



MASTERPLAN RESIDENTIAL DEVELOPMENT
TED CASTLES SITE, CORK CITY
HEIGHT STUDY
SEPTEMBER 2021

4.0 Masterplan | 4.1 - Building Height Precedence

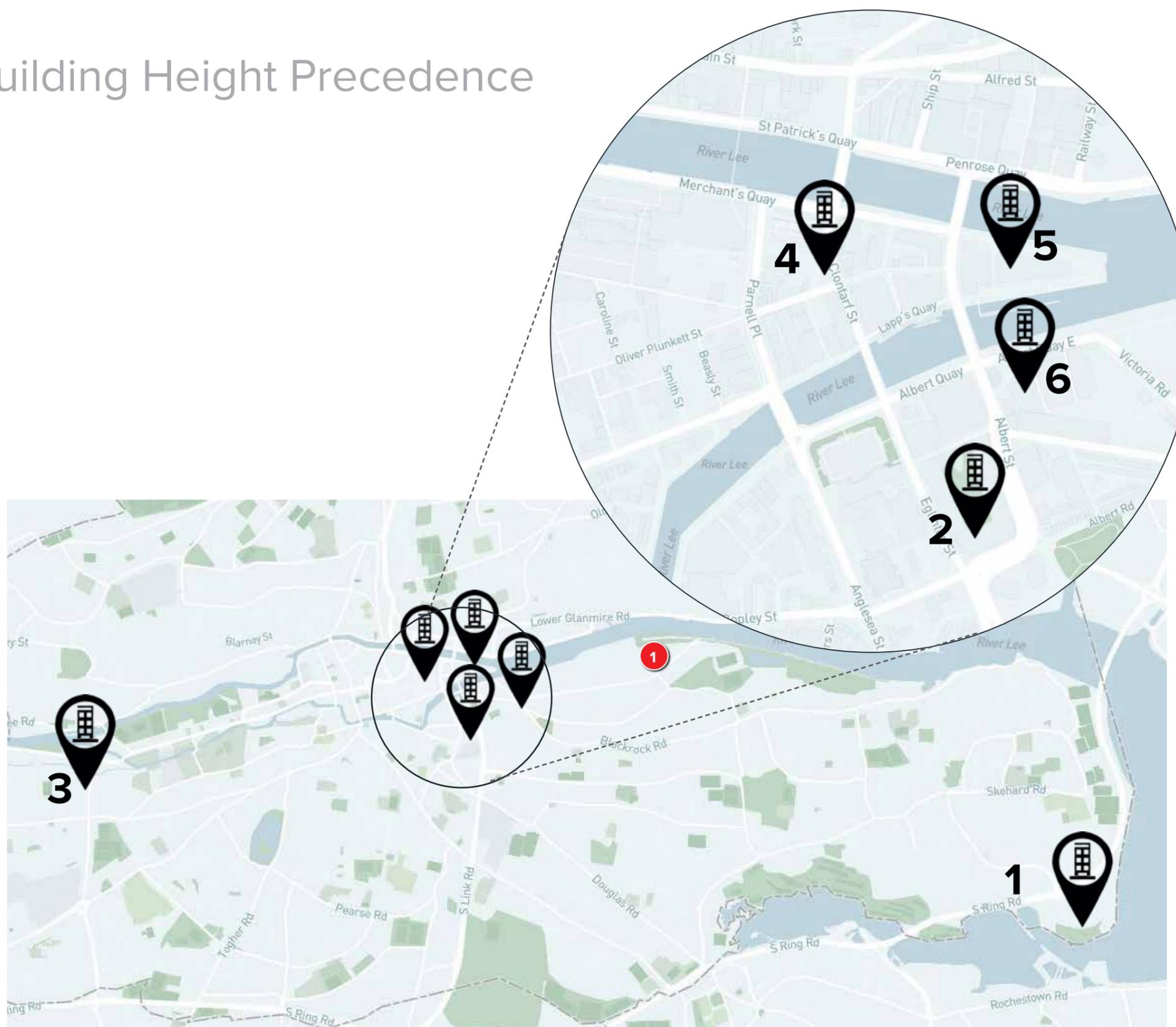
1 Proposed Site

1 - Jacobs Island -	25 Storeys
2 - The Elysian	17 Storeys
3 - County Hall	16 Storeys
4 - The Prism	15 Storeys
5 - Custom House	34 Storeys
6 - Sexton Site	25 Storey

The location of the site along the river front, facing one of Cork's biggest outdoor amenities in the promenade park, and potentially on what would be a popular thoroughfare with the proposed bridge, the area lends itself for a landmark development. The heights proposed when considered in context of the city, would see it foster the second highest building in the city, after the recently granted permission for the Customs House development.

The highest tower would sit on the eastern point of the site, overlooking the River Lee, and acting as a symbol for the rejuvenated docklands.

The locations potential for creating a public realm at ground level and base pavilion to connect with the existing thriving outdoor amenities, offers a opportunity to facilitate a variety of mixed use spaces to stimulate growth in the community and public realm



4.0 Masterplan | 4.2 - Heights & Massing

The scale of the buildings have been considered based on the future development plans for the South Docks regeneration area, the wider Cork City ambitions and project future requirements for the expansion of the city. The scale of the project provides visual termination of the South Docks as it bounds onto the banks of the River Lee canal. The development creates focal point at the end of the River Lee vista which will generate interest and encourage pedestrian movement along the river bank. The site is the apex of the south docks masterplan and on a nodal point of the future light rail line where it joins the Marina Park / River Lee before turning south out towards Jacobs Island.

The strong and dynamic geometry of all the building forms emphasis a contemporary vision for the area with subtle references towards traditional architectural approaches of corner sites and acute points to tie the form to the heritage of the site itself and of its unique place in the city.

The site is situated behind the polder constructed in the 18th century with the site a mere 1m above sea level. The masterplan balances the need to provide accessible spaces with the ongoing requirements in relation to flooding in the area. Elevated external spaces with feature landscaped elements and vegetation will add visual interest to the otherwise hard landscaped site.

The height of the buildings coupled with its position of the edge of the city centre boundary creates opportunity for long views to and from the city core for the units and amenity spaces. The massing and building forms creates the opportunity to incorporate renewable energy technologies i.e. photovoltaic panels into the envelope of the building. This is being explored in both horizontal and vertical format which could be integrated into the façade of the buildings themselves.

In summary the overall forms have been positioned to address the long view on approach along the River Lee and the long view along the N8 road from Dublin.

Gateway & City Scale

The importance of the site cannot be overstated. It sits the eastern periphery of the South Docks regeneration area forming the eastern edge before the lands turn south to the former Ford Site. The overall masterplan acknowledges the future context in which a new rapid transport system will run along Centre Park Road before turning east and south at the eastern apex of our site.

As such we have placed the majority of our massing on the eastern edge where it forms a new local centre to the eastern portion of the South Docks lands and the heart of the overall scheme.

The masterplan builds on the works completed by the recent Ford Site planning grant with similar densities achieved of circa 275 units/hectare. Blocks in the centre of the scheme heights increasing as we move north towards the River Lee. Building heights towards the river have be raised in order to open up the spaces between the buildings.

Centre Park / Marque Road Scale

As previously mentioned the scale of the scheme has been carefully considered to ensure the most appropriate and healthy relationships to urban space are created. The blocks spiral up from those fronting onto Centre Park and Marque Roads.

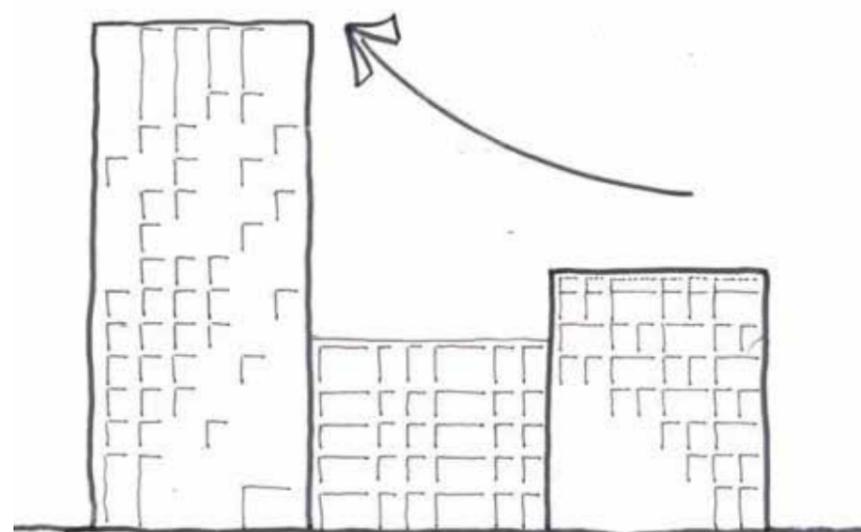
This allows the blocks to have a much more legible scale when engaging with the main routes of Centre Park and Marque Roads whilst also serving as a city scale companion to the tower at Custom House.

Legible Scale

Special attention was paid to not just the scale relationship of the blocks to the Ford Site permission but also to each other and the surrounding context.

In this context it was important for the tower to read as such, or else it would look compromised and squat compared to the other blocks.

To allow for the appropriate emphasis and increased solar penetration amongst the blocks, where possible the south, east or western edges have been lowered or removed. This creates an orderly but not overly contrived huddle of blocks engaging with the roads, parks and river to create a street scape with active frontage onto Marque Road, Centre Park Road and Marina Park. So as not to diminish each other, each block with have its own architectural identity which could be read alone or alongside the others.



City Blocks

The masterplan proposal consists of a series of oblong blocks that react to the local and future context with City blocks that range from 70 to 90m. The city blocks are broken down further through the use of modulation of block the heights and facades.

The city blocks react to the recently granted South Docks permission (3 to 14 Storeys), the land use zoning and the context of the site located on the bank of the River Lee.

Blocks on the periphery of the South Docks site have be regulated to similar massing and heights with increased heights applied to the blocks located on Maria Park along the river Lee.

The boundaries of Centre Park Road and the River Lee/Marina Park result in a triangular block on the eastern side. This is proposed to contain a new Local Centre as the heart of this new urban quarter bounded by Páirc Uí Chaoimh to the east, Marina Park to the south, the former ESB Power Station the West and along Marina Park / River Lee to the north.

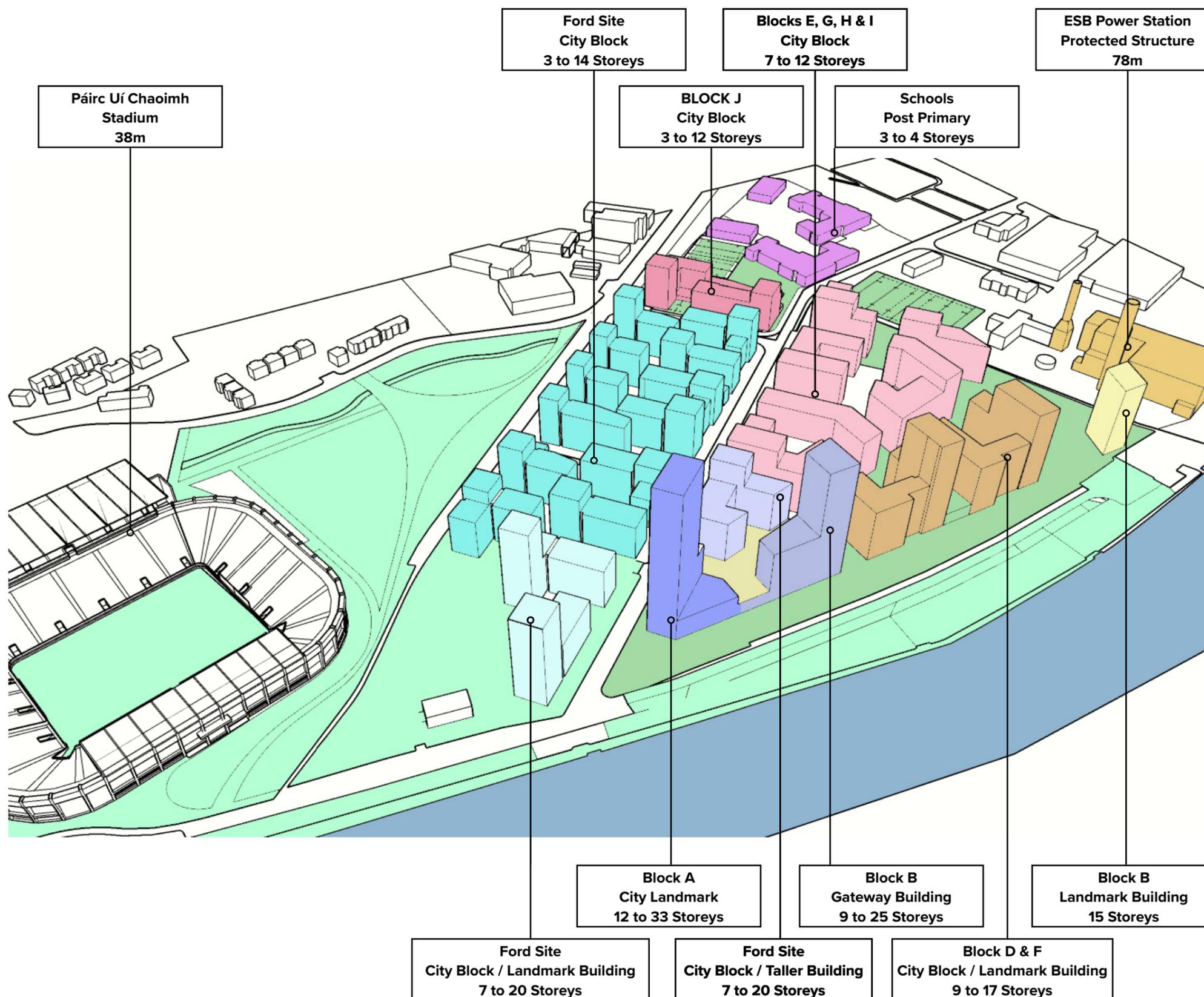
Upward modifiers are used in all blocks to create identity with Taller, Landmark and Gateway buildings used along the River Lee culminating in a new City Landmark at the eastern apex of the site in the new City Park village centre.

Taller Building

The taller buildings set out to establish high points at a local level and are significant only at this level. These buildings are designed to be of limited visibility, being most notable where they are located within the surrounding context height.

Taller buildings are defined as upward modifiers for the surrounding context height. Taller buildings have been set in the range of 10 to 15 storeys in line with the recently granted South Docks permission.

4.0 Masterplan | 4.3 Height and Massing



Landmark Building

Landmark buildings are designed to be of local significance and have a height presence within the context, but are still legible as an integral part of this context. While a landmark building stands out in terms of its visual impact, its impact on the overall skyline of the City is local.

The new proposed landmarks are set by the former, now decommissioned ESB Power Station. The chimney of this stands at 78m. All of the proposed landmark or taller buildings have been set to come in under this line.

Gateway Building

A gateway building is proposed on the western edge for the local centre on the banks of the River Lee. In contrast to the landmark buildings, the significance of the gateway building extends beyond the local. The gateway building in conjunction with the city landmark and the lower landmark form a triangulation of buildings to identify the heart of the masterplan area.

The gateway building will be outstanding and therefore, contrast to its surroundings and the existing context height. A gateway building by its nature should be highly visible and impact on the skyline on a wide scale.

City Landmark

A city landmark has been included in the overall masterplan as a building of significance at the city scale. The proposed tower at 33 storeys (108m) is positioned as a bookend to a future context of a series of tall buildings along the south bank of the River Lee with the Custom House tower (140m) at the western edge.

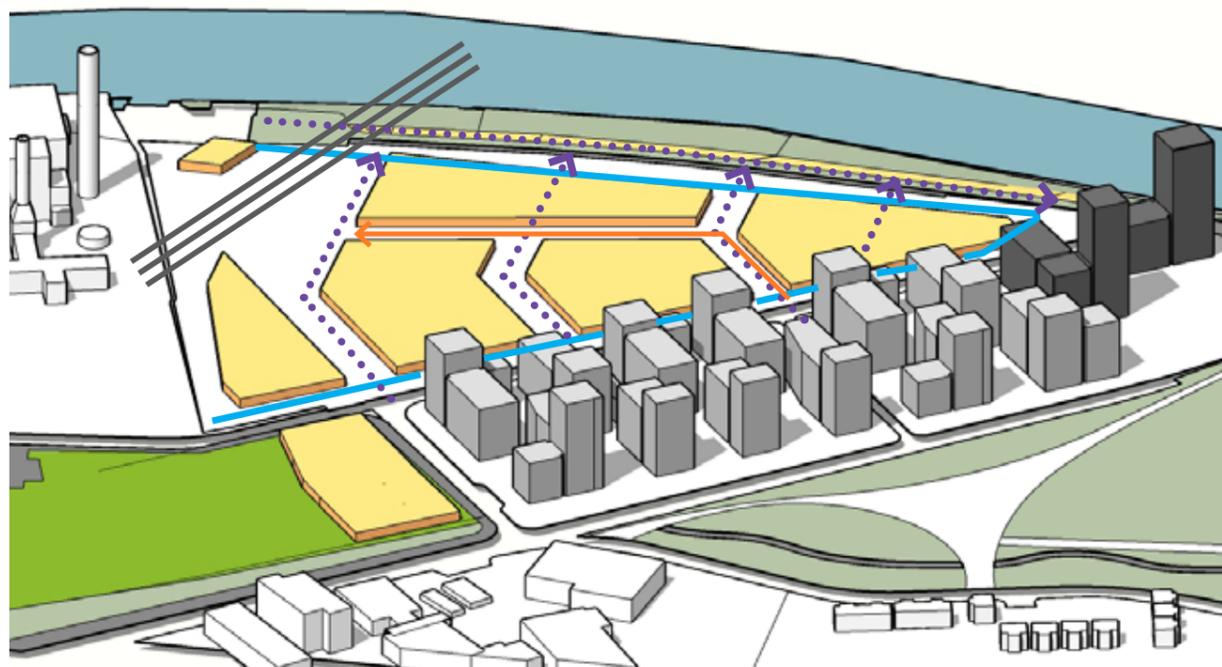
While not as tall as the Custom House Tower the height of the City Park Tower has been set to be subservient to that city centre landmark but still significantly taller than the existing context of the ESB Power Station and Páirc Uí Chaoimh.



4.0 Masterplan | 4.4 - Urban Design Strategy Concept

Key Moves Summary

The follow diagrams present the key big moves resulting from an iterative design process. The result is a masterplan scheme that positively responds to the site constraints and surrounding context.



1 - SITE CONSTRAINTS & URBAN BLOCKS

Site split in areas following site constraints: topography sloping, zoning, water course, existing trees and powerline. Identify permeability and connections, to create street blocks

- Masterplan Massing
- Massing at Ford Factory Site (Granted Permission April 2021)
- Extant Permission massing (Granted in July 2009)
- Existing Water Channels
- Overhead Powerlines
- Pedestrian Permeability
- Vehicular Access



2 - MASSING

Extruding volumes to explore the mass and light penetration

- Masterplan Massing
- Massing at Ford Factory Site (Granted Permission April 2021)
- Extant Permission massing (Granted in July 2009)

4.0

Masterplan | 4.5 - Urban Design Strategy Concept

Design Principles

The massing responds to the emerging Cork Docklands Urban Quarter. The introduction of a series of escalating blocks will define the location against the skyline creating a distinctive development along the banks of the river Lee. The development will set a new landmark buildings acting a gateway for the city for those travelling into Cork from the east.

The principal tower block, located on the north west section of the site along the banks of the river will become the heart of the scheme. Shared amenity spaces between the blocks, located at upper ground level will create village centre and plaza, feeding into a variety of cafe/ restaurant and retail spaces activating the dynamic and vibrant public realm. Further inclusive connections and routes through the scheme from the river will allow the occupants and users the freedom to connect and enjoy the amenities.



3 - COURTYARD AND PODIUMS

Introducing open spaces within blocks for residents

- Masterplan Massing
- Massing at Ford Factory Site (Granted Permission April 2021)
- Extant Permission massing (Granted in July 2009)
- Courtyards/ Podiums



4 - VISUAL PERMEABILITY

Breaking large blocks to create opening in order to reduce bulk volumes and improve visual permeability. Increase heights progressively along the river and Centre Park Road to create distinctive urban quarter

- Masterplan Massing
- Massing at Ford Factory Site (Granted Permission April 2021)
- Extant Permission massing (Granted in July 2009)



4.0 Masterplan | 4.6 - Heights & Massing in Context



Páirc Uí Chaoimh

Subject Site

ESB Power Station

Odlums
(Protected
Structure)

R&H Grain
Silos

The Customs House



Páirc Uí Chaoimh

**Proposed
Masterplan**

ESB Power Station

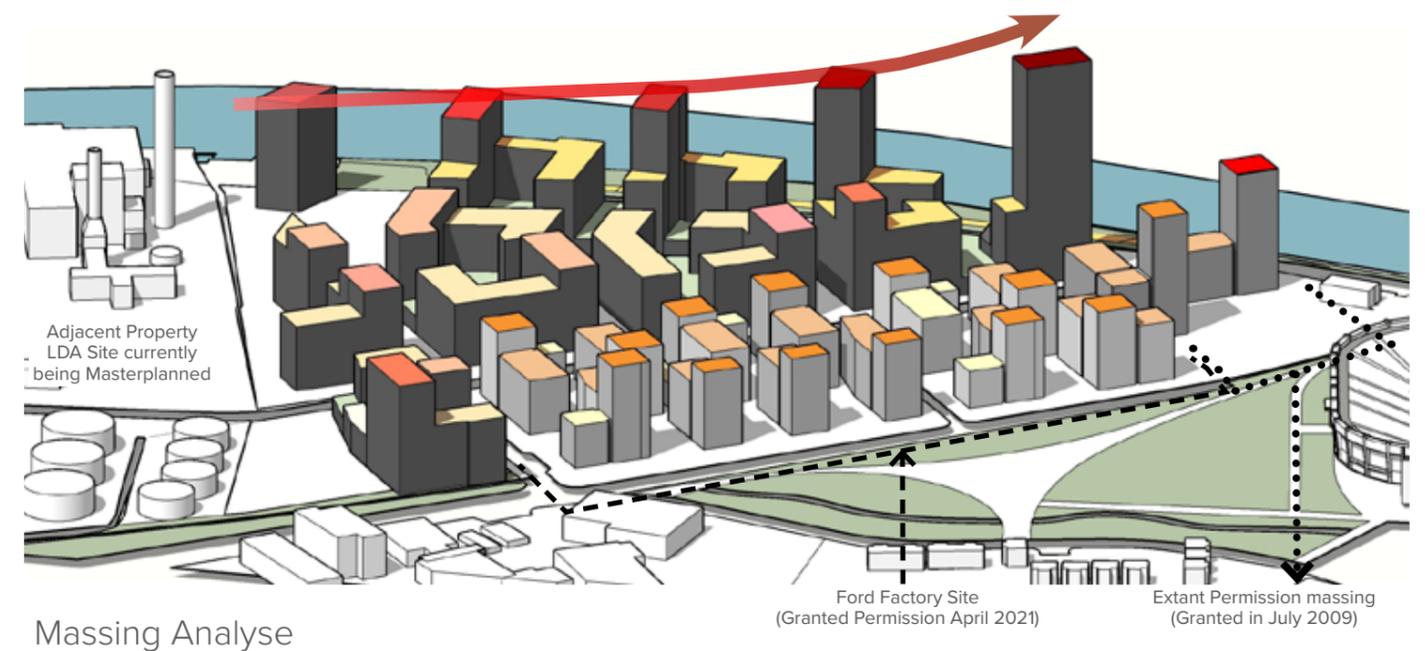
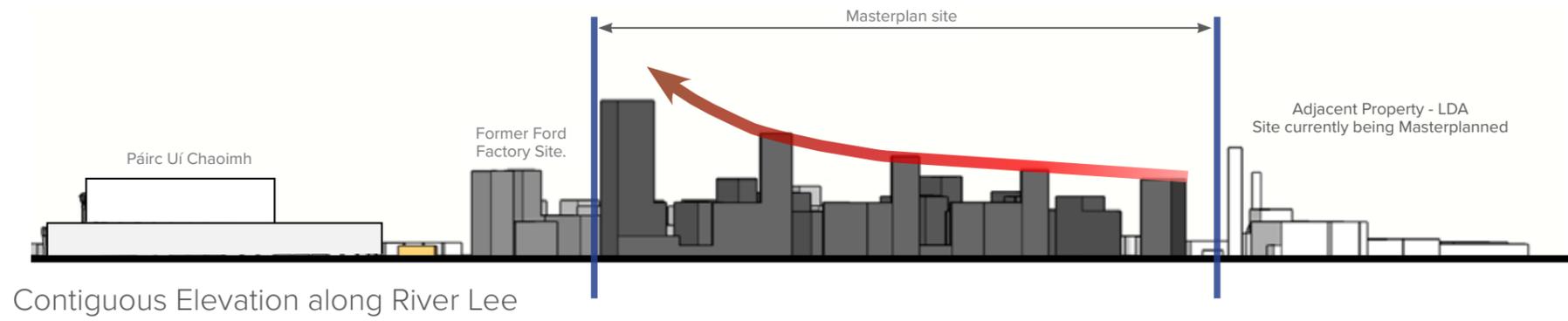
Indicative
Development

Odlums
(Protected
Structure)

R&H Grain
Silos

The Customs House
Tower Permission
Granted Oct 2020

4.0 Masterplan | 4.7 - Heights & Massing



4.0 Masterplan | 4.8 Schedule



<p>Residential Gross Area</p> <hr/> <p>203,400m²</p>	<p>One Beds</p> <hr/> <p>805 (34%)</p>
<p>Non Residential Gross Area</p> <hr/> <p>12,050m²</p>	<p>Two Beds</p> <hr/> <p>1,340 (56%)</p>
<p>Density</p> <hr/> <p>275</p>	<p>Three Beds</p> <hr/> <p>230 (10%)</p>
<p>Plot Ratio</p> <hr/> <p>2.65</p>	<p>Heights</p> <hr/> <p>8 to 33 Stories</p>
<p>Total Gross Area</p> <hr/> <p>215,450m²</p>	<p>No. Carparking Spaces</p> <hr/> <p>700 (30%)</p>
	<p>Number Residential Units</p> <hr/> <p>2,375</p>

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