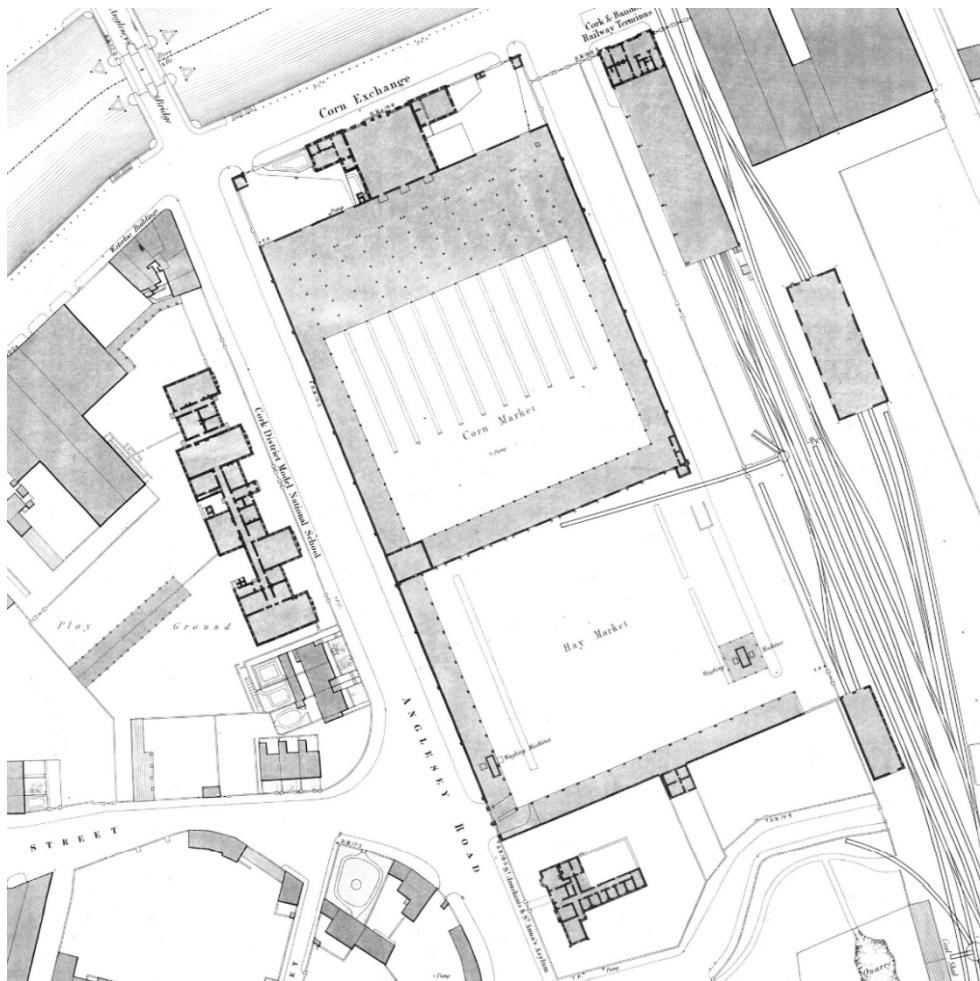


JCA Architects



Architectural Heritage Impact Assessment

Anglesea Terrace

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Revision: 3

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1	04.06.2025	MO'C comments, photomontages & landscape updates	KMc/GOC	KMC	GOC
2	23.09.2025	Design updates	KMc/GOC	KMC	GOC
3	08.10.2025	Planning Issue	KMc/GOC	KMC	GOC

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Figure 1: Aerial photograph of site showing 20th century context, 1949 (Britain From Above)

1.0 Introduction

The following report has been prepared by JCA Architects, RIAI Conservation Grade 1 Architects, to accompany a Part 8 application for a residential development at Anglesea Terrace, Cork. This development is described in HJL Architects' Design Statement.

This report was prepared by Katherine McClatchie BA, MUBC and Gareth O'Callaghan, BArch, MRIAI, RIAI Grade 1 Conservation Architect, both of JCA Architects. The site was initially visited in June 2024 and on a number of subsequent occasions in 2024 and 2025, and the existing site and its historic context were examined. A review of historic maps and photographs was undertaken, and relevant existing published sources on Cork were consulted. A review of existing Statutory Protection designations in the area surrounding the site was also undertaken.

A rectified photographic survey of the existing stone walls within the site has been conducted by HD Surveys and should be read alongside this report.

JCA were appointed as Conservation Architects to the design team at the outset of this project. Historical research and examination of the existing surviving built fabric on the site took place at an early stage and was reported to the design team in order to inform the design process. JCA took an active role in the process of selection of the most appropriate option for the site.

The purpose of this Architectural Heritage Impact Assessment is to provide information on potential Architectural Heritage Impacts of the proposed development.

1.1 Location and Heritage Protection Status

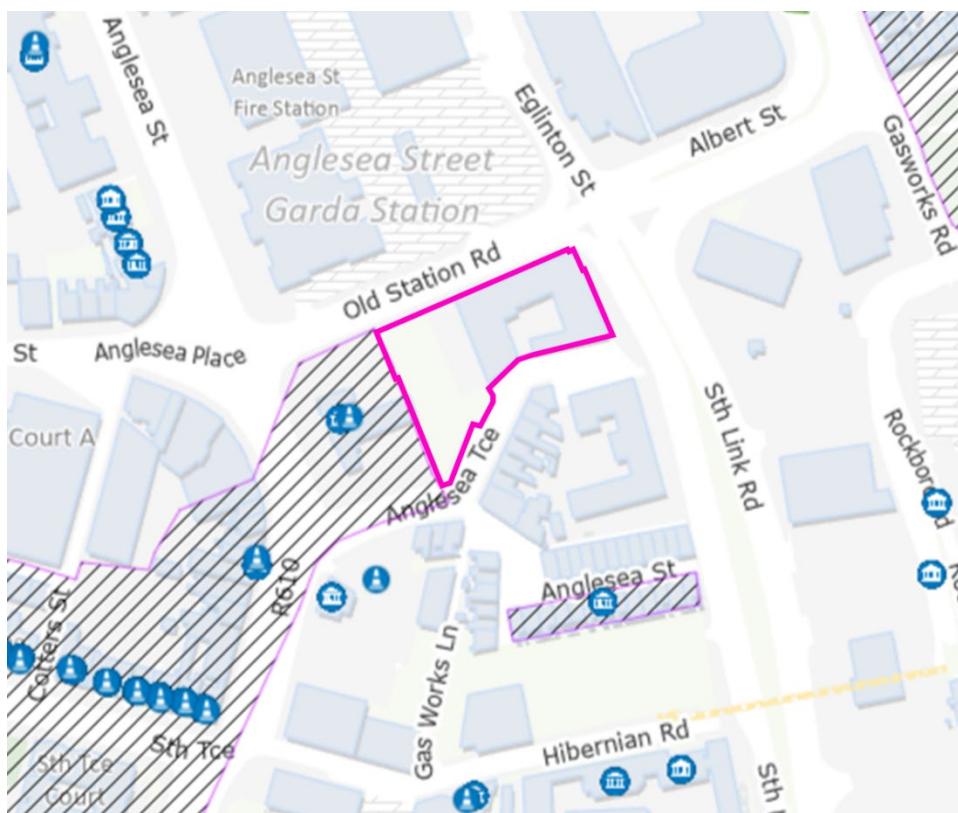


Figure 2: Architectural Heritage Map indicating Protected Structures, NIAH structures and ACAs (Cork City Council)

Architectural Conservation Area Protected Structure NIAH

The subject site is highlighted in pink in the above diagram which also shows the adjoining and proximate Architectural Conservation Areas.

There are no structures subject to statutory protection within the site boundary.

In the immediate surroundings of the site, the north boundary is formed by Old Station Road, the east by the South City Link Road, the south by Anglesea Terrace and the west by SS. Joachim and Anne's, a former asylum, built 1858-60.

St. Joachim and Anne's is included on Cork City Council's Record of Protected Structures (PS004).

It is also included on the National Inventory of Architectural Heritage (Reg. No. 20508384).

SS. Joachim and Anne's is located within an Architectural Conservation Area which begins immediately to the west of the site. This is **sub-area C of the large South Parish ACA**, characterised as an area of 19th century housing and institutional development of historical, architectural and social significance. The proposed development site itself is not subject to any form of statutory architectural heritage protection.

2.0 Historical Background



Fig 3: OS Map 6 Inch First Edition, surveyed 1840, pub.1845

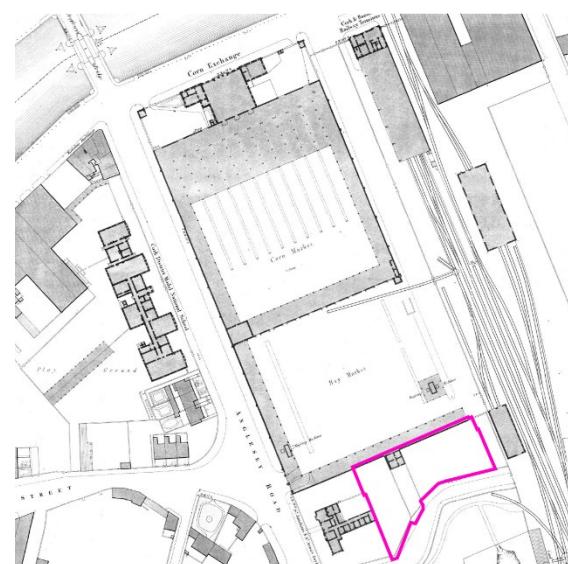


Fig 4: OS Map 6 Inch First Edition, surveyed 1840, pub.1845

The subject site was relatively undeveloped at the time of the first OS map, with the Corn Exchange to the north. The site had not yet been fully reclaimed from marshland, which determines the line of the later Anglesea Terrace. The Corn Exchange on Albert Quay, north of the site, was originally built 1827-33, to a design by William Hill¹. A central block was added in 1843 to a design by Robert Howard².

The Corn Exchange was converted for use for the National Exhibition of 1852 by the architect Sir John Benson. By the time of the 1869 map, the extension of the Corn Market is visible, with the addition of the Hay Market to its south. The Corn Exchange was later the site of the Cork Industrial Exhibition in 1883. Cork Corporation established a City Hall here in 1893, which was burnt down by the Black & Tans in 1920 and later replaced by the present City Hall.

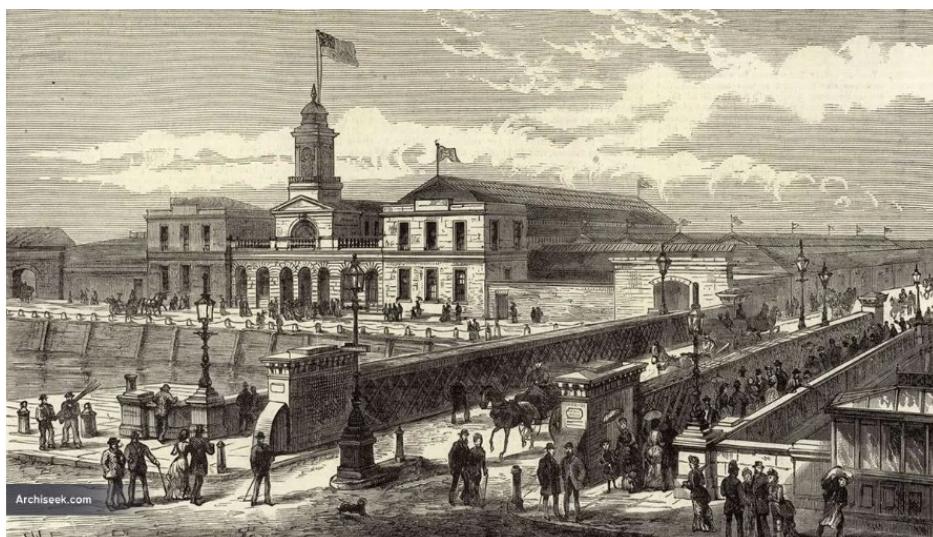


Figure 5: Print showing the Albert Quay façade of Corn Exchange (now the site of City Hall), c.1883, (Archiseek)

¹ O'Dwyer, Frederick, *The Architecture of Deane & Woodward* (1997), pp. 65, 128

² Keohane, Frank, *The Buildings of Ireland: Cork*, London, 2020, p. 156

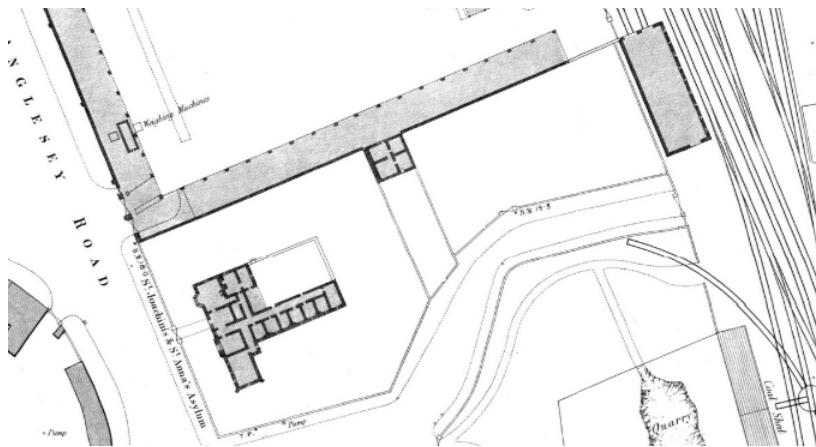


Figure 6: OS City of Cork, 1869

The southern boundary wall of the Hay Market largely forms the north boundary wall of the present site. The nature of this canopied structure may be seen in the historic aerial photographs in Figs. 10-11. A small square building projecting from the rear of the Hay Market was located within the subject site, which no longer exists. The Cork, Bandon & South Coast railway line is visible to the east of the site which had begun operating here in 1851. The large railway shed visible to the east of the site in 1869 is no longer in place.

SS Joachim & Anne's Asylum, immediately to the west of the subject site, was built shortly after the National Exhibition, between 1858-60, to a Tudor-style design by Cork Architect Henry Hill, using Belvelly brick with limestone dressings. The asylum was built to provide accommodation for 'distressed and reduced respectable Roman Catholic Females', with a bequest from John Lane³. The Hay Market walls formed the northern boundary of its grounds. The eastern boundary of the asylum was originally further east, taking in part of the present car park. The present eastern boundary of SS Joachim & Anne's dates from the late 20th or early 21st century, with maps up to the mid-20th century showing a garden area to the east of the asylum building's rear gable. Part of its present boundary is formed by the remains of a stone walled enclosure or yard which is visible on all historic maps.

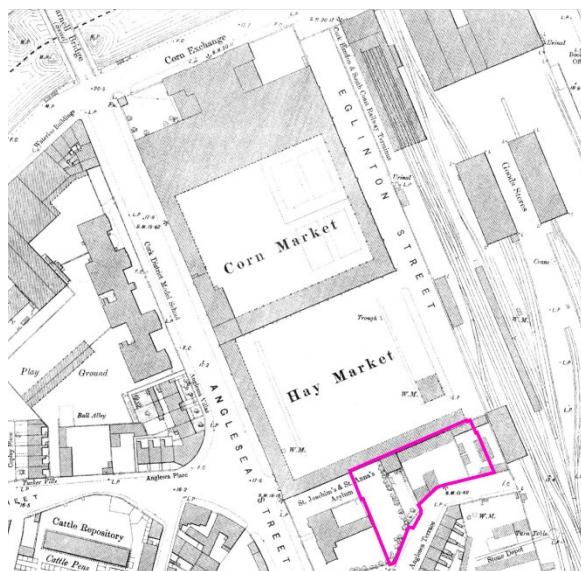


Figure 7: CK074_56 City of Cork : sheet LXXIV.56, 1892

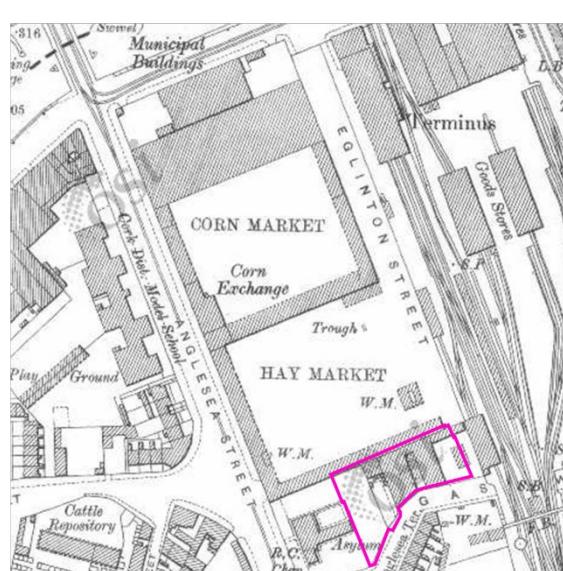


Fig 8: OS Map 25 Inch, CK074-11, 1902

³ Keohane, Frank, *The Buildings of Ireland: Cork*, London, 2020, p. 159.

By the end of the 19th century, the site was gradually infilled with small buildings, some built up against the rear of the Hay Market's southern boundary wall and the site subdivided.

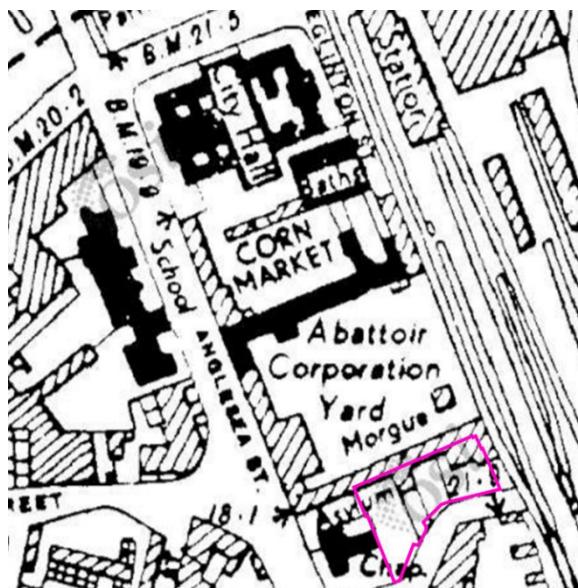


Figure 9: OS Map 6 Inch Last Ed., Published 1956

Further development may be seen on the site by the mid-20th century. The Hay Market is at this point in use as an Abattoir, Morgue and Cork Corporation Yard, while the Corn Market has largely been replaced by the present City Hall. The present structures to the eastern part of the site post-date this map.

Historic Images from *Britain from Above* – Site Area Circled in Purple

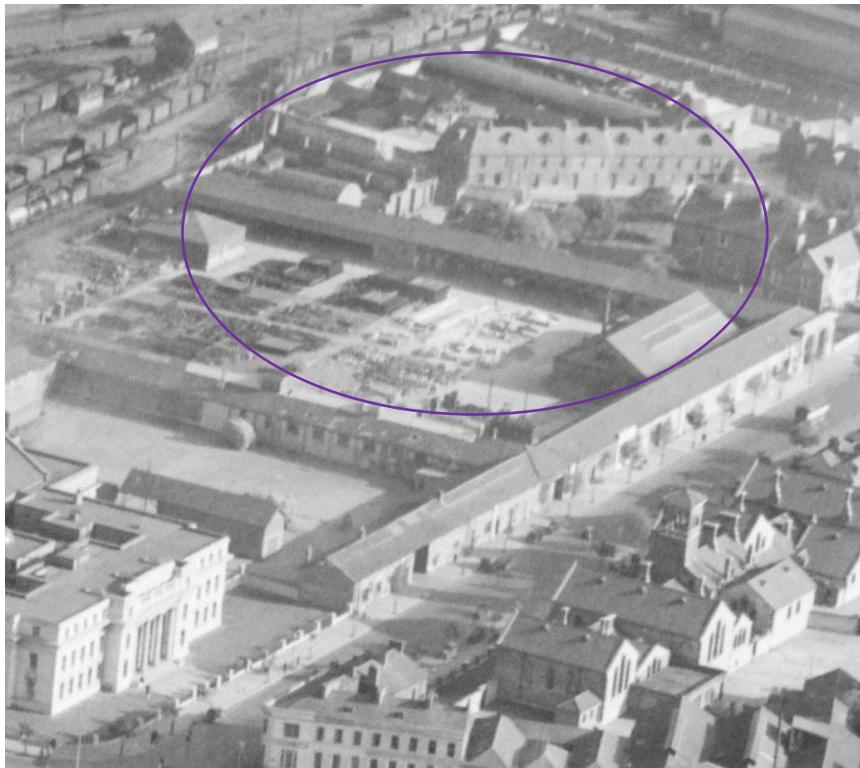


Figure 10: Aerial view, 1949

The site viewed from the east showing the long, canopied area of the hay market whose wall now forms the north boundary wall of the site with warehouse buildings contained within the site.



Figure 11: Aerial view, 1951

The location of the subject site's northern boundary wall to the present Old Station Road is highlighted, concealed in this image by the canopy of the Hay Market.

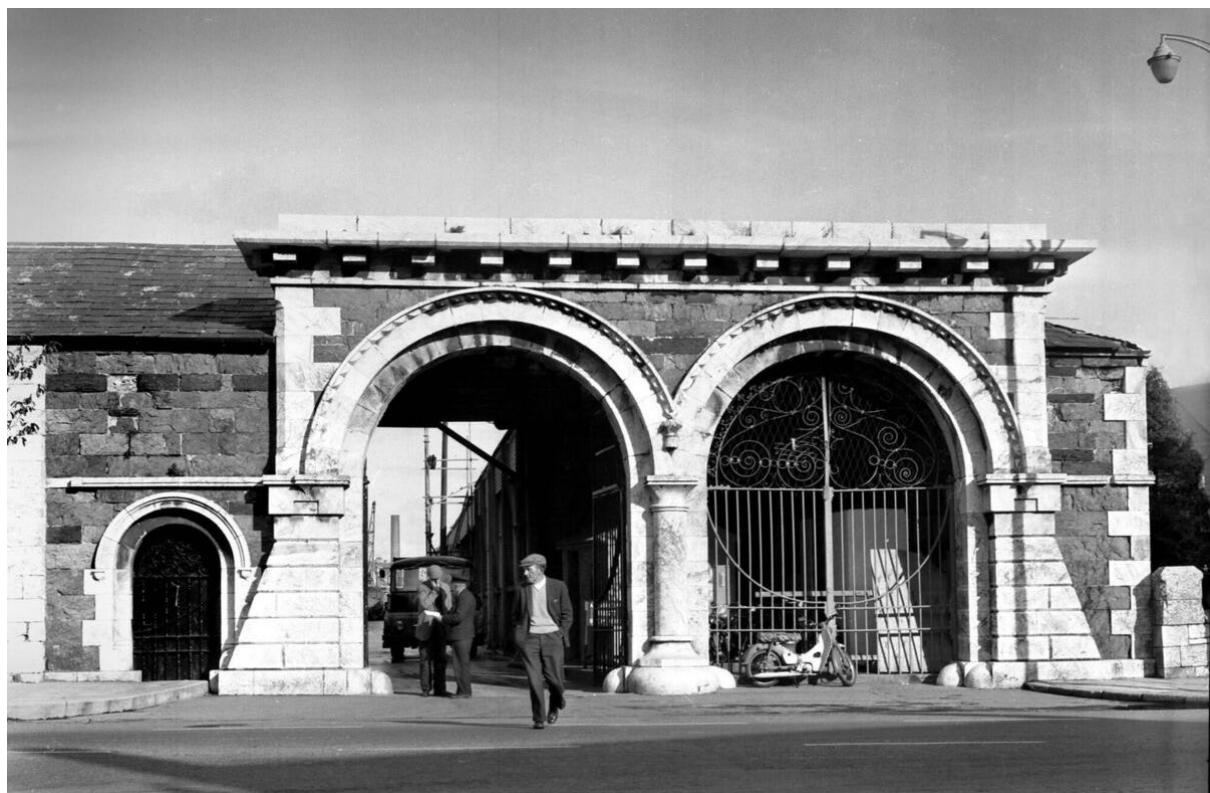


Figure 12: Hay Market gates in situ on Anglesea Street, 1976, with canopy just visible behind gate (Evening Echo)

The Hay Market entrance to Anglesea Street, which was removed and reconstructed as the Grand Parade entrance to Bishop Lucey Park in 1985, is shown here in its original location, adjoining the northern boundary of SS Joachim & Anne's Asylum. It is understood to have been designed by Sir John Benson, and does appear typical of his use of materials and expression of form. Old Station Road and Anglesea Street Garda Station and Fire station now occupy the site of the Hay Market.



Figure 13: Photograph of SS Joachim & Anne's, c. 1960's, showing original boundary wall and railing (Cork City & County Archives)

When the South Link Road was laid out along the former Cork, Bandon & South Coast railway line in the 1980's, a new road leading east from Anglesea Street, Old Station Road, was provided between SS Joachim & Anne's and the former Hay Market, with its western end on the site of the former Hay Market entrance visible in Fig. 11.



Fig. 14: Western Boundary wall of SS Joachim & Anne's, c. 1960's Fig. 15: The rebuilt area of wall and road today

As part of the construction of Old Station Road, the western boundary plinth wall and railings to SS. Joachim & Anne's was truncated at its northern end and a new, higher coursed rubble limestone and sandstone wall constructed from the northern building line of SS Joachim & Anne's to the corner of Old Station Road. The former entrance gate to the Hay Market was removed and the rear boundary wall of the Hay Market rebuilt to form the corner of Anglesea Street and Old Station Road.



Fig 16: Aerial view SS Joachim & Anne's (Kieran McCarthy/Evening Echo)



Figure 17: Present site boundary

At some point in the late twentieth or early twenty-first century, the rear (eastern) part of the site of SS. Joachim & Anne's was brought into separate ownership, with the rear boundary now at the western building line of the building itself (Fig. 16). The strip of land between the present and former boundary here is now a surface car park. A pair of single-bay two-storey pitched roof extensions have been added in recent years to the northern side of the eastern part of SS Joachim & Anne's, with Fig. 16 showing the building before the addition of these elements.

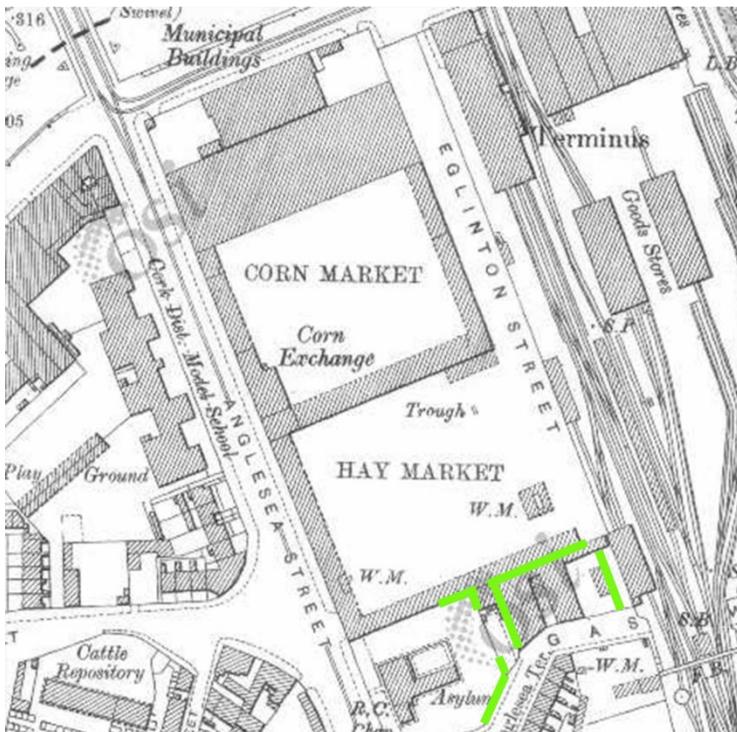


Figure 18: 1902 OS map with location of extant walls or partially extant coursed rubble stone walls of varying dates of construction marked in green.

A rectified photographic survey of the existing stone walls within the site has been conducted by HD Surveys and should be read alongside this report.

3.0 Current Description

Old Station Road



Figure 19

View of Old Station Road from junction with Anglesea Street. SS. Joachim and Anne's is to the right of the image. The stone wall forming the boundary along Old Station Road appears on the basis of map and photographic evidence to be on the line of the southern boundary wall of the former Hay Market, although the corner was rebuilt and some other areas have been altered or reconstructed.



Figure 20

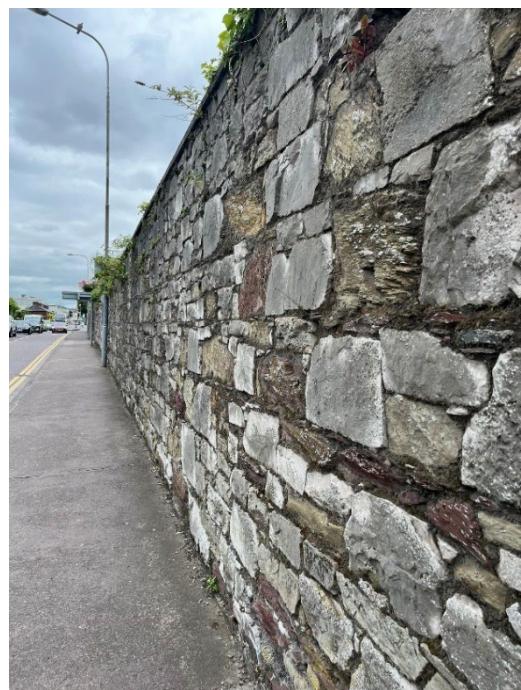


Figure 21

View of extant coursed rubble limestone & sandstone walls along Old Station Road. The stone wall forming the northern site boundary along Old Station Road appears on the basis of map and photographic evidence to comprise part of the southern boundary wall of the former Hay Market, with the lower portion immediately to the east of the gate apparently reconstructed, and the window and door ope a later introduction.



Figure 22



Figure 23

View of extant stone walls along Old Station Road. At the junction between Old Station Road and South City Link Road and the northeast corner of the site the stone wall ends with a quoined corner comprising ashlar limestone blocks, with warehouse buildings slightly stepped back from the line of the stone wall.

South City Link Road



Figure 24

View of existing stone walls along South City Link Road and the eastern boundary of the site. These stone walls appear to have been constructed as a boundary to the South City Link Road using stone from a railway structure indicated on historic maps as having been located a short distance to the east of the site. No wall is indicated in this present location on historic maps.



Figure 25



Figure 26

Areas of existing stone walls along South City Link Road slightly pronounced from the adjoining warehouse building within the site.

Anglesea Terrace



Figure 27

The southern kinked boundary of the site with warehouse buildings to the right and extant stone walls to the left of the image. The stone wall immediately to the left of the image corresponds with the historic boundary wall of St. Joachim and Anne's, although it appears to have undergone alterations and possibly some reconstruction, with upper courses differing in construction. Additional changes include a new opening, formed to allow for a car park, with the wall around the opening rebuilt. The original extent of the site of St. Joachim and Anne's has been subdivided for the car park.

Current Photographs – Within Site Area



Figure 28



Figure 29



Figure 30



Figure 31



Figure 32



Figure 33

There are some reconstructed elements of the former coursed rubble stone boundary wall of SS Joachim & Anne's now within the site. To the north, the former Hay Market wall's external face is now the internal face of a laboratory structure to the north-east. The present buildings on the eastern part of the site appear to be of late 20th-century construction and are functional in character.



Fig 34

4.0 Assessment Methodology

The site was initially visited in June 2024 and on a number of subsequent occasions in 2024 and 2025, and the existing site and its historic surroundings were examined.

Once information resulting from the historical analysis and physical inspection of the existing structures and site was compiled, the character of the historic setting and potential risks to its character were determined.

This impact assessment entails four stages:

1. A desk-top review of relevant documents relating to the site's history.
2. A high level field survey of the structures now surviving around the proposed development area.
3. An evaluation of the architectural heritage significance of these structures.
4. An assessment of the impact of the proposed development on the special heritage significance of the surrounding area.

Desktop Study

The historical aspects of the site's development were ascertained using historic maps and published sources on Cork.

Field Survey

A full survey of the site was carried out by JCA in July 2024. This entailed the examination, description and photographing of all relevant structures in the immediate context of the development site for three reasons:

1. To verify what was already known about the area's built heritage,
2. To update this information to take account of any physical alterations to the area's structures, and
3. To fill in any gaps in our knowledge of the site, such as previously unrecorded features.

4.1 Assessment of Impact Methodology

An evaluation was made of the likely impacts of the proposed development upon the heritage characteristics of the historic structures within the immediate context of the site. Changes to the site's visual attributes could potentially arise from:

- Indirect disturbance to the historic visual context of Protected Structures, NIAH buildings or Architectural Conservation Areas by new buildings.
- Direct physical interventions to upstanding buildings, e.g. piecemeal demolitions, new extensions,

The magnitude of these impacts can range from 'major' in the case of drastic alterations or demolitions, to 'negligible' or 'none' where little or no change will ensue as a result of the impact. Such impacts can either be 'beneficial' or 'adverse' depending on whether the heritage character of the feature being impacted upon is enhanced or degraded as a result. A 'neutral' impact will be neither beneficial nor adverse.

- Major: *Beneficial* - Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality. *Adverse* - Loss of resource and/or quality and integrity of resource; severe damage to key attributes.
- Moderate: *Beneficial* - Benefit to, or addition of, key attributes; improvement of attribute quality. *Adverse* - Loss of resource, but not adversely affecting integrity; partial loss of/damage to key attributes.
- Minor: *Beneficial* - Minor benefit to, or addition of, one or several key attributes; some beneficial impact on attribute or a reduced risk of negative impact occurring. *Adverse* - Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one or several key attributes.
- Negligible: *Beneficial* - Very minor benefit to or positive addition of one or more attributes. *Adverse* - Very minor loss or detrimental alteration to one or more attributes.
- None: No loss or alteration of attributes; no observable impact, ie neither beneficial nor adverse.

The *significance* of an impact will depend on its magnitude and the heritage value of the feature being impacted upon. It can range from 'neutral', through 'moderate' to 'very large'. Thus, a major negative impact on a feature of very high heritage value will have a significantly large adverse effect, whereas the same impact on a feature of negligible value will be relatively insignificant. For the purposes of this analysis, the levels of impact significance are defined as follows:

- Very large: Only very adverse effects are normally assigned this level of significance. They are generally, but not exclusively, associated with sites of international, national or regional importance that are likely to suffer a most damaging impact and loss of integrity. However, a major change in a site or feature of local importance is not precluded from this category.
- Large: These beneficial or adverse effects are considered to be very important considerations and are likely to be material in the planning process.
- Moderate: These beneficial or adverse effects may be important, but are not likely to be key factors in the planning process. Their cumulative effects may, however, be relevant if they lead to an increase in the overall adverse effect on a particular feature.
- Slight: These beneficial or adverse effects may be raised as local factors but are unlikely to be a critical issue in the planning process.
- Neutral: No effects or those that are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.

The various permutations of 'magnitude of impact' and 'heritage value' will result in the following impact significances:

Heritage Value	Magnitude of Impact				
	None	Negligible	Minor	Moderate	Major
Very High	Neutral	Slight	Moderate/ Large	Large/Very Large	Very Large
High	Neutral	Slight	Slight/Moderate	Moderate/Large	Large/Very Large
Medium	Neutral	Neutral/ Slight	Slight	Moderate	Moderate/Large
Low	Neutral	Neutral/Slight	Neutral/ Slight	Slight	Slight/Moderate
Negligible	Neutral	Neutral	Neutral/ Slight	Neutral/ Slight	Slight

The duration of the impact is also of relevance. Short-term impacts upon a site's built heritage may arise during the construction phase of a development. There is likely to be long-term residual impacts as well once the development is completed and the site operational.

5.0

Assessment of Significance of Existing Site

A number of coursed rubble limestone and sandstone walls exist both at the site boundary and within the site. These walls appear, on the basis of historic map and photographic evidence, to date from a number of different periods of construction.

- The northern boundary wall of the site, on Old Station Road, appears to have originally formed some of the southern boundary wall of the city's mid-19th century Hay Market. This wall was a functional structure and retains no architectural significance in its present form.
- The Hay Market was of historic significance as part of a group of buildings to the north of the subject site. The historic significance of the surviving wall was most substantially impacted in the 1980's by the introduction of Old Station Road, isolating what had been a boundary wall from its original site which has resulted in a very substantial loss of historic context.
- There is evidence of the wall having been altered and reconstructed at its western end, and large vehicular access openings have been made, with rebuilding having taken place around these openings. Further openings were made in this wall towards its eastern end to provide window openings to later buildings within the subject site. These changes have led to a substantial loss of historic character.
- The original boundary walls to the west of the site, including those now forming the boundaries within the car park immediately to the east of SS Joachim & Anne's, are now largely lost, with some existing piers appearing to be constructed of or faced with the coursed rubble limestone taken from the original eastern boundary of SS Joachim & Anne's. There is one area of wall to the south-west corner of the site that may be closer to its original form, although there is evidence of alterations and change to this wall.
- The most intact element of the subject site's western boundary is what remains of the coursed rubble limestone yard or enclosure wall, visible on historic maps of SS Joachim & Anne's as part of the building's original construction, which adjoins its north-eastern extension.
- The other walls within the site appear to be of later construction and are the remains of buildings of less historical significance.
- The site is bounded to the west by SS Joachim & Anne's, a building of architectural, historic and social significance. It retains a scale and height characteristic of this area in the 19th century, although much of the more recent development in the immediate context of the building is of significantly greater scale and height.
- Although now in separate ownership, it is recognised that the footprint of the unbuilt area within the site that was originally within the boundary walls of SS Joachim & Anne's has some social and historical significance and may be considered to form part of the original curtilage of the Protected Structure. The separation of this strip of land from the grounds of SS Joachim & Anne's and its present hard landscaping has had a negative physical and visual effect on the setting of the Protected Structure.

6.0 The Proposed Development

The development proposes the demolition of existing structures and construction of 147 no. residential units and 3 mixed-use units located at Anglesea Terrace, Old Station Road, Cork. Please refer to the description of development in the Architects' Design Statement for further details.

7.0 Physical and Visual Architectural Heritage Impacts of the Proposed Development

Physical Impacts on historic structures within the site

The negative physical impact of the demolition of the existing former Hay Market stone walls within the site boundary will be Slight/Moderate in nature. The significance of these walls has been very heavily impacted by their isolation from their original site by the introduction of Old Station Road in the 1980's, which has led to a total loss of context and substantial loss of historic character. Their significance and character have been further eroded over time by the removal of some areas and adaptation and change to other areas. Within the site, a short length of the western end of this northern boundary wall had previously formed part of the northern boundary of SS Joachim & Anne's, but its present significance relates to its original construction as part of the now lost Hay Market rather than as part of SS Joachim & Anne's.

The negative physical impact of the demolition of the existing former southern boundary wall of SS Joachim & Anne's, which now lies within the south-western corner within the site boundary will be Moderate in nature. While this area of wall corresponds with the historic boundary wall of St. Joachim and Anne's, it appears to have undergone alterations and possibly some reconstruction, with upper courses differing in construction. Additional changes include a new opening, formed to allow for a car park, with the wall around the opening rebuilt. The earlier truncation of the original site to the east of the SS Joachim & Anne's building had a significant impact on the historic character and setting of the Protected Structure, which has had a negative impact on the present legibility of this area of the original boundary.

Visual Impacts on historic structures within the site

The negative visual impact of the demolition of the existing former Hay Market stone walls within the site boundary will be Slight/Moderate in nature. The significance of these walls has been very heavily impacted by the changes to the site described above, which have substantially altered the appearance, visual historic character and setting of these walls.

The negative visual impact of the demolition of a part of the existing former southern boundary wall of SS Joachim & Anne's, which now lies within the south-western corner of the site boundary will be Moderate in nature. The wall has previously undergone substantial change and loss of visual context.

Physical Impacts on SS Joachim & Anne's, the Protected Structure adjoining the site

There will be no physical impacts on SS Joachim & Anne's or its existing site. The physical impact on the part of the subject site which was originally part of the boundary of SS Joachim & Anne's is described above.

Visual Impacts on SS Joachim & Anne's, the Protected Structure adjoining the site

The height and scale of the proposed development will have a Moderate negative visual impact on SS Joachim & Anne's and its present setting. The new development will be visible from within the Protected Structure and its site, and in almost all views towards the Protected Structure. The visual context of SS Joachim & Anne's was recognised as a key constraint early in the design process, and the height of the proposed development was reduced at its western side in order to reduce its visual impact.

The area of the site that had originally formed part of the site of SS Joachim & Anne's was recognised as particularly sensitive, and the proposed building line of the new development has been held back from this area in order to provide a physical and visual buffer zone between the Protected Structure and the new development.

The landscape treatment proposed here is intended to have a positive impact on the existing setting to the east of SS Joachim & Anne's, which has suffered a loss of character due to the reduction of the site to the east of the historic building, with the surface car parking area presently not sensitive to the context of the Protected Structure. Some of the rubble stone from the walls to be demolished will be reused in the new site boundary walls, which is intended to have a positive visual impact on the wider setting of the Protected Structure.

Visual Impacts on Surrounding Architectural Heritage

The height of the tall building element of the proposed development mean that it will have a visual impact on views towards the site from a number of areas of Cork City. The most immediate include views towards and from Cork City Hall, a Protected Structure and on views from a number of Architectural Conservation Areas to the east of Cork City Centre. A Landscape and Visual Impact Assessment has been prepared which examines the wider visual impact of the proposed development, and this should be read in conjunction with this report.

In assessing the visual impact on the sites and areas described below, it has been considered that the subject site is located in an area of the city that has seen substantial recent change. Most notably in its immediate context, the height of the Elysian tall building has established an existing change to the visual context of the sites described here. In addition, a number of recently permitted schemes are expected to further alter the contextual building heights of this part of the city.

Protected Structures: Cork City Hall PS1127

The visual impact of the Proposed Development on Cork City Hall will be Slight/Moderate. The visual impact on City Hall was recognised as a key constraint in the options selection process, and as a result, the majority of the development will not be visible in the key quayside view towards City Hall. Part of the tall building element will be visible above the roofline of the eastern part of City Hall. The impact of the visibility of this element is significantly less than the impact of the nearby Elysian building on this view of City Hall.

Architectural Conservation Area: South Parish Architectural Conservation Area, Albert Quay, Albert St & Victoria Rd Proposed Architectural Conservation Area, Jewtown, Albert Road Architectural Conservation Area

The visual impact of the Proposed Development on views towards the site from within these Architectural Conservation Areas will be Slight/Moderate. These impacts will arise primarily from the height of the taller element of the proposed development, but the scale and extent of the other blocks of the building will also have a visual impact on views towards the site area from within Sub Area C of the South Parish ACA. It is noted that the height of the existing Elysian building has already set a contemporary visual context for these views.

Duration of Physical and Visual Architectural Heritage Impacts

All of the physical and visual impacts described above will be long-term. No further residual impacts are anticipated.

8.0 Conclusion

- There are no structures subject to statutory architectural heritage protection within the subject site.
- The north boundary of the subject site is formed by Old Station Road, the east by the South City Link Road, the south by Anglesea Terrace and the west by St. Joachim and Anne's, a former asylum designed by Henry Hill, built 1858-60, which is a Protected Structure. The Architectural Conservation Area immediately to the west of the site is sub-area C of the large South Parish ACA, characterised as an area of 19th century housing and institutional development of historical, architectural and social significance.
- The existing stone walls on the site appear, on the basis of historic map and photographic evidence, to date from a number of different periods of construction. The historical background to these walls is described in this report.
- JCA were appointed as Conservation Architects to the design team at the outset of this project. Historical research and examination of the existing surviving built fabric on the site took place at an early stage and was reported to the design team in order to inform the design process. JCA took an active role in the process of selection of the most appropriate option for the site.
- The principal architectural heritage constraints informing the present proposal were a requirement to show sensitivity to the scale and proximity of the adjoining Protected Structure, SS Joachim & Anne's, and an assessment of the historic stone walls within the site. It was recognised that in order to realise the potential of the site for the provision of appropriate housing the demolition of what remained of the existing stone walls of the site would be necessary.
- The lower scale of the building along the western element of the proposed scheme is designed to moderate the proposed development's visual impact on SS Joachim & Anne's, and the nearby South Parish ACA, with a landscaped buffer zone proposed between the two structures, respecting the site of the original eastern curtilage of SS Joachim & Anne's. The landscape treatment proposed here is intended to improve the existing setting to the east of SS Joachim & Anne's, which has suffered a loss of character due to the reduction of the site to the east of the historic building, with the surface car parking area presently not sensitive to the context of the Protected Structure.
- The proposed development may be regarded as potentially having a slight/moderate negative physical and visual impact on the existing architectural heritage in the immediate and wider context of the site. This is largely due to the height of the tall element of the proposed development, but the scale and extent of the lower elements will also have a visual impact of views towards the site from SS Joachim & Anne's and from Sub Area C of the South Parish ACA.