

ARCHITECTURAL DESIGN GUIDELINES
FOR
PASSAGE WEST/GLENBROOK/MONKSTOWN

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1. INTRODUCTION

1.1 Background

- 1.1.1 Passage West, Glenbrook and Monkstown are three sister towns on the western shores of Cork Harbour. The towns of Passage West and Glenbrook have no evident division between them, whereas the boundary between Glenbrook and Monkstown is marked by steep cliffs and dense hillside growth of mature trees.
- 1.1.2 The three towns are situated some 10 miles south of Cork City and are separated from the suburbs of Douglas and Rochestown by a designated green belt. They are strategically located with easy access to the South City Ring Road, the Lee Tunnel and the industrial centre of Ringaskiddy
- 1.1.3 All three towns have rich historical and cultural associations. From being a busy fishing village in the 17th and 18th centuries, Passage West grew to become the principal port of Cork in the 19th century. During this time, it became renowned the world over for its shipbuilding yards and dry docks. Monkstown derives its name from a small abbey founded in the locality by a group of Benedictine monks in the 14th century. Both Monkstown and Glenbrook were popular holiday destinations for the wealthier citizens of Cork City during the 19th century.
- 1.1.4 The streetscapes of Monkstown and Glenbrook have, for the most part, retained their historic elegance. However, there is little commercial activity in either town and most residents are daily commuters to Ringaskiddy, Carrigaline or Cork City.
- 1.1.5 By contrast, Passage West was one of the very few towns in Ireland which continued to decline during the national economic boom of the 1990's. A slow-down in the shipbuilding industry in the early 20th century hit trade in the town and its economic demise was further accelerated by major local job losses in the 1980s. Local property prices remained relatively depressed throughout the 1990s. This, coupled with its proximity to Cork City, has made Passage West and its hinterland increasingly attractive to both large and small scale developers.
- 1.1.6 An *Integrated Area Plan for Passage West/Glenbrook* was prepared by Frank L. Benson and Partners in 1998. Supported by Cork County Council, the ultimate objective of the Integrated Area Plan was to secure Urban Renewal Incentives for Passage West/Glenbrook. The Plan was formulated as a partnership between Cork County Council, Passage West Town Council and the business and residential communities of Passage West/Glenbrook. It succeeded in winning Urban Renewal status for the town in 1999.

1.2 General layout of Passage West, Glenbrook and Monkstown

- 1.2.1 The old towns of Passage West, Glenbrook and Monkstown have an essentially linear structure along the waterfront.

- 1.2.2 Development in Glenbrook and Monkstown is generally one-sided, i.e. both towns have remained open to the water. This feature is one of the greatest assets of the two towns.
- 1.2.3 By contrast, development in the town core of Passage West has historically taken place on both sides of the main street. Views of the water are limited throughout much of the town centre. Access to the water is further hindered by a long high wall bounding the Royal Victoria Dockyard for much of the length of the main street.
- 1.2.4 Passage West, Glenbrook and Monkstown are situated at the base of steep hills forming the western side of the Cork Harbour basin. Opportunities for development to the west of the towns have therefore been relatively limited. However, development on the upper slopes of all three towns generally has the advantage of unhindered views over Cork Harbour. Such development in Monkstown and Glenbrook generally comprises one-off housing. Development on the upper slopes of Passage West comprises both one-off housing and, more recently, suburban-type housing estates.

1.3 County Development Plan aims for Passage West/Glenbrook/Monkstown

- 1.3.1 The Cork County Development Plan (Cork County Council, 2003) describes Passage West as being the nearest satellite town to Cork City. Its over-riding aims for the town are its consolidation as a residential settlement and associated town centre renewal.
- 1.3.2 The County Development Plan allows for a 37 – 46% increase in the number of households in Passage West/Glenbrook/Monkstown during 2000 – 2011. As topographical constraints in Monkstown and Glenbrook are restrictive of large-scale development, this means that most of the predicted population increase will occur in Passage West.
- 1.3.3 The County Development Plan recognises the problems of congestion and the lack of wastewater treatment affecting all three towns. It comments on the need to provide adequate recreational space, particularly within Passage West and Glenbrook. It further notes that those areas overlooking Cork Harbour are highly sensitive to development.
- 1.3.4 Acknowledging the unique mix of architecture within the towns, the County Development Plan designates most of the main streets of Passage West, Glenbrook and Monkstown as an Architectural Conservation Area.

1.4 Architectural Conservation Area designation

- 1.4.1 A key objective of both the Planning and Development Act, 2000 and the County Development Plan is to preserve and enhance the special character of an Architectural Conservation Area, i.e. the traditional building stock and material finishes, spaces, streetscape, landscape and setting.
- 1.4.2 As architectural heritage is intrinsic to the special character of a place, it is hoped that the Architectural Conservation Area designation will assist Passage West, Glenbrook and Monkstown in retaining what is one of their key assets.

- 1.4.3 The Planning and Development Act 2000 requires all Development Plans to include a Record of Protected Structures. Nine structures within Passage West, Glenbrook and Monkstown are listed in the Record of Protected Structures published in the Cork County Development Plan 2003.
- 1.4.4 For listings within the Record of Protected Structures, the term “structure” includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interior, all fixtures and features which form part of the interior or exterior of that structure and any features specified within the grounds of the structure.

1.5 Recent development trends

- 1.5.1 One-off housing is the principal recent development trend in Monkstown and Glenbrook. Many of these recent houses are architecturally designed and, while not in keeping with the Victorian architecture characteristic of the older parts of the towns, have a unique and contemporary style all of their own. Generally, they front onto the Harbour, thereby availing of water views and reflecting the linear layout of the town centres. However, such one-off housing is increasingly spreading beyond the boundaries of the towns.
- 1.5.2 Development in Passage West has been far more rapid than in either Glenbrook or Monkstown. Such development has taken place on the western hills and eastern outskirts of the town and comprises both one-off housing and larger estates. The structure of these new developments is not reflective of the linear nature of the town core.
- 1.5.3 Many of the more recent estate developments in Passage West are largely suburban in character and design. Furthermore, they are constructed to accommodate residential densities significantly in excess of residential densities in adjacent established housing. While this is in line with government recommendations, there is considerable concern locally that infrastructure such as wastewater treatment, lighting, traffic management, footpaths and schools essential to support such residential densities is severely under-developed.
- 1.5.4 While retailing and commercial activities in the centre of Passage West are at an all-time low, the provision of apartments in the town centre is at an all-time high. Major apartment blocks are being constructed on sites designated for tax relief under Urban Renewal Incentives. An emerging trend is for conversion of some buildings within the old town to apartments, either with or without demolition of the original building. Again, local concerns relate to inappropriate design, inadequate infrastructure and the potential loss of a once vibrant community.

1.6 Purpose of these Guidelines

- 1.6.1 One of the aims of the Cork County Development Plan is the development of special planning controls for Architectural Conservation Areas that set out development objectives for the preservation and enhancement of the area.
- 1.6.2 The Integrated Area Plan for Passage West/Glenbrook has outlined design guidelines for specific sites to which Urban Renewal status has been granted. It also recommended that Cork County Council would be pro-active in drafting Urban

Design Guidelines with particular reference to infill development in the Passage West/Glenbrook town centres.

- 1.6.3 In view of the severe development pressures currently experienced, particularly in Passage West, the Passage West Town Council has drafted Architectural Design Guidelines for the towns of Passage West, Glenbrook and Monkstown. These uphold the aims of the Cork County Development Plan and have reference to both local and national policy. Their drafting has been informed by Architectural Design Guidelines, Urban Design Guidelines and Village Design Statements prepared for towns both in Ireland and abroad.
- 1.6.4 Architectural Design Guidelines are a series of rules and recommendations the aim of which is to preserve the existing positive visual characteristics of an area and promote appropriate change and development.
- 1.6.5 Such Guidelines aim to establish criteria that will encourage good design and site relationships that are compatible with the natural features of the town.
- 1.6.6 It is emphasised that Architectural Design Guidelines are not intended to inhibit either growth or contemporary design. However, they do attempt to ensure that new development harmonises with and contributes to the existing building fabric.
- 1.6.7 It is hoped that these Architectural Design Guidelines will help to guide developers in providing design solutions which will achieve the aesthetic goals of the Cork County Development Plan for Passage West, Glenbrook and Monkstown, thereby stimulating investment and engendering a sense of community pride. It is also hoped that they will eliminate subjectivity in the review of planning applications.

2. COMMUNITY DESIGN GOALS

2.1 Overall aims of the Architectural Design Guidelines

- 2.1.1 The ultimate aim of these Architectural Design Guidelines is to maintain Passage West, Glenbrook and Monkstown as attractive, family-oriented communities, supported by strong social services and a vibrant retail core.
- 2.1.2 They support the vision of Passage West, Glenbrook and Monkstown as key satellite towns, while aiming to build on their unique characteristics and thereby maintaining and enhancing their own individual identities.
- 2.1.3 These Guidelines will assist all new development within Passage West, Glenbrook and Monkstown to contribute to and integrate with the existing community. To this end, they focus on three key design goals:
- Respect for setting and landscape
 - Respect for streetscape and cultural assets
 - Respect for open space

2.2 Respect for setting and landscape

- 2.2.1 All new development should respect the unique waterside setting of Passage West, Glenbrook and Monkstown. All new developments should attempt to enhance general visual and physical access to the water.
- 2.2.2 All new development should respect the attractive scenic rural landscape setting of Passage West, Glenbrook and Monkstown. Particular respect should be afforded to the greenbelt separating Passage West from the city suburbs of Douglas and Rochestown.
- 2.2.3 Development on the skyline of the hills over Passage West, Glenbrook and Monkstown should be avoided where possible. This will encourage consolidation of the three towns and will enable them to maintain their attractive setting when viewed from Cork Harbour and from Great Island.
- 2.2.4 New development and its associated infrastructure should avoid direct and indirect damage to the delicate local ecologies surrounding Passage West, Glenbrook and Monkstown. Such ecologies include the Great Island Channel, Monkstown Creek, hedgerows and trees.
- 2.2.5 In particular, mature trees enhance the hillside setting of Passage West, Glenbrook and Monkstown. It is important that such trees be respected and preserved. If development is proposed for lands containing such trees, the trees should be incorporated as key features within the new development.

2.3 Respect for streetscape and cultural assets

- 2.3.1 The Architectural Conservation Area designation of the Passage West, Glenbrook and Monkstown streetscapes should be recognised as a potentially valuable resource within local tourism, economic and sustainable development strategies.
- 2.3.2 All new development should respect the integrity and the setting of any structure listed in the Record of Protected Structures.
- 2.3.3 The existing linear structure and shape of the three towns should be respected. New development should attempt to reflect this distinctive shape and pattern.
- 2.3.4 Buildings and features identified as being of historical, archaeological or architectural importance and the traditional building frontages along the main streets should be preserved and maintained as key assets of the towns.

2.4 Respect for open space

- 2.4.1 National guidelines recognise public open space as being one of the key elements in defining the quality of the residential environment. To this end, open spaces within Passage West, Glenbrook and Monkstown should be respected as valuable resources.
- 2.4.2 All new developments should provide useful open space accessible to both new and existing residents.

2.5 General design principles

- 2.5.1 Each site zoned for development must be approached individually.
- 2.5.2 Design solutions for each site should be responsive to that site's contextual setting.
- 2.5.3 Design solutions for each site should be creative and respectful of the existing qualities and characteristics of Passage West, Glenbrook and Monkstown. In particular, mass suburban-type franchise developments will not enhance either the individuality or the residential environments of Passage West, Glenbrook and Monkstown.
- 2.5.4 These Guidelines do not discourage designs which are contemporary or unique but require simply that new development should contribute to a sense of place and environmental quality.
- 2.5.5 It is recognised that a vibrant retailing settlement can stimulate economic investment and regeneration. To this end, retail and commercial proposals for the town centre of Passage West are strongly encouraged. Retail proposals for the outskirts of the town may detract from redevelopment of the town core. Such proposals will be evaluated on their individual merits.

3. DESIGN PRINCIPLES FOR INFILL DEVELOPMENT

Infill development is development on gap sites within the fabric of the existing built environment. Such gap sites may be either brownfield or greenfield sites. Brownfield sites in the Passage West/Glenbrook/Monkstown area generally become available through dereliction. Greenfield sites are usually those which have been rezoned for development.

Infill development is regarded as being a key contributor to achieving national residential density requirements. In the case of Passage West, it is also vital to the economic and social regeneration of the town core.

In accordance with government policy, the number of dwellings that may be accommodated within the town centres of Passage West, Glenbrook or Monkstown will be dictated by:

- Observance of the requirement to preserve listed or protected buildings and their settings and to preserve or enhance the character or appearance of a conservation area
- Conformity with any vision of the urban form of the town or city as expressed in the Cork County Development Plan 2003
- Compliance of the proposed developments with required standards of public and private open space as recommended by Cork County Council
- Avoidance of adverse impact on the amenities of existing or future neighbours.

All construction work associated with infill development should take cognisance of the existing residential community. To this end, each developer will be required to prepare a construction mitigation programme to include proposed hours of working, construction traffic access, proposals for road cleansing, dust mitigation proposals and proposals for noise attenuation. Development which is proposed in close proximity to the waterfront shall be required to submit measures to reduce and prevent pollution to Cork Harbour waters both during construction and after completion of the scheme.

3.1 Line of building

3.1.1 All three towns have a marked linear structure with a strong traditional street line. Maintenance of this street line, particularly along the main streets, is generally fundamental to respecting the architectural character of the existing streetscape.

3.1.2 A relaxation of building lines may be considered:

- For innovative designs which can positively enhance the streetscape
- To incorporate key landscape features into the development layout
- To provide important areas of public open space.

3.2 Architectural design

3.2.1 The design of infill development must respect the heritage and tradition of the existing streetscape and surrounding buildings.

- 3.2.2 Infill development should harmonise with the surrounding development and convey a sense of enduring quality. To this end, individual expression, creativity and unique design solutions are encouraged.
- 3.2.3 Where possible, doors and windows should overlook public spaces.
- 3.2.4 Proposers of all infill development should be mindful of its potential effect on directly adjoining neighbours. Such effects may include loss of light, loss of visual amenity, increased traffic flows, exacerbation of congestion, increased demand for parking and environmental inconveniences associated with construction.

3.3 Building heights, proportion and scale

- 3.3.1 All infill development must be balanced to the project site, adjacent properties and major vantage points.
- 3.3.2 In general, infill development should aim to visually and physically complement existing streetscape features, including building scale and massing, proportion of architectural features and the height/pitch/ridge of roofs.
- 3.3.3 National policy recognises that increases in residential density can be achieved even with only modest increases in height. Where apartment blocks are proposed, their height should generally reflect the height of contextual buildings.
- 3.3.4 Consideration may be given to developments in which an increase in roof height is proposed should this proposed increase in roof height add definition to the streetscape and existing architectural form.
- 3.3.5 Neither the height, proportion nor scale of proposed infill should detract from any structure or space which is of special architectural, heritage, historical, artistic, cultural, scientific, social or technical interest.
- 3.3.6 Neither the height, proportion nor scale of proposed infill should result in excessive loss of light or loss of privacy to adjacent properties.
- 3.3.7 Infill development should be of such a height, proportion and scale so as not to detract from views of Cork Harbour or any other attractive public views or landmarks.
- 3.3.8 Planning applications for all infill development should include:
- Daylight and shadow projection programmes
 - Sketches indicating the height and proportion of the proposed development relative to existing adjacent buildings.

Planning applications for infill development on key sites should also include realistic photomontages depicting the visual impact of the proposed structure on the existing streetscape.

3.4 Building materials and finishes

- 3.4.1 Exterior building materials used in infill development should, in general, be reflective of and compatible with those predominantly used in the existing streetscape.

3.4.2 Established traditional methods of construction and architectural detailing should be respected and used as appropriate for new development within or near the designated Architectural Conservation Area. This includes the design of windows, doors, chimneys and boundary features.

4. DESIGN PRINCIPLES FOR RENOVATION/CONVERSION/SUBDIVISION

The redevelopment of vacant and/or derelict buildings within Passage West, Glenbrook and Monkstown is strongly encouraged. If the original external walls of the building are intact, redevelopment is preferable to demolition and rebuild.

4.1 Renovation

- 4.1.1 For either demolition of a building within a designated Architectural Conservation Area or demolition of a building of architectural, historical or heritage value, written justification for that demolition must be provided. Such written justification should be prepared by a suitably qualified person and will be presented in the form of a report detailing both the structural and operational condition of the building.
- 4.1.2 Where such demolition is planned, any proposed alternative development will be regarded as infill development.
- 4.1.3 Where such demolition is planned, written justification for any proposed alternative development will be provided by detailing potential site improvements, including improvements to parking facilities, refuse storage and landscaping.
- 4.1.4 Exterior finishes in renovation projects should be reflective of and compatible with those originally used on the building and/or those predominantly used in the existing streetscape.
- 4.1.5 All efforts should be made to retain and maintain existing architectural details which contribute to the unique character features of the area.
- 4.1.6 Replacement windows and doors should be of a style and appearance that respects the building's age and character.

4.2 Conversion/subdivision

- 4.2.1 The conversion of houses to flats or apartments in predominantly single family dwelling areas will not normally be supported as such conversions could lead to a deterioration in the community quality and residential amenities of these areas.
- 4.2.2 The conversion or subdivision of large houses and houses in the town centres of Passage West, Glenbrook or Monkstown to flats or apartments may be supported where the requirements of the Building Regulations 1997 are observed and where adequate parking is provided.
- 4.2.3 Such conversion or subdivision should not impact on the architectural appearance of the building frontage and its relation to the streetscape. In particular, installation of additional doors on the streetscape front of the building to facilitate access to overhead flats or apartments will not be permitted.

4.2.4 The limited conversion of outhouses, stables and other structures attached to or associated with large houses will be supported, provided that acceptable conservation practice is observed in line with other objectives and recommendations of these Guidelines and where acceptable site suitability has been established in terms of access, parking, open space, wastewater disposal and maintaining the setting and amenity of the main structure.

5. DESIGN PRINCIPLES FOR NEW DEVELOPMENT

Many new housing estates have been built in the past 10 years in the Passage West area and many more are planned for the coming 10 years. New development and the community it brings is welcome. However, such new development must not take place at the cost of either the setting, the unique character or the existing community of Passage West.

In general, applications for housing development on unserviced and unzoned lands will be regarded as premature. In addition, it is essential that new development is phased in pace with improvements to local infrastructure, facilities and services. This is particularly the case with regard to water supply, wastewater treatment, availability of schools and an improved road network.

While government policy favours higher residential densities in new build developments, that same policy also advises such higher densities to be acceptable only if all of the criteria which contribute to a high quality residential environment are satisfied. These criteria include the availability of adequate shopping, social, transport and leisure infrastructure and a high quality of house design and layout.

It is essential that both one-off houses and estates are developed in a manner which least disturbs natural terrain and vegetation and which provides maximum preservation of natural beauty and open space. All construction work associated with new developments should take cognisance of the existing residential community. To this end, each developer will be required to prepare a construction mitigation programme to include proposed hours of working, proposals for road cleansing, dust mitigation proposals and proposals for noise attenuation. Development which is proposed in close proximity to the waterfront shall be required to submit measures to reduce and prevent pollution to Cork Harbour waters both during construction and after completion of the scheme.

5.1 Site design

- 5.1.1 Passage West, Glenbrook and Monkstown are all hillside towns. Preservation of the form and appearance of this hillside is essential to both the character of the towns and the environment of Cork Harbour. Developers and designers should always be conscious to design structures to integrate with the natural topography and features of the site.
- 5.1.2 All grading should be as gentle as possible. Contour grading is therefore preferable to severe cutting, filling or terracing. Cuts, fills and earth modifications should be replanted with native species as soon as possible.
- 5.1.3 Single large retaining walls should be avoided, unless screened by the development. Where they are necessary, retaining walls should be broken or terraced.
- 5.1.4 On downhill slopes, structures should be stepped with the natural terrain. This avoids tall and visually intrusive façades.
- 5.1.5 Mature trees and existing vegetation should, where possible, be integrated into new developments. Particular consideration should be given to retaining existing

hedgerows. Such natural vegetation should be protected during site preparation and construction.

5.1.6 New developments should always be sited such that their visual impact is minimal when viewed from off the site. Construction on ridgelines and hilltops should be avoided. Roof levels should be kept below ridgelines so that the contours of the site can provide natural screening. Rooflines of structures should be kept below the existing tree canopy.

5.1.7 No new development should interfere with public views of scenic features.

5.2 Site arrangements

5.2.1 Site arrangements and housing design should be guided by the established traditional pattern of development within the town.

5.2.2 A mix of housing types and densities should be provided within a single large estate. Monotonous repetitive development should be avoided.

5.2.3 Large estates should be broken into small functional and visual groups comprising a maximum of 20 houses. Each housing group will then be designed to have its own visual and social identity, providing a safe environment in which children can play.

5.2.4 Houses will be oriented such that doors and windows overlook public spaces.

5.3 Architectural design

5.3.1 House design should be compatible with the surrounding neighbourhood and in keeping with the character of the town.

5.3.2 All new design should contribute to a sense of place. Standard franchise designs associated with suburban-type larger estates will not be supported.

5.3.3 Established traditional methods of construction and architectural detailing should be used for new development within or near the designated Architectural Conservation Area. This includes the design of windows, doors, chimneys and boundaries.

5.3.4 Building and finishing materials used in any new development should complement the character of existing development, particularly with respect to colours, textures, shapes, styles and proportions. Such compatibility is also recommended by governmental guidelines published for landscape and landscape assessment.

5.4 Landscape design

5.4.1 Comprehensive planting schemes are the best way to integrate a new house into the existing environment and to soften new estates.

5.4.2 Landscape design should be simple, random and natural. Formal planting arrangements should be avoided.

- 5.4.3 Developments should include new trees of suitable native species within the site at a ratio of at least two trees per dwelling. Governmental guidelines recommend the planting of native species which have a high biodiversity value.
- 5.4.4 Such new planting schemes will integrate and supplement original site trees and hedgerows in such a way as to maximise biodiversity.
- 5.4.5 Existing hedgerow roadside boundaries should be maintained. If necessary, they should be supplemented with hedging and native trees. If a set-back is required, it should be replaced with a stone or clay bund and planted with grass, hedge and native tree species.
- 5.4.6 All landscaping and associated planting should take place no later than the first appropriate season after construction ceases.

5.5 Amenities

- 5.5.1 All developers will be obliged to comply with the *Recreation, Amenity and Cultural Policy for the South Cork Hinterland Division* as prepared by Cork County Council. This policy requires new developments to make provision for sport and recreational infrastructure commensurate with the needs of the development.
- 5.5.2 Because of the paucity of residential amenity facilities within the Passage West/Glenbrook/Monkstown area and the difficulty of acquiring lands for provision of same, payment of a development levy in lieu of direct on or off site provision of amenity facilities will generally not be acceptable.

5.6 Wastewater treatment

- 5.6.1 One-off housing developments or small housing developments adjacent to the existing sewerage network will be required to connect to that sewerage network.
- 5.6.2 Because of the current lack of wastewater treatment in the Lower Harbour area, larger developments will be required to provide on-site wastewater treatment systems to treat sewage arising from within that development.
- 5.6.3 Site suitability tests for wastewater treatment plants will be conducted by a suitably qualified person.
- 5.6.4 Buffer zones provided around such on-site wastewater treatment plants will be as recommended by the Environmental Protection Agency's *Wastewater Treatment Manuals – Treatment Systems for Small Communities, Business, Leisure Centres and Hotels*. On-site wastewater treatment plants will be securely fenced to prevent public access and adequately screened from public view.
- 5.6.5 The developer must submit a maintenance agreement with an approved agent for a wastewater treatment plant.
- 5.6.6 Private sewerage schemes must connect to the public sewerage scheme when a municipal wastewater treatment facility for the Lower Harbour is provided. When no longer required, on-site wastewater treatment plants should be decommissioned, removed and the lands thereby released should be returned to public use.

5.7 Local facilities and services

- 5.7.1 All larger housing developments will be required to take account of the provisions of the *Childcare Facilities: Guidelines for Planning Authorities* published by the Department of the Environment and Local Government. These guidelines recommend the provision of one childcare facility with places for 20 children for each 75 dwellings. Such facilities should be accessible to all, should include safe and convenient parking for staff and customers and should have a safe drop off area for parents. Childcare facilities should have an outdoor area for play.
- 5.7.2 In general, retail and commercial developments will be encouraged only in the town centres of Passage West, Glenbrook and Monkstown. In the case of particularly large housing development proposals, residents may benefit from a local corner shop. Major neighbourhood centres with public houses, restaurants and supermarkets detract from commercial activity in town centres and may discourage regeneration of the Passage West town core.

6. GENERAL DESIGN PRINCIPLES

Design principles outlined in Sections 6.1 – 6.7 to follow apply generally to all infill and new developments within Passage West, Glenbrook and Monkstown. Where relevant, they should also be noted by developers undertaking renovation or conversion projects.

6.1 Parking

- 6.1.1 All development must provide identifiable associated parking facilities. The number of parking spaces provided will be as per Cork County Council recommendations. Payment of a levy in lieu of on-the-ground parking provision is not acceptable.
- 6.1.2 Car parking will be provided entirely within the curtilage of the development or at least as convenient thereto as possible.
- 6.1.3 Where possible, parking should be located to the side or rear of the development where it will neither cause obstruction nor interfere with visual amenity. Where parking is provided in sight of the general public, adequate landscaping must be provided to reduce its visual impact.

6.2 Pedestrian and cycle access

- 6.2.1 All major new developments on an existing bus route will incorporate a bus-stop and sheltered waiting area.
- 6.2.2 All commercial and apartment developments will include adequate and safe cycle parking facilities.
- 6.2.3 Entrances and exits to new housing developments should be so designed as to be negotiated safely and easily by pedestrians and cyclists.
- 6.2.4 All new developments will conduct a realistic assessment of the impact of the development on traffic flows both locally and on approach routes to Cork City. Proposals to reduce this impact will be expected. Such proposals should have a particular focus on facilitating a switch from driving to walking or cycling.
- 6.2.5 Road alignment should aim to reduce speed and give priority to the safety and convenience of pedestrians and cyclists in accordance with the *Traffic Management Guidelines* issued in 2003 by the Department of the Environment and Local Government

6.3 Open space

- 6.3.1 Government policy acknowledges open space as being a key element in defining the quality of the residential environment. Therefore attractive and safe open space should be provided in conjunction with all developments within Passage West, Glenbrook and Monkstown.

- 6.3.2 Developers must ensure that public open space is provided in accordance with the requirements of Cork County Council's *Recreation, Amenity and Cultural Policy for the South Cork Hinterland Division*.
- 6.3.3 All public open space provided in association with new developments should have appropriate paving, lighting, seating, litterbins and signage features which are compatible with the characteristics of the town. It should facilitate pushchairs, wheelchairs and should be easily and safely navigated by the elderly and infirm.
- 6.3.4 Recommended minimum standards for private open space for apartments and flats must be in accordance with the Department of the Environment and Local Government's *Residential Density Guidelines*. Such private open space can be provided in the form of landscaped areas, courtyards, terraces, balconies or roof gardens.
- 6.3.5 Where balconies are used to fulfil private open space requirements for apartment developments, their design must respect the existing streetscape. In general, balconies fronting onto the main streets of Passage West, Glenbrook and Monkstown are not in keeping with traditional town architecture.
- 6.3.6 Private open space requirements for apartments may be reduced if the developer provides suitable public open space close to the proposed apartment development which can serve the needs of the apartment residents.
- 6.3.7 Grassy margins and other such areas of incidental open space will not qualify for assessment when calculating the area of open space to be provided with a development.
- 6.3.8 Where possible, windows and doors should overlook areas of public open space so as to provide security and supervision.
- 6.3.9 Open spaces should be made available for use in conjunction with the completion of houses. This is the case even in a large development where house construction may take place in phases.

6.4 Access for disabled

- 6.4.1 Passage West Town Council is a signatory to the Barcelona Declaration on the City and the Disabled. In fulfilment of commitments made thereunder, all developments must, where possible, cater for the needs of people with disabilities.
- 6.4.2 In the design of buildings, special consideration will be given to the accommodation of people with disabilities in accordance with the requirements of Part M of the Building Regulations 2000.
- 6.4.3 Footpaths at the junctions of roads in new housing developments should be designed to cater for disabled persons and should incorporate tactile paving. Pedestrian crossings should also be designed and incorporate tactile paving in accordance with Department of Transport recommendations.
- 6.4.4 Car parking spaces closest to the building entrance should be reserved for people with disabilities. Such designated spaces will be of adequate width and will be clearly marked.

6.5 Refuse storage

- 6.5.1 All development within Passage West, Glenbrook and Monkstown should include associated refuse storage area to the side or rear of the building. Refuse bins should not be stored on the public street.
- 6.5.2 Basic bring bank/recycling facilities must be provided in all new large housing developments. Such facilities will be appropriately landscaped and screened so as to reduce visual impact. They will be served by adequate car parking. The developer will secure a contract for the on-going emptying and maintenance of the bring bank/recycling facilities.

6.6 Energy conservation

- 6.6.1 Energy conservation concepts will be encouraged throughout each stage of all development.
- 6.6.2 Building layout and design should give consideration to orientation so as to optimise daylight and the benefits of passive solar gain.
- 6.6.3 Building materials, windows and doors should be chosen with energy conservation and efficiency in mind.
- 6.6.4 Developers should make every effort to provide energy efficient appliances, particularly in relation to central heating installations, etc.

6.7 Integration

- 6.7.1 Planning applications for all new developments must include a Neighbourhood Impact and Integration Plan. A Neighbourhood Impact and Integration Plan requires the developer to detail the relationship of the proposed development with the surrounding community. This Plan will include such considerations as:
- Services facilitating the new community
 - The impact of the new community on existing local services
 - Educational facilities available to the new community
 - Public open space benefits offered by the proposed development to new and existing resident
 - Improved visual amenity arising from the proposed development
 - Impact of proposed development on parking availability within the town
 - Impact of proposed development on traffic flows within the town.
- 6.7.2 Where Cork County Council considers the proposed development to be of such a size or impact as warrants preparation of an Environmental Impact Assessment, the Neighbourhood Impact and Integration Plan may be included as an identifiable part of the Environmental Impact Statement accompanying the planning application.

7. REFERENCES

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