

DESIGN STATEMENT



PART 1/3

2361
FORD CORK LRD

FRD_XX_XX_RP_JFA_AR_P6000
November 2024

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04 VISUALISATIONS

00 INTRODUCTION

This document has been prepared by JFA under the appointment of Marina Quarter Limited to detail the design process for a mixed use development at the former Ford Distribution site, Centre Park Road, Cork. It is has been prepared as part of the planning submission for a Large Scale Residential Development to Cork City Council.

The proposal has been designed to reflect the objectives of the Cork City Development Plan 2022 - 2028. It is also takes into account the Sustainable Residential Development and Compact Settlements Guidelines 2024, Quality Housing for Sustainable Communities Guidelines 2007, Sustainable Urban Housing: Design Standards for New Apartments 2023, Design Manual for Urban Roads and Streets (DMURS 2019), and with due regard to the design criteria in the Urban Design Manual 2009.

This is a site of approximately 0.84 hectares which forms the last remaining plot of the overall site, currently under construction. The remainder of the site was granted permission for development as a Strategic Housing Development in 2020.

Located to the south of the River Lee, the site is part of the Polder Quarter, and sits adjacent to areas of considerable natural and man made amenity, including Páirc Uí Chaoimh to the south east, The Marina promenade to the north and Marina Park to the south west.

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.*”

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.

At present buses 202, 202a and 212 all pass in close proximity to the site and plentiful transport links are available within a short walk. The site is ideally suited to cycling and walking routes to the city centre and will benefit from upgrades ongoing throughout the South Docks, including light rail.

The site slopes from south west up to north east, with a level difference of approximately 3.5m across the site. The site was previously in a disused state and has temporary railings to ensure security during adjacent construction works. The 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 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.

Vulnerability to flooding has been carefully assessed and no vulnerable uses are proposed below recommended floor levels of 1.9m (as per Table 10.13 of CDP). Active frontage has been incorporated along Centre Park Road and to the Plaza to the south of the scheme, proposed as part of the SHD development.

We believe that the proposals detailed in this pack consist of a balanced approach to development, creating a desirable residential scheme which will respect the existing context and complete the emerging modern residential quarter in this locality.

The proposed design has been complied in collaboration with the following design team:

CLIENT
Marina Quarter Limited

ARCHITECT
John Fleming Architects

PLANNING CONSULTANT
McCutcheon Halley Chartered Planning Consultants

CIVIL & STRUCTURAL ENGINEER
DBFL Consulting Engineers

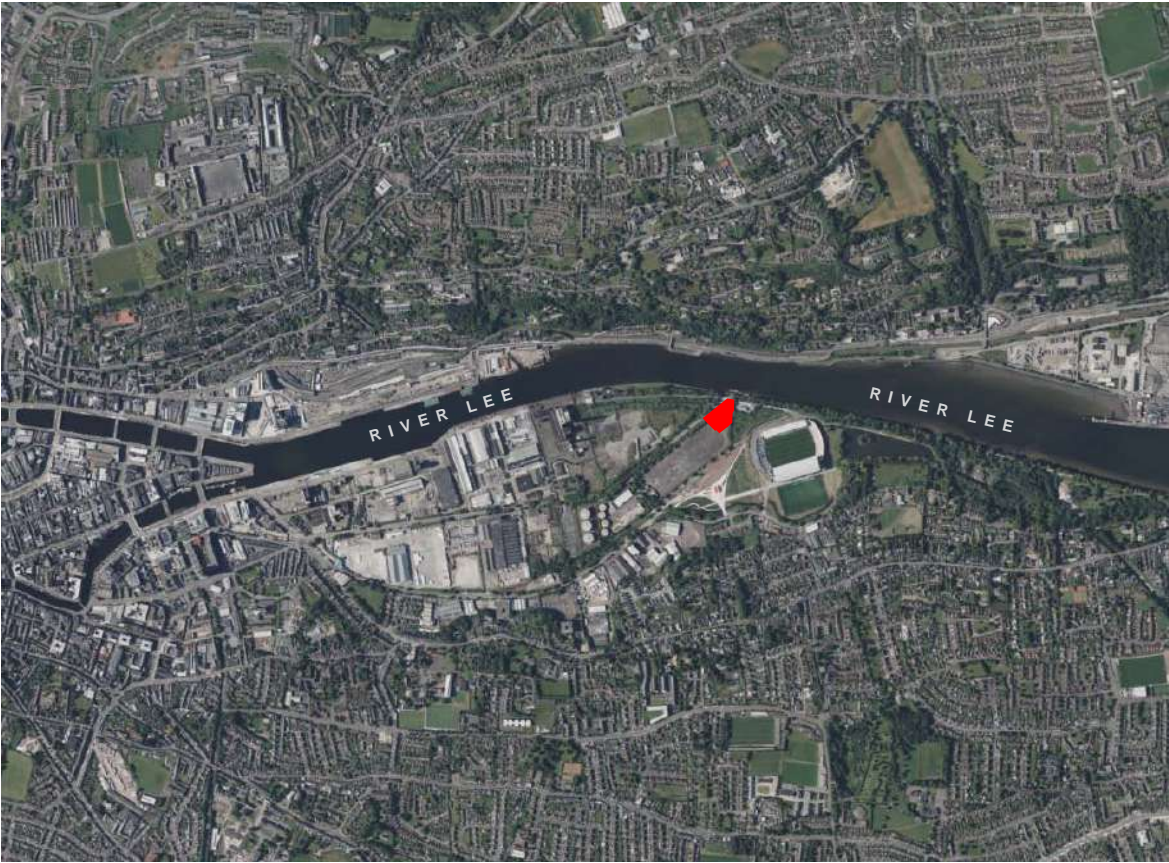
LANDSCAPE ARCHITECT
Áit Urbanism + Landscape

MECHANICAL & ELECTRICAL ENGINEER
EDC Engineers

FIRE CONSULTANT
Maurice Johnson & Partners

00 INTRODUCTION

Site and Aerial Photos



Aerial view of Cork City Centre



Aerial view of Site

Site Boundary

00 INTRODUCTION

Site Photos



V1 - View of Southern boundary from Marina Park and showing relationship to Páirc Uí Chaoimh



V2 - View of Eastern boundary from South East showing adjacent area of wetlands



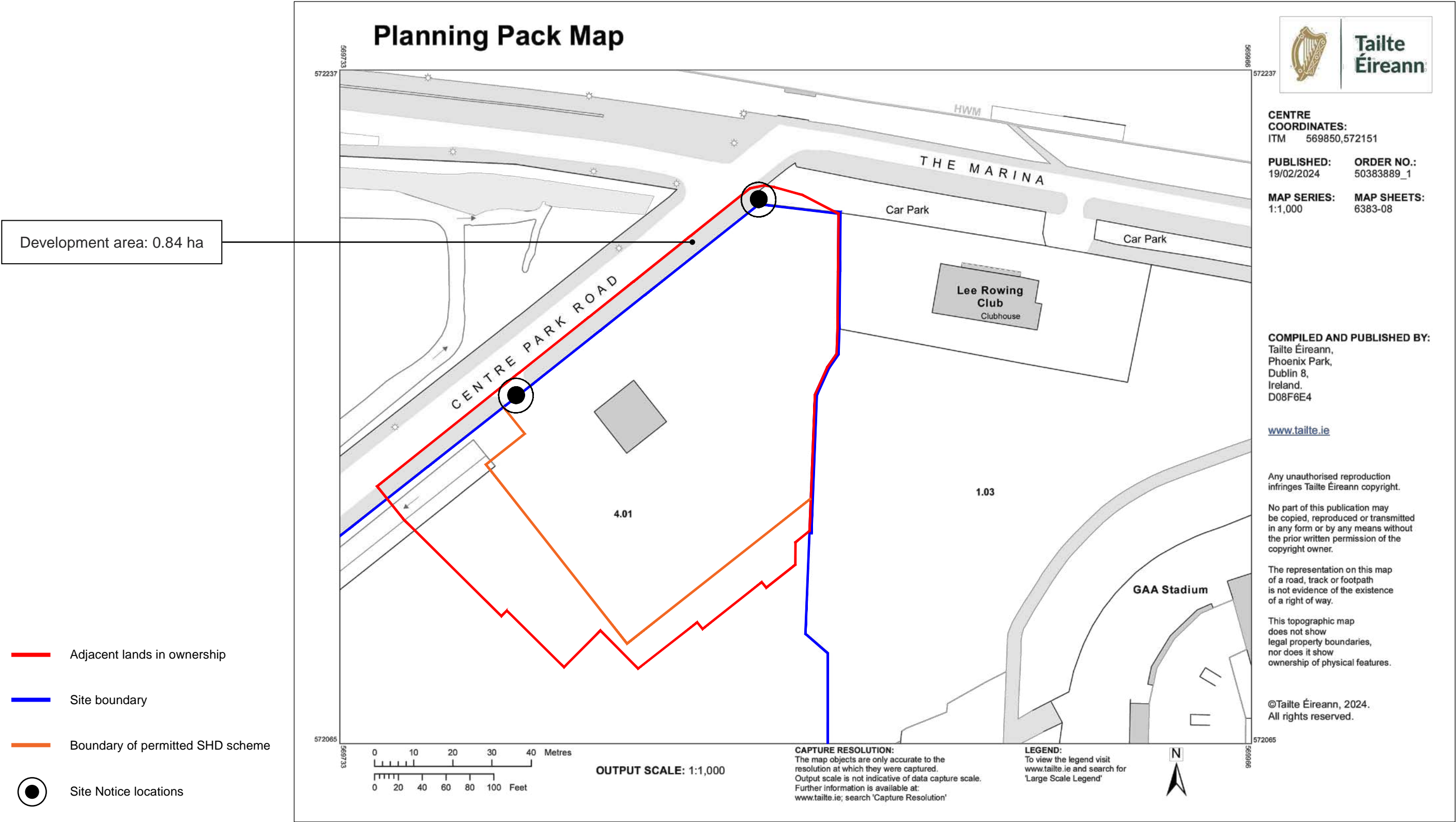
V3 - View of Northern boundary from Centre Park Road



V4 - View from The Marina to the North East

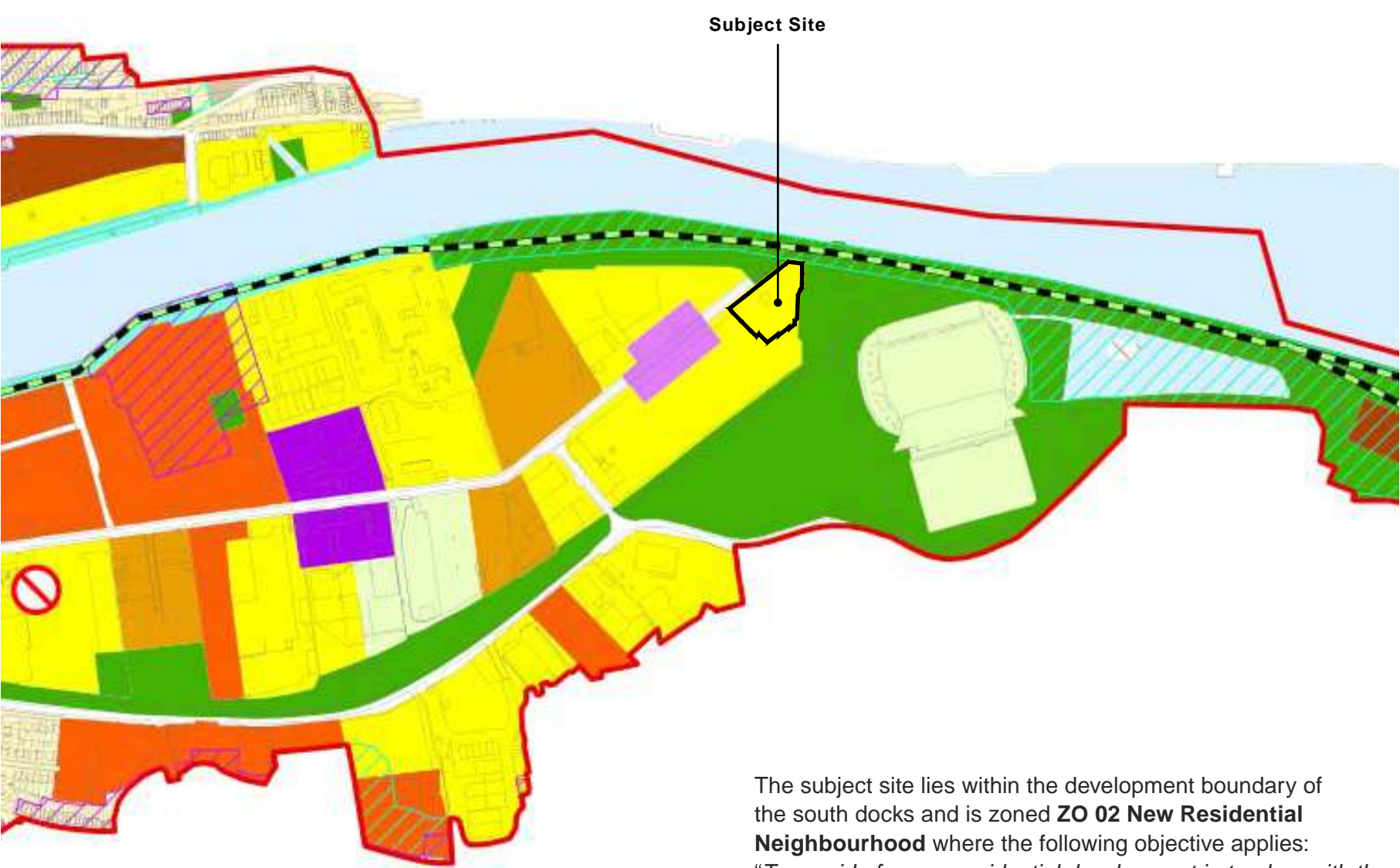
01 SITE CONTEXT

Site Location Map



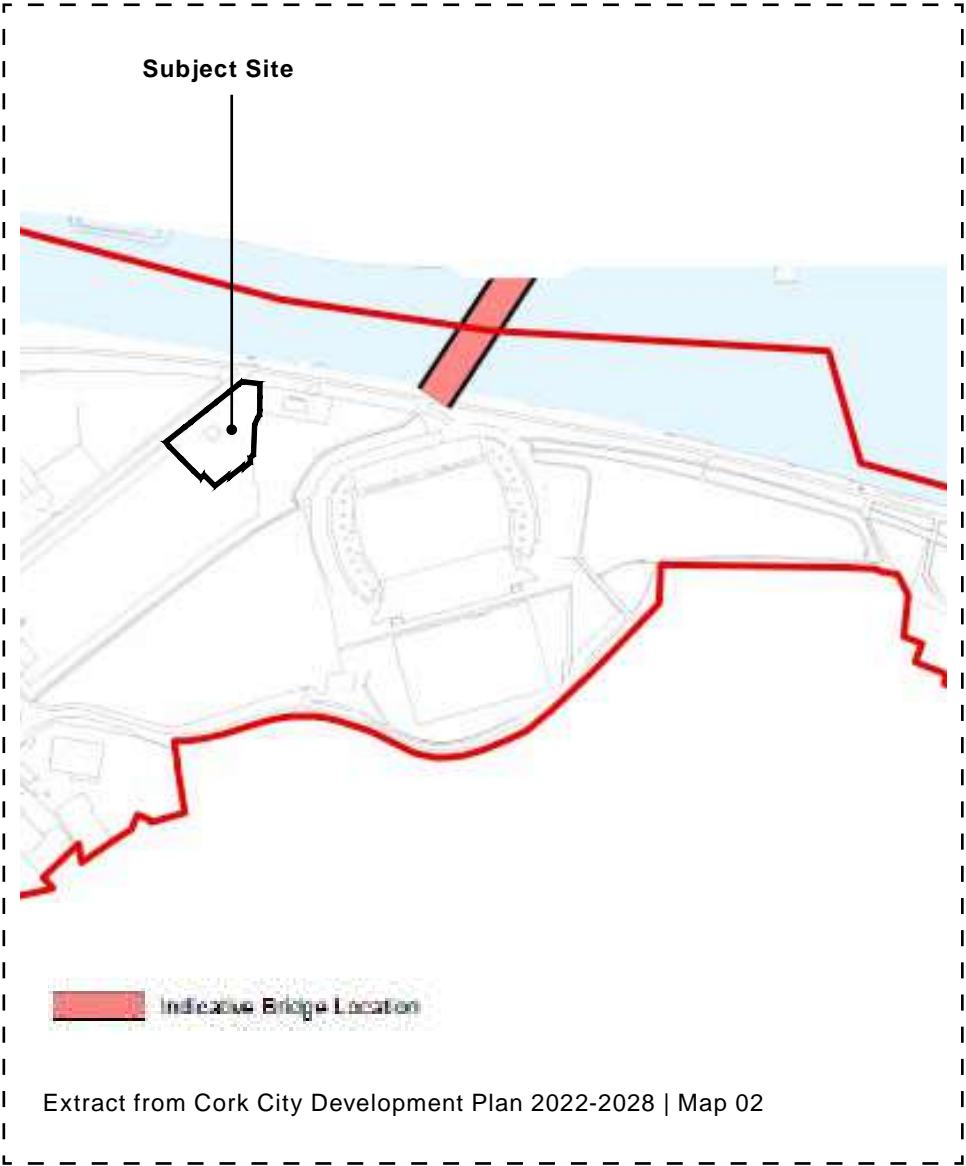
01 SITE CONTEXT

Zoning | Cork City Development Plan 2022-2028



Extract from Cork City Development Plan 2022-2028 | Map 01

The subject site lies within the development boundary of the south docks and is zoned **ZO 02 New Residential Neighbourhood** where the following objective applies:
“To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.”



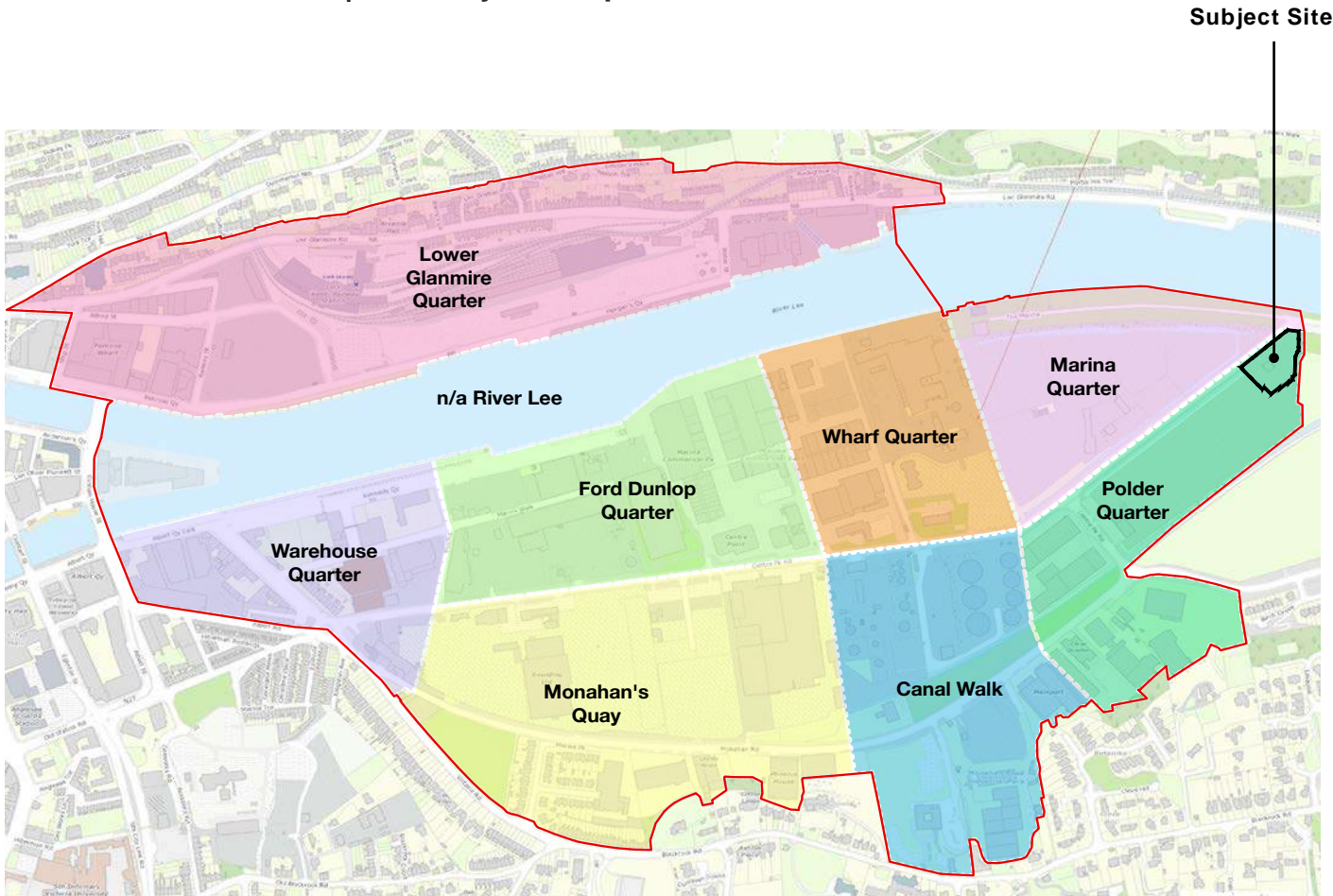
Extract from Cork City Development Plan 2022-2028 | Map 02



Extract from Cork City Development Plan 2022-2028 | Legend from Map 01

01 SITE CONTEXT

Docks character areas | Cork City Development Plan 2022-2028



Extract from Cork City Development Plan 2022-2028 | City Docks Character Area Boundaries



Extract from Cork City Development Plan 2022-2028 | City Docks Zones Appropriate for Tall Buildings

The Cork City Development Plan recognises the need to increase residential density within city to cater for population projections, with Project Ireland 2040 aiming to increase the population of Cork City by 50% by 2040. The Plan sets out density standards for new development in Cork City. This includes the south docks, which has specific height and density targets for the area.

The proposed site sits within the Polder Quarter and the proposed development is in line with the desired height and scale listed below, as well as providing a good mix of unit types.

Character Area	Target Residential Density	Building Height (Residential Storey Equivalents)	
	Dwellings Per Hectare ²	General	General Range
Lower Glanmire Quarter	200	6	4-8
North of Centre Park Road / Waterfront			
Warehouse Quarter	n/a	7	6-10
Ford-Dunlop Quarter	n/a	7	6-10
Wharf Quarter	250	7	6-10
Marina Walk	250	7	6-10
Polder Quarter (East)	250	7	6-10
South of Centre Park Road / West of Marquee Road			
Monahan's Quay	200	6	5-8
Canal Walk (North)	200	6	5-8
South of Monahan's Road			
Monahan's Quay (South)	150	5	4-7
Canal Walk (South)	150	5	4-7
Polder Quarter (South)	150	5	4-7
City Docks	225	7	5-10

Table 10.4: City Docks Residential Density and Building Height.

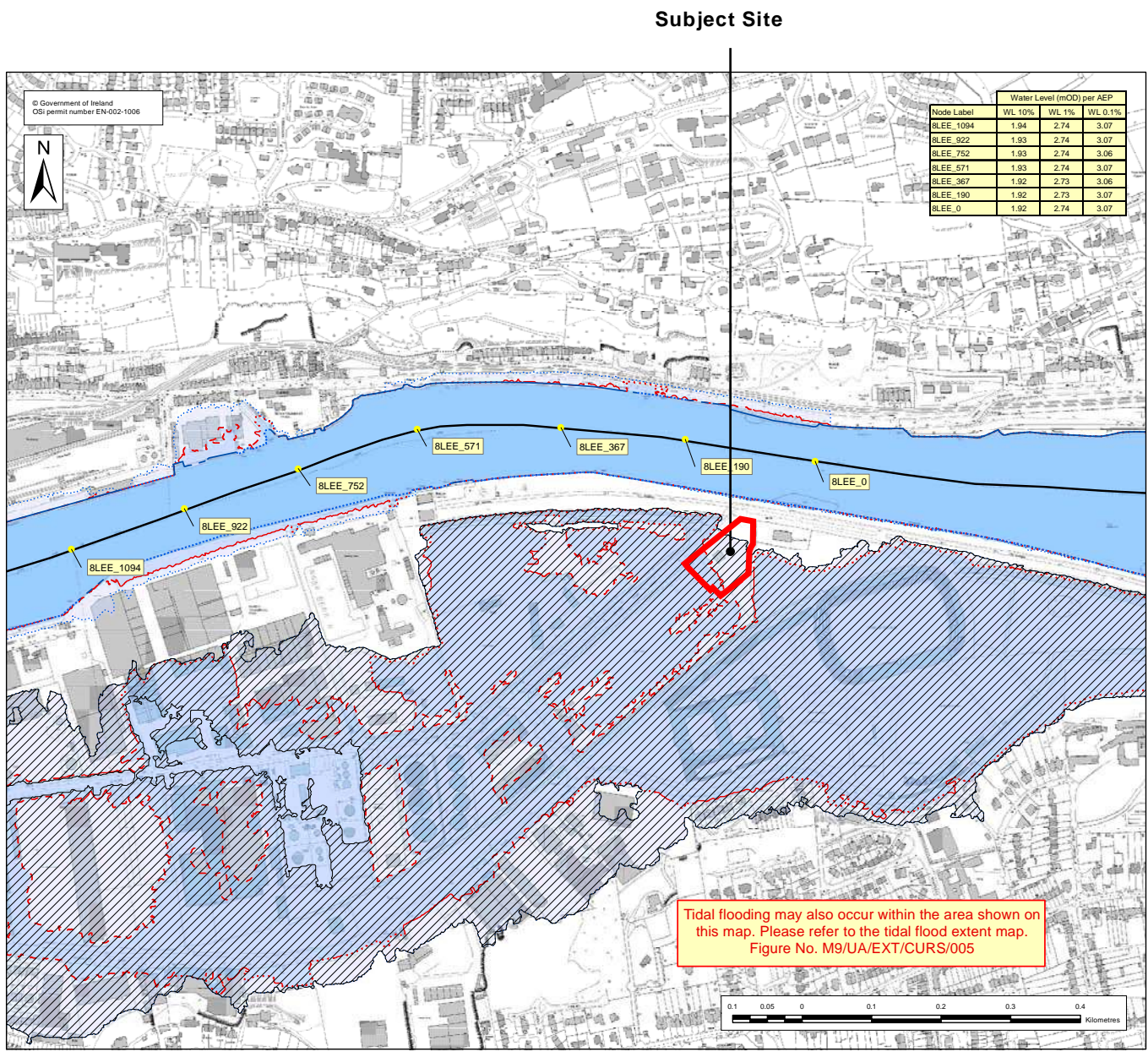
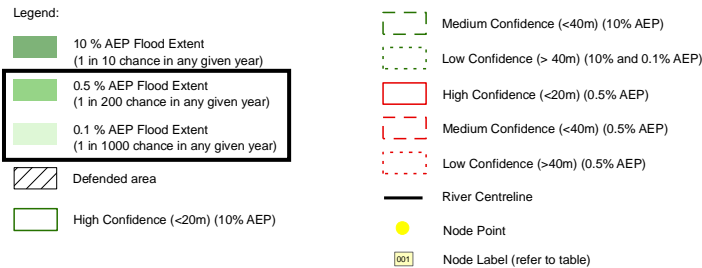
Extract from Cork City Development Plan 2022-2028 | City Docks Residential Density and Building Height

01 SITE CONTEXT

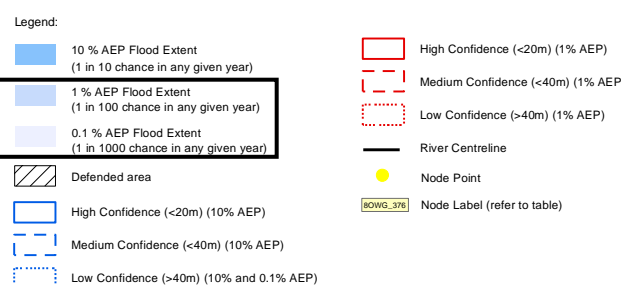
Tidal and Fluvial Flooding Maps



Extract from OPW Tidal Flooding Map | not to scale



Extract from OPW Fluvial Flooding Map | not to scale



The site is in an area of expected flooding and this has been carefully considered through the design of the overall scheme. No uses are proposed below the 1.9m level recommended in Table 10.13 of the CDP. the crèche is proposed at the highest portion of the site which has generally been seen to not be vulnerable to flooding and no residential accommodation is proposed below 6.05m.

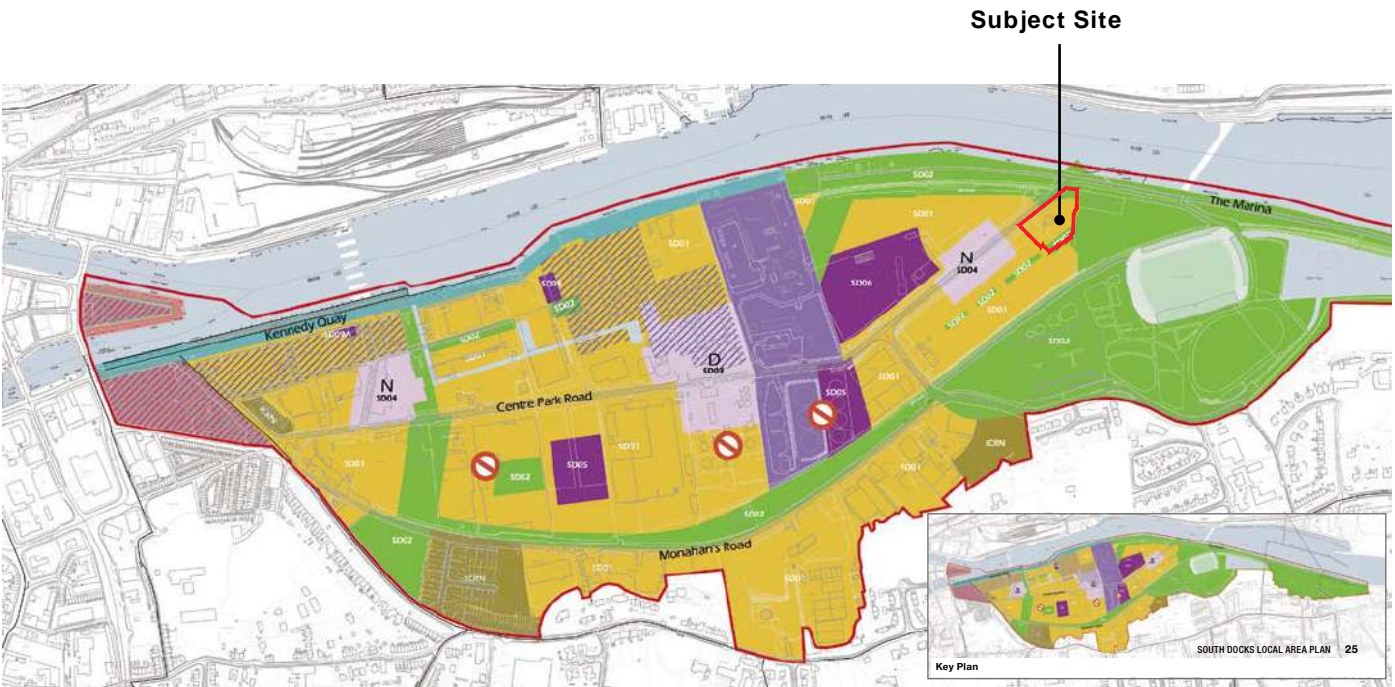
For further information in relation to Flood Risk please refer to documents prepared by DBFL.

01 SITE CONTEXT

Local Area Plan

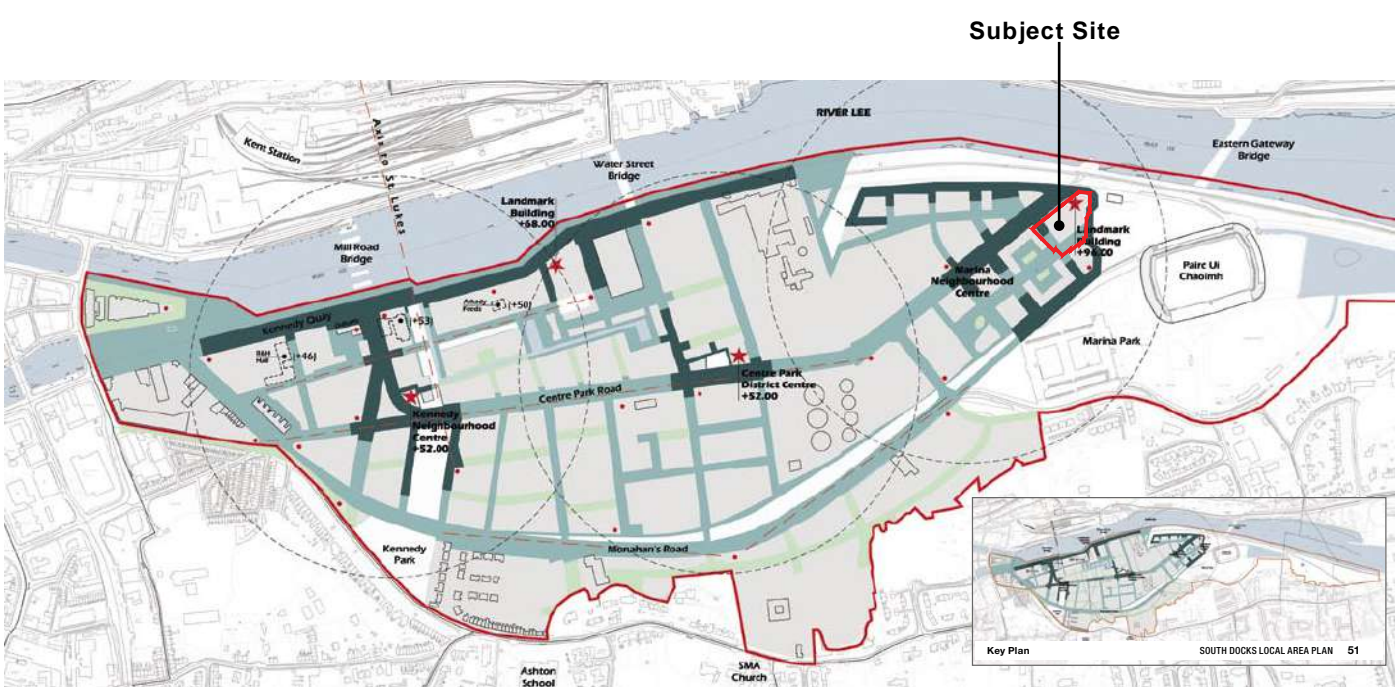
The South Docks Local Area Plan (2008) has expired and a new LAP is currently being prepared by Cork City Council.

We have aimed to align with the criteria set out within the Cork City Development plan, and to coordinate closely with the permitted Marina Quarter SHD adjacent to the site. We are also cognizant of recent upgrade work to the public realm in Marina Park and along the Marina Promenade, the future extension of the Monahan Road to the south of the site, and the possible provision of Light Rail along Centre Park Road. The proposed development has been designed to take these into account and integrate neatly with all of the above.



- ZONING OBJECTIVES**

 - Mixed Use Development SD01
 - Commercial Core Area as defined in CCDP
 - Inner City Residential Neighbourhood (ICRN) as defined in CCDP
 - Proposed District Centre SD03
- Proposed Neighbourhood Centre SD03
 - Social / Community Infrastructure SD05, SD06, SD09, SD09A
 - Third / Fourth Level Educational and Advanced Technology Facilities SD11
 - Potential Expansions to City Centre Retail Area as defined in CCDP
 - Industrial Conservation SD07
- Public Open Space SD02
 - Sports Ground as defined in CCDP
 - Quayside Amenity Area SD08
 - River / Waterways as defined in CCDP
 - Seveso Site as defined in CCDP



- LEGEND**

 - Up to 4/5 Storeys at parapet
 - +1 Storey setback
 - 5/6 Storeys at parapet
 - +1 Storey setback
 - 6/7 Storeys at parapet
 - +1 Storey setback
- +52.00 Proposed Tall Building height in m. OD (Malin)
 - +50.00 Existing Tall Building height in m. OD (Malin)
 - Main Vistas
 - Tall Landmark Building
 - Focal Landmark Building - to be designed as focal points to mark important corners and terminate vistas

Extracts from South Docks Local Area Plan 2008 | Zoning Objectives

Extracts from South Docks Local Area Plan 2008 | Building Heights in the South Docks

01 SITE CONTEXT

Site History

Sporting History

The Marina area has long been associated with leisure, with the flat reclaimed slob lands being used for rowing, a river front promenade and race course long before the establishment of the GAA grounds. The location of Centre Park Road is a remnant of the racecourse, with the many other leisure pursuits still active nearby. This heritage informs the layout of our proposals and the desire to support strong pedestrian links through the site.



Early images of The Marina promenade & Lee Rowing Club



Aerial Photograph of the adjacent Munster Showgrounds & early Páirc Uí Chaoimh

Industrial Heritage

The site formed part of the Ford factory which dominated Cork’s Docklands and was a major employer in the city from 1917 until 1984. Along with the neighbouring Dunlop factory the area had an industrial character and made use of the river front docks. Following closure many of the remaining buildings of the Ford factory have remained in use as light industrial units, however these are aging and the land is generally under utilised. It is envisaged that this development will revitalise the area, bringing life to the once bustling docks.



Extract from Irish Townland and Historical Map Viewer (1995) | not to scale



Photographs of the Ford Factory in Cork

01 SITE CONTEXT

Planning History

Atlantic Quarter (Ref: 08/32919 - Granted with conditions)

In 2008 Planning Permission was granted on the site for an ambitious mixed use development consisting of over 500 residential units, retail units, offices, a hotel, leisure centre, arts spaces, restaurants and cafés and a large events centre.

The proposed development included, in the area subject to this application, 3 no. towers, with a design prepared by Foster & Partners. These ranged up to 27 storeys in height with a modern glassy exterior.

In the context of the global economic downturn, the scheme was never progressed and the site has lain disused.



Atlantic Quarter 3D visualisations

01 SITE CONTEXT

Adjacent SHD Planning application

ABP-309059-20

The proposed development is located adjacent to the Marina Quarter SHD scheme also located on the grounds of the former Ford Distribution site. This scheme is holistically designed to create a new urban neighbourhood complete with services and amenities.

The adjacent scheme achieved planning permission for construction of 1,002 no. apartments, childcare facilities and associated site works in 2020 and has recently commenced works on site.

We have taken care in the design process to relate closely to the materiality, scale, appearance and rhythm of the future urban quarter currently under construction adjacent to our proposed development.

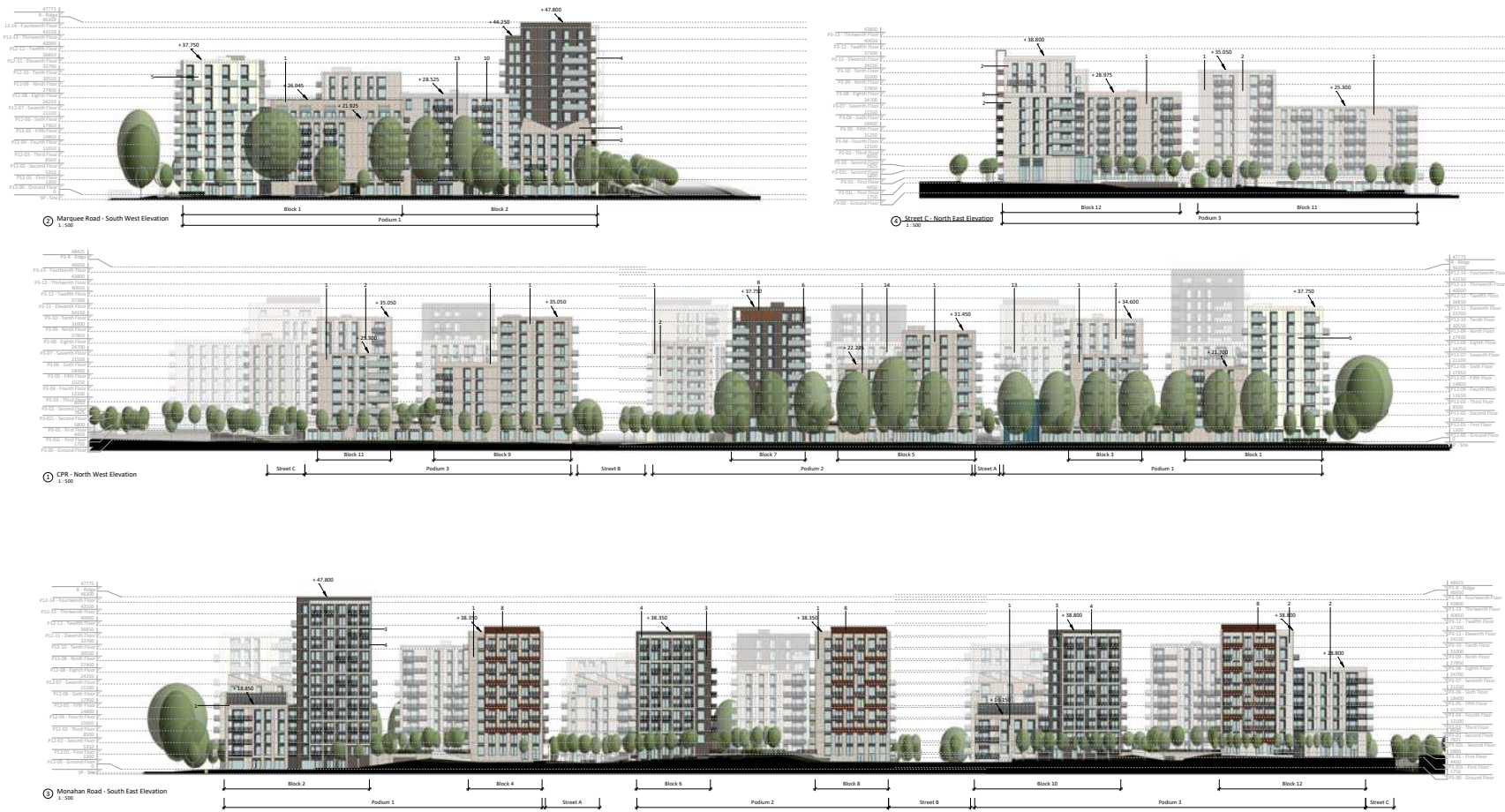


CGIs onto Marina Park



Images by OMP

Site Layout | drawing not to scale



Site Elevations | not to scale

01 SITE CONTEXT

Adjacent SHD Planning application

ABP-309059-20

Building Heights

The adjacent development creates a precedent in terms of height and scale, as well as to the location of tall buildings within the scheme.

We have echoed this approach with the concentration of height on the corner of the site and the stepping down of block toward the interior of the scheme.

Scale & Rhythm

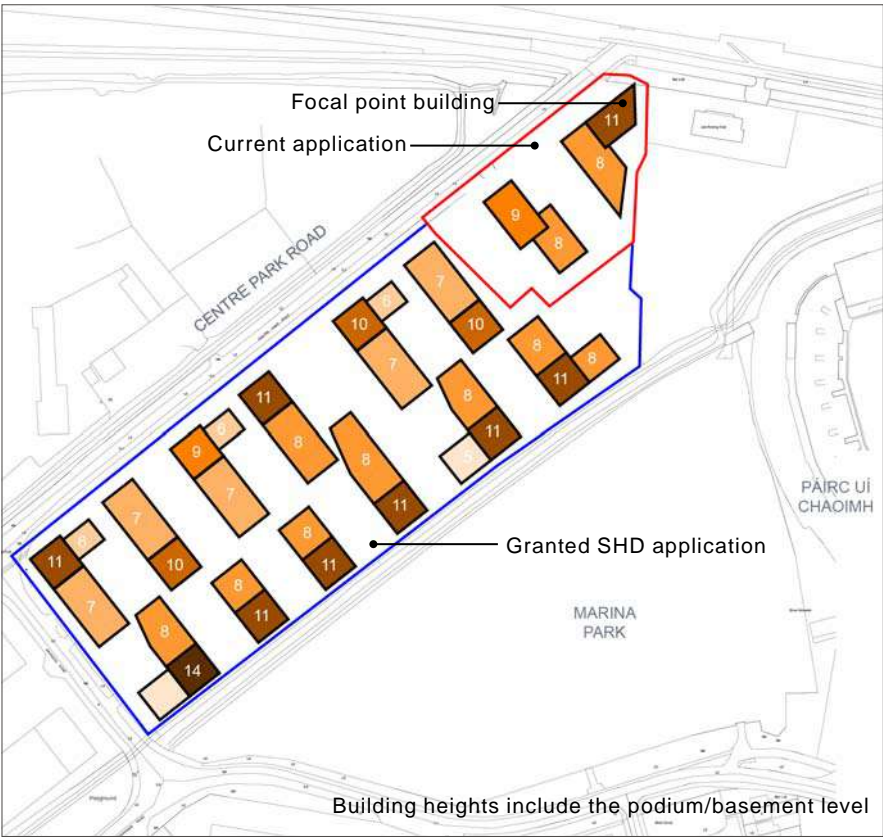
We have examined the approach taken in the adjacent SHD scheme with regard to the orientation of blocks and echoed this within our design.

The spacing of blocks has been optimised to ensure an efficient use of land, while also protecting privacy between blocks and ensuring adequate sunlight & daylight penetration.

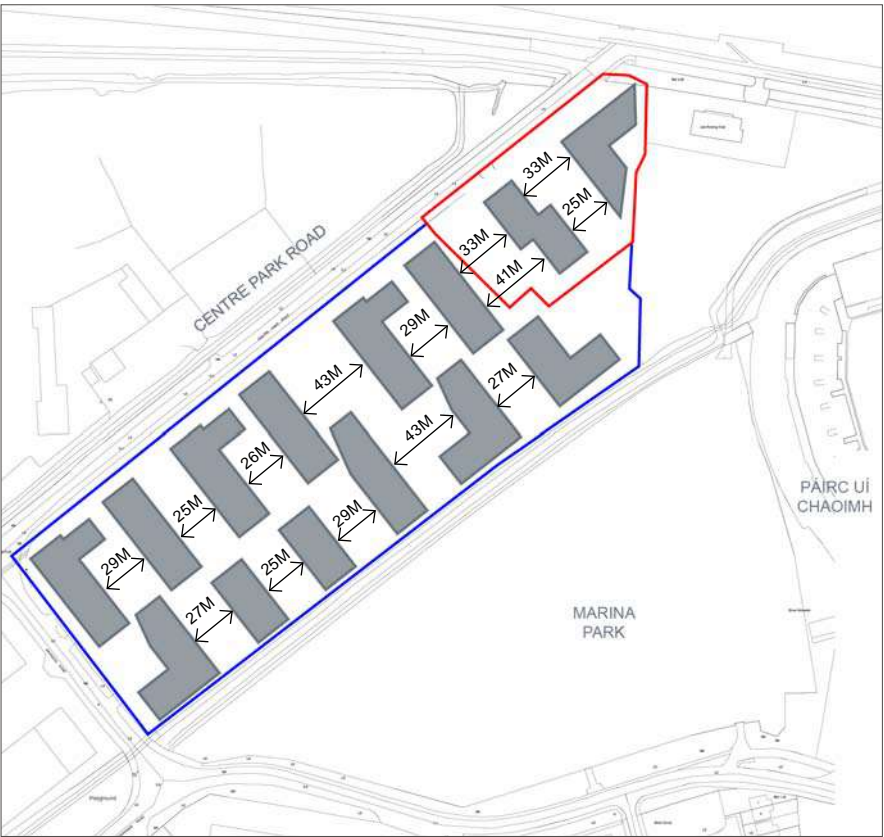
Public Open Space

The neighbouring scheme focuses on creating three main public routes through the site, with plazas located along these desire lines through the site. Street A & C were designed as pedestrian only, with the central Street B providing vehicular access for the SHD development.

Following consultation with the local authority we have strengthened our relationship with Street C and will provide limited vehicular access to the car park from Centre Park Road via the northernmost section of Street C. The proposed landscape design is strongly integrated with the SHD scheme adjacent.



Heights diagram



Rhythm diagram



Public Open Space diagram

01 SITE CONTEXT

Marina Park & Marina Promenade

Marina Park draws on the recreational heritage of the site to play a crucial role in the vision to transform Cork docklands industrial area into a vibrant and iconic park with multiple attractions. Developing Marina Park as the primary public open space in the southern Docklands is viewed as a vital economic driver and a catalyst for the regeneration of the area.

Phase 1 is now complete and opened to the public in May 2022.



Photographs of Marina Park Phase 1 | Images by Jason Gairn

Marina Park Phase 2 will continue the progress made in Phase 1. From the Atlantic Pond to Church Avenue, Phase 2 will feature a “Nature” zone with picnic areas, boating facilities, play areas, preserved marshland zone, and various architectural heritage sites.

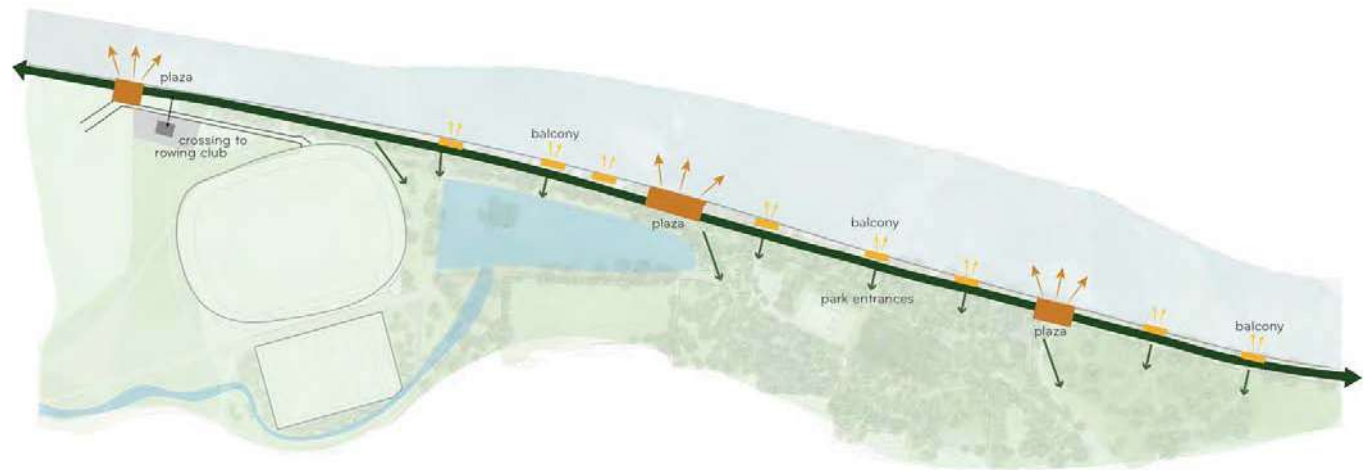
Works on Phase 2 are underway and are due to be completed by the end of 2024.



Extract from OKRA's Marina Park Phase 2 - site drawings | not to scale

Marina Promenade introduces a new shared pathway for pedestrians and bicycles, through a scenic route of mature trees from Centre Park Road to Church Avenue.

The design includes three plazas strategically positioned at key connection points: the Western Plaza near Centre Park Road, the Atlantic Pond Plaza, and the Eastern Plaza linked directly to the Greenway. Balconies along the promenade offer resting spots and views of the river.



Extract from OKRA's Marina Promenade part 8 report | not to scale

01 SITE CONTEXT

Monahan Road Extension

The new Monahan Road extension aligns with the Council’s transport infrastructure strategy for the Docklands and the need for improved transport infrastructure to serve the area.

The initial works will consist of the provision of a new road (Monahan Road Extension) from the junction of Monahan Road-Marquee Road, northeastwards along the northern boundary of Marina Park towards the River Lee. Upgrade works to the existing and proposed junctions are also included.

The proposal aims to provide facilities for all road users, bus users, cyclists and pedestrians, while also integrating with the future residential developments proposed on our adjacent Ford sites.

While proposals have been progressed for the Monahan Road extension as far as Páirc Uí Chaoimh, it is expected that the road will be further extended to meet a new proposed bridge located north east of our proposed development. Proposals for this bridge are not publicly available at this time.

The design team has taken care to ensure that our proposed development will integrate and facilitate the future development of both the Monahan Road and bridge.



Monahan Road Extension Route Corridor | Extract from OCSC Part 8 report

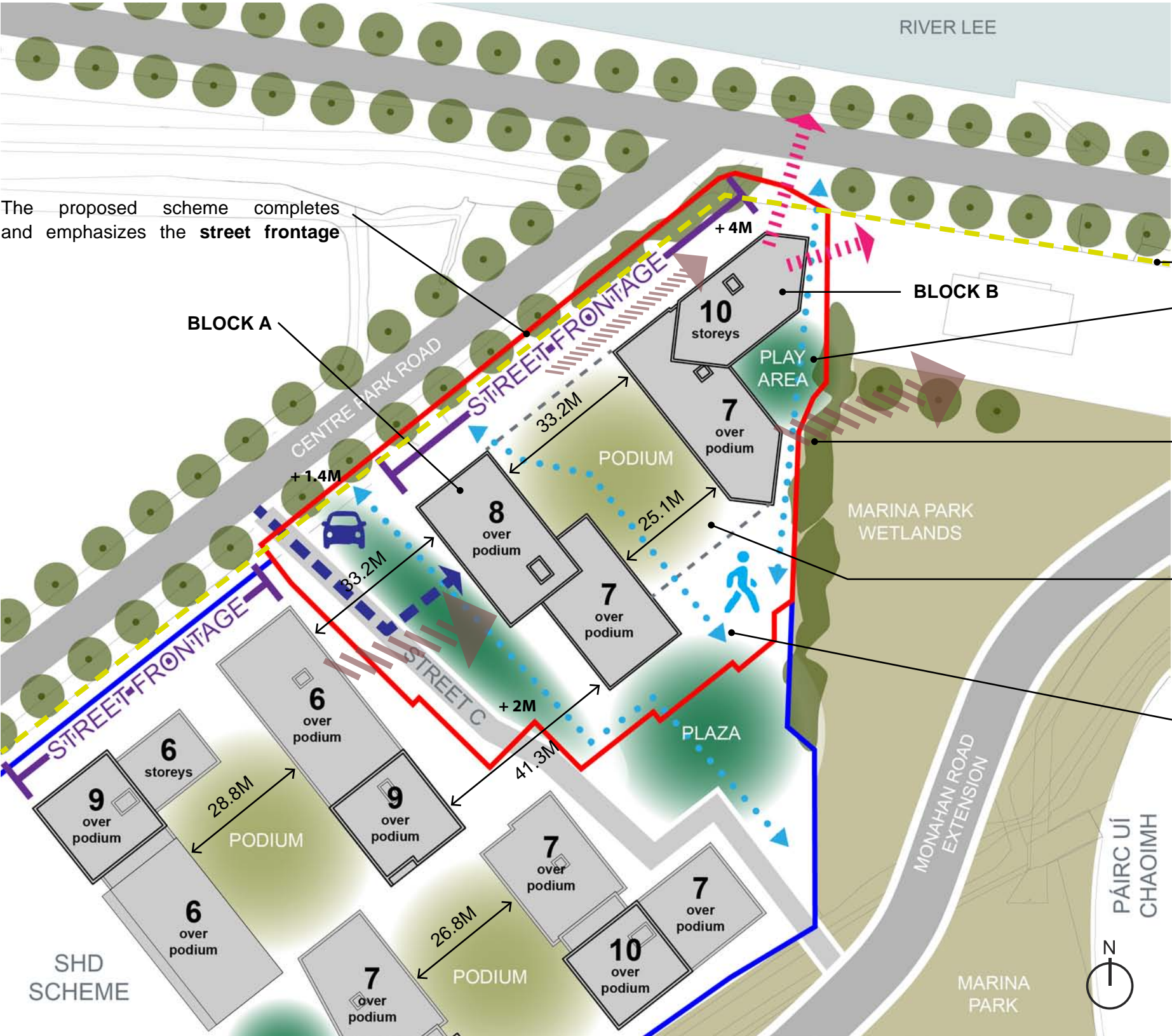
Local Context

This location supports Cork's goals for sustainable urban growth, encouraging a walkable community that reduces dependency on cars while promoting access to public transport and nearby amenities. Residents will benefit from proximity to the city centre and docklands and this development provides new, high-quality housing options, meeting growing demand in a central, accessible part of the city.



02 DESIGN STRATEGY

Overall Site Strategy and Site Analysis



Site strategy diagram | not to scale

The proposed Blocks A and B have been strategically positioned to activate the Centre Park Road in both scale and massing, while seamlessly connecting to the southern plaza permitted as part of the neighboring SHD development. This design aligns with the rhythm established by the adjacent SHD scheme, creating high-quality private and public open spaces that enhance the environment and foster a sense of cohesion across the development.

Provision of a new Light Rail Transit (LRT) tram system (NPF 2040).

Public Open Space

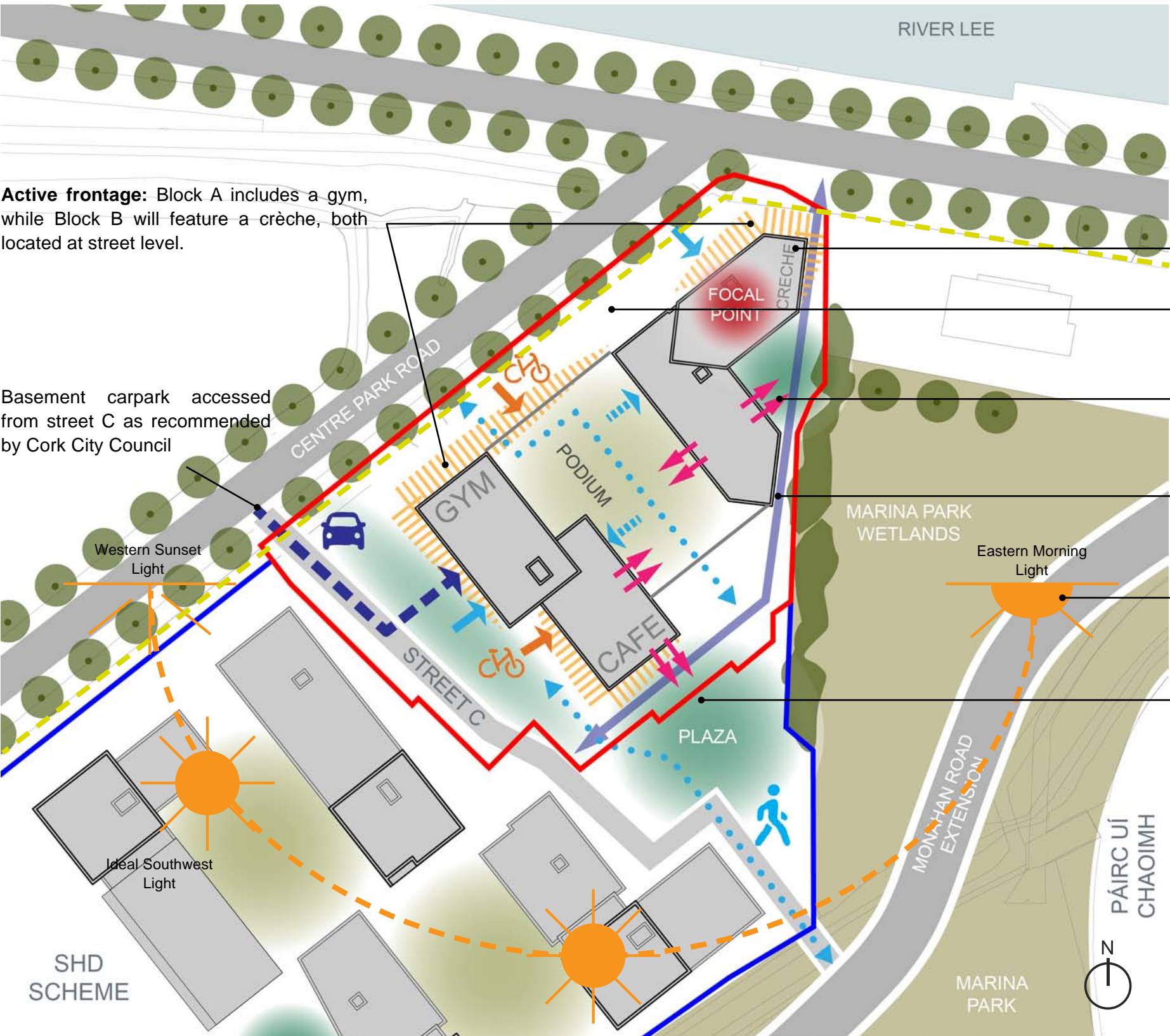
The natural slope of the site, rising towards the northern end near the River Lee, offers an excellent opportunity to incorporate a semi-basement. This design would not only maximize usable space but also create a podium above, providing an ideal outdoor amenity area for residents. The elevated podium would offer enhanced views, privacy, and a dedicated space that adds to the quality of the living environment.

Private **Communal Open Space** at podium level. The **Proposed Podium** connects the Centre Park road to the Plaza proposed in the adjacent SHD granted scheme directly to the south.

The overall layout fosters strong pedestrian connectivity, creating a cohesive and accessible environment for both residents and visitors.

02 DESIGN STRATEGY

Site Strategy



Active frontage: Block A includes a gym, while Block B will feature a crèche, both located at street level.

Basement carpark accessed from street C as recommended by Cork City Council

Public-use areas have been strategically positioned to activate street-level facades along Centre Park Road, Street C within the SHD scheme, and adjacent to the the plaza to the south of the proposed development. This careful placement enhances vibrancy and engagement at the pedestrian level, encouraging interaction and flow between public spaces.

The taller building in this prominent corner serves as a crucial **focal point** for both the design and architectural language of the scheme.

Public open space along Centre Park Road provides generous planted walkways which connect through to the Marina promenade

The crèche is provided with a south facing play area which lies at the same level as the indoor crèche areas, but sits almost 2m below any residences, ensuring privacy for residents in adjacent units.

The blocks are set back from the boundary to provide ample space for fire tender access, ensuring compliance with safety regulations.

The orientation of the blocks has been optimized to maximize sun exposure for the podium courtyard and apartment interiors, creating bright, welcoming spaces throughout the day.

All public and semi-public external areas benefit from passive surveillance from nearby apartments, promoting safety and security.

- Residents secure bike parking
- Staircore Street access point
- Staircore Podium access point
- Car park access
- Pedestrian routes
- Passive surveillance
- Focal Point
- Active frontage
- Future lightrail
- Fire tender access
- Ownership boundary
- Site Boundary

Site strategy diagram | not to scale

02 DESIGN STRATEGY

Key Indicators of Quality Urban Design and Placemaking

This section of the Design Statement demonstrates how the proposed development corresponds to the Key Indicators of Quality Urban Design and Placemaking as set out in Section 4.4 of the Sustainable Residential Development and Compact Settlements Guidelines, 2024



1. SUSTAINABLE AND EFFICIENT MOVEMENT

- The road layouts have been designed in accordance with Design Manual for Urban Roads and Streets (DMURS) standards and incorporate traffic calming measures to ensure the safe movement of pedestrians and cyclists. Vehicular access to the basement car park is carefully managed to avoid compromising pedestrian and cyclist safety.
- The landscape design has been planned to facilitate intuitive pedestrian circulation, enhancing ease of movement throughout the site. Universal access has been incorporated wherever possible.
- The layout has been designed to provide seamless connections with the proposed SHD scheme’s public open spaces and the park to the south, ensuring a cohesive integration with surrounding amenities, including the activation of the plaza directly to the south.
- The scheme allows excellent fire tender access around the perimeter of the development, ensuring compliance with safety and emergency access requirements.
- Secure bicycle parking is provided for all residents, with bicycle stores having direct access from the outside—one from Street C in Block A and the other beneath the podium, accessed via Centre Park Road. Visitor bicycle parking is provided via Sheffield stands at street level.
- The development aligns with the parking ratio of the neighbouring scheme, offering 56 spaces for 176 units (0.32 ratio) to reduce car reliance and promote sustainable travel. It supports active modes of transport, with well-designed pedestrian and cyclist infrastructure, and considers future light rail provision to further enhance public transport access.
- There is direct access between the public realm and the landscaped podium, enhancing accessibility and creating a well-connected environment.
- The inclusion of a gym, crèche, and café provides local employment opportunities and encourages community engagement by attracting existing nearby residents to these amenities.



2. MIX OF LAND USES - Vibrant Centres and Communities

- The proposed mix and intensity of land uses are aligned with the Cork City Development Plan 2022-2028, with zoning as “ZO 02 - New Residential Neighbourhoods”. The site benefits from proximity to a future bridge over the Lee River, is within the “City Docks Zones Appropriate for Tall Buildings” area, and is near plans for a future light rail on Centre Park Road. This positioning enhances access to public transport, walking, and cycling, ensuring excellent connectivity to amenities and services for both residents and visitors.
- The scheme provides a diverse range of apartment types, including one-bed, 2-bed/3-person, 2-bed/4-person, and 3-bed units. This variety addresses local and projected housing needs, supporting greater housing affordability and choice as highlighted in the Housing Need Demand Assessment.
- The development will support the regeneration and revitalization of the neighbourhood by incorporating public uses like a café facing a public plaza, a gym, and a crèche with an external play area. These features will reduce vacancy, attract footfall, and promote a more vibrant, community-focused environment that encourages town centre living.
- The public realm enhancements, including proximity to Marina Park and the Marina Promenade, will create a more liveable environment, attracting investment and increasing the number of visitors to the area. This will further support the regeneration of the neighbourhood, making it an appealing destination for both residents and visitors.

02 DESIGN STRATEGY

Key Indicators of Quality Urban Design and Placemaking

This section of the Design Statement demonstrates how the proposed development corresponds to the Key Indicators of Quality Urban Design and Placemaking as set out in Section 4.4 of the Sustainable Residential Development and Compact Settlements Guidelines, 2024



3. GREEN AND BLUE INFRASTRUCTURE - Open Space, Landscape and Heritage

- The development has positively responded to natural features by retaining and enhancing native vegetation, incorporating tree planting, and creating a biodiversity corridor along the western boundary and the central courtyard. The nearby Marina Park and River Lee vistas are respected, and riparian habitats are extended.
- An interconnected range of open spaces is provided, including a semi-private podium garden, which promotes active travel and healthier lifestyles. Tree planting and landscaping ensure ecological connectivity, particularly with the Marina Quarter development and future pedestrian linkages.
- Public open spaces are universally accessible and cater to both active and passive recreation, with areas designed for socializing, play, and exercise. The layout integrates with existing public realms like Marina Park.
- The development includes nature-based solutions such as SUDS drainage systems, green roofs, and rain gardens, which improve water quality, enhance biodiversity, and mitigate flood risks (please refer to the landscape and sustainability reports submitted with this application).
- All pedestrian paths and open spaces have been designed to meet TGD Part M and are cognizant of the Universal Design Guidelines for Homes in Ireland. This will ensure that green spaces and pedestrian routes are accessible to all residents and guests.
- Provision for electrical car charging points is incorporated in the basement enabling adaptation to the emerging trend for cars.

4. RESPONSIVE BUILT FORM

- The proposed layout aligns with the rhythm and block structure of the approved adjacent SHD scheme, matching the footprint and building heights. A higher focal building is proposed at the location designated in the Cork City Development Plan, contributing to the legibility of the urban structure.
- The orientation and scale of the buildings ensure good access to daylight and sunlight, particularly with semi-private podium courtyards benefiting from optimal light exposure.
- Buildings are oriented to clearly define public and private spaces, with a semi-private podium courtyard that provides separation from public areas.
- The inclusion of a café, gym, and crèche along the perimeter offers an active and animated interface with the public realm.
- Distances between blocks (25.1m and 33.2m) exceed the Sustainable Residential Development and Compact Settlements Guidelines, ensuring ample sunlight and promoting passive surveillance.
- Appropriate transitions have been made to integrate the development into its context, with careful consideration of the surrounding buildings and communities to safeguard their amenities.
- Materials have been selected to match the SHD scheme, maintaining a cohesive look and feel for the area.
- All elevations have been treated as main façades, creating dynamic interactions with the Marina Park road to the north, the SHD development to the southwest, a new public plaza to south and the public Marina Park to the southeast.

**ARCHITECTURAL DESIGN
STATEMENT CONTINUES IN
PART 2**



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