

THE RAILYARD APARTMENTS  
Albert Quay East  
Cork City



AUGUST 2024  
Project Ref: 95-0491

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# PROGRESSIVE COMMERCIAL CONSTRUCTION LIMITED PROJECTS

ONE ALBERT QUAY  
Completed



85 SOUTH MALL  
Completed



CITYGATE NORTH  
REF:



# 01

## INTRODUCTION

### 1.1 Introduction

This report is prepared by Henry J Lyons Architects in support of an application for The Railyard Apartments. The proposed development comprises of the construction of 217 no. apartments, in a building that ranges in height from 8 to 11 to 24 storeys over ground floor at the former Carey Tool Hire site, currently principally occupied by Park Facilities Management Ltd, Albert Quay, Cork City.

This report highlights the site location, site strategy, urban design strategy, architectural design concept and schedule of accommodation for the proposed redevelopment of this brownfield site where applicable. The report is to be read in conjunction with all other reports prepared by the design team in support of this application.

#### Client

Progressive Commercial Construction Ltd

#### Lead Architect

Henry J Lyons Architects

#### Henry J Lyons



#### Architectural Consultant

City Designer

#### Urban Design & Tall Building Statement

Urban Initiatives Studio



#### Conservation Architect

JCA Architects

#### JCA Architects



#### Planning Consultant

Coakley O'Neill Town Planning Ltd.

#### Structural & Civil Consultant

Murphy Matson O'Sullivan



#### Services Consultant

Martin Buckley & Associates Limited



#### Visualisation

GNET 3D



#### Sunlight - Daylight Consultant

Integrated Environmental Solutions



#### Landscape Design

Cunnane Stratton Reynolds



#### Micro-Climate Consultant

B-Fluid Dynamics Consultants





Henry J Lyons

# 1.1 INTRODUCTION

The Railyard Apartments proposed development comprises of the construction of 217 no. apartments comprising 25 no. studio units; 92 no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units apartments in a building that ranges in height from 8 to 11 to 24 storeys over ground floor at the former Carey Tool Hire site, currently principally occupied by Park Facilities Management Ltd, Albert Quay, Cork City.

The development site, measuring approximately 0.2744 hectares, is bounded by Albert Quay East to the north, Albert Street to the west, the former Blackrock and Passage Railway Terminus – Ticket Office, a Protected Structure, Ref. No. PS 1138, and which is also a Recorded Monument, CO074-119002, the two-storey former Cork, Blackrock and Passage Railway Offices, Protected Structure, Ref. No. PS 1137, and the Albert Road Post Box, which is also a Protected Structure Ref. No. PS942 and Albert Road to the south, and Navigation Square to the east. The site is accessed by Albert Quay East and Albert Street.

The proposed works include:

- The construction of 217no. apartments [25no. studio units; 92no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units] in a building that ranges in height from 8 to 11 to 24 storeys over ground floor.
- The provision of external balconies on the east, west and south elevations to the 12th floor on the east and west elevation, and to the 9th floor on the southern elevation.
- The provision of an external public realm area at ground level, an eastern laneway for servicing of the proposed development, in addition to its use as a pedestrian link.
- The provision of internal communal space areas at ground floor, 1 st floor, and 2 nd floor, and 2no. external rooftop terraces on the 9 th floor and the 12 th floor.
- The provision of a ground floor space for community/ arts use, with external seating area and a ground floor creche with external covered play area.
- The provision of ground level plant, ancillary uses, and bin store.
- Bicycle spaces at lower ground floor and ground floor level; and additional visitor bicycle spaces, and a set down delivery area at ground floor level on Albert Street.
- All site development, public realm and landscaping works.
- The proposed development also involves the demolition of the existing two-storey Carey Tool Hire building, currently principally occupied by Park Facilities Management Ltd.

# 02

## SITE & CONTEXT



# 2.01

## SITE LOCATION PLAN ↗

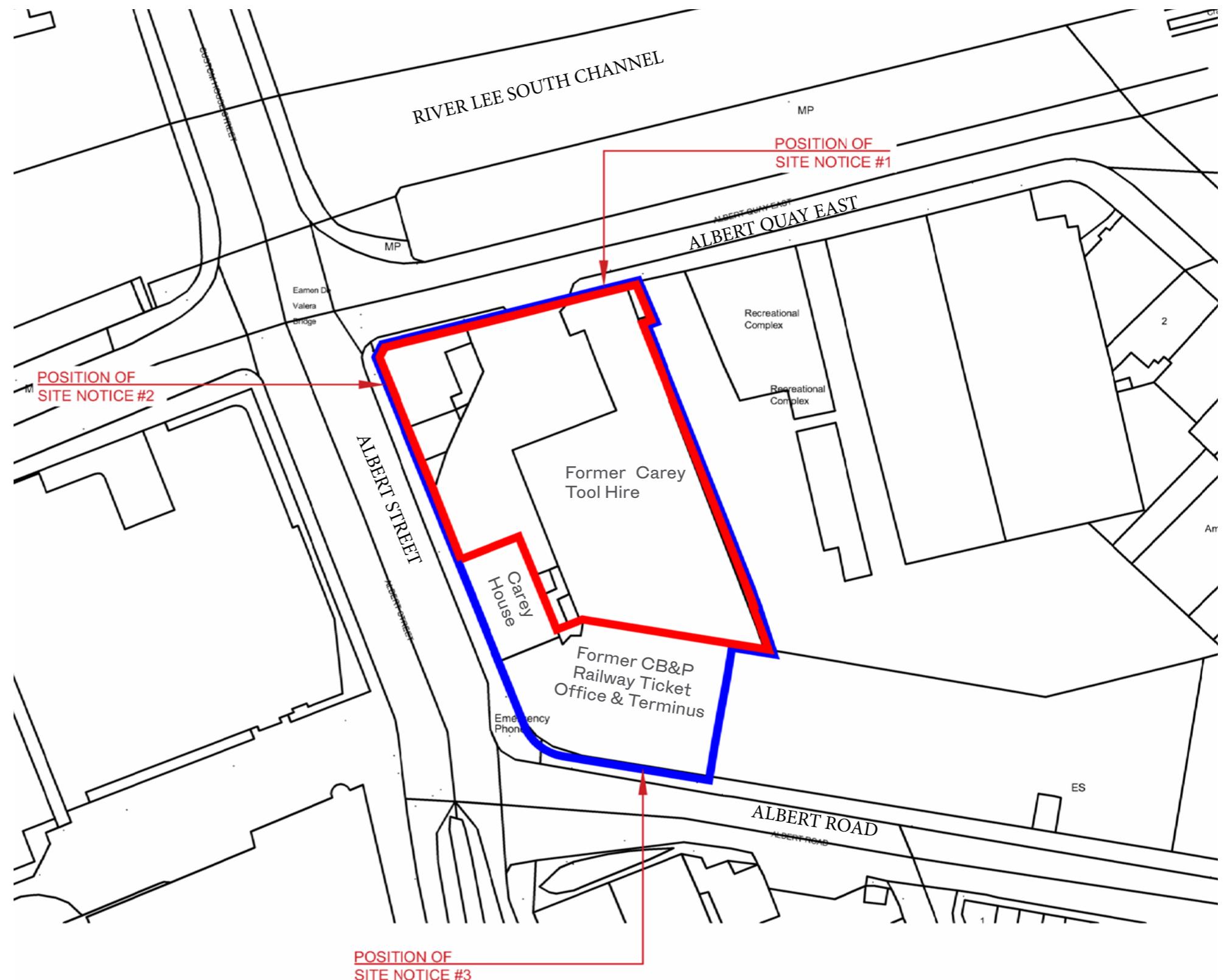
The application site is a waterfront property on the southern quays of the south channel of the River Lee and covers 0.2744 hectares. It is bounded by Albert Quay East to the North, Albert Street (N27) to the West, Albert Road to the South and the new Navigation Square Office Development to the East.

Existing on the site are the Former Carey Tool Hire retail warehouse buildings currently occupied by Park Management Facilities Ltd.- single storey

Adjacent to the site the existing buildings comprise of:

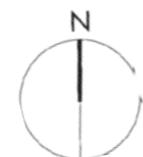
Carey House, which is a protected two storey building formerly administration offices of the Cork Blackrock Passage Railway.

The single storey protected buildings on Albert Road which were formally the terminus and ticket office for the Cork Blackrock & Passage railway. These are currently used as stores for Park Management Facilities Ltd. The site is now zoned City Centre (Z05).



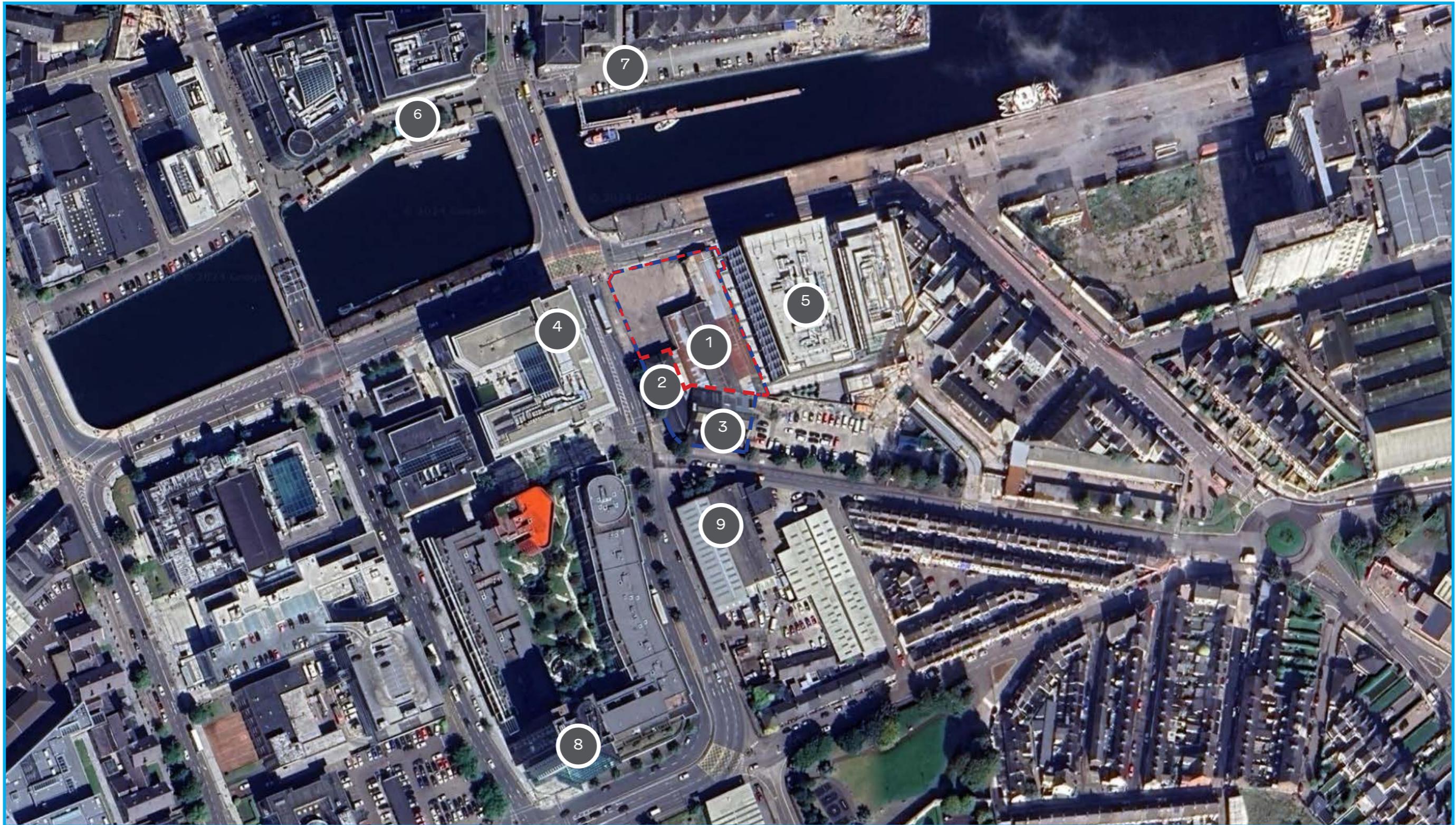
## 2.02 EXISTING AERIAL VIEW

## KEY



1. Former Carey Tool Hire - single storey
2. Carey House - 2 storey protected structure
3. Former Railway Terminus - Single storey protected Structure
4. One Albert Quay - 7 storey office

5. Navigation Square - 7 storey office
6. Lapps Quay
7. Custom House Quay
8. The Elysian
9. National Sculpture Factory



# 2.02

## EXISTING AERIAL VIEW

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## 2.03 EXISTING VIEWS TOWARDS SITE



Existing view from Eamon DeVelera Bridge



Existing view from Albert Street



Existing view from Lapps Quay

## 2.03 EXISTING VIEWS TOWARDS SITE



Existing view Victoria Road / Albert Road



Existing view from Albert Street / N27



Existing view from Albert Quay

## 2.03 EXISTING VIEWS AROUND SITE



Existing Post Box - Protected Structure



Existing window in Terminus Building - Protected Structure



View of former ticketing hall and terminus building - Protected structures

## 2.03 EXISTING VIEWS AROUND SITE



Existing view into site showing Carey Tool Hire buildings



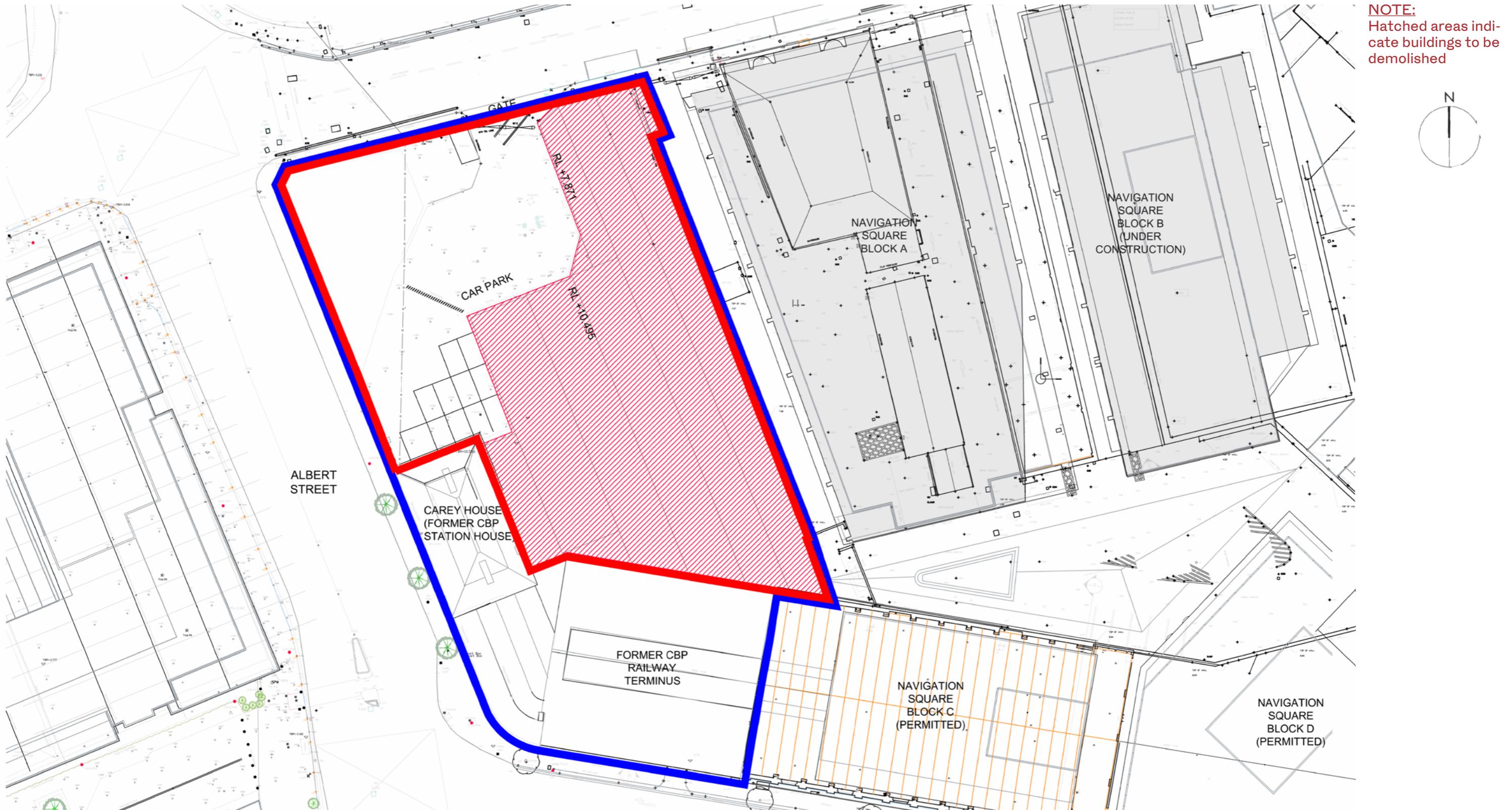
View within yard of western facade of Carey Tool Hire buildings



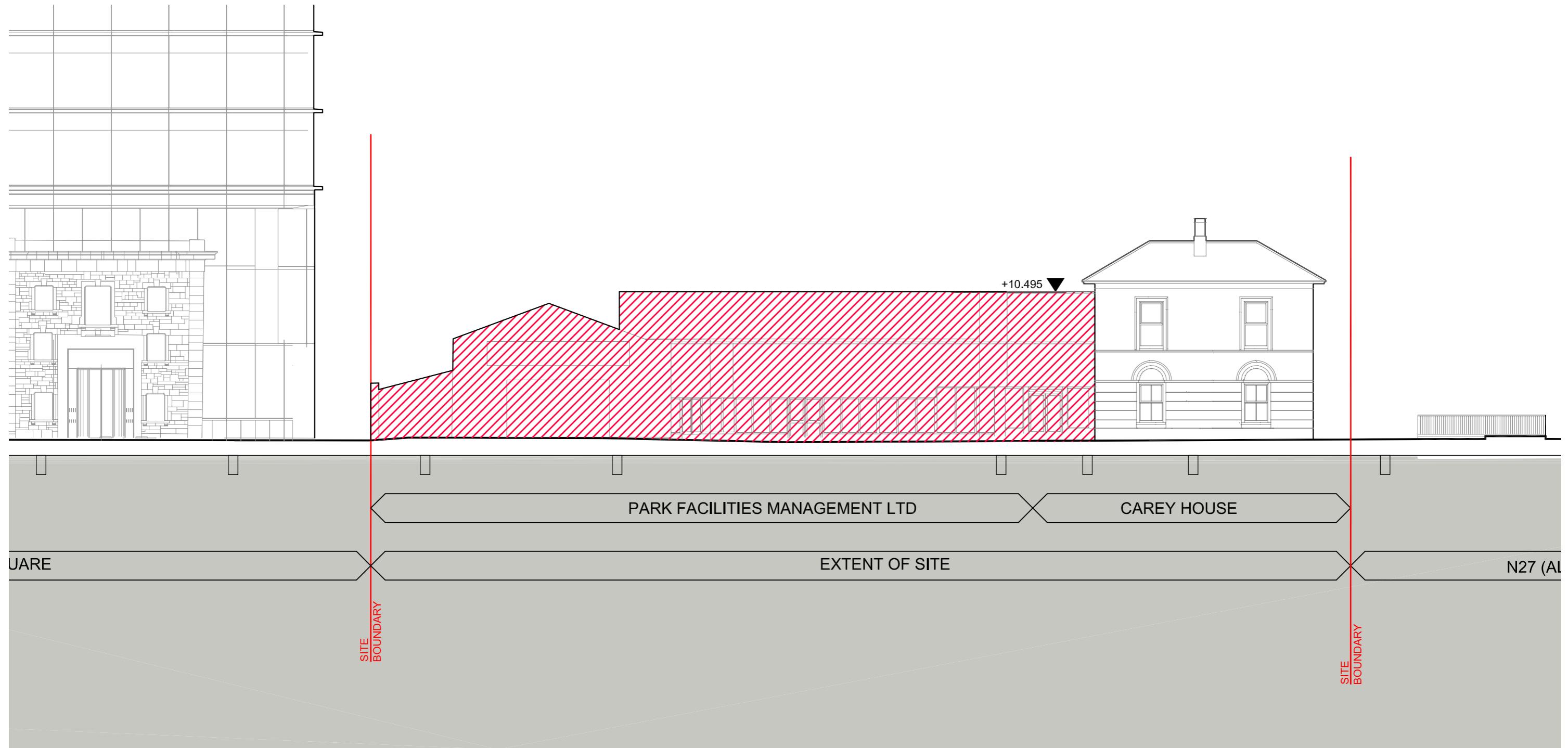
View of Carey House - Protected Structure

# 2.04

## TOPOGRAPHICAL SURVEY - SITE & CONTEXT



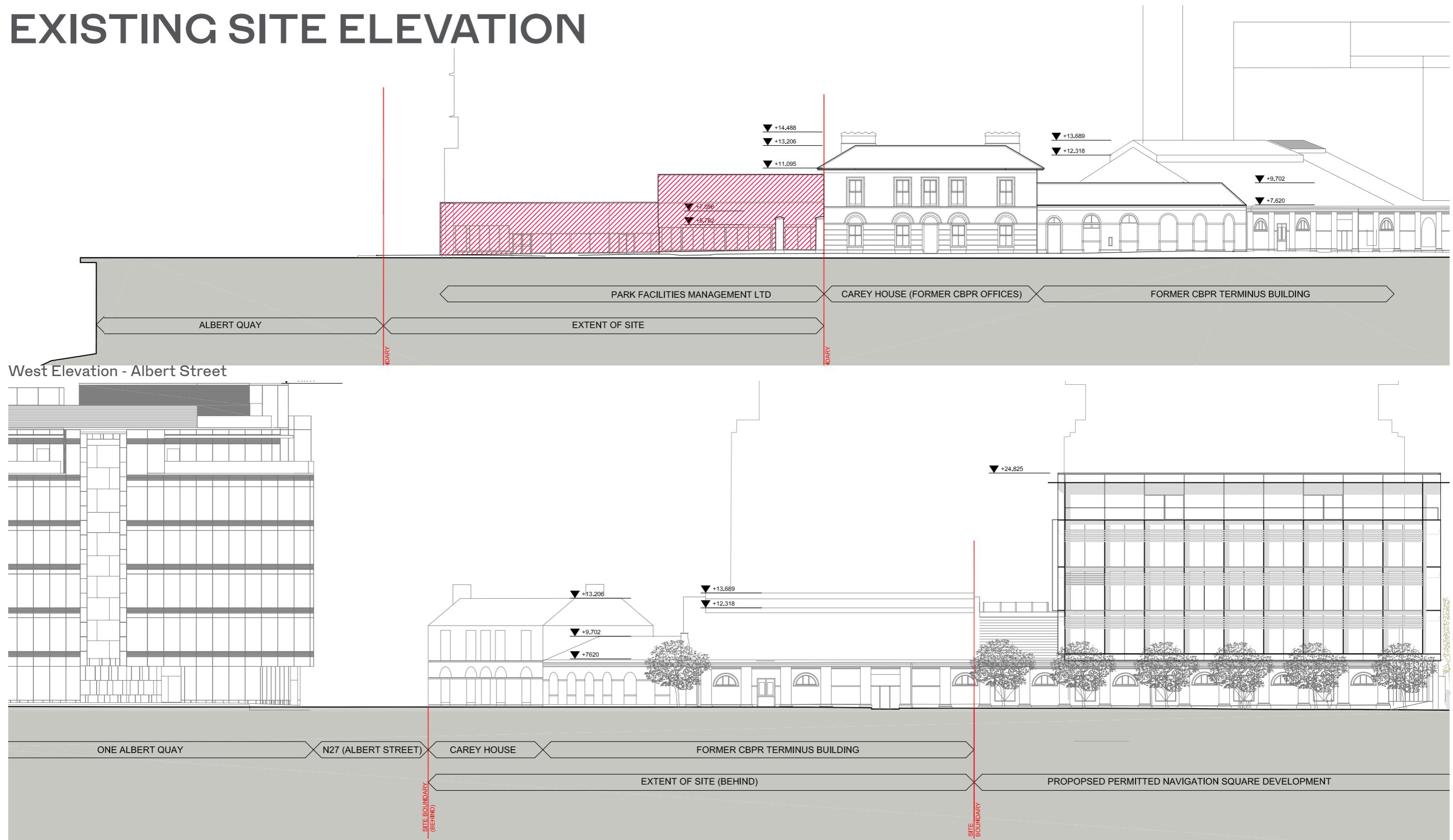
## 2.05 EXISTING SITE - ELEVATION



North Elevation - Albert Quay East

# 2.05

## EXISTING SITE ELEVATION



# 2.06

## SITE HISTORY

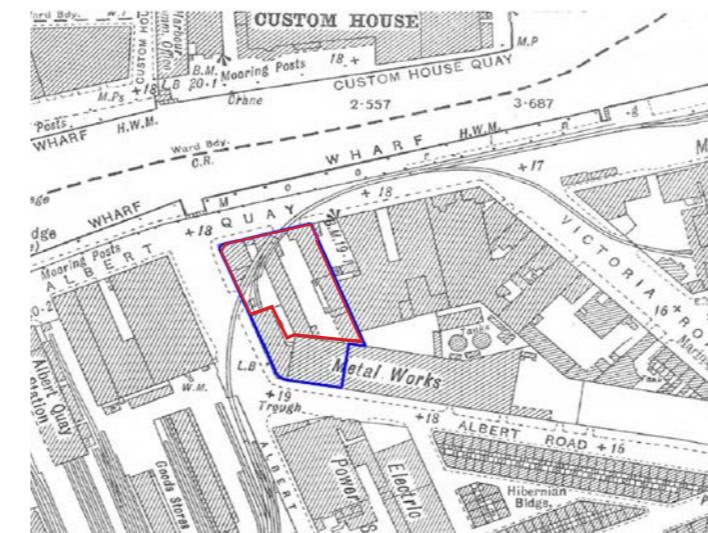
The site is situated in the South Docks area of Cork City and abuts the former terminus and offices of the Blackrock Passage Railway line.

The South Docks area of Cork City has significant railway heritage, which is extensively documented in JCA Architects Conservation report. When the Victoria Road terminus of the Cork, Blackrock & Passage Railway was closed in 1873, it moved to the Albert Road site (February 1873). The offices and terminus were designed by Sir John Benson and constructed by Joshua Hargrave.

Over the following 59 years, until the railways closure in 1932, the site was shaped by the railways operation, including the spur route of the 1911 Cork City Railway Company Line, which was built to connect the standard gauge rail systems north and south of the river Lee. The construction of this line necessitated the demolition of part of the recently constructed terrace at 2-4 Albert Street which cut through the site linking Albert Quay with the Cork & Bandon Railway on Albert Street.

The Albert Road terminus closed in 1932 and was very quickly modified for an alternative use and functioned as a metal works. It is currently split between two separate owners and used as storage. There are currently plans to develop the eastern half of the terminus as part of the Navigation Square Development.

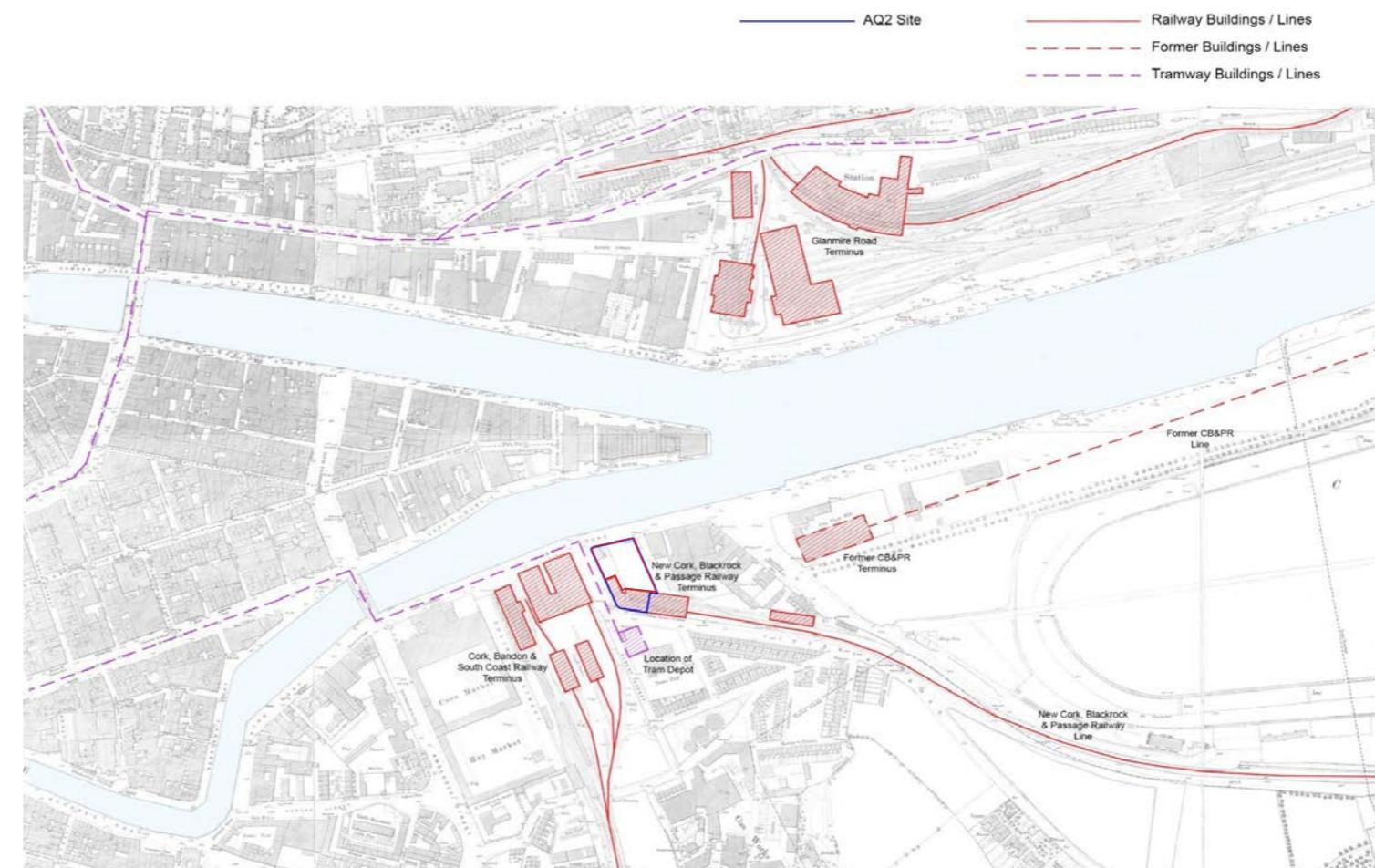
Today, although the trains and tracks are gone, the offices, booking hall and station building survive. All retain their original external character and the station is of particular note on account of its intact roof frame. The redevelopment of this site will retain as much as possible of its architectural character and original fixtures and fittings.



OSMap 1942: The rail terminus building is shown here in use as a Metal Works



View looking west from just beyond the end of the platforms, 1931 (C.P. Friel Collection: Loco and General 6825).



Map illustrating the present site location in the context of Cork's late 19th

# 03

## DESIGN STRATEGY

# 3.01

## URBAN STRATEGY

### ANALYSIS AND APPROACH

Based on the vision, the policy context and design best practice, a design strategy for The Railyard Apartments was established that sets out seven urban design principles. The principal aim is to ensure a high quality urban design response of the scheme and its integration with its context. Further details of the urban strategy are contained in Urban Initiatives Urban Design and Tall Building Statement.

#### Urban Design Principles:

##### LANDMARK

Create a distinct landmark at the Gateway into the City and Docklands

##### HERITAGE

Respond to and integrate heritage assets

##### PERMEABILITY

Create a well-connected site, permeability and legible routes

##### URBAN GRAIN

Complete the urban block and respond to appropriately to the surrounding urban grain

##### PUBLIC REALM

Create a high quality public realm around the building and in the courtyards

##### ACTIVITIES

Animate the street space and generate activity with a mix of uses

##### HIGH QUALITY ARCHITECTURE

Create a high quality architectural response to the site and its context



Figure 4.1: Landmark principle

# 3.01 URBAN STRATEGY

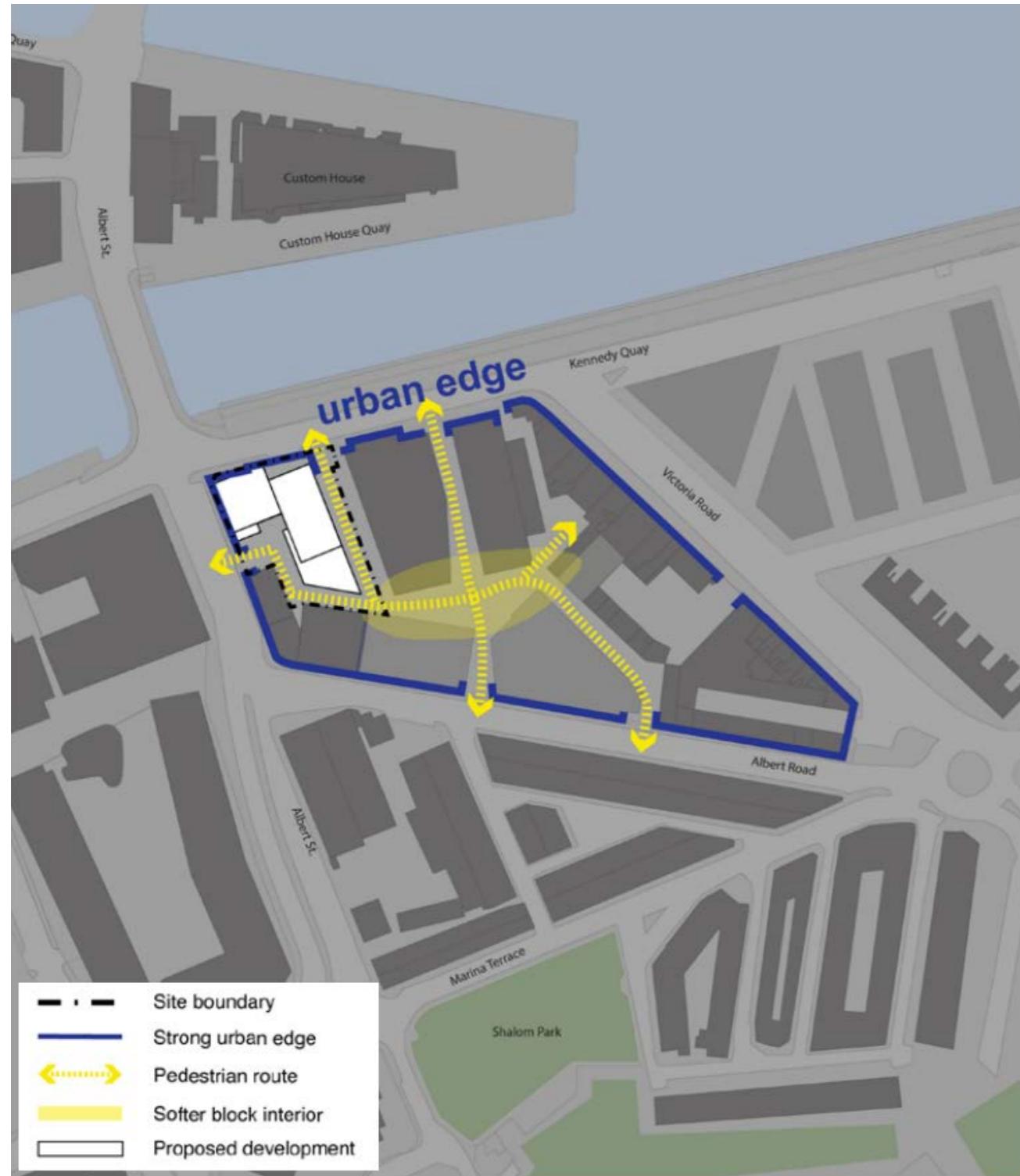


Figure 4.4: Urban grain principle

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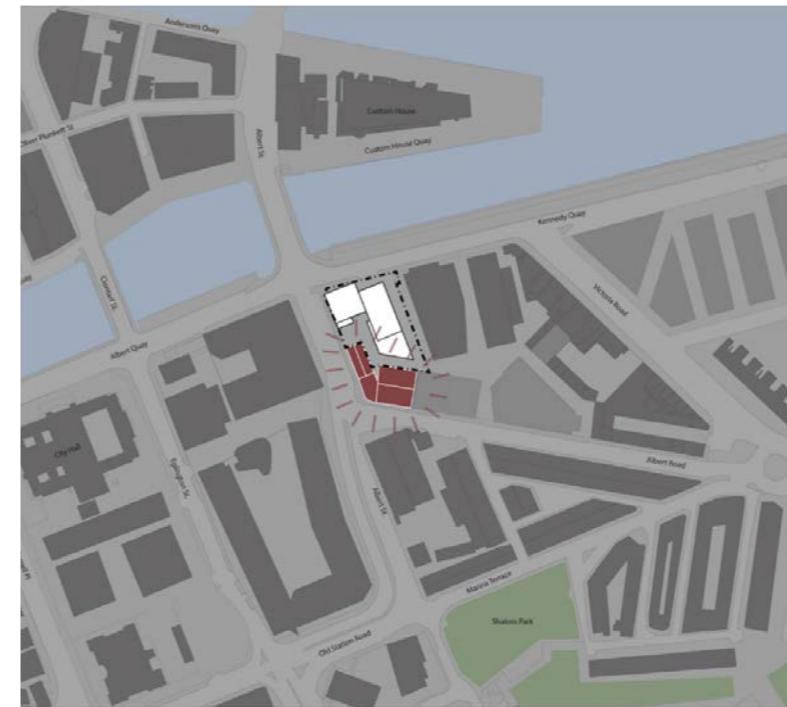


Figure 4.2: Heritage principle - respect and respond to adjoining heritage assets



Figure 4.3: Permeability principle

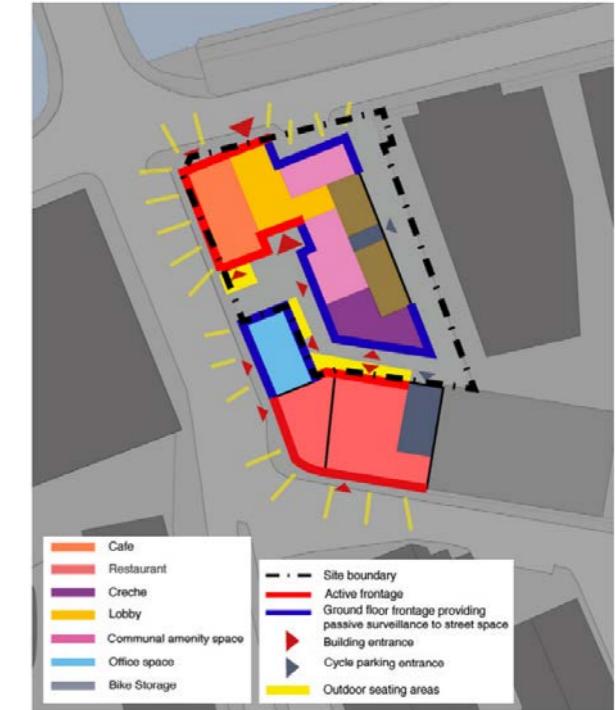


Figure 4.6: Active ground floor principle

# 3.01 URBAN STRATEGY

## URBAN DESIGN ANALYSIS

The Urban Design and Tall Building Statement by Urban Initiatives Studios describes the site and its immediate surrounding, and sets out the urban opportunities from the development:

- Situated at the entrance to Cork's emerging mixed use South Docks Quarter, so there is an opportunity to deliver a landmark building that signals the gateway into this area;
- Opportunity to bring forward a high density residential development in a sustainable city centre location that will bring vitality to this area;
- Underutilised brownfield site with capacity for intensification;
- Prominent waterfront location with an attractive outlook and access to future riverfront promenade;
- Visually prominent location on the river and at the intersection of strategic roads;
- Active ground floor uses can benefit from footfall along routes between the city and Docklands and attract workers from surrounding office buildings;
- Opportunity to internally connect with neighbouring Navigation Square and create permeability through the block and quiet connections with Shalom Park.
- Opportunity to create its own internal south facing space;

Figure 3.10: Opportunities on site from Urban Initiatives Studios: Urban Design and Tall Building Statement



Figure 3.10: Opportunities

— — — Site boundary	Attractive space	Existing greenspace
→ Main pedestrian route	■■■■■ Protected structure	Landmark opportunity
→ Local pedestrian route	■■■■■ Key building	Existing tall building
→ Prominence	■■■■■ Proposed development	Future dockland promenade
→ Waterfront outlook	■■■■■ Recent development	Proposed public space
→ Active frontage	— → Future dockland promenade	URBAN INITIATIVES STUDIO

# 3.02

## SITE STRATEGY

### SITE STRATEGY

Following a thorough analysis of the site, its urban and historical context, and in tandem with the brief and design aspirations; the proposed development is situated on Albert Quay and the corner of Albert Street, where it provides an appropriate urban scale frontage overlooking the River Lee and closes the gap between Navigation Square and One Albert Quay.

Towards the south and east the development steps down height relating to the scale of the adjoining context. A new public plaza is created between the proposed building and the existing historical buildings to the south, creating a vibrant urban realm.

Today, the South Docks is an area in transition with a variety of uses and building types. Modern developments immediately to the west (One Albert Quay) and east (Navigation Square) are beginning to create a vibrant modern district with an emerging scale along the riverfront.

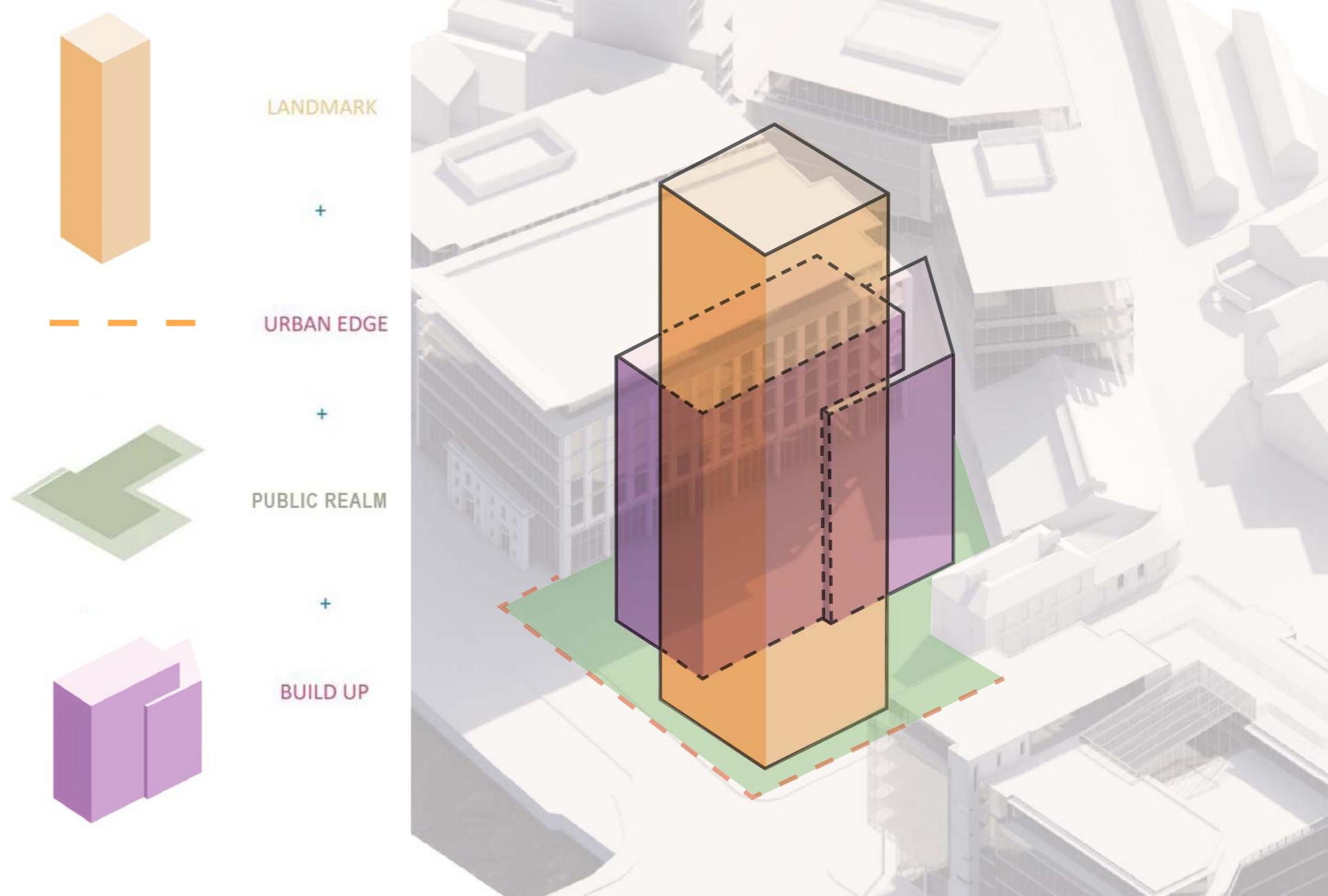


# 3.03 ARCHITECTURAL STRATEGY

## ANALYSIS AND APPROACH

As per the scheme as approved by An Bórd Pleanala reference: ABP-305779-19 the urban design principles were established and a set of building design concepts were developed. The central principles include the following:

- The creation of a new public space for the city which will allow the development to work within the existing urban grain, will provide permeability and accessibility through the site, and will provide active ground floor frontage and an amenity space for people to linger in and enjoy;
- Providing a landmark building of an appropriate scale and stature to reflect the significance and prominence of the site's location at the gateway between the City Centre and the Docklands;
- Carefully controlling the massing of the building so that it sits comfortably within the site context, with higher elements located towards the riverfront, in keeping with nearby new developments on the Quays, and gradually stepping down in level across the site to create a transition in scale which respects the more modest heritage buildings to the south of the site;
- Creating a building composition arranged around the new public space which responds to the different unique aspects of the site and is visually interesting while also unified by the use of an architectural rhythm and a carefully selected colour and materials palette.



## 3.04 MASSING STRATEGY

### MASSING

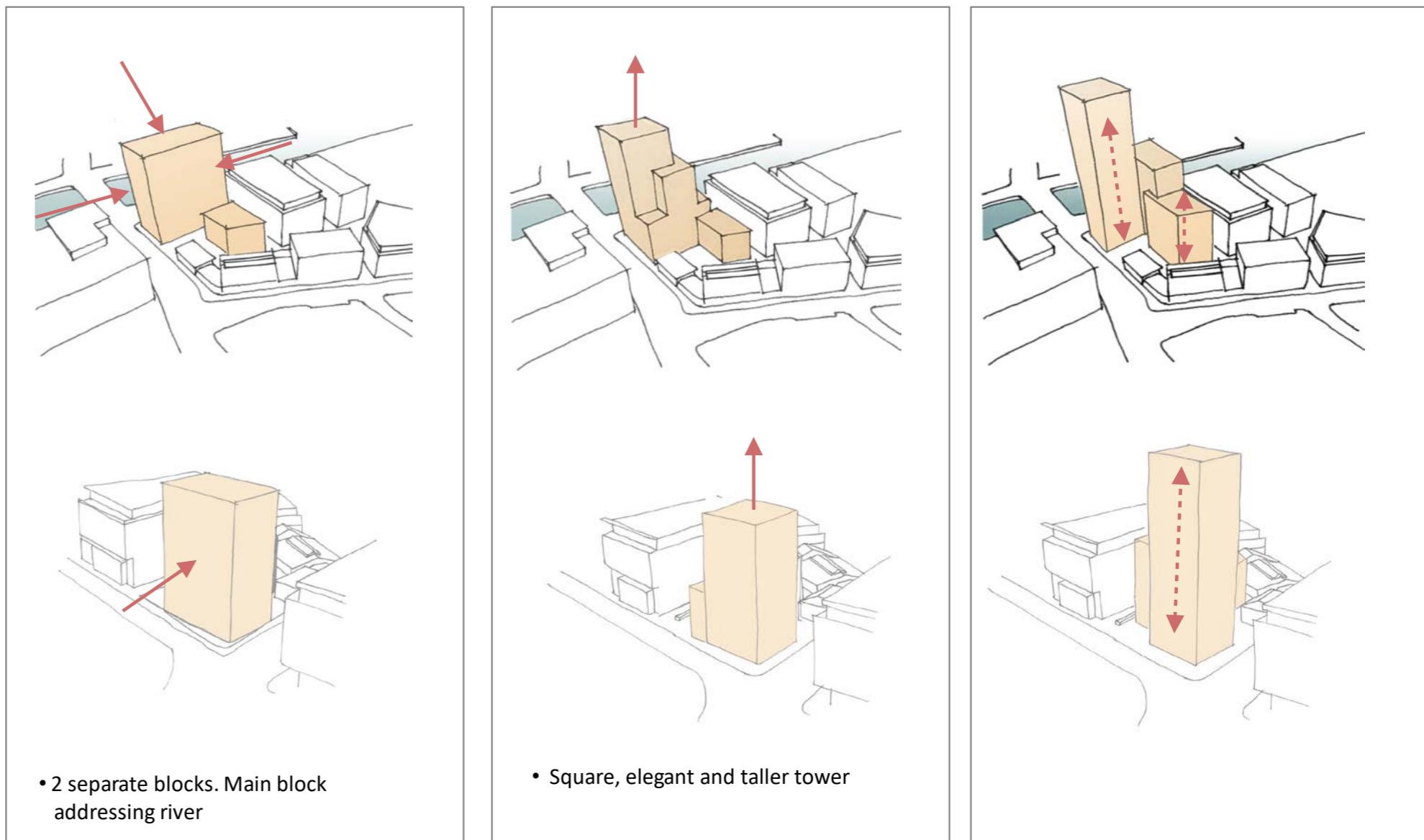
The architectural composition has emerged through a rigorous process of design development and is informed by the established design principles and client brief.

As approved the tallest section of the building is located to the Northwest at the corner of Albert Quay and Albert Street, where the site addresses the river crossing and the city centre. The building then steps down in height twice as it stretches to the south towards the lower scale railway buildings on Albert Street.

The slender regular form of the tower is inspired by the local spires which are evident across the city skyline. Regular in form from every direction, the tower has a consistent identity and acts as a visual reference point in the city, marking the transition between the historic city core and the emerging docklands to the East.

There are minor amendments proposed to the previously approved massing 'An Bórd Pleanala reference: ABP-305779-19'.

The height of the proposed development is the same as that permitted, i.e., from 8 to 11 to 24 storeys over ground floor, with a slight decrease in the permitted parapet level from +88.150m OD to +87.375m OD.



# 04

## DEVELOPMENT PROPOSALS

- 01. PROPOSED DEVELOPMENT
- 02. PROPOSED PUBLIC REALM
- 03. PROPOSED GROUND FLOOR USE
- 04. PROPOSED ACTIVE FRONTAGE
- 05. PROPOSED AMENITY SPACE
- 06. PROPOSED PRIVATE AMENITY SPACE
- 07. DESIGN PROPOSAL
- 08. FACADE COMPOSITION

# 4.01 PROPOSED DEVELOPMENT

## NEW DESIGN PROPOSALS

The proposed development amendments are driven by the redesign of the apartments units by the end users requirements, as well as technical requirements for fire safety compliance, with the requirement for an additional staircase added to the main core.

A change of use from the permitted Build to Rent apartment scheme to standard apartment design as per the apartment design guidelines, results in an increase in the number of permitted units from 201no. to 217no, a net increase of 16no. units, and corresponding revisions to the permitted unit mix from 93no. 1-bed units; 104no. 2-bed units and 4no. 3-bed units as permitted to 25no. studio units; 92no. 1-bed units; 88no. 2-bed units; and 12no. 3-bed units.

The height of the proposed development is the same as that permitted, i.e., from 8 to 11 to 24 storeys over ground floor, with a slight decrease in the permitted parapet level from +88.150m OD to +87.375m OD.

The omission of the 2no. basement levels from the permitted apartment building, including the omission of car parking, basement storage and laundry facilities, and a ramped access from Albert Quay, resulting in:

- a. the relocation of plant and bin store to the ground floor.
- b. the relocation of bicycle parking to provide bicycle spaces; in a new lower ground floor level, accessed by a stepped ramp; and secure external bicycle enclosures located on the eastern laneway and courtyard at ground floor level; and additional bicycle spaces for visitors and a set down delivery area at ground level on Albert Street.

c. the use of the eastern laneway for servicing of the proposed development, in addition to its use as a pedestrian link.

The provision of external balconies on the east, west and south elevations to the 12th floor on the east and west elevation, and to the 9th floor on the southern elevation.

The provision of internal communal space areas at ground floor, 1st floor, and 2nd floor, and 2no. external rooftop terraces on the 9th floor and the 12th floor.

The provision of a ground floor space for community/arts use, with external seating area and a ground floor creche with external covered play area.

New landscaping is proposed for the entirety of the site creating a new hard surfaced 'pedestrian corridor' with planting and street furniture for public amenity and enjoyment and providing permeability through the site and connectivity from the Quays and Albert Street through to Navigation Square and beyond.

The development is universally accessible with accessible lifts and ramps provided throughout. All shared spaces and apartments are Part M compliant and adequate provisions have been made to ensure ease and comfort for all users of the building.



# 4.02 PROPOSED PUBLIC REALM

The landscape design strategy for Albert Quay focuses on:

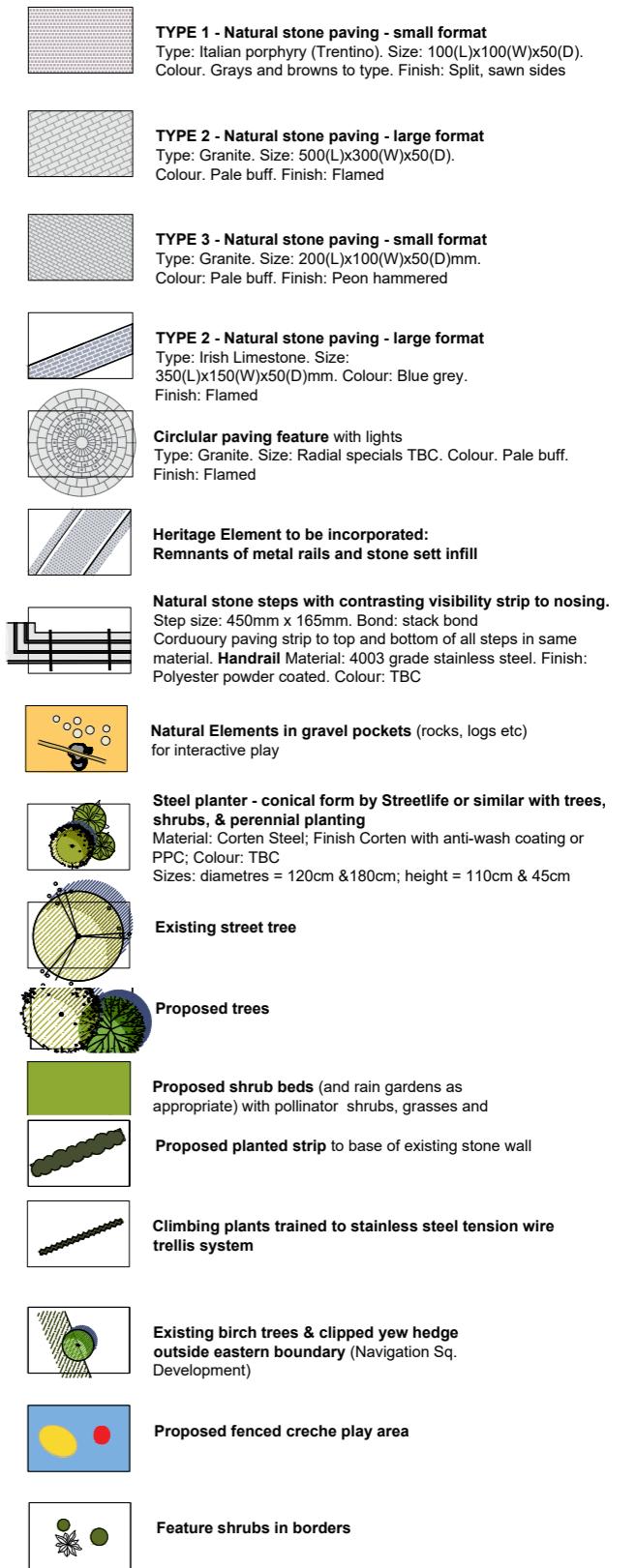
- integrating the development in the wider urban setting.
- providing an open and inviting outdoor destination that is uplifting and usable.
- providing an accessible, easily navigable environment for the disabled and visually impaired.
- enhancing pedestrian permeability and ease of movement.
- strengthening sense of place.
- promoting and facilitating walking and cycling in line with principles of DMURS.

These objectives are achieved by:

- greening of courtyard spaces with trees, wall-climbers, planters and planting beds at ground level.
- providing integrated timber slat seating throughout.
- careful consideration to needs of disabled and visually impaired persons in design of steps and furniture.
- providing bike rack storage for public use adjacent to reception area on Albert Quay.
- retention of existing historic railway track, pillars and gates as heritage features.
- providing tree-lined walkway/avenue that links and frames view of river Lee.
- careful selection of materials with regard to robustness, durability, ease of maintenance and compatibility with local setting.

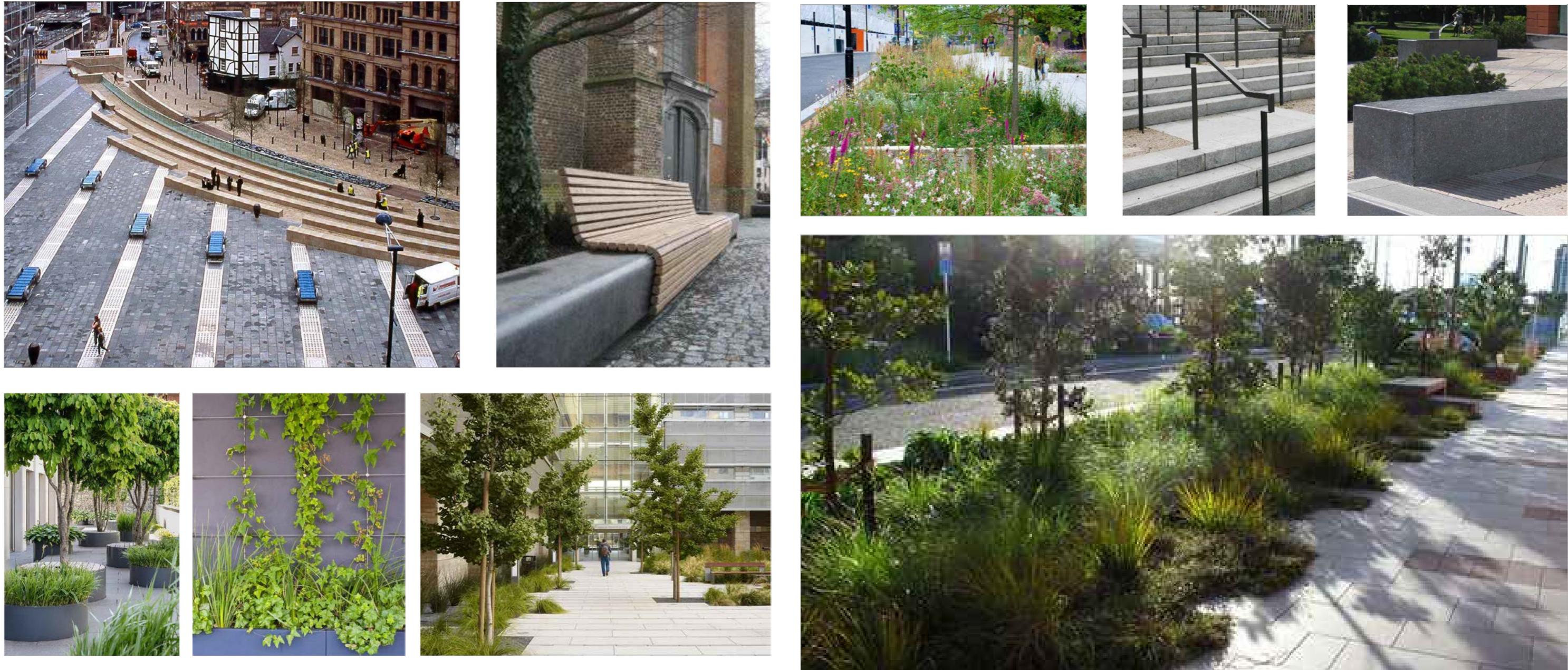


## Legend



## 4.02 PROPOSED PUBLIC REALM

Precedent Images:



## 4.02 PROPOSED PUBLIC REALM

### PUBLIC REALM

The internal public realm of the development is composed of a series of pedestrian orientated courtyards which link together to connect to the existing streets on Albert Street and Albert Quay as well as facilitate connections to Navigation Square and the rest of the urban block. The development aims to further enhance the proposed upgrade works to the area under the 'Cork Docklands to City Centre Road Network Improvement Scheme'.

At the thresholds, transitions from street level into the development are facilitated by way of gently sloping stone paved surfaces and articulated with strategically placed planting to guide the visitor through the space. Along the route through the urban courtyards are areas for sitting and resting, allowing visitors time to pause and enjoy the spaces.



## 4.02 PROPOSED PUBLIC REALM



View from Albert Street into courtyard



View looking North towards the river. Note creche enclosure design subject to agreement with Cork City Council

# 4.04 PROPOSED GROUND FLOOR USE

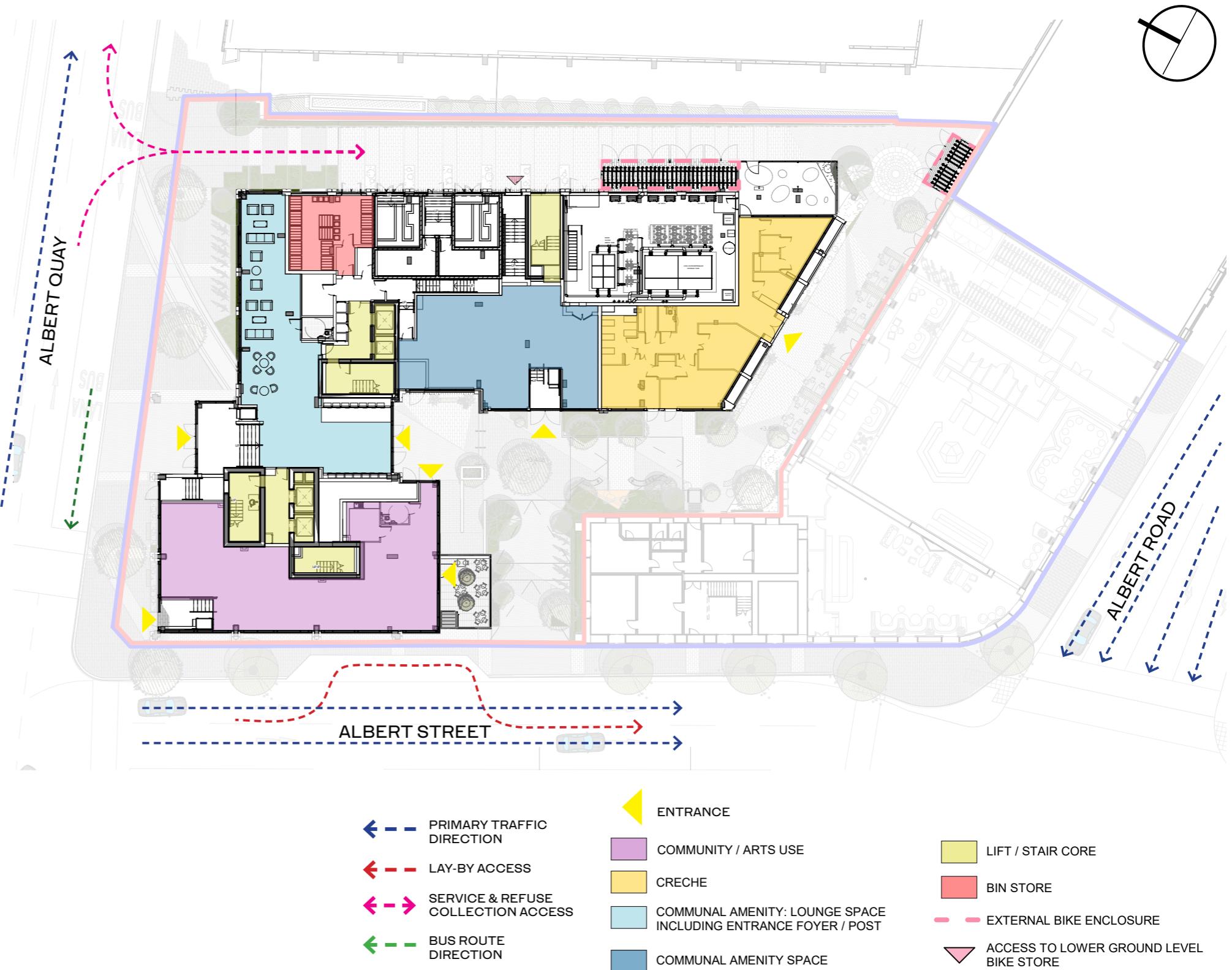
## GROUND FLOOR AMENITY

The building has been designed to meet all of the design criteria as outlined in The Sustainable Urban Housing: Design Standards for New Apartments. The front of house zone of the scheme begins with the public realm around the building and in particular the courtyard within the scheme. The courtyard is designed to be welcoming and calm, a place of refuge from the surrounding busy streets.

There are a number of resident amenity facilities located on the ground floor and include communal amenity spaces, a crèche and space for community / arts use.

The residential entrance foyer is located prominently at the base of the tower. This area is designed to have a light and welcoming ambience with a visual and physical connection from the quay side through to the courtyard beyond.

The proposed uses create active frontage to the public realm on Albert Quay, Albert Street, Albert Road and through the site via the public plaza / courtyards. There is a separation of service activities to the east of the building, where we have dedicated service access routes to minimise disruption to the building user and public realm



# 4.05 PROPOSED ACTIVE FRONTAGE

## GROUND FLOOR ACTIVITY

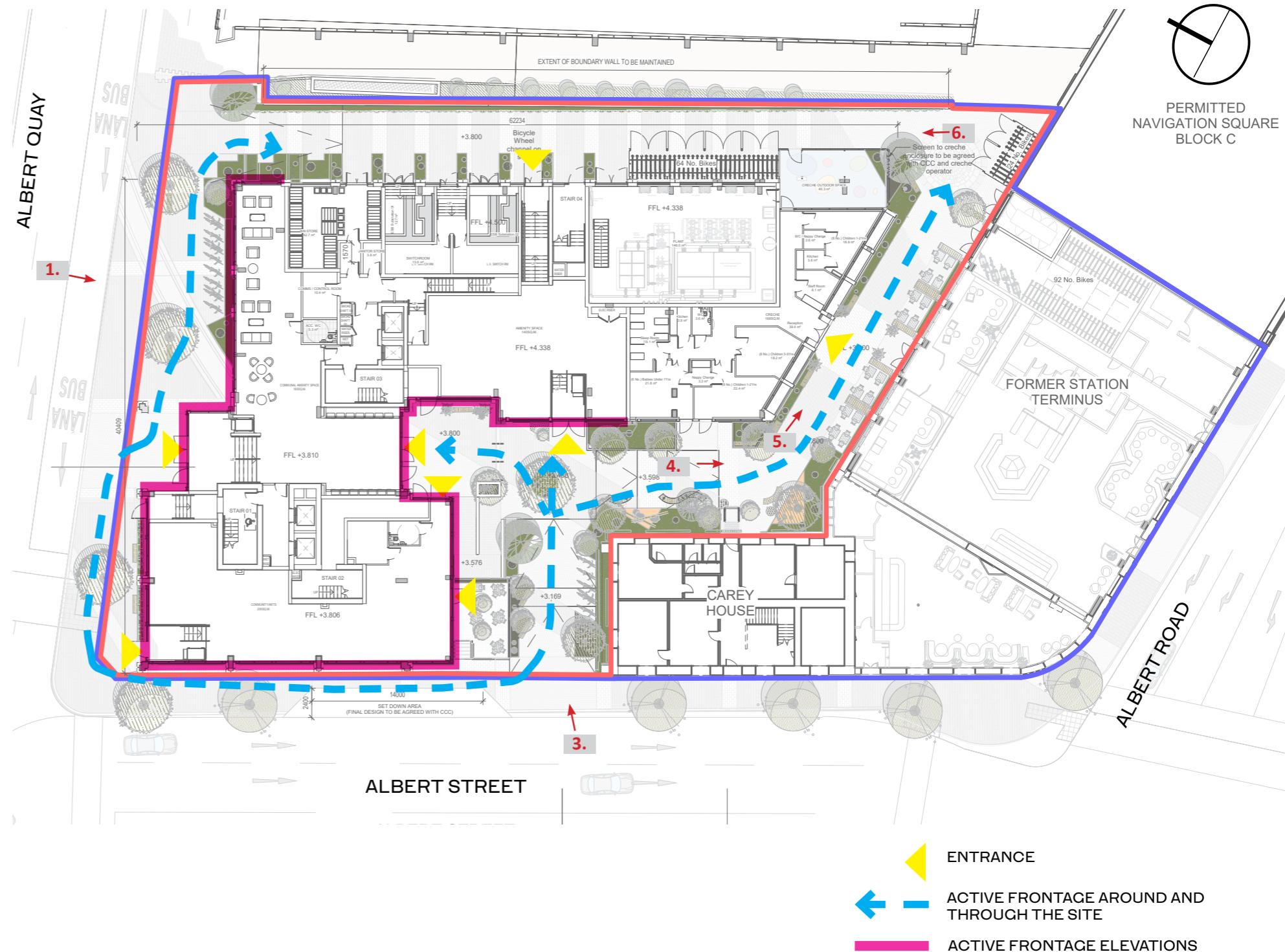
The building design and location of uses has been considered thoroughly in relation to its location to street and public realm. Active Frontage is created throughout the site.

On Albert Quay the main entrance to the building's entrance foyer / communal lounge space activates the street with views from the users inside out to the river and Quay.

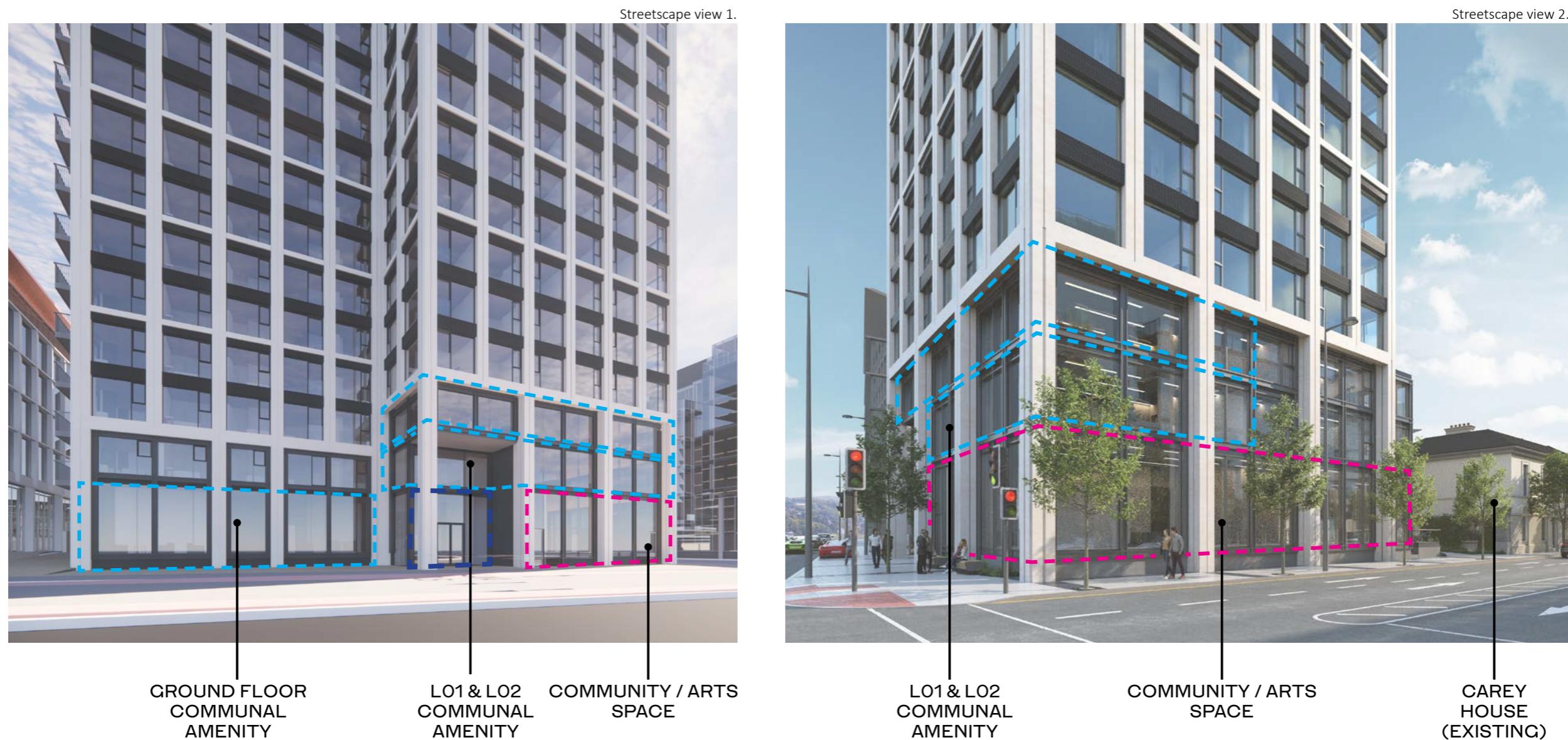
Also on Albert Quay and to the Albert Street corner first and second floor communal amenity spaces are provided, with lounge and work / study included for the residents of the building. These active uses can be seen from the streets creative active frontage to the building.

On the corner of Albert Quay and Albert Street and wrapping around into the entrance of the courtyard / public plaza, a space for community / arts use is located. The community / arts space can be accessed from either side, from Albert Quay and the courtyard, creating activity through the building and the site.

An outdoor seating terrace for the community space is also located on the courtyard side entrance creating further activation. Moving into the courtyard from Albert Street ones view leads directly ahead to another communal amenity space, with views from users back out to the public plaza and street ahead. The landscaped courtyard creates an active public realm with strategically placed planting and seating areas.

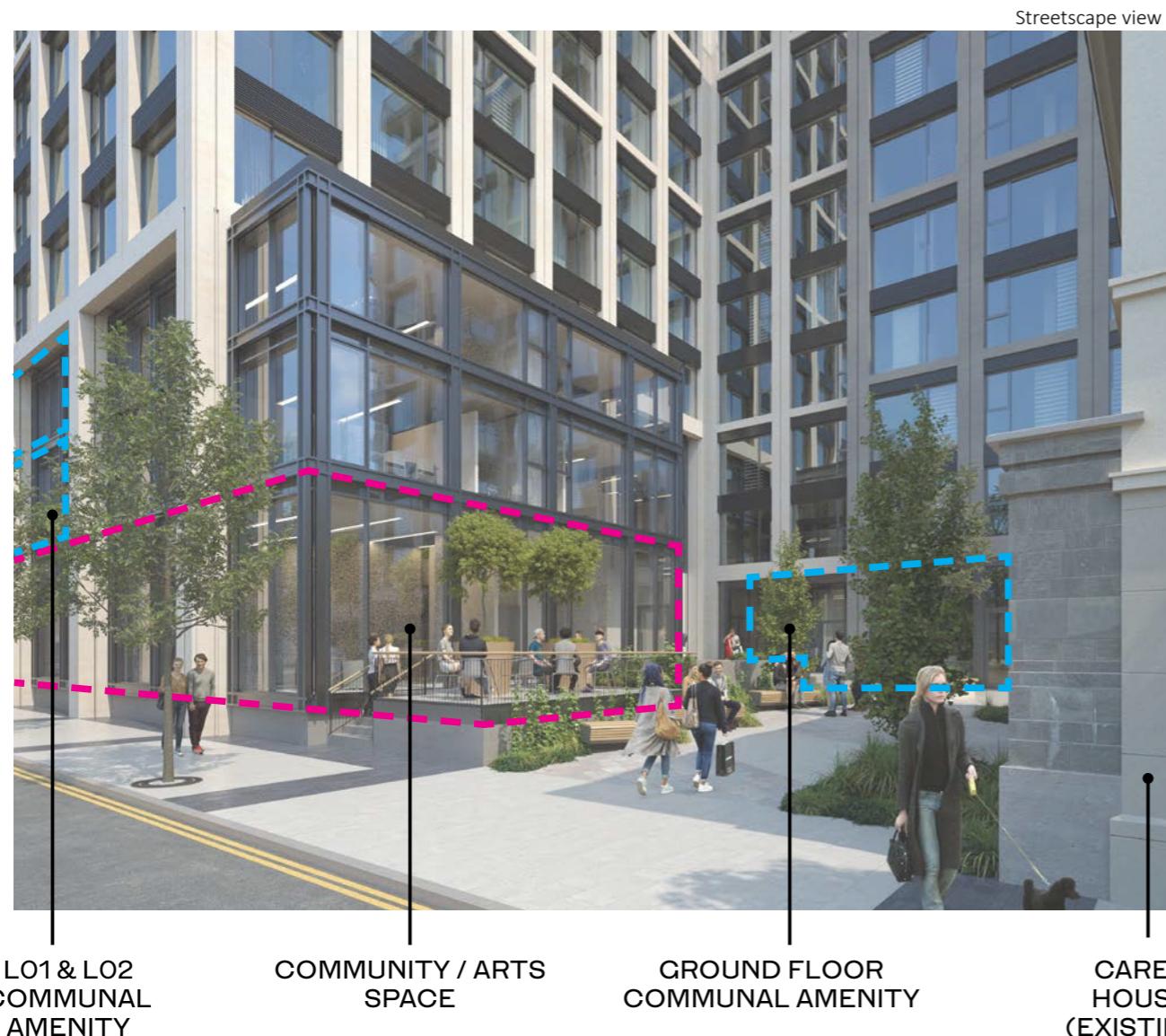


## 4.05 PROPOSED ACTIVE FRONTAGE



- ENTRANCE FOYER
- COMMUNITY / ARTS SPACE
- COMMUNAL AMENITY
- GROUNDFLOOR CRECHE UNIT

## 4.05 PROPOSED ACTIVE FRONTAGE



- COMMUNITY ARTS SPACE
- COMMUNAL AMENITY
- GROUND FLOOR CRECHE UNIT

## 4.05 PROPOSED ACTIVE FRONTAGE



GROUND FLOOR  
CRECHE UNIT



CRECHE OUTDOOR  
PLAY AREA

BICYCLE STORAGE

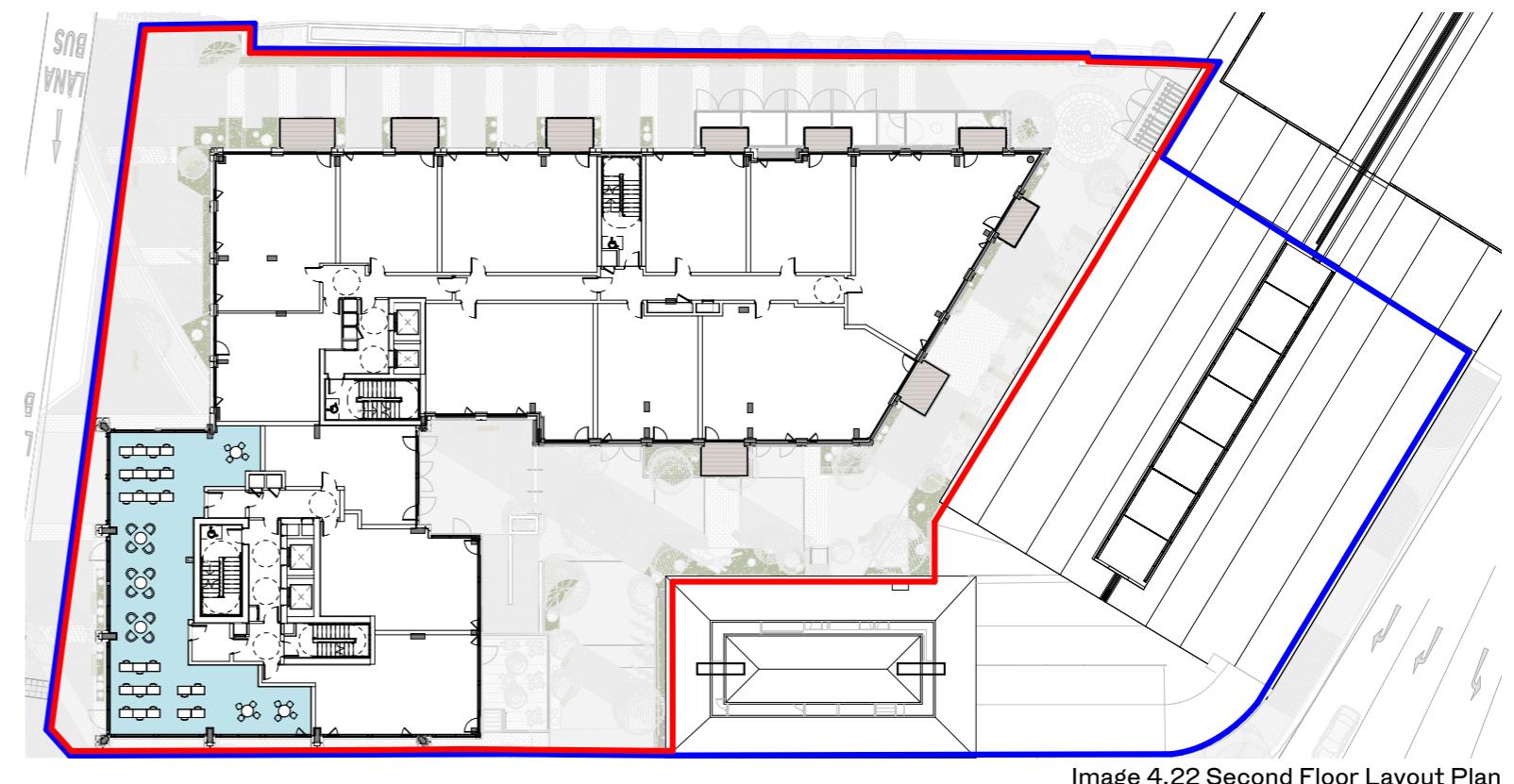
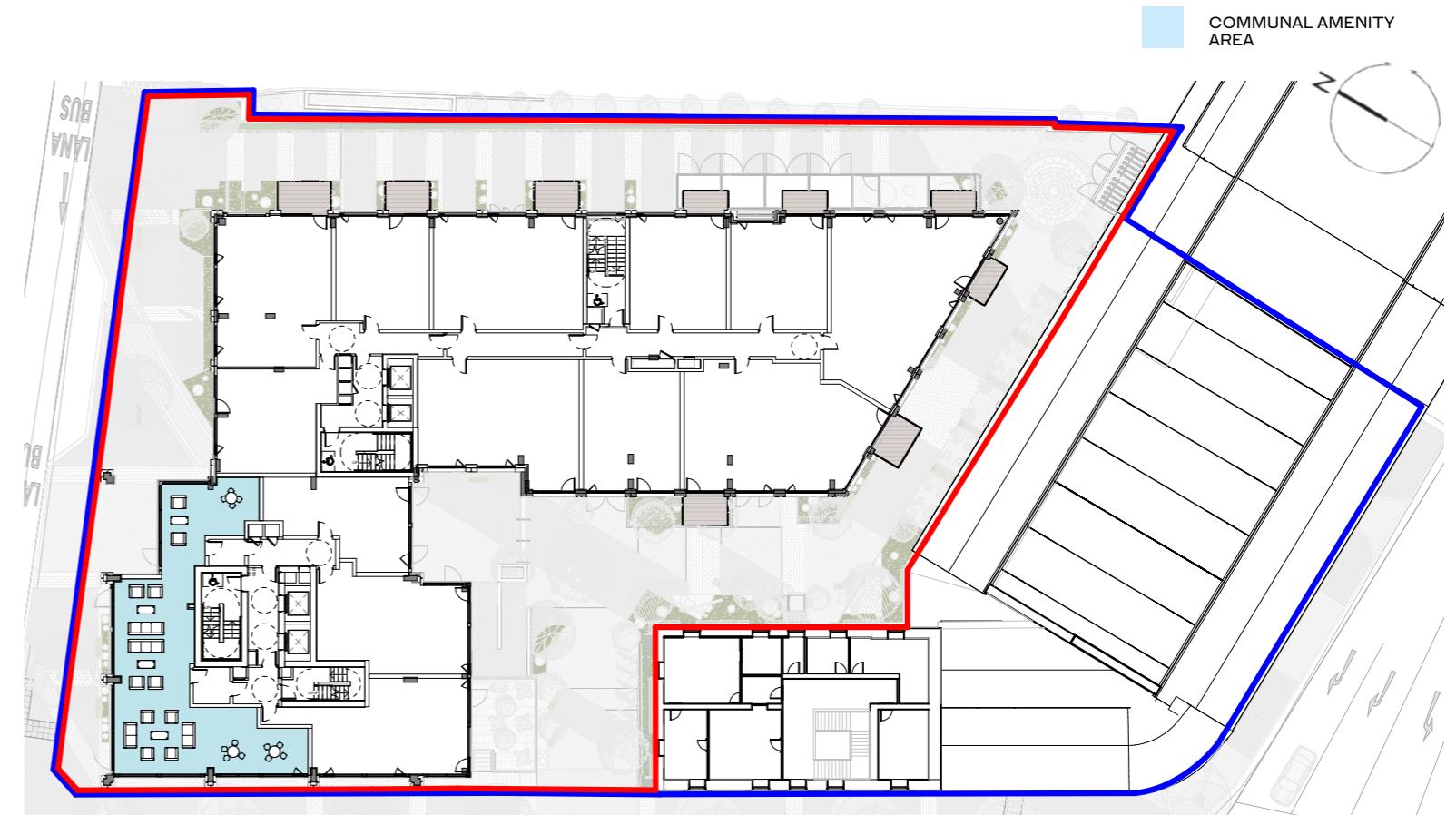
NOTE: FINAL DESIGN OF CRECHE  
ENCLOSURE TO BE AGREED WITH  
CORK CITY COUNCIL

- GROUND FLOOR CRECHE UNIT
- RESIDENTS BICYCLE STORAGE

# 4.06 PROPOSED AMENITY SPACE

## FIRST & SECOND FLOOR

The first and second floor levels consists of residential communal amenities and residential apartment units. As the residential element of the building will be private residential accommodation, so as to not have an adverse impact on the residents security and private residential amenity, no public access will be provided to the upper floors of the building. The first and second floor amenity is securely accessed via the main core. These general communal amenity spaces , are envisaged as lounge space for residents use, enjoying views over the river.

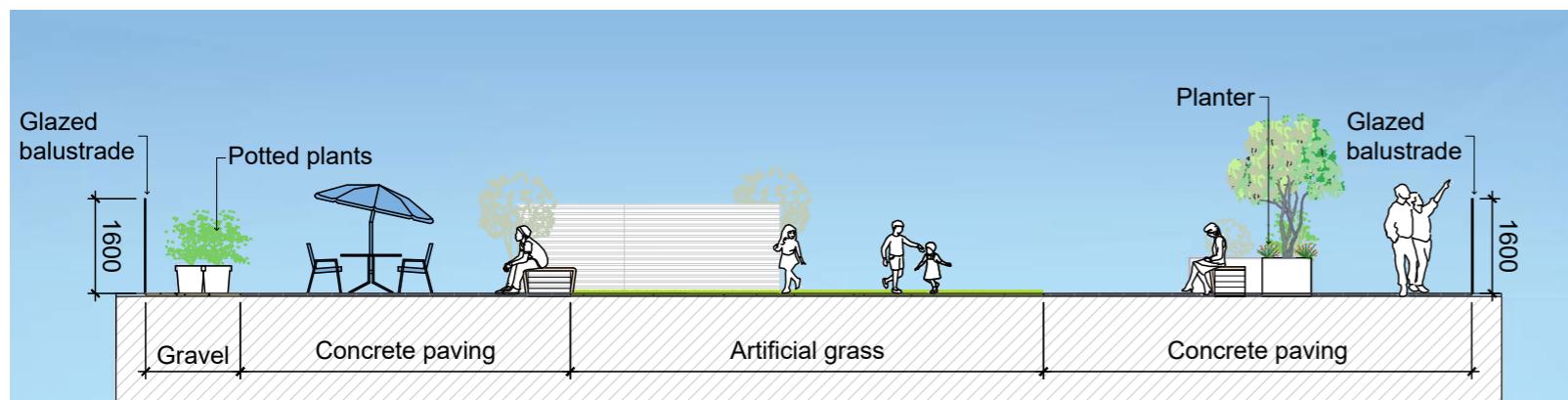


# 4.06 PROPOSED AMENITY SPACE

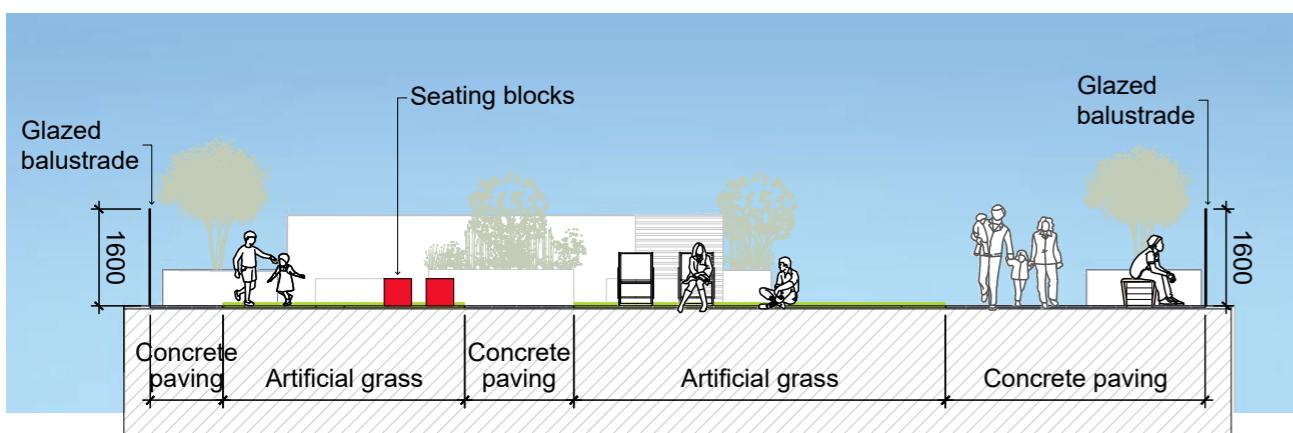
## NINTH & TWELFTH FLOOR EXTERNAL COMMUNAL AMENITY ROOF TERRACES

Roof terraces for residents use are located at the 9th and 12th floor. They provide expansive outdoor areas for socialising, recreation and relaxing.

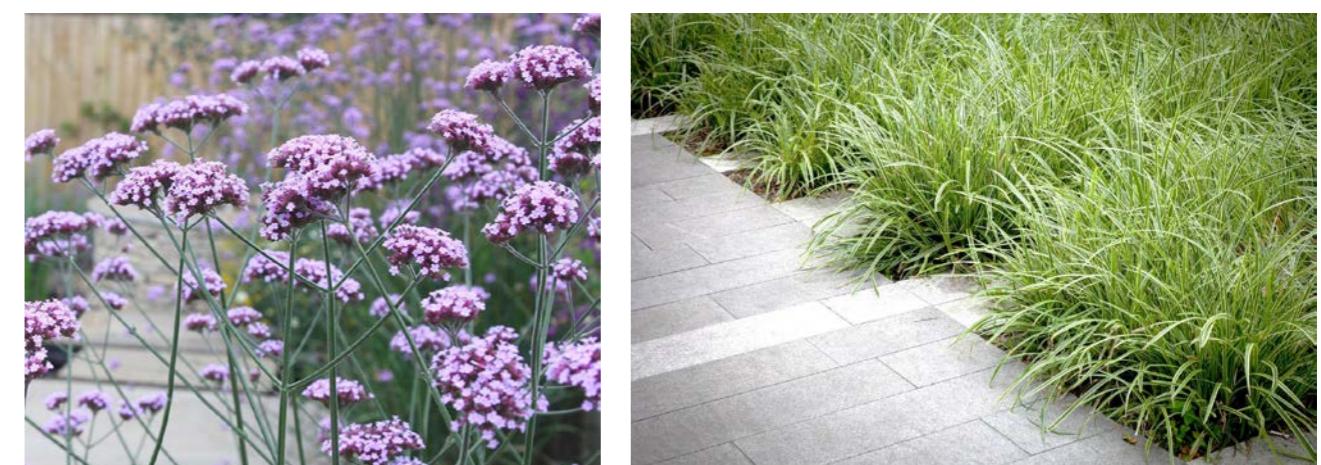
Carefully selected planting, hard landscaping and furniture will provide a mix of spaces and will harness the views offered while offering shade and shelter from the elements. Both terraces, due to their elevated positions, will benefit from sunshine throughout the day.



SECTIONAL ELEVATION A - 9th floor



SECTIONAL ELEVATION B - 12th floor



# 4.06 PROPOSED AMENITY SPACE

NINTH & TWELFTH FLOOR  
EXTERNAL COMMUNAL AMENITY ROOF TERRACES



## LEGEND

	<b>Large unit format concrete paving</b> Size: 400(L)x400(W)x30(D)mm. Colour: Blue grey. Bond: Stack bond
	<b>Gravel</b>
	<b>Ornamental shrub planting in 600mm high pc metal planters.</b> Colour: TBC
	<b>Small multi-stem tree</b>
	<b>Small clipped evergreen shrub</b>
	<b>Pot plant</b>
	<b>Ground concrete or similar pre-cast flag to perimeter maintenance strip</b> Size: 1000(L)x400(W)x50(D)mm.
	<b>Fixed hardwood lounge/deck chair</b>



9th floor roof terrace - plan  
1:100

12th floor roof terrace - plan  
1:100

# 4.07 PROPOSED PRIVATE AMENITY SPACE

## PRIVATE AMENITY SPACE

The proposed development provides private amenity space to each apartment which meets all of the design criteria as outlined in The Sustainable Urban Housing: Design Standards for New Apartments. There are two types of private amenity space being provided.

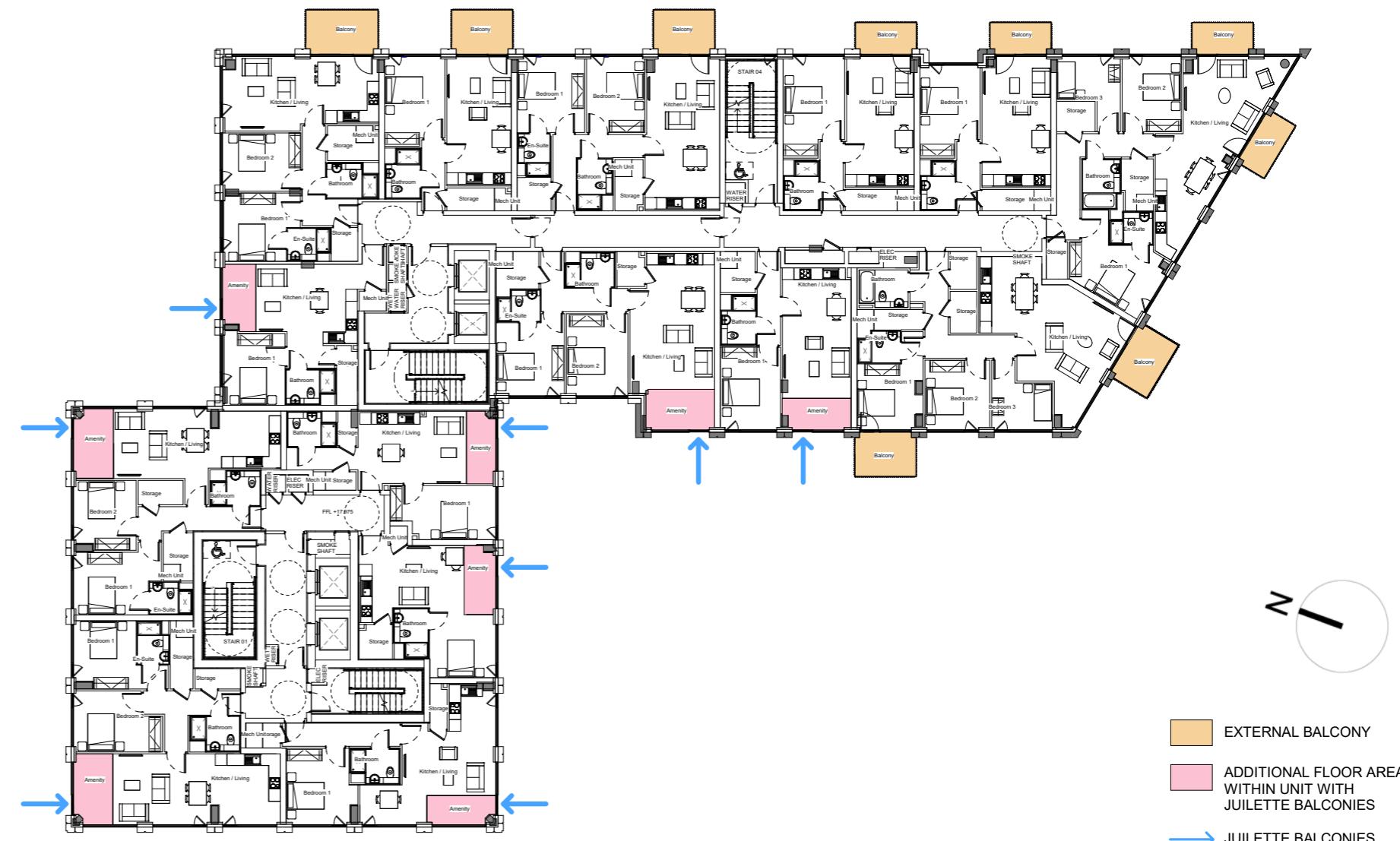
During the design development of the scheme through discussions with Cork City Council it was deemed more appropriate to omit external balconies from the prominent tower facades and northern facade of the lower block. In these locations external bolt on balconies are provided on the east, west and south elevations from the 1st to the 11th floor. Provisions have been made for the north / river facing units and the units in the tower for internalised private amenity to the required area adjacent to the main living space with swing door and integrated juliet balconies provided.

Cork City Development Plan outlines the following in relation to Private Amenity Space:

“Private amenity space shall be provided in the form of gardens or patios / terraces for ground floor apartments and balconies at upper levels.

....Balconies should adjoin and have a functional relationship with the main living areas of the apartment. In certain circumstances, glass screened ‘winter gardens’ may be provided.

....In exceptional circumstances balcony space can be incorporated into the dwelling as additional space (i.e. added to the minimum floor areas) where climatic factors can be clearly demonstrated (e.g. tall buildings).”

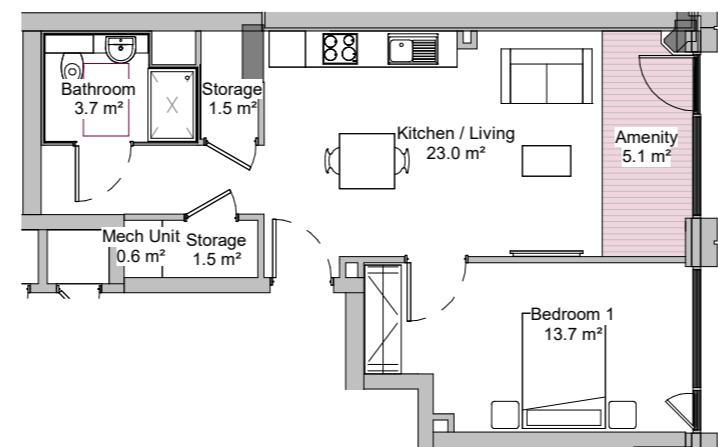


# 4.07 PROPOSED PRIVATE AMENITY SPACE

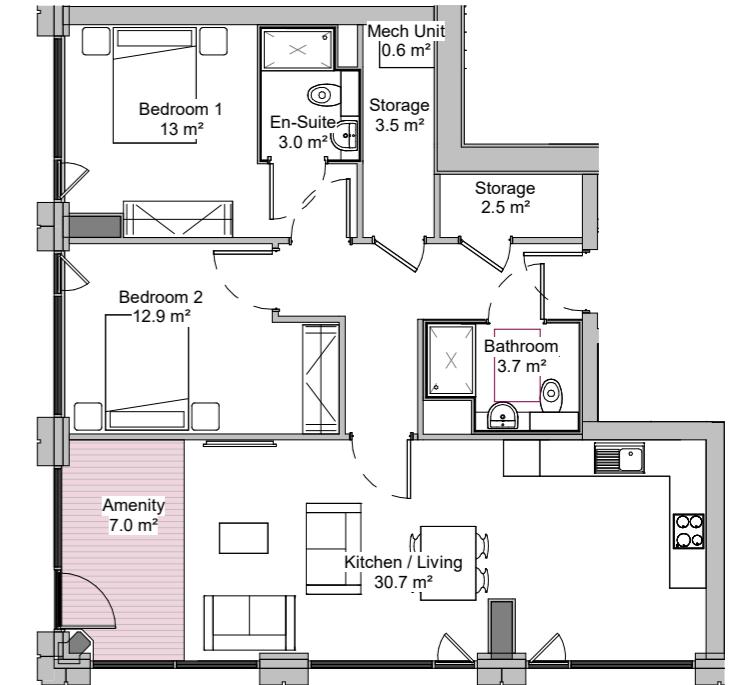
## PRIVATE AMENITY SPACE

Provisions have been made within 64% of units for internalised private amenity to the required area adjacent to the main living space with swing door and integrated juliet balconies provided. The remaining 36% of units are provided with external balconies, they are located on the lower podium block not higher than Level 11, and are partly sheltered by neighbouring context and the proposed building itself.

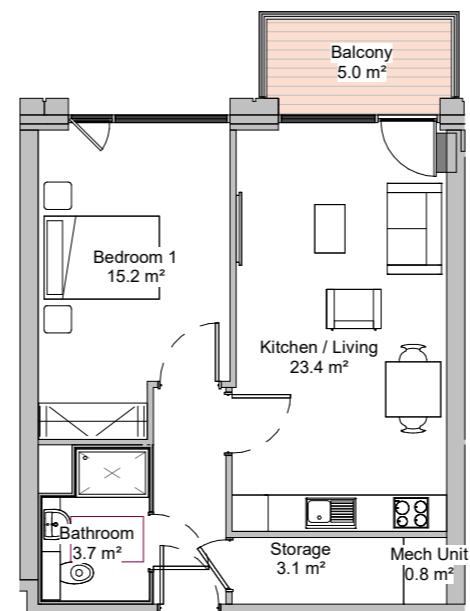
By providing a mix of external and internal private amenity space tenants get an option to choose their preference. All units have access to the external terraces on Level 9 and 12 as well as the ground floor public space in addition to their private amenity space.



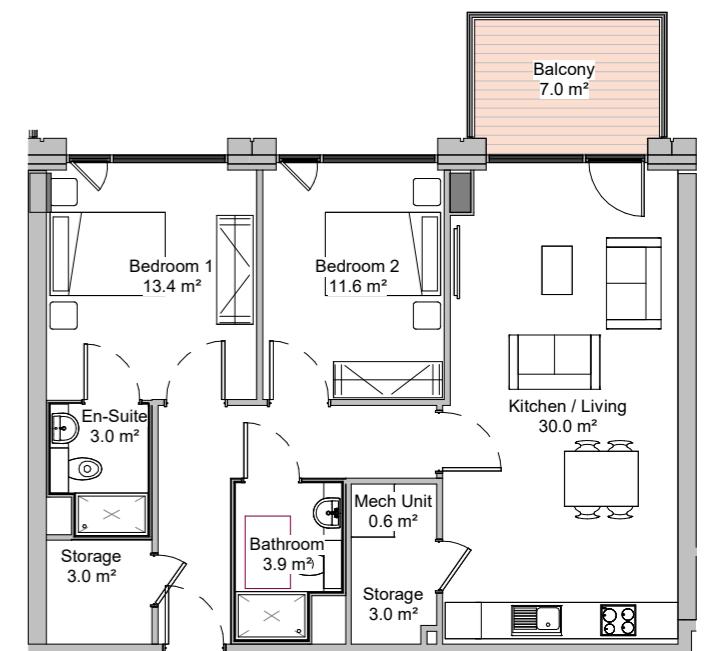
**1 Bed Unit**  
Internalised amenity space  
within unit with juliette balcony



**2 Bed (4 Person) Unit**  
Internalised amenity space  
within unit with juliette balcony



**1 Bed Unit**  
External balcony amenity space



**2 Bed (4 Person) Unit**  
External balcony amenity space

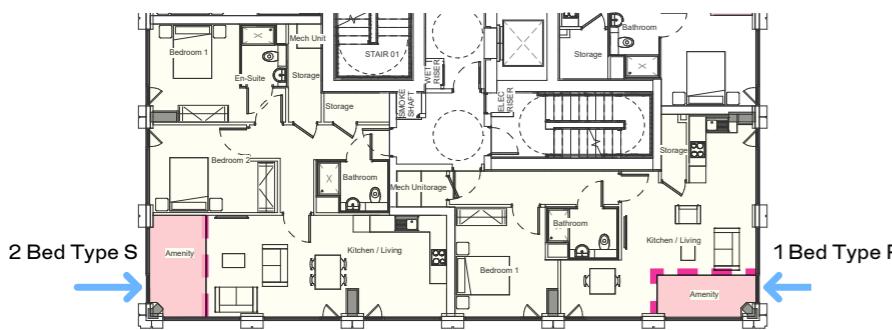
# 4.07 PROPOSED PRIVATE AMENITY SPACE

## INTERNALISED PRIVATE AMENITY SCREENED VS UNSCREENED

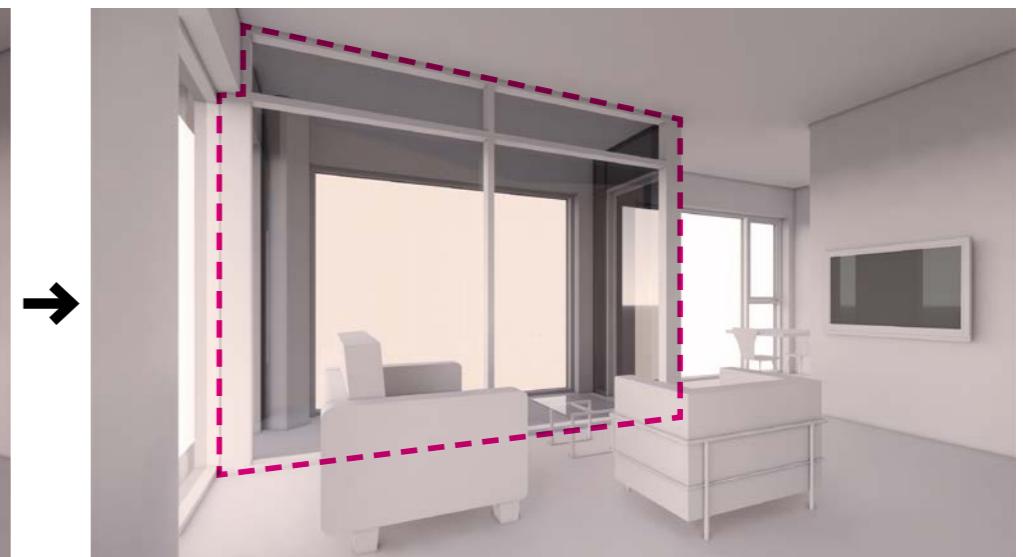
In the original approved SHD design it was accepted that additional space within the units without a separating screen was an appropriate solution, resulting in an elegant tower with clean facades. The proposed amended design aims to emulate the simple elegance of the original scheme with the omission of balconies from the tower and north facing facades on the lower elements. A re-examination as to the necessity of providing internal screens to separate the additional amenity space from the living areas was conducted in consultation with the developer and proposed building owner.

It was concluded that the provision of a mix of units with external balconies and additional internal space was desirable in order to appeal to a broad range of tenure. As illustrated in the accompanying diagrams it can be assumed that the provision of additional internal screens will diminish the aspect from units particularly on the tower and where the units have dual corner aspect. However in order to provide further options to future tenants it is proposed to allow for the fitting of internal screens should they be desired by the tenant.

Where screens are not proposed to be fitted, it is proposed to demarcate the amenity zone by way of a combination of furniture and planters, as was illustrated in the original SHD scheme.



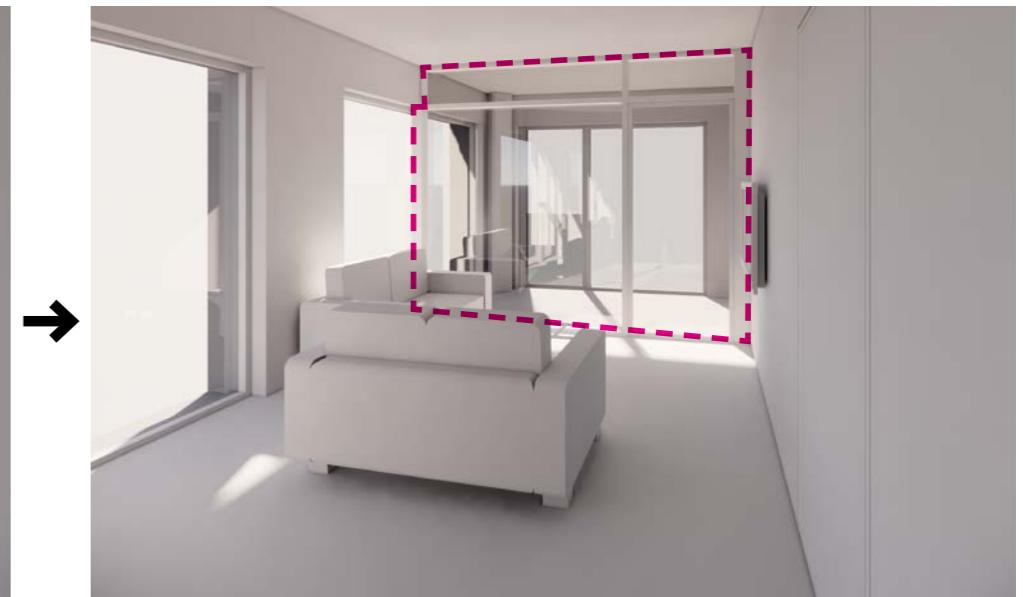
1 Bed Type R - Without internal screen



1 Bed Type R - With internal screen

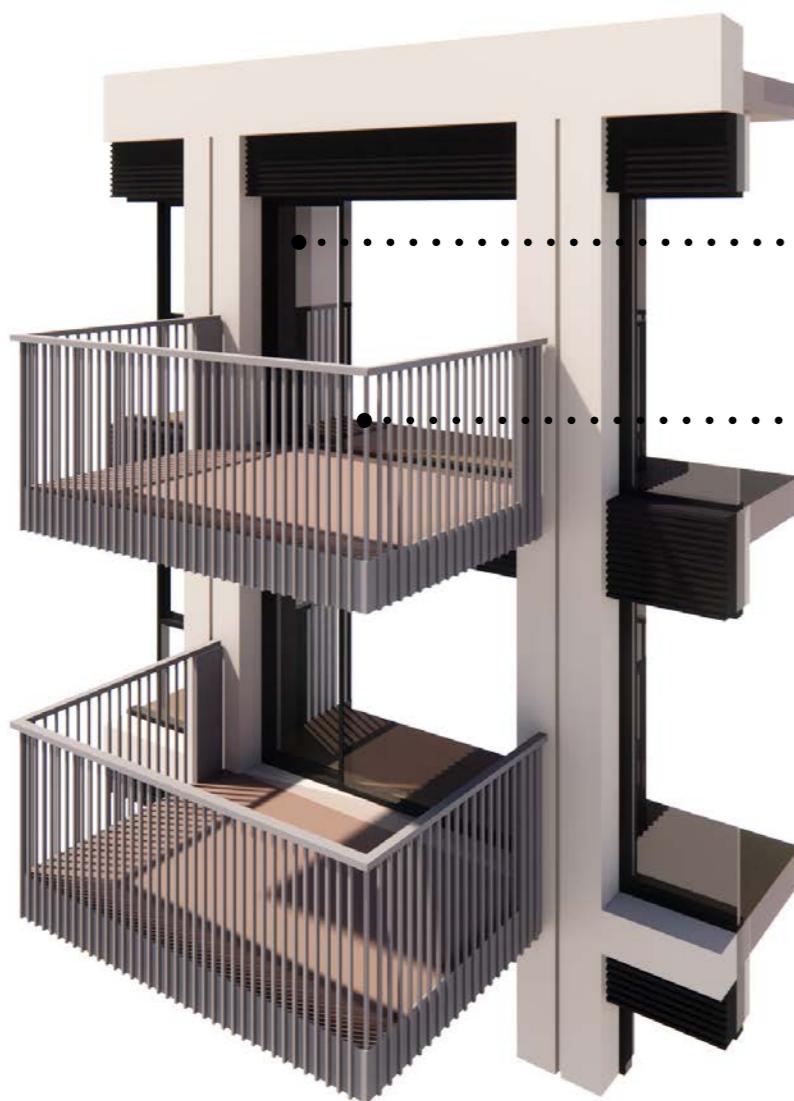


2 Bed Type S - Without internal screen



2 Bed Type S - With internal screen

## 4.07 PROPOSED PRIVATE AMENITY SPACE



Private Amenity Type 1: External Bolt-on Balcony

Inward opening glazed swing door.

Hook-on balconies  
Powder coated to  
Specific RAL colour.

Inward opening glazed swing door

Fixed glazed julette  
balcony panel



Private Amenity Type 2: Internalised Amenity with Julette Balcony



# 4.08

## DESIGN PROPOSAL

### TOWER

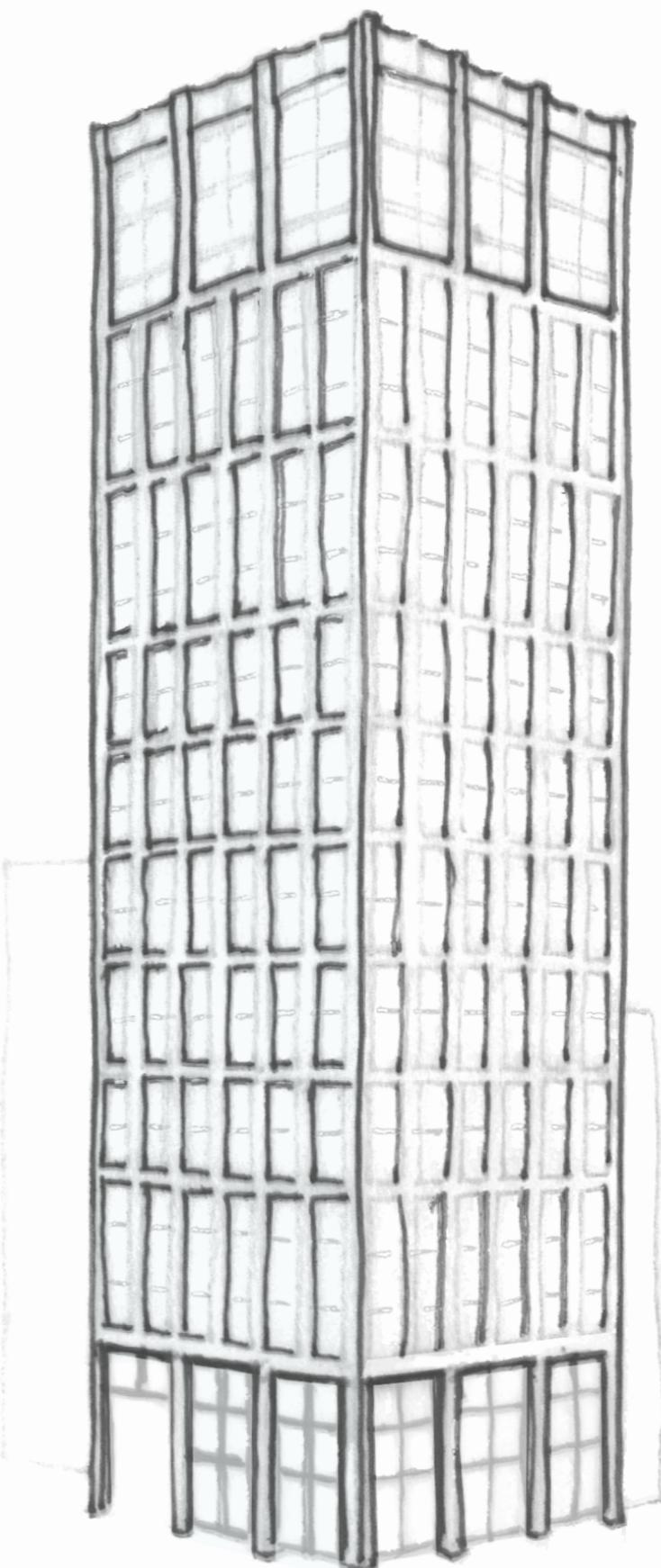
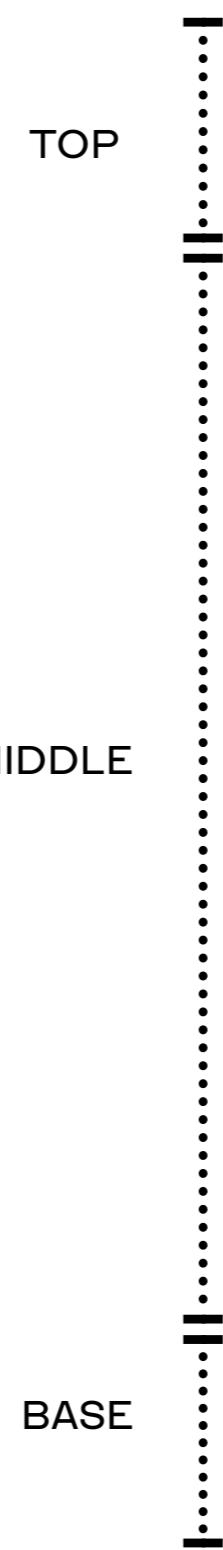
The form of the development follows that consented through the previously approved SHD procedure (ABP-305779-19). It differs in subtle ways but maintains the elegance and simplicity as before.

As per the tall building development guidance set out in the Cork City Development Plan (p473); “Tall buildings should be designed to ensure that: .... Their architectural strategy effectively provides a top, middle and bottom to the building.” The design of the tower remains consistent with three main visible elements making up the top, middle and base of the tower. The design aims to combine distinctive yet complimentary components to create a cohesive composition which is elegant and balanced.

The top three floors of the tower are articulated with a triple height framework which gives a lightness to the form emphasising the glazing and the horizontally at the top.

The main body of the tower is composed of double and triple height matching framework which ties the body of the tower together and also unifies it with the lower blocks elements. Different colours in the cladding is used both to unify and set apart different sections of the development

The base of the tower, with its triple height columns, provides a base of appropriate scale, with distinctiveness and grandeur suitable for this important city corner. Set within the columns and slightly set back is a distinct facade of glass and steel, with detailing referencing the industrial heritage of the site.



# 4.09

## FACADE COMPOSITION

### GEOMETRY

The proposed façade treatment is based on an analysis and interpretation of the details, proportions and materials of the surrounding area and urban context.

The intention is to provide a simple yet finely-detailed façade which echoes and complements its surrounding context. The external geometries and grid of the facade are derived from an understanding and rationalisation of the internal floor layout coupled with providing appropriate floor to floor heights and floor to ceiling glazing, ensuring every unit has ample daylight provision while also maximising the views available.

The facade differs in subtle ways but maintains the elegance and simplicity as before with the three elements at 9, 12 and 25 storeys remaining as contextual responses and in integrating the tower element comfortably within that context. The tower remains with a visible base, middle and top through these have undergone changes while maintaining a high quality of design.



## 4.09 FAÇADE COMPOSITION

### MAINTENANCE & ACCESS

Even with the use of high quality durable material, periodic cleaning and maintenance will be required. Periodic cleaning of the building has been considered and the necessary access requirements allowed for in the design of the building and its curtilage.

The façade will be cleaned using a combination of a BMU cradle, abseiling and ground driven MEWP's for the lower levels. The future owners of the building, an AHB, have been consulted during the design process to ensure their day to day operational and management requirements have been incorporated into the design.

The roof areas of the building will have minimal mechanical plant which will be screed from view. Access to the roof is provided for maintenance via full flight stairs, with secure access.

The main plant of the building will be situated at ground floor level which will have vehicular access. Sub stations and switch rooms are located at ground floor with access at grade for maintenance vehicles. A set down delivery area and a service route have been incorporated to minimise disruption to the building user and public realm.



# 4.09

## FACADE COMPOSITION

### MATERIALS & DETAILS

The primary materials are that of a high quality cast masonry frames into which high quality aluminium framed glazing systems will be factory fitted, to deliver construction of the highest quality. A neutral colour palette of white and greys ensures the building sits comfortably with both its immediate neighbours and also within the city when seen from distance.

Within the glazed elements are two distinct modules albeit of equal dimensions. One type will accommodate a fully inward opening swing door with Juliette balcony or bolt on balcony and the other will have an inward opening tilt and turn section with restrictors. Vents for the apartment mechanical ventilation system will be integrated discretely within the facade typically and within glazing louvers at the top 3 levels.

Consideration is given to the requirements of Building Regulations in relation to durability and design life of the materials and also in relation to fire safety in high rise developments. The development is designed to incorporate the guidance, best practice principles to ensure that the long term fire safety, durability and maintenance of materials is an integral part of the design and specifications of the proposed development.

White coloured concrete with basalt and mica stone aggregates - etched finish

Anodic black powdercoated metal frames

Metalwork details in black / metallic grey

Blackened steel details - internal metalwork

Mid grey coloured concrete with basalt and mica stone aggregates - etched finish

Dark grey coloured concrete with basalt and mica stone aggregates - etched finish

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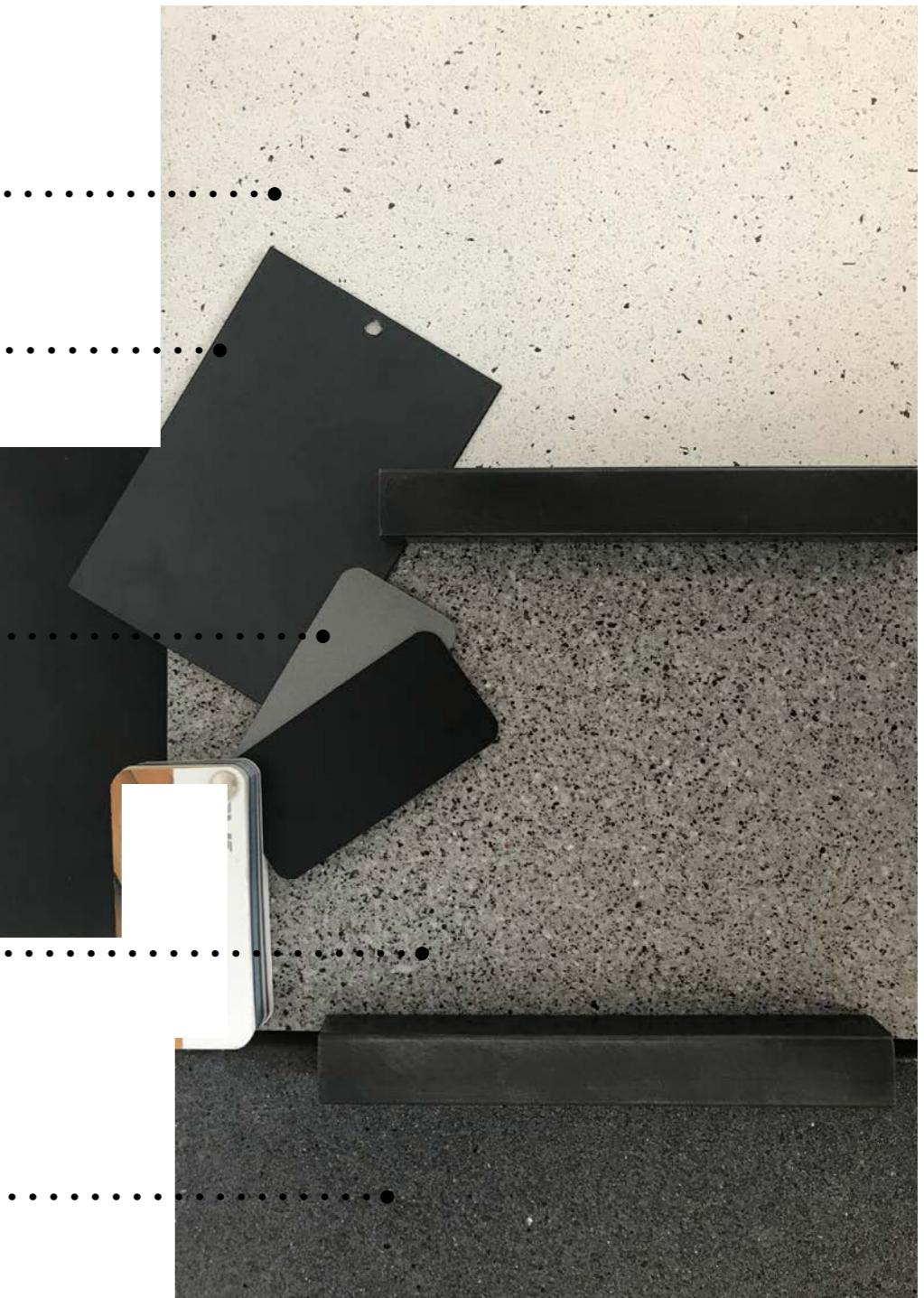
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Material / colour palette

# 4.09

## FACADE COMPOSITION

### TOP OF THE TOWER FACADE DETAIL

An amended design is proposed for the top three floors of the tower which has been developed through various design studies observing the form and the original intent of the tower.

The proposed maintains articulation over three stories with triple height and double width bay with full expanse of glazed curtain walling.

The triple height masonry framework concludes with a masonry scalloped profiled capping on the top of the building, creating a visual feature which crowns the building. The rhythm of the profiled capping works with the main and secondary vertical elements of the tower providing a rational and satisfying resolution to the grid facade.

Anodic black powder-coated metal window frames



.....

White coloured concrete with basalt and mica stone aggregates - etched finish. Shadow recess details on vertical column face and on the horizontal beams. Birdsmouth detail on corner columns.



.....



# 4.09 FAÇADE COMPOSITION

## APARTMENT FAÇADE DETAIL

Anodic black powder-coated metal window frames



White coloured concrete with  
basalt and mica stone aggregates  
- etched finish. Shadow recess  
details on vertical column face  
and on the horizontal beams.  
Birdsmouth detail on corner  
columns.



Mid grey coloured concrete with  
basalt and mica stone aggregates -  
etched finish



Dark grey coloured concrete with  
basalt and mica stone aggregates  
- etched finish. Horizontal ribbed  
texture



# 4.09 FAÇADE COMPOSITION

## STREET LEVEL FAÇADE DETAIL

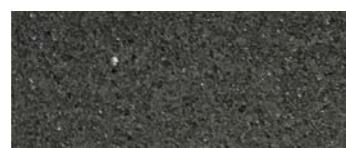
Anodic black powder-coated metal window frames. Channel profile frame with large format glazing.



Frame in white coloured concrete with basalt and mica stone aggregates - etched finish. Shadow recess details on vertical column face and on the horizontal beams. Birdsmouth detail on corner columns



Plinth in dark grey coloured, stone honed.



# 06

## CITY DESIGNER - DESIGN ASSESSMENT

Cathedral. It has elegant proportions from wherever it is seen. Its relationship with its companion buildings provide a visually supportive context and enhances this elegance.

**Albert Quay, Cork**
**Design Assessment**

1 Citydesigner has collaborated with HJL Architects on three proposals for this site. In July 2019 we submitted a Design Assessment for a 25-storey residential scheme which was approved under SHD procedure and duly received consent. In 2021 we submitted a further Design Assessment for an alternative office use at a similar height to that of the first scheme. Owing to its larger floor plates, this was a design of interlocking elegant volumes arranged in a sculptural relationship. This was consented by the City Council. The current proposal returns to a residential use and takes a similar form to the first proposal but for a different kind of residential use. Its plan dimensions are marginally and unnoticeably different. It differs by incorporating winter gardens and balconies with a different design approach to the top three storeys.

2 The top of the tower has been changed. It still retains its distinctive three storey expression, now filling the plan as the floors below, and defined by a change to the vertical grid and thus more open areas of glass. It now has a 'crowning cornice'. This is expressed as a series of scalloped elements around the parapet. The scallops act as a dematerialisation of the building form where it meets the sky.

3 The site remains ideal for a substantial development as Urban Initiatives support in their document. It is not only a city-centre brownfield site, but one with a rail/industrial heritage which will be embraced both architecturally and from a heritage conservation point of view. The latter potential firmly resides in the railway buildings to the south, which are proposed for retention, repurposing and being better revealed to the public.

4 The potential for a taller building at this principal river crossing where City meets Docklands remains compelling, both in physical reality and in terms of planning policy. It is justified, by setting a precedent for design of a high quality and Henry J Lyons Architects have maintained this quality. The tower element takes prime position on the north west corner of the site addressing the waterfront.

5 A tall building here needs to create a mediation in scale and in respect of the wider context. While its height and elegance provide a vertical accent of contrast with the recent 7 storey horizontally emphasized riverside context, the site is large enough to also provide intermediate height buildings, stepping down to the south in response to the smaller scale and grain of the area to the south east and in particular the protected railway structures.

6 The resulting 'L-shape' of three related but progressively rising forms, leaving space at ground level between old and new, provides an appropriate context for the high elements and brings a richness to the composition which is experienced sculpturally and spatially in movement both around and through the development.

7 The height and plan size of the high element gives rise to a slender form which has been designed to be in harmony with other existing tall structures in the City, including St. Anne's Church Tower, and the North

8 The tower is square in plan and except for the top three floors consists, in each of the elevations, of six window bays defined by an expressed grid of cast masonry which also plays a structural role. Each bay consists of a large fixed window and two smaller windows to the side, one above the other which afford ventilation. Half of the bays have full height openings with Juliet balconies leading from a winter-garden zone. The principle grid and these tertiary divisions together give rise to a richness of architectural detail. The six bays are variously expressed vertically in groups of two and three floors. These groupings and their positioning within the height of the tower, have been very carefully composed to provide interesting overall proportions and to create a rhythmic transition from the base to the top. This irregular spacing anticipates and supports the two storey arched base and the three storey top element. The supportive and complementary two blocks, stepping down from the tower, have more regular grids while externally expressed balconies seek, on the east south and west, to provide the equivalent modulation to these parts.

9 The task of all architectural contributions of such prominence is to achieve an appropriate and authentic appearance, befitting the place, expressive of its residential use, and resolved to an elegant simplicity. This is particularly appropriate in this part of post-industrial Cork. To achieve simplicity in architecture requires great skill. It is relatively easy to achieve complexity as a result of developing a design through decisions being made 'in series'. But complexity rarely leads to beauty. Henry J Lyons Architects have skilfully aligned all the complex requirements a building of this size requires, from intelligent analysis to provide a creative synthesis resulting in a building with 'firmness, commodity, and delight' in the words of Vitruvius' definition of architecture. We may interpret this today as durability, usefulness and beauty. As design consultants offering regular assessments as the design has developed, Citydesigner believes the design fulfils this aim.

10 It has been achieved successfully, giving rise to attributes of composition, balance, proportion, scale, identity and division. The parts each have their own identity; horizontal and vertical elements are in balance. The representation of scale, between the parts and within the parts, gives rise to pleasing proportions, the latter through a sophisticated pattern of vertical and horizontal division which encompasses a base, middle and top in classic proportions. The middle portion goes further in relating itself to the base and the top through a rhythmic differential in the spacing of horizontal elements. This is most visible in views across the river where the two visible elements each exhibit their own individual elegance. Similarly, in views from the south, the transition of scale from the retained historic railway buildings, through the new southern wing of 9 storeys and the east wing on 12 storeys, setting up the context for the tall element of 25 storeys, all adds up to a balanced composition. The grouping also provides visual clues of urban legibility leading to the proposed townscape space enclosed within the centre of the site.

11 The expression at ground level both at the perimeter and within the new external public space, provides maximum activity through the distribution of uses, the attractiveness of the central space and the quality of design. The base of the tower is given visual strength by the two-storey arched approach.

12 The top of the tall element is the one area of additional detail applied sculpturally rather than in a rational way, in order to provide a meaningful relationship with the sky. As mentioned before, the scalloped parapet, therefore, has the effect of dematerialising the otherwise rectilinear forms to achieve this relationship.

13 It can be seen that a very high level of strategic and detailed design thinking has been applied to optimising this site, adding qualitatively and meaningfully to the City and for setting a high standard of design for other projects in and around the former docklands, to aspire to.

