the ordered grid of the tower and makes the structure and verticality legible.

At the secondary level, the introduction of colour, texture and tone animates the elevations and creates visual interest. The interaction between the bronze and the rest of the materials changes as it moves from vertical fins to winter gardens and as it







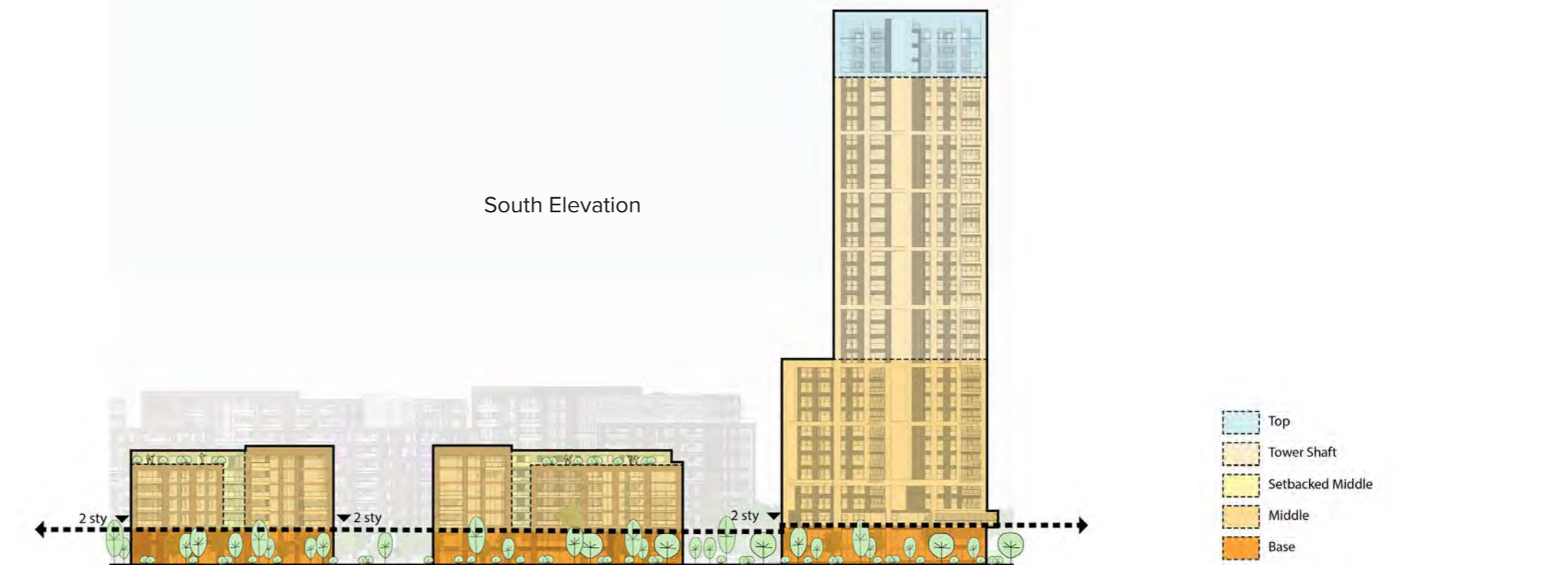
# 3.0

## Height + Design Strategy | 3.8 - Facade Articulations

The building facades are designed with two integrated scales in mind. The first, emphasizes the experience of the pedestrians that will interact with the base/podium portion of the buildings. The design aims to reflect the ground related environment, framed by the adjacent built form, while minimizing the additional height created by the tower elements as they relate to the district scale and city scale.

Distinction between the tower's top, middle and base have been clearly made through expressions of the façade and through a variation of materials. The base of the buildings are grounded through tactile and robust materiality, while the top is light and airy. The base materials are common to architecture found in Cork, such as stone and brick, resulting in buildings that feel familiar and low-impact.

The nature of brick and stone varies from base to top with different colors and surface treatments to accentuate the top and base of the towers. The result is a design that breaks down the volumes into series elements that creates a varied, yet coherent rhythm, while adopting to pedestrian focused scale along the public realm.



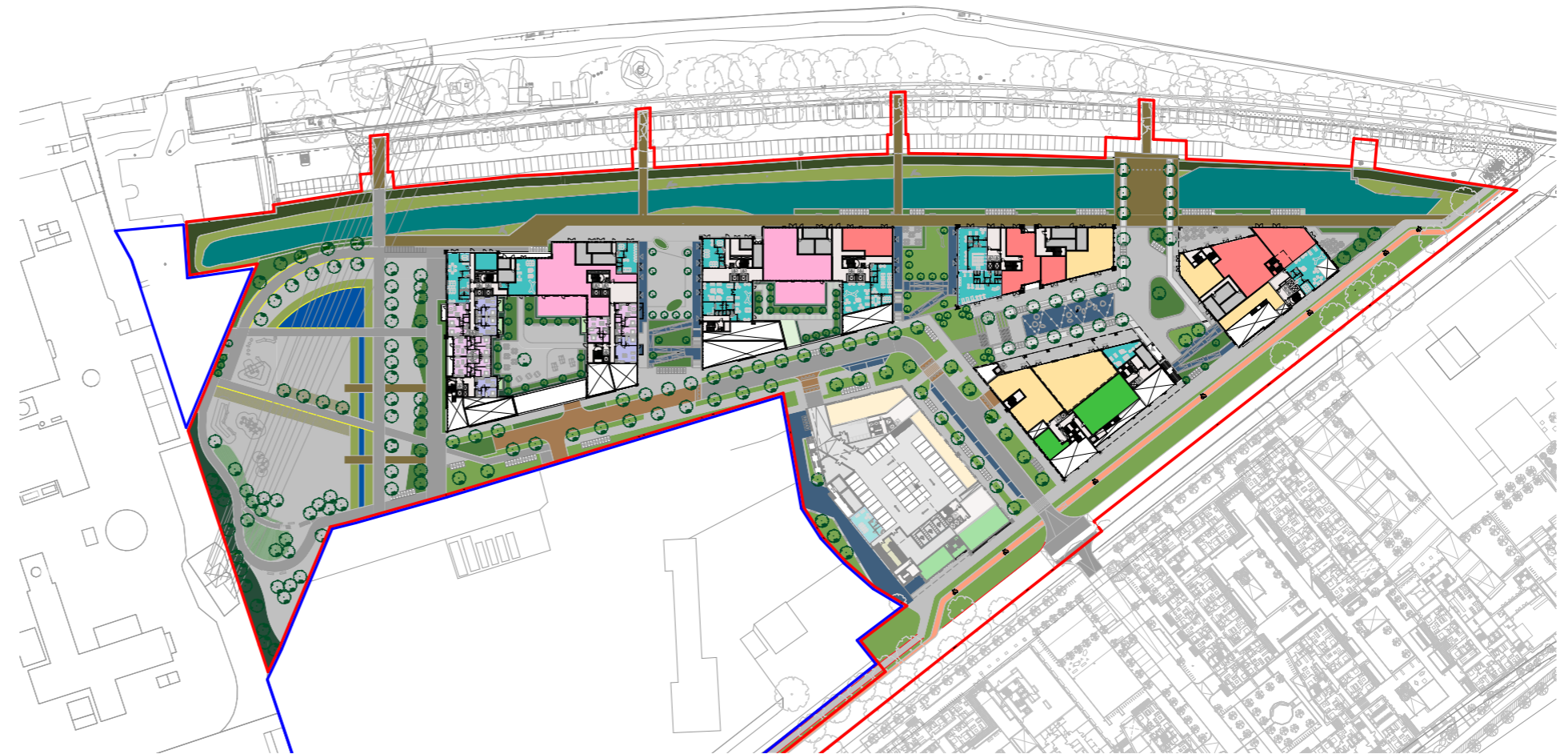
Conceptual Building Articulation Diagram

# 3.0

## Height + Design Strategy | 3.9 Relationship To The Public Realm

The revision to the proposal continues to further refine the relationship between the buildings and public realm. This includes the relationship to Centre Park, Marina Walk and the eastern most approach. Given that the site is located along the riverside, there is an opportunity to create a destination through the heights and an engaging public realm, both of which the Proposed Development intends to take advantage. An activated public space will allow for the built form to balance the exceptional height that is encouraged in the area. The opportunities for unique public spaces adjacent to and in the tallest building are explored to provide richness of experience of the overall development scheme.

The buildings and their height have been designed with the proposed round floor uses in mind, including the new Village Centre. The commercial centre will relate to base of the Landmark Tower (Block A) as well as mid-rise buildings, specifically Blocks B and C. These three blocks form a triangular zone that will be used to create a public centre for use by local residents and visitors.

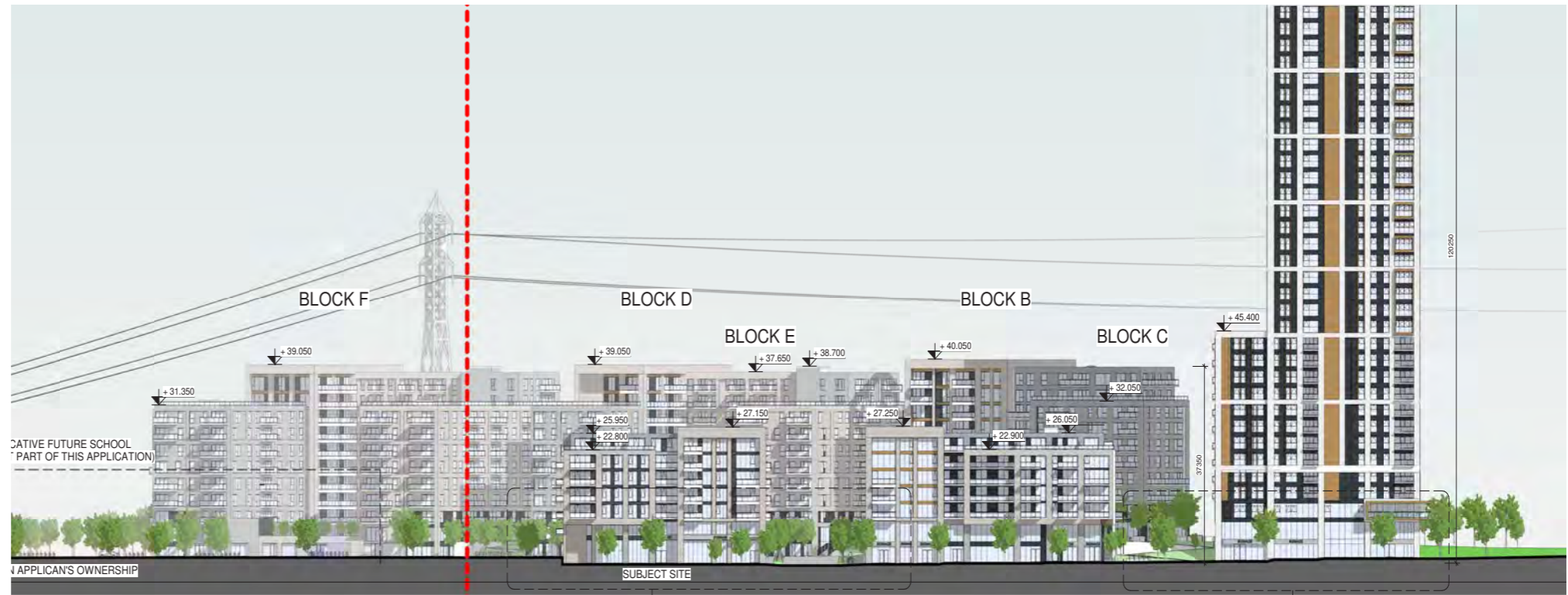


Ground Floor Landscape Plan

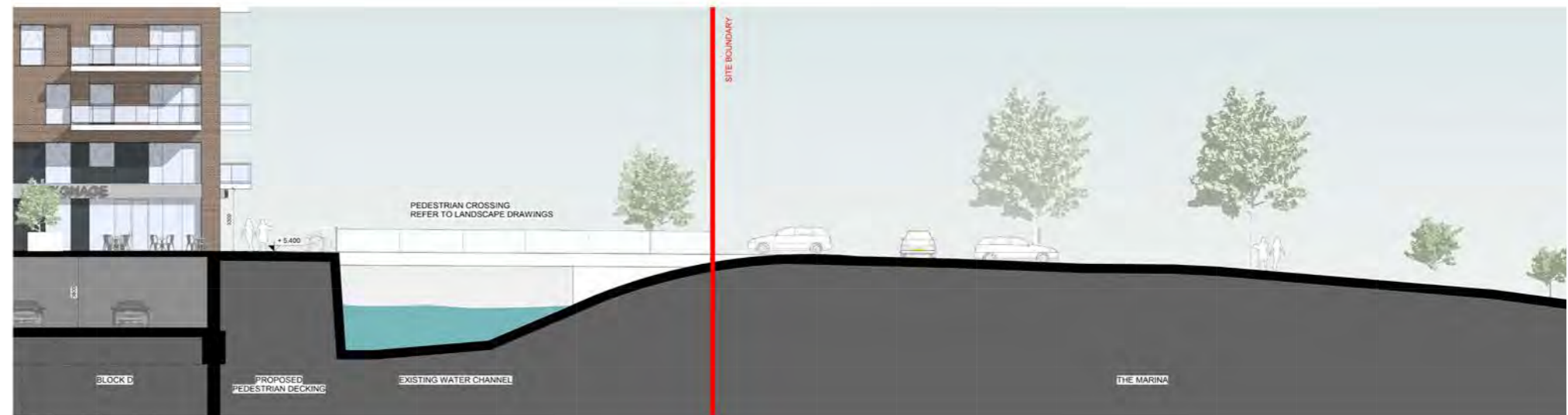
AREA TYPES	
	1 BED
	2 BED
	3 BED
	3 BED - DUPLEX
	CAR PARK
	SERVICES
	CIRCULATION
	COMMERCIAL
	COMMUNAL AMENITY
	BAR/ CAFE
	CRECHE
	BIKE
	NEIGHBOURHOOD CENTRE



The buildings are designed to respond to the public realm along the riverside frontage and along Centre Park Road to intentionally address the unique grade conditions of the site as well as to animate its edges. Along the riverside, the relationship between the main floor uses and the grade allows for animation and a direct and positive indoor and outdoor connection between the development's built form and the waterfront areas. This includes the proposed pedestrian decking, the crossing over the existing water channel to the Marina. Similarly, along Centre Park Road, there is a close relationship between the pedestrian realm and the ground floor uses. In order to create an active district centre as envisioned, the design of the built form, specifically on the ground floor needed to respond to the changing grades along the street. As such, the building responds to these conditions, through permeable ground floor designs, higher ceilings where necessary and open spaces in order to break up the built form. This minimises impact and creates an engaging and welcoming public realm that is permeable and responsive to the unique grade-related challenges.



*Elevation view of the development from Centre Park Road*



*Typical grade ground floor relationship of the buildings along the riverside*

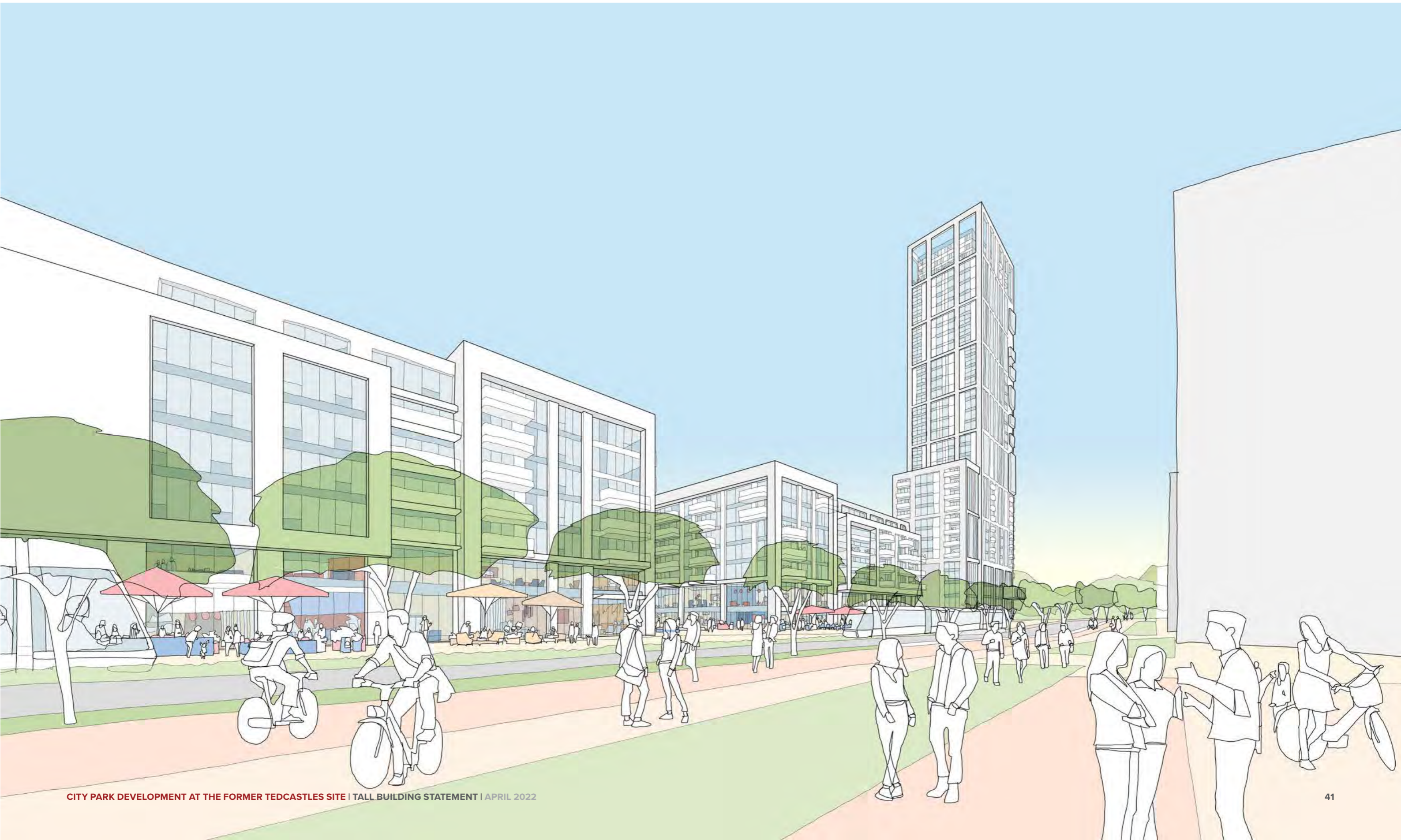
**Internal Road View**

Final Scheme - March 2022



**Centre Park Road View**

**Final Scheme - March 2022**



# 4.0

## Verified Views

The verified views have been prepared based on survey data supplied by P.C.A Ltd and proposed drawings supplied by C + W O'Brien Architects Ltd. Using rigorous methodologies set out by the Landscape Institute and London Framework, the results give the actual impression of scale and magnitude of a proposed scheme or development. Visual impact testing was conducted in order to analyse the impact of the tall building on verified views in the surrounding area. Urban 3D was commissioned as an independent VVM consultant to produce a total of 20 verified views at the following locations.

The testing demonstrated that overall, the proposal has beneficial impacts on existing views in the surrounding area. The buildings on blocks B, C, D, E and F have no adverse impact on the surrounding area, while the landmark tower on Block A serves as an iconic beacon which support general orientation around this strategic location of the evolving Docklands area. With the location of the tallest tower aligned with the direction outlined in the in-force policy, the impact of the views is one that is positive and adds to the emerging and existing character of the surrounding area.



**VIEW 1**  
*N8 Lower Glanmire Road*



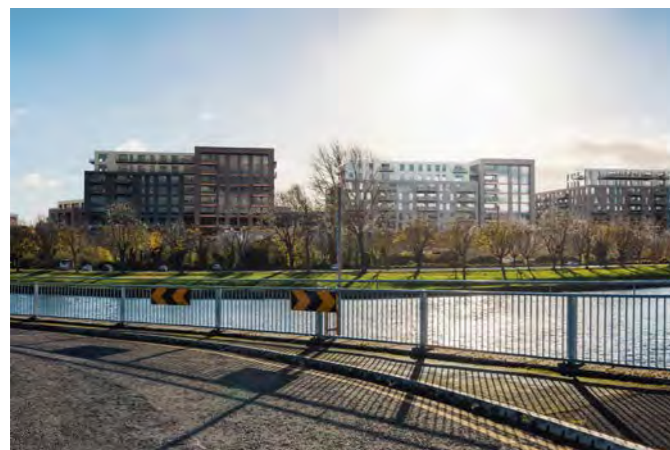
**VIEW 2**  
*Port of Cork Garden off Lower Glanmire Road*



**VIEW 3**  
*Tivoli Estate*



**VIEW 4**  
*Woodside, Tivoli – Pedestrian Railway Crossing*



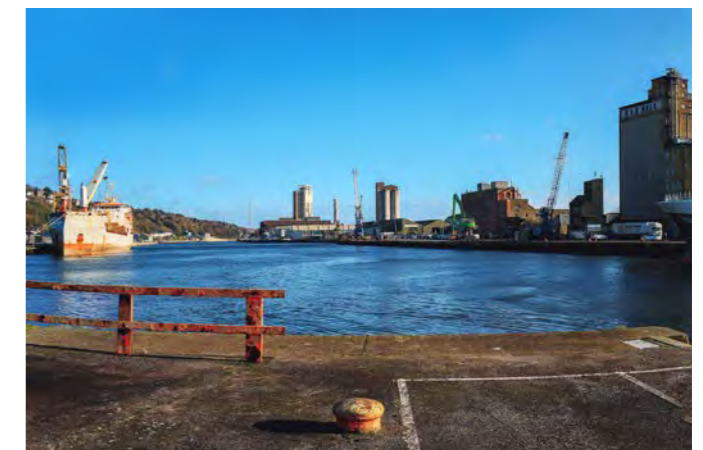
**VIEW 5**  
*Bellevue Villas, Lower Glanmire Road*



**VIEW 6**  
*Ferryboat House, Lower Glanmire Road*



**VIEW 7**  
*Horgan's Quay*



**VIEW 8**  
*Custom House Quay*



**VIEW 9**  
*Clontarf Bridge, Cork City Centre*



**VIEW 10**  
*Middle Glanmire*



**VIEW 11**  
*Maryville, Ballintemple*



**VIEW 12**  
*Monahan Road, Ballintemple*



**VIEW 13**  
*Centre Park Road*



**VIEW 14**  
*Centre Park Road*



**VIEW 15**  
*The Marina Boat*



**VIEW 16**  
*Beaumont Drive*



**VIEW 17**  
*Church Yard*



**VIEW 18**  
*Not Required*



**VIEW 19**  
*Lotaville, N8 Road, Tivoli*



**VIEW 20**  
*Monahan Rd*

**VIEW 1**

N8 Lower Glanmire Road

**VIEW 2**

Port of Cork Garden off Lower Glanmire Road

**VIEW 3**

Tivoli Estate

**VIEW 4**

Woodside, Tivoli - Pedestrian Railway Crossing

**VIEW 5**

Bellevue Villas, Lower Glanmire Road

**VIEW 6**

Ferryboat House, Lower Glanmire Road

**VIEW 7**

Horgan's Quay

**VIEW 8**

Custom House Quay

**VIEW 9**

Clontarf Bridge, Cork City Centre

**VIEW 10**

Middle Glanmire Road, Montenotte

**VIEW 11**

Maryville, Ballintemple

**VIEW 12**

Monahan Road, Ballintemple

**VIEW 13**

Centre Park Road

**VIEW 14**

Centre Park Road

**VIEW 15**

The Marina Boat Jetty Pontoon

**VIEW 16**

Beaumont Drive

**VIEW 17**

Church Yard Lane, Ballintemple

**VIEW 18**

Not Required

**VIEW 19**

Lotaville, N8 Road, Tivoli

**VIEW 20**

Monahan Rd



Verified Views Locations - Key Map

# 5.0

## Conclusion

The development massing and height is articulated with great intention and through design that allows the introduction of buildings that work in harmony with each other and the existing built environment.

The subject site serves as one of the most important areas within the South Docks, due to its relationship to the river's edge and its high visibility at the most eastern point. Exceptional height and increased density is desirable in this area through well-intentioned design and clustering. The location of the South Docks, its future transit connectivity and its proximity to the city centre allows this to be a location well-suited for high-rise buildings that do not compete with Cork's City Centre.

The proposed development has the potential to become an iconic landmark for Cork that will be known beyond the context of the local municipality. Serving as a unique waterfront destination, the exceptional height of the Block A tower will serve as the symbol marking the site, seen from across the city by punctuating the skyline with an exceptional design. The final iteration of the 35-storey tower, includes distinctive finishes that honour the existing conditions of the city of Cork while providing a modern approach that embraces the future

of the Docklands, all while respecting the in-force policy.

The South Docklands prove to be an ambitious addition to the emerging clusters forming along the River Lee. The City Harbour Interchange Area, where the newly approved Customs House is located, the Odlums site which currently under review, and the neighboring Marina Commercial Park are changing the landscape along the riverside in Cork. The proposed high-rise tower on 'Block A' would serve as a landmark, marking the eastern most point of the Docklands, mirroring the Customs House at the convergence point of the Northern and Southern Channel of the River Lee. These two landmark towers would serve as pillars amongst the clusters of the evolving development within the Docklands. Both sites have been identified as an ideal location for exceptional height and will create new visual gateways due to their unique and prominent locations. Due to its location, the proposed tower on Block A will mark the eastern edge of the Docklands, minimising its impact on the neighbouring sites and the city centre.

The clustering of buildings on the large site, along the waterfront allows for the additional height to be presented in a way that

complements the existing essence of the city. The Proposed Development is supportive of the change being created in the site through nearby developments including Customs House and The Odlums Site, indicating that this area is well-suited for this type of revitalisation.

The height of the 27-35m mid-rise buildings and the 115m tower, conform to the national and local policy directions for the South Docklands and the City of Cork. Though the heights bring greater density and height to this area, it is done in a way that is respectful to the existing character of the city and neighbourhood. As an addition to the emerging height and density approved along the River Lee, the increased height of the proposed buildings are situated in an emerging character with the capacity to accommodate tall buildings of this scale. The Block A tower compliments the Customs House tower and the several proposed buildings along the riverside while maintaining its own distinctive merit.

Due to its location away from the city centre, the south docklands provide a unique condition that allows greater design freedom on the site. Being situated away from the historic centre allows the site to take a new and modern shape, while its proximity allows it to be well connected and accessible by road, transit and riverside.

The project will bring new life to the formally industrial area and optimises the use of this under-utilised site by proposing a dense mixed-use development.

The proposed development will deliver significant positive impacts for the South Docklands and the City of Cork. Based on assessment of the increased height this statement concludes that the three 10-storey and two mid-rise buildings and 35-storey tower in respect of their location and height are fully justified and appropriate and therefore should be granted permission.

C+W O'BRIEN  
ARCHITECTS

+

URBAN  
STRATEGIES  
INC .