

PROPOSED LRD DEVELOPMENT


FORD LRD, CORK

On behalf of MARINA QUARTER LIMITED

SCHEME SUSTAINABILITY STATEMENT



Aerial view of Site

 Site Boundary

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1.0 INTRODUCTION

The built environment will play a key role in addressing climate change mitigation and adaptation and all development proposals will be encouraged to explore and incorporate climate action measures. Large scale development proposals will be expected to demonstrate how this has been taken forward through the evolution of the scheme by submitting a Scheme Sustainability Statement in support of the planning application(s).

All planning applications involving developments of 25 or more homes or over 500sqm of commercial floorspace to be accompanied by a Scheme Sustainability Statement demonstrating how the proposal positively responds to the impact of climate change through mitigation and adaption measures. The Scheme Sustainability Statement is required, as a minimum to demonstrate how the following climate change mitigation and adaptation considerations inform the proposal:

- How the location, siting, layout, design and drainage proposals maximize climate adaptation opportunities;
- How the SUDS strategy integrates the four pillars of SUDS Design – water quantity, water quality, amenity and biodiversity;
- The use of green roofs other green infrastructure as a means of contributing towards sustainable urban drainage, improving biodiversity and influencing heat loss/gain from the building;
- Energy efficiency through thermal insulation, passive ventilation and cooling, passive solar design and any technologies used to help occupants better manage energy usage;
- The use of district, renewable and/or low-carbon energy supply opportunities;
- How the proposals at all stages embrace the Circular Economy approach in relation to waste management from construction through to the operation of the building(s);
- How noise and air pollution will be managed across all stages of development from construction through to operation of the building(s).

As part of the Scheme Sustainability Statement, applicants will be required to demonstrate how these considerations were explored and taken forward through the evolution of the development proposal and where they have not been taken forward, reasons are given as to why the measures were not technically feasible or viable. The level of information and commitments within the Statement should be proportionate to the scale and complexity of the development proposal.

The proposed development at Ford LRD, Co. Cork has been designed to ensure that it can successfully cope with and manage the impacts of climate change while also preventing those impacts from growing worse. The proposed design provides for growth that is compact, balanced and sustainable, adhering to the principals underpinning the “15-minute City” & walkable neighborhoods, delivering recreation and social facilities all within easy reach of residents homes, and connecting them with safe secure active travel infrastructure.

2.0 DELIVERING HOMES & COMMUNITIES

The proposed development site is:

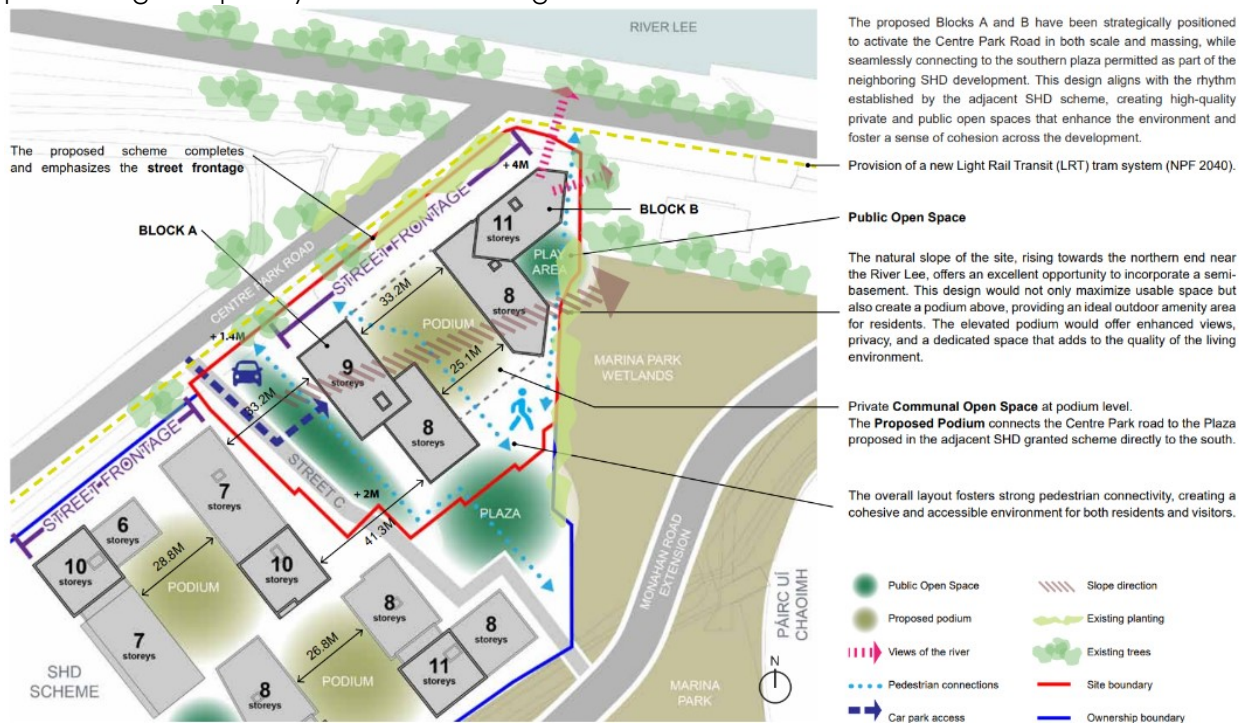
- adjacent to the Marina Quarter SHD scheme, also located on the grounds of the former Ford Distribution site.
- the Planning Authority are seeking a minimum density of 100 units/ha to be achieved within the context of the South Docks and this is being achieved in the current application.
- providing open spaces for passive recreation and play with level open space areas.
- providing for biodiversity with the retention and augmentation of existing hedgerows and scrub vegetation.
- providing a segregated & shared two-way bicycle & pedestrian path. This route connects to the evolving Cork City & city-wide cycle network.



Figure 1: Showing the proposed development within the context of the overall Ford Cork LRD

3.0 TRANSPORT & MOBILITY

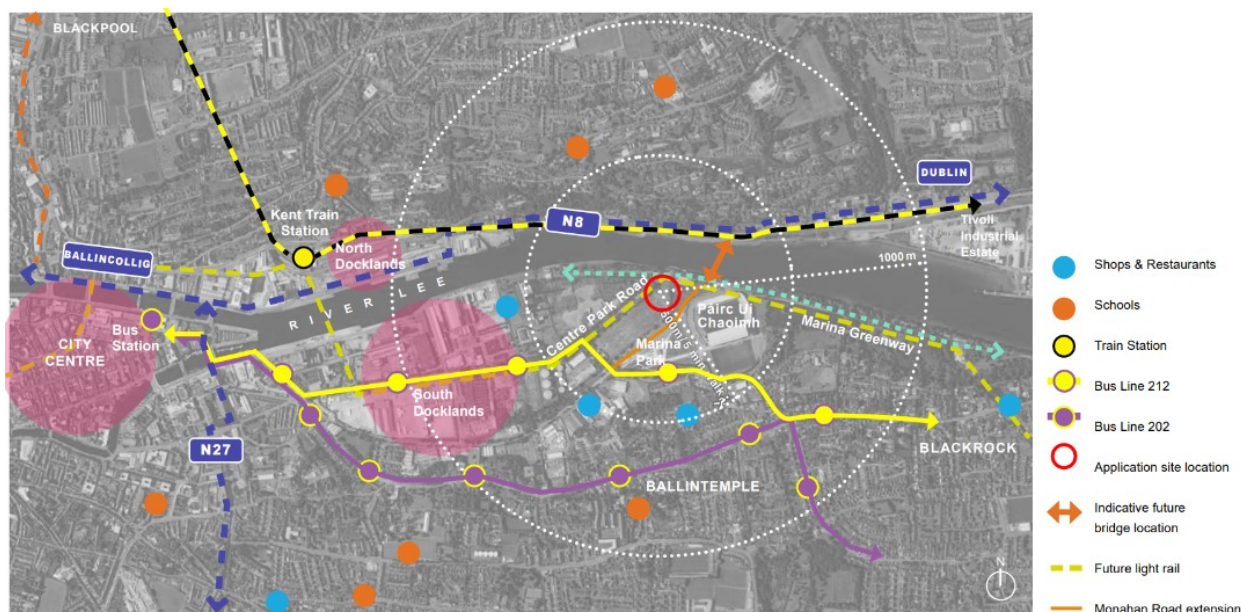
The overall Ford Cork LRD development has been designed to accommodate and promote the transition to more sustainable travel and this has been reinforced in this application. The primary strategy has been to design a walking & cycling friendly neighborhood. The development of this second phase of the district brings with it the extension of the shared pedestrian and cycle trail. At present bus services are available at varying frequencies while Bus Connect services will provide high frequency bus services along Blackrock Road in the future.



Proposed segregated Shared Pedestrian & Bicycle Infrastructure for the development overall

In terms of cycle infrastructure

- This Bicycle infrastructure proposed is in line with the Cork City Development Plan 2022-2028 Chapter 4 Transport & Mobility which states that; 'The explosion in the number of EBikes now means that many people could commute from the increasingly large towns of Ballincollig and Carrigaline to the city by bike. However many choose not to do so because they perceive it to be too dangerous. A simple solution would be to create a complete cycling network linking up the three places. This would have many benefits - reducing the number of cars on the roads with knock on effects on traffic, climate change and pollution and improve the health and wellbeing of cyclists.'
- The city council has been great in creating new cycle lanes in congested areas - surely it would be much easier for the county council considering the amount of available land there is.'



There are three bus services routed along Ford Cork LRD, Co. Cork. The 202, 202a & 212. The 212 service connects Cork Bus station to Blackrock. The 202 & 202a are 24hour services and connect to Hollyhill to Mahon Point. The 202 service is routed via the Merchants Quay and connects to both the Hollyhill apple Campus.

The combined 202 & 202a services run at a 15minute frequency. The 212 is less frequent. The Bus Connects plans are in the design process and the route corridor will be significantly upgraded to improve the public transport provision.



4.0 CLIMATE CHANGE & ENVIRONMENT

Due to the combined environmental challenges of climate change, pollution and plummeting biodiversity, from the macro to micro scales there needs to be a transition towards greener, resilient and climate-neutral economies and societies.

This development in Ford LRD is a new residential district of Cork, and the neighborhood has been designed in accordance with the principles of a just transition. A neighborhood implementing climate mitigation & adaptation measures to achieve greener construction, transitioning to more renewal construction materials and achieving essential carbon reductions.

- Active travel is encouraged locally and provided for creating a 15minute neighbourhood with shopping, education, recreational, social & cultural opportunities are readily available.
- Working from the home is possible with broadband internet,
- Active travel beyond the district is encouraged and provided for, with connections to a broader network accessing city wide shopping, work, education and recreation,
- public transport is accessible at a distance of 1.2km or a 15minute walk,
- fossil fuel use is eliminated within the home & electric vehicle charging is incorporated achieving a significant reduction in individual household carbon footprints.
- Through social & affordable housing provision, members of society can avail of a proportion of the A2 dwellings provided at a reduced cost or on a rental basis.
- A Sustainable Urban Drainage System is proposed as part of the application, and this will ensure runoff levels are maintained as existing and will not cause flooding issues downstream of the development.

5.0 GREEN & BLUE INFRASTRUCTURE, OPEN SPACE & BIODIVERSITY

This development exemplifies what Cork City Council is aiming to achieve in its goal of accommodating ambitious levels of population & economic growth while maintaining and improving the city as a healthy, vibrant & attractive place to live, work or visit.

The Ford LRD development of which this LRD application forms a part is already an attractive location with the River Lee to the south the site is part of the Polder Quarter, and sits adjacent to areas of considerable natural and manmade amenity, including Páirc Uí Chaoimh to the south east, The Marina promenade to the north and Marina Park to the south west. The site benefits from excellent frontage on to Centre Park Road and the infrastructure locally is expected to improve with the development of the Monahan Road extension to the south east, and future bridge immediately to the north east. It is also envisaged that the site will be adjacent to the future Light Rail Transit route along Centre park Road.

Further extensive tree planting is proposed as part of the landscaping of the development public realm; especially reinforcing the existing western boundary hedgerow with extensive planting to extend the riparian habitats northward. This planting will add further carbon sequestration to the existing tree cover across the site & the city beyond.

Biodiversity will be protected and enhanced within the application site with the retention of native vegetation.

- existing hedgerows and scrub vegetation along the western boundary will be augmented to a biodiversity corridor and
- The SUDs drainage system will daylight rainfall runoff and introduces blue infrastructure to the development where there was none to broaden the biodiversity further.

6.0 ECONOMY & EMPLOYMENT

In terms of economy & employment the earlier SHD application provides for a Creche. Zoning for a local shop and possibly other commercial services is planned across the road from the development on other lands. This will serve many needs and assist in achieving a successful 15minute neighborhood. Ford LRD is also accessible within the 15minute walk range at a 1.2km distance.

The development will provide a range of much needed new dwelling units within the city limit having direct access via existing and proposed public and active travel transport networks existing and planned under the Cork Metropolitan Area Transport Strategy (CMATS), to existing centres of employment, education and shopping & recreation.

The development is located within a designated urban area, and this helps to conserve the rural landscape; agricultural land & natural habitat areas. It is urban development sited in an unobtrusive location close. This enables Cork City to grow while conserving its attractive landscape setting composed of green and blue infrastructure and its value as a tourist destination.

7.0 HERITAGE, ARTS & CULTURE

In terms of cultural heritage, the proposed development gives further space to the existing Docklands and the park zoned grounds surrounding it, site benefits from the considerable amenity views across the Marina and riverside to the north and the recently redeveloped Marina park to the south. The double wall enclosure within this LRD application site is to evoked with appropriate planting design and interpretation signage.

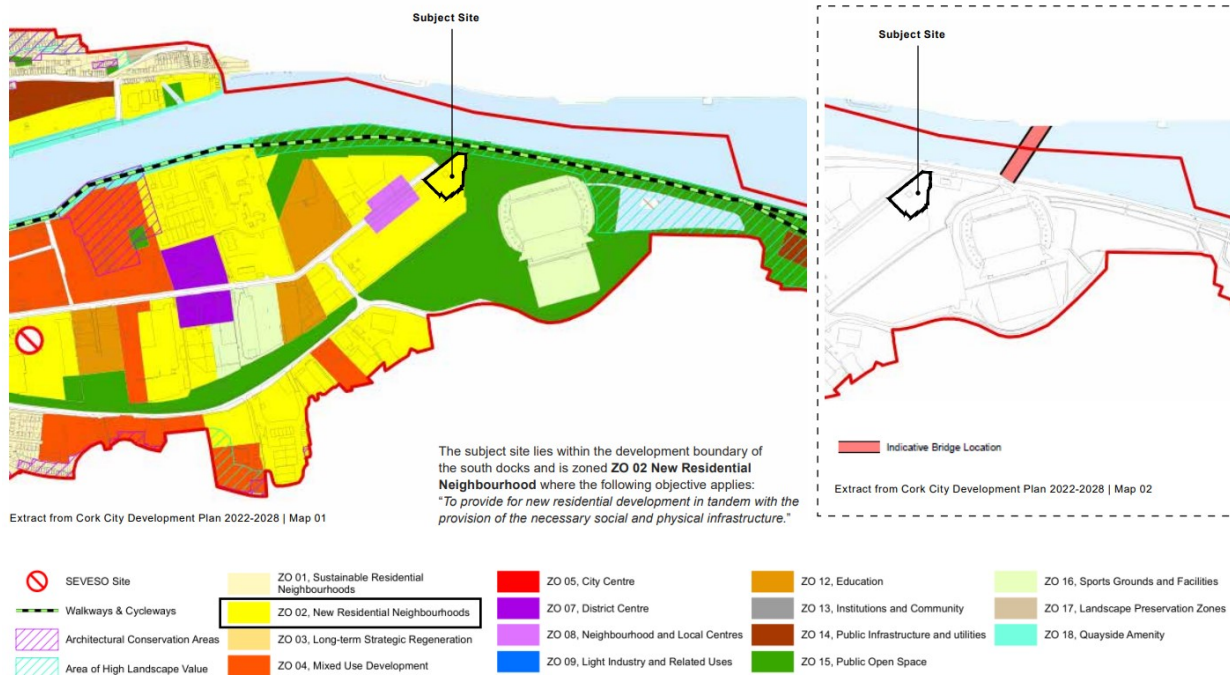
8.0 ENVIRONMENTAL INFRASTRUCTURE & MANAGEMENT

Ford LRD is located to avail of the existing urban networks already available, electricity, broadband, water supply, storm drainage (SuDS), foul water treatment, recycling and waste management. The pivotal location at the junction of the long axis of the Centre Park Road and the riverside requires a design which will provide a subtle marker, terminating the route; especially to the future public park via active travel routes integrated in the design. In designing a neighborhood where dwellings do not use fossil fuels and electric vehicles can be charged this is a neighborhood that will minimize carbon emissions and help to improve air quality within a growing city.

9.0 KEY GROWTH AREAS & NEIGHBOURHOOD DEVELOPMENT SITES

The Cork Docklands is identified as one of the four 'Strategic Consolidation and Regeneration Areas'. The Role of the Strategic Consolidation and Regeneration Areas in the Core Strategy is "Phased regeneration of the City Docks and Tivoli Docks as high quality, higher density, mixed use sustainable waterfront areas with new urban quarters and transformational projects acting as catalyst for further investment and regeneration of the City."

Zoning | Cork City Development Plan 2022-2028



10.0 PLACEMAKING & MANAGING DEVELOPMENT

From 1 November 2019, new building standards have applied to all new residential dwellings. New dwellings require a Building Energy Rating (BER) of A2.

New dwellings with this high level of energy performance are called Nearly Zero Energy Buildings

(NZEB) and when compared to the regulations set in 2005 are;

- 70% more energy efficient heat pumps and cheaper to heat,
- emit 70% less carbon dioxide achieving better outdoor air quality,
- With 40% of Ireland's energy-related carbon emissions coming from buildings, these changes will help address climate change.

Other benefits of sustainable community living in the Ford LRD development include the provision of amenities conducive to a sustainable lifestyle including cycle tracks and proximity to public transport, reducing the need to use a car daily with a 15minute Neighborhood. This can decrease the need for private vehicle ownership & the need for parking spaces. This development is to provide for electric vehicle charging at home further reducing fossil fuel consumption and furthering the transition to Net Zero.

New smart home technology & metering enables water and electricity usage monitoring, calculating household consumption to reduce use & take advantage of off-peak rates.