

Aim: To promote a high quality built environment through the promotion of high quality development standards



Introduction

- 17.1** In order to ensure the proper planning and sustainable development of the city it is essential that development should conform to a number of specific requirements which are set out in this chapter. Development Management is a statutory process that encourages development to take place in an orderly and efficient manner. Development proposals should demonstrate how they have taken account of the need for good design. Paragraph 17.9 outlines the Council's requirements for Planning and Design Statements to accompany planning applications and, where appropriate, to accompany pre-application submissions.
- 17.2** Where the City Council has prepared Local Area Plans, urban design strategies and/or site specific development briefs, these should be taken into account when designing development proposals. As identified in Chapter 2, where necessary major development areas will benefit from local area plans to supplement this Plan with each local plan containing urban design guidance.
- 17.3** The following section provides quantitative and qualitative guidance to ensure that development is to an acceptable standard.

Development Management

Applications for Planning Permission

- 17.4** Prior to making planning applications consultation with the Planning Authority is of benefit to applicants and the Council. It allows for the clarification of objectives and reduces the need for additional information and delays. The Council will endeavour to provide pre-application consultations within the limits of staff availability.
- 17.5** Depending on the nature and size of proposals it is recommended that developers engage in pre-planning discussions with the Planning Authority at the appropriate stages of the design process.
- 17.6** When making a planning application it is to the applicants' advantage if they explain to the Planning Authority the rationale for the proposal in addition to providing the facts submitted in the application form and drawings. This explanation is normally called a "Planning Statement" and sets out the basis for the proposal and explains how it responds to the objectives set out in the development plan, its context, the site and the development approach (or "strategy"). In the case of residential developments involving apartments it will be essential that applicants provide a Housing Quality Statement (as part of the Planning Statement) that explains how the living environment meets the requirements of the plan.

Environmental Impact Assessment

- 17.7** The Planning Authority may require the submission of an Environmental Impact Statement (EIS) in accordance with the provisions of Part 10 of the Planning and Development Regulations 2001 - 2007. This will be done to facilitate the proper assessment of development proposals where it is likely that a proposed development would be likely to have significant effects on the environment. The Regulations specify mandatory thresholds above which Environmental Impact Statements are required in relation to types and scale of development proposal (e.g. in relation to proposals involving the construction of more than 500 dwellings or a site greater than 2 hectares in commercial areas). Pre-planning agreement on the matters to be included in an EIS "scoping" is a requirement of the Planning Authority.
- 17.8** Where it appears to the Planning Authority that a development proposal would be likely to have significant effects on the environment a "sub-threshold/discretionary EIS" can be requested by notice in writing. For example, sub-threshold EIS would normally be required where a development proposal involves the loss of a landscape asset, a threat to natural heritage designations, or a significant visual impact on the character of the city. An integrated pollution control licence (IPCL) may also be required.



Design Statements

- 17.9** A Design Statement¹ should be prepared for all larger and complex developments at an early stage of the design process and for all applications in Docklands and other major development areas. The design statement should address urban design, landscape and building design issues and clearly explain the development process, design options considered and the adopted development strategy. The Design Statement should take the form of a concise illustration or series of illustrations and a written statement. This material will form the basis of meaningful pre-application discussions with the Planning Authority. Design Statements will normally be accompanied by Visual Impact Statements (see below) and Landscape Impact Assessments in the case of sites in Areas of High landscape Value (See Chapter 10).

POLICY 17.1

Planning and Design Statements

The City Council will seek all planning applications to be supplemented by Planning Statements to explain the nature of the proposal and how it is compliant with the development plan. The City Council will seek all larger and complex proposals to be accompanied by Design Statements.

Visual Impact Assessments/Photomontages

- 17.10** The City Council will generally require Visual Impact Assessments (VIAs) to be completed to illustrate the visual impact of proposals likely to have an impact on protected views and other views of special amenity value identified by the Planning Authority of a strategic or local significance. Failure to properly assess any major proposal in this regard will normally result in further information being required.
- 17.11** Visual Impact Assessment will be required for sites that lie within or towards views of:
- Landmark building viewing corridors;
 - Landmark buildings within panoramic views;
 - River Prospects;
 - Areas of outstanding landscape or townscape value;
 - Approach Views.
- 17.12** General viewing locations are provided in the Views and Prospects Section of Volume 2 of the Development Plan and Protected Views are listed in Volume 3. Pre-planning discussions with the Planning Authority are essential to agree appropriate assessment points for views of strategic and local significance in order to enable the proper visual assessment of a development proposal.

¹A Design Statement should outline:

- The policy background, identifying all relevant policies, development briefs, design guides, standards and regulations and in the case of developments in areas with local area plans or adopted development guidance shall show compliance with the relevant urban design and architectural principles and guidance. In the case of the South Docks Local Area Plan please refer to SD33;
- The urban design and architectural context including a site and area appraisal (illustrated with diagrams), summaries of relevant studies and reports of any relevant consultations;
- The development strategy for the site including design principles which have been formulated in response to the policy background, the site and its settings and the purpose of the development, and how these will be reflected in the development;
- An explanation of the urban structure, including approach to movement and accessibility, landscape development blocks, land uses, density, urban grain, visual context and built form;
- Viability factors including summaries of economic and market conditions (subject to the need for commercial confidentiality);
- The design and project management approach;
- A programme of meetings with the local authority and other bodies;
- A proposed programme of participation and consultation. The appropriate level of consultation will depend on the degree to which consultation has already been carried out in the preparation of any relevant development briefs or design guides and on statutory requirements.

The level of detail will depend on the scale and sensitivity of the development.

- 17.13** VIAs will be required from the Panoramic Assessment Points for development proposals that propose to break the existing city skyline, roofscape or established building heights in an area to enable accurate assessment of their possible impact on panoramic views and vistas of important landmark buildings. These include the City Centre Panoramic Assessment Points from the viewing platform at St Anne's Church, Bell's Field, Sunday's Well Road and Elizabeth Fort, the suburban points at Shanakiel, Churchfield and Dublin Hill (if appropriate) and from all axes of strategic views. Proposals will be judged on their impact on views and prospects and setting of important built elements such as protected structures, conservation areas and the impact on the architectural character and setting of existing buildings, streets and spaces of civic and historic importance. Developments will be assessed for their potential impact in terms of their bulk, massing and use of materials on the city skyline, roofscape and on important landmarks of city wide and locally important views and vistas.
- 17.14** The impact of developments on important views and vistas can be accurately evaluated with CAD generated views and photomontages models. This technique allows an accurate representation of the proposed development to be superimposed on its actual surroundings, enabling the planner to assess the scale, massing and heights of proposed developments in relation to their context. This is an invaluable tool and methodology in informing the professional of the positive and potential negative impacts, and contributing towards an overall assessment of a proposal and its visual impact.
- 17.15** Visual Impact Assessments must be accurate in their production. An inaccurate model will invalidate the views and distort the height and scale of a proposed development. The views generated by the model should be those that illustrate the significant visual impacts of the proposal, and depending upon the nature of the proposal and its location may include views affecting local and strategic views of special amenity value. The views should not be partially obscured or taken from inappropriate locations that do not illustrate the likely impact of a proposal. The Planning Department will provide advice on the relevant views to be assessed. A key feature of photo-realistic models is the ability to take a virtual tour through a building or network of streets and urban spaces. This is becoming an increasingly used feature of CAD software.

Energy Efficiency

- 17.16** The City Council will require all applications to meet the highest standards of sustainable design and construction and conform in full with sustainable energy policies 17.2, 17.3 and 17.4 below. New major developments should submit an Energy Statement with the planning application addressing how demolition, construction and long-term management of the development will be catered for and how the development:
- Makes most effective use of land and existing buildings;
 - Reduces carbon dioxide and other emissions that contribute to climate change;
 - Is designed for flexible use throughout its lifetime;
 - Avoids internal overheating and excessive heat generation;
 - Makes most effective and sustainable use of water, aggregates and other resources;
 - Minimises energy use, including by passive solar design, natural ventilation, and vegetation (green roofs etc) on buildings;
 - Supplies energy efficiently and incorporates decentralised energy systems such as District Heating and uses renewable energy where feasible;
 - Minimises light pollution, particularly from street lights, and utilises renewable energy sources to supply these on street elements;
 - Procures materials sustainably using local suppliers wherever possible ensuring designs make the most of natural systems both within and around the building;
 - Reduces air and water pollution;
 - Manages flood risk, including through sustainable drainage systems (SUDS) and flood resilient design for infrastructure and property;
 - Ensures developments are comfortable and secure for users;
 - Conserves and enhances the natural environment, particularly in relation to biodiversity, and enables easy access to open spaces;
 - Avoids the creation of adverse local climatic conditions;



- Promotes sustainable waste behaviour in new and existing developments, including support for local integrated recycling schemes, CHP (Combined Heat and Power) and CCHP (Combined Cooling Heat and Power) schemes;
- Encourages major developments to incorporate living roofs and walls where feasible;
- Reduces adverse noise impacts.

POLICY 17.2

Measures to improve energy performance and reduce total energy requirement for new residential buildings

- Cork City Council will promote and encourage the development of 'low energy buildings' as standard throughout the city. In addition to full compliance with the Building Regulations 1997-2007 TGD part L and forthcoming amendments, Cork City Council will require a minimum energy rating of B1 (Less than 100kWh/m²/yr) for all new dwellings (whether single use or part of a mixed use scheme) and encourage the attainment of higher standards where possible (A3, A2, A1 etc.). The current nationally approved energy rating methodology and software should be used to certify new developments.
- In the case of planning applications for residential schemes above 10 units an Advisory Report outlining the building energy rating shall be submitted by a qualified and accredited person certifying that the proposed development conforms with, or improves upon, the above targets. The floor plans for each dwelling type assessed and their location on a site layout map shall accompany the Advisory Report.
- Non residential development is obliged to conform at a minimum to the current and future Building Regulations and future Building Energy Rating requirements as required.

POLICY 17.3

Measures to improve energy performance and reduce total energy requirement for new non-residential development and larger scale developments

- Non residential development is obliged to conform at a minimum to the current and future Building Regulations and future Building Energy Rating requirements.
- As per the requirements of SI 666 of 2006 "European Communities (Energy performance of buildings)", buildings greater than 1000sq.m or residential schemes above 30 units shall consider, during the design stage, the economic, environmental and technical feasibility of installing alternative renewable energy systems including CHP, district heating, block heating, heat pumps, biomass boilers, solar energy etc. Details of this consideration shall be submitted at planning application stage in the form of an Energy Design Statement or Feasibility Study which shall be carried out by qualified and accredited experts.
- The use of sustainable building materials and the re-use of materials will also be encouraged, as will the use of recycled aggregates in the construction of buildings, roads, footpaths etc. This will be subject to the impact on the amenity of the local environment, taking into account the existing character of the area.

POLICY 17.4

Energy Efficient and Renewable Energy use

The Council will encourage the energy efficient design of buildings and their layout and orientation on site. All new single or mixed use development above 1,000sq.m and residential development (whether or not part of a mixed use scheme) above 10 units will be expected to incorporate renewable energy production equipment to provide a portion of predicted energy requirements as required in the current Building Regulations. Details of how this will be achieved shall be submitted at planning application stage in an Energy Statement which shall be carried out by qualified and accredited experts.

Public Open Space Provision

17.17 Chapter 11 Sports and Recreation includes policies which seek to secure the optimum quality of public open space in developments. The provision of public open space in the form of high quality parks and spaces is one of the most important factors in determining the attractiveness of Cork. All developments (residential and non-residential) should include public open space to ensure that they provide sufficient space for the amenities of residents, workers and visitors and to create an attractive landscape. Standards for public open space are set out in Table 17.1. Public open space requirements indicated in the South Docks Local Area Plan will be applied in the South Docks area. In areas of the city with low tree canopy densities (see paragraphs 10.21 and 10.63 Chapter 10) it may be necessary to provide slight increases in the amount of public open space and private open space to ensure that an appropriate landscape structure can be provided within developments.

Table 17.1 Public Open Space Provision

Area	Public Open Space provision
Greenfield sites/areas for which a local area plan is appropriate	15%
General provision	10%
Institutional Sites/Sites forming the setting to a Building of Significance	Minimum 20% (subject to site specific analysis)



17.18 Public open space will normally be required in all developments, apart from in exceptional circumstances. Exceptional circumstances would include:

- Where developments are close to existing public parks and other amenity facilities;
- Smaller residential and commercial developments where it may not be appropriate to provide public open space;
- The need to protect the established pattern of streets and spaces.

17.19 Exceptional circumstances will be assessed on their merits on a case-by-case basis, and in such instances sufficient private and semi-private open space (or, open space for use by all the occupants of the proposed development) should be provided. Gated (semi-private) developments are not considered an appropriate development type in the city (see policy 16.13) and therefore semi-private open space should be provided as part of private space provision for residential (or other) development. On minor



streets and spaces safe, well designed shared surface play streets and courtyards may also be considered as fulfilling or part-fulfilling the overall requirement for public open space in the case of residential developments.

- 17.20** Where public open space cannot be provided or where it is not appropriate to provide this, a contribution in lieu of provision towards public open space or recreational facilities in the wider area will be required. This will take the form of a contribution on a per capita basis towards capital investment in creating and/or upgrading parks and spaces and revenue costs for the maintenance of these spaces for a 20 year period.
- 17.21** Planning applications which include proposals for development on public open spaces, including access across public open space, will be categorised as material contraventions of the development plan and be referred to Council for decision.
- 17.22** The design strategy for open spaces should be explained in the Planning Statement or the Design Statement in relation to major developments, and design issues outlined in the *Urban Design Guide* (DoEHLG, 2008).

Residential Development

- 17.23** Policies are set out in the Housing Strategy 2008 and Chapter 6: Housing to secure the optimum quality and type of residential neighbourhood development. The quality of a residential development can be considered in terms of three inter-related issues:
- The residential unit itself;
 - Its immediate context;
 - The neighbourhood and the social and other infrastructure.
- 17.24** This section sets out guidance on quantitative, qualitative and development management criteria for residential developments. These requirements will form the basis for evaluating planning applications for new residential development with a view to improving the quality of development in Cork City. The following documents are key references in informing standards outlined in this section:
- *Delivering Homes, Sustaining Communities 2007*;
 - *Sustainable Urban Housing: Design Standards for New Apartments (DoEHLG, 2007)*;
 - *Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities 2008*;
 - *Companion Best Practice Urban Design Manual - A best practice guide 2008*;
 - *Dublin City Development Plan/Variation No. 21: Achieving Liveable Sustainable New Apartment Homes (2007)*.
- 17.25** Policies are set out in Chapter 7: Social and Community to secure the optimum type of neighbourhood development with the appropriate social and community infrastructure. Chapter 16 Urban Design sets out objectives in relation to the design of neighbourhoods and areas of the city. This section therefore considers the dwelling and its immediate context.

Qualitative Criteria

- 17.26** This section elaborates upon the principles set out in Chapter 16: Urban Design. The quality of new residential development is central to the aim of creating sustainable communities.
- 17.27** The City Council will apply the urban design criteria set out in the *Urban Design Manual (2008)* and the Urban Design chapter of this plan to ensure a high standard of design is achieved in developments which include residential uses.

House and Apartment Design

- 17.28** A high quality of urban design, building design and dwelling design will be sought in any development incorporating residential uses. In considering applications for new developments the Planning Authority will refer to the Department of the Environment, Heritage and Local Government guidelines on *Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities*

(DoEHLG, September 2007) and *Quality Housing for Sustainable Communities* (DoEHLG, 2007). Research completed for the DoEHLG and Dublin City Council clearly illustrates that if we are to create sustainable urban homes and neighbourhoods we need to ensure that dwellings and their neighbourhoods are attractive and functional to live in for all sections of the community. The two key requirements for successful higher density urban neighbourhoods are adequate dwelling size and adequate public and private open space.

- 17.29** All new housing and apartment developments should:
- Reflect the existing character of the street by paying attention to the proportion, pattern, massing, density and materials of surrounding buildings;
 - Maintain existing building lines, roof pitches and heights and window proportions;
 - Incorporate variations in window design, roof type etc. around a common theme, in housing developments of more than 20 dwellings.
- 17.30** The Planning Authority will encourage the provision of dwellings which are capable of being lifecycle homes. All dwellings with pitched roofs must be designed to enable extension into the roofspace in the future for extra living/sleeping space or storage without increasing site coverage.
- 17.31** In procuring the design of social housing Cork City Council will apply the adopted national standards. Currently the standards being applied are set out in *Quality Housing for Sustainable Communities* (DoEHLG, 2007).
- 17.32** Every applicant for permission for residential development, other than for exempted residential development, must specify in the planning application how they propose to meet the requirements of the Housing Strategy. Planning applications for residential development will be assessed on the basis of the Housing Strategy, the land use zoning, the design and layout, accessibility to public transport, housing mix, the provision of special needs housing and the provision of social and affordable housing.
- 17.33** It is Cork City Council's aim to achieve a high standard of design and layout in order to create high quality, secure and attractive areas for living. The following criteria will be taken into account when assessing applications:
- **Zoning and specific objectives:** Contained in this plan and any Local Area Plan/non-statutory planning guidance adopted by Council;
 - **Density:** Higher densities should be provided in appropriate locations. Site configuration and area will have an impact on the density levels achievable;
 - **Quality of the proposed layout and elevations:** The quality of the residential environment will be of primary significance in determining the acceptability of planning applications. Layouts, elevations and plan form must be designed to emphasise a sense of place and community, utilising existing site features, tree coverage and an appropriate landscape structure. The design of schemes incorporating social and affordable housing shall not be built to designs that articulate social difference;
 - **Levels of privacy and amenity:** The relationship of buildings to one another, including consideration of overlooking, sunlight/daylight standards and the use of screening devices;
 - **Quality of linkage and permeability:** to adjacent neighbourhoods and facilities and the nature of public realm/streets and spaces;
 - **Accessibility and traffic safety:** Proximity to centres and to mass transit corridors, existing and proposed;
 - **Quantitative Standards:** As set out in this chapter;
 - **Safety and positive edges to public realm:** Opportunities for crime should be minimised by ensuring that public open spaces are overlooked by housing and appropriate boundary treatments applied;
 - **Quality of proposed public, private and communal open spaces and recreational facilities;**
 - **Compliance with Housing policy:** (e.g. lifecycle provision, size, tenure, mix, etc.);
 - **Compliance with social and community infrastructure:** (e.g. childcare, local shops, etc.);
 - **Objectives contained in other chapters in the plan:** (e.g. in relation to energy efficiency, landscape, transport, etc.);
 - **Management Arrangements;**
 - **Compliance with relevant Building Regulations.**



17.34 Creative design can be used to overcome the traditional requirement for 22 metre separation between elevations to maintain privacy and amenity. This is subject to other design requirements in relation to the hierarchy of the space (see Policy 16.5 in Chapter 16).

17.35 Provision of Social and Affordable Housing on site under Part V of the *Planning and Development Acts 2000 - 2006* is also a very significant issue in the quality of new residential developments and developing balanced and sustainable neighbourhoods with a mixed-income, tenure profile and household size. This will need to be considered in the design and layout of new residential developments.

17.36 In considering daylight/sunlight issues development shall be guided by the principles of “*Site Planning for Daylight and Sunlight: A Good Practice*” (British Research Establishment Report, 1991).

17.37 Dwellings located at ground floor level on streets should provide a high quality living environment and also contribute towards the life of the street. Street frontages on residential streets should be comprised of 1-bed units to provide for elderly people and 3-bed units (normally duplexes) to provide for the needs of families. Location of this type of unit will also provide day-round activity on streets and other private amenity benefits. The same requirement applies to units overlooking communal (semi-private) space. Ground floor units on residential streets should be provided with a private enclosed front yard of at least 1.25 metres to provide for privacy and private use.



POLICY 17.5

Dwelling Size Distribution within Developments

The City Council will seek an appropriate distribution of dwelling sizes in any development to optimise the connection between dwelling and public/semi-private space.

Infill Housing

17.38 Small infill sites are defined as individual plots within an existing housing area capable of accommodating 1 or possibly 2 dwellings only. They will tend to be gaps between existing houses but could also be backland or corner sites. Applications for infill developments will be considered on a case by case basis taking into account their impact on adjoining houses, traffic safety and other relevant development issues. Proposals will be acceptable providing they:

- Will not detract from the landscape and built character of the area;
- Will not be detrimental to the residential amenities of the area;
- Will not be prejudicial to the proper planning and development of the area.

All residential infill development within existing housing areas will be required to conform to the built character, including the following characteristics of the area:

- Building line;
- Number of residential units on any plot;
- Number of storeys and building height;
- Roof profile;
- Materials.

17.39 Gardens also have intrinsic landscape and natural heritage value. This is particularly the case in areas with a limited supply of larger gardens capable of accommodating trees and biodiversity (e.g. former farmhouses in suburban areas). Gardens provide valuable edges/links to larger green spaces in terms of their landscape and ecological value. The subdivision of gardens to allow for infill development will be acceptable in principle apart from in exceptional circumstances, including where trees and gardens make a significant contribution to the landscape character of an area in terms of their intrinsic and scarcity value, and where development can not be accommodated without significant overall loss of landscape /tree coverage.

Institutional Land

- 17.40** There are a number of large institutions in the established suburbs of the city which may be redeveloped in the coming years. The principal aim of redeveloping these lands is to achieve a sustainable amount of development while ensuring the essential setting of the lands and the integrity of the main buildings is retained. In order to promote a high standard of development a comprehensive masterplan should accompany a planning application for institutional sites. Such a masterplan must adequately take account of built heritage and natural assets of a site. Public access to the lands should be promoted. The main guidelines for development in suburban areas should apply.



Student Accommodation

- 17.41** Given the growth in recent years of the numbers of third level students together with the planned expansion of the city's major educational facilities, there is a demand for specific residential accommodation to cater for this need. Chapter 6: Housing outlines the City Council's policy on student housing.
- 17.42** When dealing with planning applications for such developments a number of criteria will be taken into account including:
- The location and accessibility to educational facilities and the proximity to existing or planned public transport corridors and cycle routes;
 - The potential impact on local residential amenities;
 - The level and quality of on-site facilities, including storage facilities, waste management, cycle storage, leisure facilities (including shop/café uses), car parking and amenity;
 - The architectural quality of the design and also the external layout, with respect to materials, scale, height and relationship to adjacent structures. Internal layouts should take cognisance of the need for flexibility for future possible changes of uses;
 - In all schemes the applicants will be required to provide written documentary confirmation for a 'Qualifying Lease' as defined in the Guidelines on Residential Developments for third level students published by the Department of Education and Science in May 1999, to prove that the accommodation is let to students within the academic year.
- 17.43** All permissions for student housing shall have a condition attached requiring planning permission for change of use from student accommodation to other type of accommodation. Future applications for this type of change of use will be resisted except where it is demonstrated that over-provision of student accommodation exists in the city.

Qualitative Criteria

- 17.44** These general principles on controls and safeguards need to be considered in conjunction with a set of quantitative guidelines which are set out below and which form the basis of residential design guidance that the City Council will prepare during the Plan period.



Dwelling Size Mix

- 17.45** Policies setting out the need for a mix of dwelling sizes (in terms of units with different numbers of bedrooms) are set out in Chapter 6: Housing. The provision of a range of housing types and sizes in the city will increase in importance as trends show a decline in family households and an increase in elderly and single person households. 80% of housing output in the last 6 years has been in the form of apartments and this proportion is likely to increase with the limited supply of suburban 'greenfield' sites.
- 17.46** Provision of dwellings with 3/3+ bedrooms are very important to achieving balanced communities as they are attractive to families, providing they are of a sufficient size and accompanied by high quality amenities and infrastructure. Larger units are also flexible in that they can accommodate a variety of household types. Policy 6.4 in Chapter 6 provides the basis for ensuring an acceptable housing mix.
- 17.47** Within Zone 3 (see Table 17.2 and Figure 17.2) all residential developments should comprise a mix of houses and apartments/duplexes to the size and distribution targets. Within Zone 1 and Zone 2 the predominant development format is likely to be all apartment/duplex schemes but houses will be appropriate on sites within historic townscapes.
- 17.48** Whilst it is the long term objective to ensure that a half of dwellings in Zones 1 and 2 are three bed or larger (family-sized units) it is considered more realistic to apply lower targets in the medium term and to increase the size of units to ensure that they are attractive dwellings for all household types.

Table 17.2 Indicative Targets for Dwelling size and distribution

Existing Household mix	Dwelling size distribution targets			
Household size	2004 Mix	House size	Zone 1* and Zone 2* and all Apartment /Duplex schemes	Zone 3* (Suburbs) (mixed house/ apartment schemes)
1 person	27%	1 BED	MAX 15%	MAX 20%
2 person	34%	2 BED	MAX 50%	MIN 30%
3 person	16%	3/3+BED	MIN 35%	MIN 50%
4 person	16%			
5 person	8%			
TOTAL	100%		100%	100%

* Zones defined in Map 12 of Volume 2.

Residential Density

- 17.49** Density is a measure of the relationship between buildings and their surrounding public and private space. Policies 6.5-6.7 in Chapter 6 outline the objective to maximise density of development according to the type of site, location and accessibility to public transport, whilst protecting existing residential amenity. This reflects the *Sustainable Residential Development in Urban Areas Guidance* (DoEHLG, 2008). This section provides guidance on appropriate densities, measured in dwellings per hectare, for residential or predominantly residential developments. It should be considered in combination with the section on Plot Ratios (below).
- 17.50** Within the city minimum residential density in Outer Suburban areas should be 35-50 dwellings per hectare. Densities of greater than 50 dwellings per hectare will normally require a mix of houses and apartments. Densities higher than this baseline level will be appropriate in other types of location:
- Along bus routes densities should be to a minimum density of 50 dwellings per hectare;
 - Along public transport corridors densities should be higher still (within an 800 metre pedestrian catchment of rapid transit stations/within 1 kilometre of mainline railway stations);
 - At larger development sites (>0.5 hectares in size, the size of a residential block) capable of generating and accommodating their own character;
 - Major development areas and mixed use areas (including the central areas, District, Neighbourhood and Local centres).

- 17.51** The residential density of developments in central and inner suburban (pre-1920) areas of the city will normally be higher than 75 dwellings per hectare responding to the nature of their context, and are more likely to be controlled by other considerations. These will include plot ratios (see Table 17.3), relevant design safeguards (see paragraph 17.55) and other planning and design considerations.

Plot Ratios

- 17.52** Plot ratio expresses the amount of floor space (proportionally) in relation to the site area (see key terms in text box). Plot ratio provides a useful indicator when considering the capacity of a development site and ascribing building volumes to be placed on a site and in determining the necessary infrastructure that will be required to service a development.
- 17.53** Indicative standards of plot ratio for certain parts of the city and types of development are set out in Table 17.3 (below):

Table 17.3 Indicative Plot Ratio Standards

Location	Plot ratio
City Centre	1.5 - 2.5
Docklands (north and south docks)	1.5 - 2.5
Major Development Areas	1.0 - 2.5
Inner Suburban (pre-1920 city)	1.0 - 1.5
Neighbourhood and District Centres	1.5 - 2.0
Suburban Offices	0.75 - 1.0

- 17.54** Local Area Plans, where necessary, will amplify this guidance and provide additional guidance in relation to the appropriate plot ratios/built form for the major development (and other) areas. Guidance should also include appropriate Site Coverage Ratios, where appropriate.
- 17.55** Plot ratio is secondary to other built form and planning considerations and should not be used to justify a particular built form as qualitative standards (such as scale, building height, enclosure ratio, space provision and quality, street widths, etc.) will be overriding considerations.
- 17.56** In some cases higher plot ratios may be permitted:
- Adjoining major public transport termini and nodes along rapid transit corridors where an appropriate mix of commercial and residential is proposed;
 - To maintain townscape and building elevation profiles;
 - Where developments exclude, or have small proportions of, residential uses (so being less affected by residential amenity constraints).
- 17.57** The appropriate density for any site will be determined by a wide range of factors. In assessing proposals for higher density development proposals the following design safeguards will be relevant:
- The criteria set out in Table 16.1 and the *Urban Design Manual* (DoEHLG, 2008);
 - Vision for urban form;
 - Conservation (ACAs/RPS and setting);
 - An appropriate response to context;
 - Acceptable building heights;
 - Amenity considerations (including overlooking, overshadowing, daylight, sunlight, etc.);
 - Provision of adequate external space;
 - Provision of adequate internal space;
 - Suitable parking provision close to dwellings;

Key Terms:

- *Plot Ratio* = gross floor area of the buildings/site area;
- *Site Area* = site area net of large public open spaces;
- *Gross Floor Area* = sum of floor space within the external walls of the building(s) of above-ground floors. In the case of a group of buildings within a common curtilage, the floor areas will be aggregated.



- Presence and capacity of public transportation system;
- Provision of ancillary facilities.

Parking Standards

17.58 Parking is an integral element of overall landuse and transportation policy within the city (see Chapter 5:Transportation).The purpose of the parking standards is to ensure that an appropriate level of parking is provided to serve new development.The City Council will apply planning conditions to ensure that spaces will be for the use of occupants of apartments and shall not be rented out to non-residents.

17.59 Table 17.4 outlines the maximum Car Parking Standards that will be applied in Cork for residential development.The Zones refer to those outlined in the Transportation and Accessibility section (see in particular Figure 17.1 and Table 17.10). Within Docklands car parking standards in the South Docks Local Area Plan will be applied. Car parking provision in Docklands will be reviewed in 2010.

Table 17.4 Maximum Residential Car Parking Provision (Spaces per residential unit)

	Zone		
	1	2	3
Residential (1-2 bedroom)	0.5	1	1 plus 0.25 spaces for visitor parking
Residential (3-3+ bed unit)	1.0	2.0	2.0 plus 0.25 spaces for visitor parking
Elderly Person Dwellings/Warden Supervised Group Housing Schemes/Sheltered Housing	0.25	0.5	0.5
Residential Institution	None	1 per 20 bedspaces	1 per 10 bedspaces
Student Housing	None	1 per 20 bedspaces	1 per 10 bedspaces

Public Open Space provision

17.60 Chapter 11: Sports and Recreation includes policies which seek to secure the optimum quality of public open space in developments.The provision of public open space in the form of high quality parks and spaces is one of the two most important factors in determining the attractiveness of a living environment (the other being the size and quality of the residential unit itself and its related private space). Standards for public open space (excluding private and communal open space) are set out in Table 17.1.

Private and Semi-Private Open Space

17.61 The provision of communal/semi-private open space should be provided as part of private space provision for residential developments to the standards set out in Table 17.5.The quality of private and semi-private open space will be crucial to successful residential development.Table 17.5 sets out private open space standards. A reduction in private open space standards will be considered to facilitate the development of small infill sites in City Centre and inner-urban areas. In townhouse and mews developments private open space should be provided in small rear yards and balconies. Front garden space will not be considered as private open space for calculation purposes.

17.62 Duplex units are two storey dwellings with residential units either above or below them. Duplex units provided at ground floor level (or fronting onto communal spaces) will need to be provided with generous amounts of private open space to reflect their target household type (i.e. families or those wishing to occupy larger units).The amount of private space for duplex units is set out in Table 17.6. Private space for duplexes and 3/3+bed units should be provided with the unit (rather than a mix of private/semi-private space), apart from in exceptional circumstances.Where duplex units are at upper floor levels with no relationship to a semi-private space provision in the form of private/semi-private space will be acceptable.Within the South Docks area the private open space standards specified in the South Docks Local Area Plan will apply.

Table 17.5 Private open space standards (min. requirements)

Unit Type	Area (sq.m.)	
	City Centre, Docklands and Inner Urban Areas	Suburban Areas
Townhouses/Terraced Houses	30	48-60
Detached/ semi-detached Houses (1-2 beds)	30	48-60
Detached/ semi-detached Houses (3-5 beds)	30-50	60-75
Apartments	5-8	12-15

Private Space in Apartment Developments

17.63 The provision of adequate and well-designed private space may be in the form of balconies, terraces, roof gardens or communal (semi-private) landscaped areas exclusive of surface car parking. The minimum private open space requirement for apartments is set out in Table 17.6 below:

Table 17.6 Private Open Space provision in apartments

Location	Private Open Space square metres per bedspace (min.)
	Apartment/Duplexes
City Centre/Inner City/Docklands	5-8
Suburban Areas	12-15

17.64 The provision of balconies should form part of private space provision for apartment developments to the standards set out in Table 17.7. Balconies (or glass-screened “winter gardens” separated from living spaces) should be provided for all apartments, apart from in exceptional circumstances. Where balconies are not provided there must be some compensating amenity for occupants.

17.65 Balconies should be provided to the sizes set out in Table 17.7 and be provided so that they:

- Provide a continuation of the principal living space. Two balconies should be considered an option for private space provision in dual aspect apartments (second balconies can be provided as extensions of bedrooms);
- Are a minimum depth of 1.5 metres to make them usable;
- Include a well-designed screened area for the outdoor drying of clothes;
- Safe for children to play and provide appropriate intervisibility;
- At ground floor levels incorporate gates to allow access to communal spaces.

Table 17.7 Minimum floor areas for main apartment balconies

Dwelling type	Balcony size
One bedroom	6 sq m
Two bedroom	8 sq m
Three bedroom	10 sq m

Apartment Developments

17.66 The quality of an apartment/duplex in qualitative terms will be a function of the following key requirements:

- Dual aspect;
- Dwelling size and key floor area dimensions;
- Floor-to-ceiling height;
- Private space provision.

Dual Aspect

17.67 Dual aspect is a key quality of life issue and energy efficiency issue. Dual aspect provides for a more attractive, usable and adaptable living space, better views and also cross-ventilation and better sunlight/daylight. The target is for 90% of apartments to be dual aspect. No single aspect apartments should be north facing. Applications will need to demonstrate daylight/sunlight quality in these apartments.



- 17.68** Atrium developments with a second apartment aspect onto a winter garden will be considered as an alternative to true dual aspect apartments only on constrained sites within the historic city and only where developments are to the same building height as their context.

Dwelling Size and key floor area dimensions

- 17.69** The size of a dwelling is a key determinant of its liveability and its adaptability to new household requirements and needs and therefore fulfilling “lifecycle” needs. Table 17.8 specifies minimum apartment size standards and this is supplemented by minimum standards for private open space, balconies, etc in Tables 17.5-17.7.

Table 17.8 Minimum overall apartment floor areas

Dwelling type	Size
One bedroom	55 sq m
Two bedroom/3 persons	80 sq m
Two bedroom/4 persons	90 sq m
Three bedrooms	100 sq m
Four bedroom	115 sq m

- 17.70** The minimum internal room dimensions outlined in *Sustainable Urban Housing: Design Standards for New Apartments* (DoEHLG, 2007) will be applied to new dwellings. These include:
- Minimum living/dining room widths and aggregate floor areas for living/dining/kitchen rooms;
 - Minimum bedroom floor areas/widths;
 - Minimum aggregate bedroom floor areas;
 - Minimum storage requirements.

- 17.71** Cycle parking facilities should be provided in accordance with that set out in Table 17.9. All apartments must also include lockable bulky storage facilities at basement level or within apartments (where there is no basement) capable of storing bicycles and sports equipment. Private cycle storage should also be complemented by communal cycle parking for frequent cycle users close to building access points within semi-private areas.

Floor-to-ceiling heights

- 17.72** Providing decent floor-to-ceiling heights has significant benefits for dwellings, including more attractive living spaces, better daylight/sunlight/ventilation, and improved storage space opportunities. Apartments will have a minimum floor to ceiling height of 2.7m (3m floor to floor) apart from in exceptional circumstances relating to architectural conservation and historic character of townscapes and the significant character of streets and their existing building elevations.

Stair and lift cores

- 17.73** It is recommended that a maximum of 4 apartments per floor should be accessed from a lift/stair core in order to ensure a high quality of internal circulation space.

Residential Development Control

Extension to Dwellings

- 17.74** The design and layout of extensions to houses should have regard to the amenities of adjoining properties particularly as regards sunlight, daylight and privacy. The character and form of the existing building should be respected and external finishes and window types should match the existing. Extensions should:
- Follow the pattern of the existing building as much as possible;
 - Be constructed with similar finishes and with similar windows to the existing building so that they will integrate with it;
 - Roof form should be compatible with the existing roof form and character. Traditional pitched roofs will generally be appropriate when visible from the public road. Given the high rainfall in Cork the

traditional ridged roof is likely to cause fewer maintenance problems in the future than flat ones. High quality mono-pitch and flat-roof solutions will be considered appropriate providing they are of a high standard and employ appropriate detailing and materials;

- Dormer extensions should not obscure the main features of the existing roof, i.e. should not break the ridge or eaves lines of the roof. Box dormers will not be permitted where visible from a public area;
- Traditional style dormers should provide the design basis for new dormer style windows;
- Front dormers should normally be set back at least three-tile courses from the eaves line and should be clad in a material matching the existing roof;
- Care should be taken to ensure that the extension does not overshadow windows, yards or gardens or have windows in flank walls which would reduce the privacy of adjoining properties.

“Family Flat” Extensions

17.75 A family flat (more commonly known as a “granny flat”) is a part of a house converted into self-contained accommodation for an elderly person or couple who are related to the principal occupants of the house. The provision of this type of accommodation is very important because it helps families look after the aged in their own house and neighbourhood. It is also recognised that there may be circumstances other than age (i.e. disability or illness) in which a close relative may need to live close to their family for support but still enjoy some degree of independence.

17.76 Assessment of family flats will be based on the following criteria:

- Demonstration of a bona-fide need for such a unit, including details of the relationship between the occupant(s) of the main dwelling house and the occupant(s) of the proposed family flat;
- The unit shall be located at ground floor level;
- The unit shall comprise a physical extension of the main house, including a clear connection to the main dwelling;
- Entrances to the family flat should be provided via the main dwelling unit. Where separate own-door access is unavoidable, own-door access should be located to the side or rear.

Where a family flat is permitted, conditions may be imposed restricting the use and/or sale of the family flat and requiring the reintegration of the unit for use as part of the main dwelling in the event of the cessation of its use as a family flat.

Conversion of Existing Houses to Flat Accommodation

17.77 Houses suitable for family accommodation may not be subdivided and converted to flats. However, the subdivision of large houses, housing above business premises and housing on primary traffic routes may be permitted. Permission to convert to flats will not normally be granted unless:

- The minimum size of unit is above standards outlined in this plan (apart from in the case of historic buildings where flexibility will be applied);
- Flats are self-contained, apart from in exceptional circumstances in relation to historic buildings. When this is not possible, flats should have at least one bathroom and toilet for every two units, or one for every floor of a house;
- The parking space provided is not at the expense of a garden or courtyard;
- There are areas necessary for amenity purposes;
- Each flat has a refuse bin storage area and washing/drying facilities which are accessible to the occupants of that unit.

17.78 The City Council, as Housing Authority, has adopted bye-laws setting minimum standards for controlling private rented accommodation.

Parking in Front Gardens

17.79 The cumulative effect of removal of front garden walls and railings damages the character and appearance of suburban streets and roads. Consequently proposals for off street parking need to be balanced against loss of amenity. The removal of front garden walls and railings will not generally be permitted where they have a negative impact on the character of streetscapes (e.g. in Architectural



Conservation Areas, Street Improvement Areas and other areas of architectural and historic character). Where permitted, “drive-ins” should:

- Not have outward opening gates;
- Have a vehicular entrance not wider than 3m;
- Have a vehicle entrance not wider than 50 per cent of the width of the front boundary;
- Have an area of hardstanding (parking apace of 2.5m x 5m);
- Suitably landscape the balance of the space;
- Have gates, walls and railings made good.

- 17.80** Where adjoining householders intend to construct drive-ins, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both houses. Any alterations required to the footpath will be carried out by the City Council at the applicant's expense.

Demolition of Existing Dwellings

- 17.81** National policy and City Council policy is to increase the city's population and to increase the general density of development throughout the city to achieve this. This has brought pressure for the intensification of existing areas of the city and for the demolition of existing lower density dwellings. This is of concern for three main reasons:

- Many buildings predate suburban development and make a very significant contribution to the overall character and distinctiveness of an area, though often of modest architectural significance in themselves. This would include farmhouses, artisan cottages and other building types;
- Buildings are of architectural merit (either in their own right or as part of a group, whether or not they are protected on a statutory basis);
- It generally results in the loss of larger housing stock;
- Demolition rather than reuse may not be energy efficient as it represents a loss of the embodied energy in the existing building.

POLICY 17.6

Demolition of existing dwellings

The City Council will resist the demolition of existing buildings for the above reasons, apart from where:

- Buildings do not pre-date suburban development;
- Buildings are not of architectural merit individually or as part of a group;
- Buildings are small in scale;
- Buildings have a negative visual amenity.

Non-Residential Development-Commercial

Conversion of Existing Houses

- 17.82** Conversion of houses and apartments to other uses will not normally be permitted apart from the areas zoned for mixed use development, District Centres, Neighbourhood Centres, Local Centres and Commercial Core and Retail Areas within the City Centre. Exceptions to this may be made in the cases of protected structures and other buildings of architectural merit where a thorough-going restoration to an architecturally high standard is involved.

Office and Retail Developments

- 17.83** The general principles guiding the location of commercial development in the city have been set out in preceding chapters. The design principles which should be taken into account when developing proposals are set out in Chapter 16. In assessing planning applications a number of considerations will be taken into account:
- Conformity with the land use policies set out in respect of commercial development as outlined in Chapters: 3, 13, 14 and 15;
 - The mix of uses being proposed particularly in mixed use areas (the City Centre, District Centres, Neighbourhood Centres and Local Centres) where redevelopment and changes of use need to be orientated towards creating urban environments that are vibrant and lively;

- Achievement of an appropriate density and scale of development (indicative plot ratios are highlighted below);
- Provision of public open space to a minimum of 10 per cent of site area, and a minimum of 15% in relation to major development sites;
- The high quality design requirement that protects but also enhances the architectural character of the city, particularly in relation to landmark structures and viewpoints;
- The potential impact of traffic movement, parking provision and desirability thereof and whether or not consideration has been given to a Mobility Strategy;
- Whether or not the proposed development will have a significant detrimental effect on the amenities of the surrounding areas;
- Energy efficiency and overall sustainability of the development;
- The quality of waste management measures proposed.

17.84 In all significant retail and office developments in the city, a Design Statement will be required. Demolition of existing buildings within the City Centre will not be permitted unless fully justified by structural assessment and positive redevelopment proposals within the context of preceding objectives outlined above.



Warehouses and Industrial Uses

17.85 The guiding policy considerations are set out in Chapter 3. In cases where these developments generate heavy traffic, they may not be sited where they would encourage movement of heavy vehicles through residential areas. The criteria for assessment of such developments will include:

- The nature/activities/processes of the proposed development including size and locational factors;
- The compatibility with adjoining uses;
- The traffic implications and alternative access servicing and mobility plans/commuting arrangements;
- Site configuration and the quality of urban design, landscape design and building design (including material quality and reflectivity).

Public Houses/Night Clubs/Disco-bars/Dance Floors

17.86 Night clubs, disco bars and public houses play an important role in the city providing a night-time use which adds to the attractiveness of the city. The City Council's approach to such developments in the City Centre and Docklands is outlined in Chapter 13. They will not however be permitted in residential areas. Noise at the boundaries of these establishments will be carefully monitored and noise insulation



and reduction measures will be required at the time of the submission of the planning application. An over concentration of such developments in a particular area, either through redevelopment, refurbishment, or extension will not be permitted.

- 17.87** In applications for such developments the onus will be on the applicant to demonstrate that the proposed new entertainment use, an extension to an existing entertainment use or variation in opening hours would not cause harm to residential amenity, environmental quality or the established character and function of the area.

Fuel Filling Stations

- 17.88** Applications for filling stations should take account of the following:
- Distribution of existing facilities in the city;
 - Access to filling stations will not be permitted closer than 35 metres to a road junction;
 - Frontage on primary and secondary routes must be at least 20 metres in length;
 - All pumps and installations shall be set back at least 5 metres from the roads;
 - A wall, of a minimum height of 0.5 metres, must separate the forecourt from the public footpath;
 - All external lighting should be cowled and directed away from the public roadway to prevent traffic hazard;
 - A proliferation of large illuminated projecting signs will not be permitted at filling stations. Generally only one such sign will be permitted;
 - Turbo-drying or car washing facilities will be located so as not to interfere with residential amenities;
 - Any shop being provided shall be ancillary to the principal use of the premises as a filling station and shall be a maximum size of 100sq.m. excluding storage;
 - Late night opening will only be permitted if it does not impact adversely on nearby residences;
 - A landscape masterplan will form part of any planning application.

Off Licences

- 17.89** Off licences provided in the city's commercial areas (local, neighbourhood and district centres and the Commercial Core Area) provide a valuable local commercial service (see Chapter 4 and Policy 7.4). Off licences in other locations will only be considered where they fall outside the catchments (see paragraph 7.12) of existing/proposed local and neighbourhood centres (see Policy 4.14). The City Council will ensure that centres provide a real diversity in retail provision that suits the needs of communities by ensuring that the proportion of off licences within local and neighbourhood centres is not disproportionate to the number of units. However, the number and control of off licenses will primarily be a licensing issue. The consideration of proposals for off-licences will also have regard to the amenities of nearby residents, i.e. noise, general disturbance, hours of operation and litter. The proportion of off licences should therefore not generally exceed 10 per cent of retail units or retail frontage within any local or neighbourhood centre.

Betting Offices

- 17.90** Betting offices are retail offices that provide a local service within the City Centre, District Centres, Neighbourhood and Local Centres (see Policy 3.4). Proposals that comply with Policy 3.4 will be considered favourably providing they do not unreasonably limit the potential for a range of types of retail offices (e.g. solicitors, accountants, banks, credit unions, estate agents, etc.) to be established in any centre, within the parameters established by paragraph 3.15. Betting Offices should not take more than one-third (approx.) of the retail office quota for any centre.

Amusement Centres

- 17.91** Amusement centres will not be permitted in residential areas and will only be appropriate in the City Centre Commercial Core Area. Undue concentration of amusement arcades will not be permitted in any case. The character of the area and adjoining business will be taken into account when planning applications for amusement arcades are being considered. In considering proposals for amusement arcades regard will be had to the amenities of nearby residents, i.e. noise, general disturbance and hours of operation.

Hot Food Take-aways

- 17.92** Within the Commercial Core Area and historic centre a proliferation of hot food "take-aways" will not be permitted. No additional takeaways will be permitted where there is a loss of office and retail frontage, in order to preserve the character of these areas. Regard will be had to the impact of hot food take-aways on the residential amenities in an area. Free-standing take-aways not attached to restaurants will not be permitted. The Planning Authority may impose restrictions on opening hours of hot food take-aways where they are permitted. The loss of prime retail space in the City Centre Commercial Core Area will also be an important consideration.

Childcare Facilities

- 17.93** The provision of childcare facilities is subject to the *Child Care Act and the Child Care (Pre-School Services) Regulations 1996*. The *Childcare Facilities Guidelines* state that appropriate locations for childcare facilities include:

- Major new residential developments;
- Places where there are significant numbers of workers;
- In the vicinity of schools;
- Neighbourhood and District Centres;
- Adjacent to Public Transport Corridors.

- 17.94** The Planning Authority recognises the need for properly run and conveniently located childcare facilities throughout the city and will implement the *Childcare Facilities Guidelines for Planning Authorities* (DoEHLG, 2001). Applicants should consult the Cork City Childcare Company for advice on demands and needs in childcare facilities when putting together a childcare proposal. See Chapter 7: Social and Community/Policies 7.6-7.10 for the City Council's policy on childcare facilities.

- 17.95** Having regard to the *Child Care (Pre-School Services) Regulations, 1996* and the planning implications of these regulations, the following will be considered:

- Suitability of the site for the type and size of facility proposed;
- Availability of outdoor play area (to a minimum of 3 square metres outdoor space per child place in urban locations and 5 metres per child in suburban areas) supported by details of management;
- Convenience to public transport nodes;
- Safe access and convenient off-street car parking and/ or suitable drop-off and collection points for customers and staff;
- Local traffic conditions;
- Number of such facilities in the area;
- Intended hours of operation (in certain residential areas, 24 hour operations could be problematic).

- 17.96** Applications for childcare facilities in existing residential areas will be treated on their merits, having regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria. Detached houses or substantial semi-detached properties are most suitable for the provision of full day care facilities. Properties with childcare should ideally include a residential component within the dwelling, and preferably the operator in the case of smaller dwellings.

Non-Residential Development-Community Uses

- 17.97** As a general principle the location and provision of community facilities is a pre-requisite to the creation and enhancement of viable, enjoyable, sustainable and attractive local communities. In assessing planning applications for uses such as leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and other community orientated developments regard will be taken of considerations such as:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or city facilities;
- Practicalities of site location in terms of site location relating to uses, impact on local amenities, desirability, and accessibility;
- Conformity with the requirements of appropriate legislative guidelines, e.g. childcare and education facilities.



Transportation and Accessibility

17.98 Cork City Council's transportation strategy is set out in Chapter 5: Transportation. Transport Impact Assessments, Mobility Management Plans, and the provision of pedestrian and cycling facilities are a critical aspect of any development proposal.

Transport Impact Assessment

17.99 Where significant developments are proposed it will be necessary for applicants to demonstrate the impact of their proposal on the integrated transport system by means of a Transport Impact Assessment in accordance with the objectives set out in Chapter 5 and best practice. This will include an assessment of the impact of the proposal on the full range of modes of transport and incorporate traffic impact statements, road safety audits and measures to maximise accessibility of non-private car related movement. Commercial and residential developments in the Docklands and all major development areas will be required to prepare and implement car parking strategies and Mobility Management Plans which will be assessed on a case by case basis.

Mobility Management

17.100 Mobility management plans (MMPs) are explained in Chapter 5. Where significant developments are proposed consideration should be given to limiting traffic generation as far as possible. Significant developments include those likely to result in more than 100 employees in a facility (e.g. an office development with greater than 2,000gsq.m). Planning permission may be made subject to an agreement setting out measures to reduce dependency on private car use for journey to work. The scope of such an agreement would include:

- Measures to promote use of public transport, cycling and walking;
- Car sharing/car pooling;
- Charges for parking;
- Staggered working hours.

17.101 MMPs will be subject to annual reviews. It is recognised that the first (and subsequent) annual reviews of an MMP are the key stages in making them tangible as they will be tailored to real travel-to-work patterns and not a generic model based upon assumptions.

17.102 The residual elements of this section are organised according to the adopted transportation hierarchy:

- Walking;
- Private cars;
- Cycling;
- Other transportation.
- Public Transport;

Walking

Pedestrian access to buildings

17.103 Where there is a change in level at building access points between floor level and street level all access ramps (and other design solutions) shall be provided within building lines unless a footpath of at least 4 metres width can be provided within the public realm to provide 3 metres for pedestrian realm and 1 metre for a street trees/furniture zone (including cycle racks adjacent to building access points) can be provided.

Cycling

17.104 The Cork Cycle Strategy was adopted by the City Council in July 2004 and thus forms a material consideration in the planning process. The strategy includes provision for the development of a comprehensive cycle network infrastructure in the city, including radial, orbital and linking routes, which the City Council is implementing progressively.

17.105 Increasing cycle usage in Cork will require an integrated approach between improving the cycling infrastructure and promoting its use. The provision of improved cycling infrastructure will go some way to increasing cycling use within the city. However, additional policy measures and controls will be required to ensure cycling remains attractive, particularly with regard to parking control and new developments within Cork City. Development Management decisions can play a central role in achieving this.

17.106 While new developments within the city should be assessed with regard to their impact on vehicular movements, regard must also be had to cyclist/pedestrian movements. New development should promote cycling by:

- Providing high quality cycle parking bays;
- Providing cycle-lanes internal to major developments and/or restrictions to traffic speeds within such developments;
- Financial contributions to the continuing development of cycling infrastructure in Cork City;
- Linking to the Cork Cycle network, where possible.

Additional facilities in larger developments

17.107 Larger developments shall provide a broad range of facilities for cyclists to encourage increased cycle usage, including, cycle parking facilities, lockers, changing rooms and shower facilities.

Details of Cycle Parking Facilities

17.108 Cycle parking facilities should be provided to the standards set out in Table 17.9 and be:

- Sheltered (where possible);
- Located close to main building entrances so that parking is both convenient and benefits from the direct surveillance of passers-by.

17.109 Bicycle stands should allow both the frame and wheels to be securely attached to a steel tube against which the frame of a bike can be leant and locked. These can either take the form of steelwork required for other reasons (e.g. tree guards or balustrade rails), or special stands. Stands should be similar to the "U" Sheffield type. However, the City Council is prepared to consider innovative types which satisfy the above requirement.

Table 17.9 Cycle Parking Requirements

Land Use	Cycle Parking Requirement
Retail	GFA = Gross Floor Area
Convenience (food) store	1 per 100m ² GFA
Shopping Centre	1 per 200m ² GFA
Non Food Retail	1 per 250m ² GFA
Retail Warehouses	1 per 250m ² GFA
Employment	
Retail Offices	1 per 250m ² GFA
General Offices	1 per 150m ² GFA
Business and Technology	1 per 200m ² GFA
Light Industry (and related Uses)	1 per 250m ² GFA
Warehousing and Distribution	1 per 500m ² GFA
Residential	
Standard Apartments	1 per unit in City Centre/Inner Urban Areas 0.50 per unit in Suburbs
Student Apartments	0.5 per bed space
Hotel/Restaurant/Public House	
Hotels	1 per 10 bedrooms
Hostels	1 per 5 bedrooms
Public Houses and Hotel Bars	1 per 200m ² GFA
Restaurants, Cafes	1 per 200m ² GFA
Leisure Development	
Cinema/Theatre	1 per 30 seats
Fitness Centre/Sports Centre	1 per 150m ² GFA

Non-Residential Institutions	
Places of Worship	1 per 50 seats
Primary School	0.1 per student
Post Primary School	0.25 per student
Further and Higher Education	0.10 per staff
	0.25 per student
Crèches	1 per 25 children
Clinics/Surgeries	0.5 spaces per room

Public Transport

Mass transit and Bus services

17.110 It is an objective to secure mass transit and bus routes and related infrastructure to ensure the provision of a high quality public transportation service in the city and metropolitan area. This may require the provision of infrastructure to be provided by developments and/or on, or affecting, private land. For example, the City Council may require space for bus/tram corridors, bus/tram stops, etc.

Taxi parking

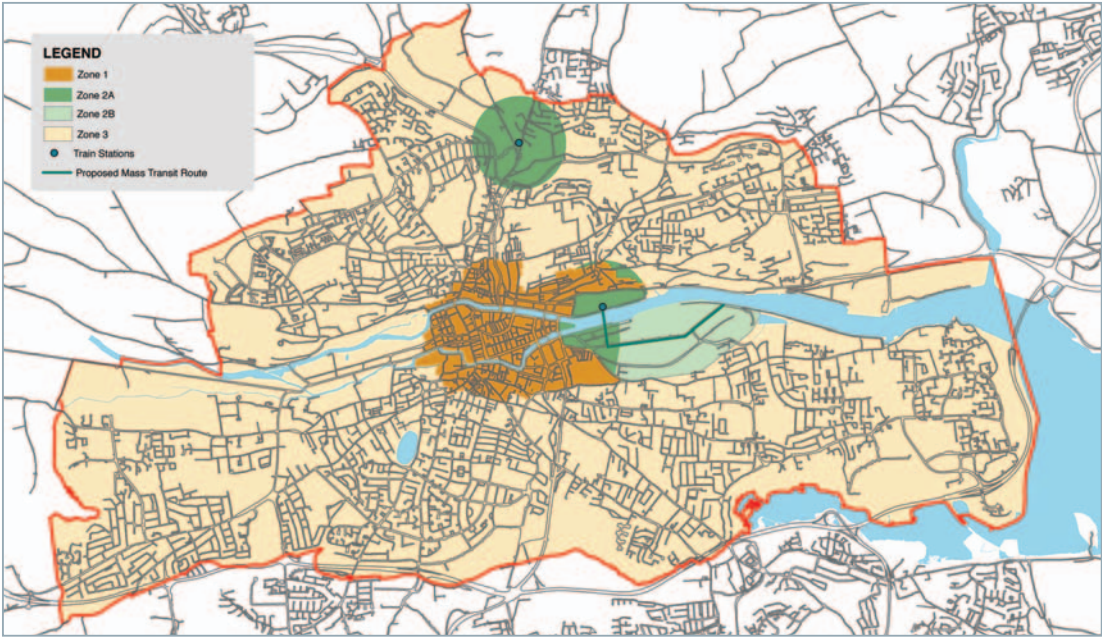
17.111 The importance of taxi and cab services as a means of public transport in the city is recognised. It is the policy of Cork City Council to facilitate the development of taxi ranks where they are considered appropriate. All proposals for development likely to generate a high density of patrons should include details of how taxis can be accommodated. Ranks will not be permitted where they are likely to interfere with traffic flows or on-street parking. A proliferation of hackney bases will not be permitted in any one location. Regard will be had to the impact of the hackney cab base on the amenities of the area and restrictions will be placed on the hours of opening of such facilities. It will be a requirement that satisfactory off-street parking facilities are provided when the vehicles are not in use.

Private cars

Car Parking Standards

17.112 The Cork City Council area is divided into three zones for the purposes of car parking control (see Figure 17.1 and Map 12 in Volume 2), based on each areas accessibility to mass transit, cycling and walking. Residential car parking standards are set out in Table 17.4 and non-residential car parking standards are set out in Table 17.10. These standards are maximums in order to constrain car trip generation and promote patronage of "green" modes of transport.

Figure 17.1 Car Parking Zones



17.113 Accessibility to public transport is determined on the basis of a 5 minute walk, which equates to a 400-500 metre pedestrian catchment. A 500 metre catchment applies to mainline train stations and 400 metres to other mass transit routes. Although Cork does not currently have a comprehensive mass transit system, the 2008 CASP Update establishes the principle of a number of mass transit routes (see Chapters 2 and 5). When the routes are indicated in the



development plan the Zone 2B standards will apply to the routes. Car parking provision for Docklands will be reviewed in 2010 when progress has been made in the provision of mass transit for the city.

Zone 1

17.114 Parking Zone 1 is generally inner city Cork, which includes the City Centre. Zone 1 is currently accessible by public transport and is a walkable environment. It is policy to constrain parking within the City Centre below the maximum level of provision indicated in the table in order to reinforce the pedestrian priority area and to cause a material shift to non-car transportation. Provision of additional commuter parking within this area will not generally be permitted. In exceptional cases a small amount of parking may be allowed on site (subject to mobility management plans) as an incentive to promote renewal/redevelopment of large strategic sites. This will only be feasible where the location and configuration of sites is such as to allow parking without causing undue local congestion or negative impact on pedestrian movements.

Zone 2

17.115 Parking Zone 2 occurs alongside public transportation corridors and within "Local Centres". Zone 2 is divided into two sub-sections. Fewer car parking spaces are required in Zone 2a, in areas with a mass transit system at Kent Station and Blackpool Station, where the station is committed by means of an appropriate statutory consent. Zone 2a currently comprises lands within 500 metres of Blackpool Station and Kent Railway Station (outside Zone 1). This includes the North Docks and areas at the edge of the City Centre within the South Docks.

17.116 Zone 2b includes those areas where a mass transit system is stated as an objective in the Development Plan but not yet committed. This standard applies to the South Docks (where a mass transit route is indicated in the Local Area Plan). Developers wishing to provide car parking in addition to this standard (up to Zone 3 Standards) within the South Docks on a temporary basis (until mass transit is provided) can make temporary provision on the basis that:

- The excess parking spaces will be capable of conversion to another use in the future; or
- The excess parking spaces will provide for additional future floorspace on adjacent development sites.

The excess parking spaces could be provided on a temporary basis in two possible ways:

- Surface car parking; or
- Basement level car parking capable of conversion to another use.

These options are described fully in the South Docks Local Area Plan 2008.

17.117 The Zone 2B car parking requirements also apply to Local Centres, which are intended to primarily serve a local catchment within walking distance.

Zone 3

17.118 The remainder of the city falls under Parking Zone 3.

Table 17.10 (Part 1): Car Parking Provision for Non-Residential Uses

	Zone/Car Parking Maximum per sq.m			
	1	2		3
	City Centre	Accessible to mass transit (existing /committed and indicated)		rest of cork city
Land Use Category		A	B	
		Within 500m of Blackpool Station and Kent Station*	South Docks (outside zone 2a)**	
Offices/Enterprise and Employment	200	150	100	50
Retail (including retail office and retail services)	275	100	50	20
Convenience Retail	100	50	30	20
Retail Warehouse	200	100	75	30 (net sq m)
Showrooms	200	150	100	50
Industry (Light and General)	200	140	100	80
Warehouse	450	300	200	200
Hotels and Guest Houses (excl public areas)	2 rooms	2 room	1 room	1 room
Public Houses (incl hotel bars)	300nsm	100nsm	25nsm	10nsm
Restaurant, Cafes and Take-aways	150nsm	100nsm	50nsm	20nsm
Clinics and Group Medical Practices	1 per consulting room	1 per consulting room	2 per consulting room	2 per consulting room
Hospitals (in-patient facilities)/Nursing Homes	1 per 2 patient beds	1 per 2 patient beds	1 per 1 patient beds	1 per 1 patient beds
Hospitals	100	80	60	40
Churches, Theatres, Cinemas and Auditoriums	25 seats	15 seats	10 seats	10 seats

A maximum of 1 space is required for each unit of gross floor area (sq.m.) indicated (unless otherwise stated).
 * zone 2a within the south docks is spatially equal to parking zone 1 in the sdlap
 ** see paragraph 17.117



Table 17.10 (Part 2): Car Parking Provision for Non-Residential Uses

Land Use Category	Zone/Car Parking Maximum per sq.m			
	1	2		3
	City Centre	Accessible to mass transit (existing /committed and indicated)		rest of cork city
		A	B	
		Within 500m of Blackpool Station and Kent Station*	South Docks (outside zone 2a)**	
Cultural, Community and Recreational Buildings	250	150	75	50
Creches	1 per 6 students	1 per 6 students	1 per 6 students	1 per 6 students
Schools	5 Classrooms	2 Classrooms	2 Classrooms	Classroom
Colleges of Further Education/Universities	1 per classroom and 1 per 30 students	1 per classroom and 1 per 20 students	1 per classroom and 1 per 10 students	1 per classroom and 1 per 5 students
Commercial Leisure: (Amusement Centres, Play Centres, etc.)	200	150	100	50
Conference Centres: Public Areas	100	75	50	20
Other Cultural/Recreational and Leisure Uses	Dependent upon nature and location of use			

A maximum of 1 space is required for each unit of gross floor area (sqm) indicated (unless otherwise stated).

* Zone 2A within the South Docks is spatially equal to Parking Zone 1 in the SDLAP

** See paragraph 17.117

Disabled Car Parking

17.119 5% of car parking spaces provided should be set aside for disabled car parking. Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking the Planning Authority may require a higher proportion of parking for this purpose. 12.5% of the population are categorised as disabled.

17.120 Disabled car parking spaces should, as far as possible, be provided within streets and spaces as close as reasonably possible to building entrance points. All disabled parking should be allocated and suitably sign posted for convenient access. Parking bay widths for disabled persons will be a minimum of 3.0 metres wide.

Motorcycle parking

17.121 Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.

Service Areas and Freight Management

17.122 Service areas (and related storage space) will be provided where appropriate within the curtilage of the site. These areas are to be used exclusively for service and delivery vehicles. Where no off-street services or on-street storage can be provided, it shall be a requirement of all new developments to submit full details of all new deliveries to the Planning Authorities. The City Council will seek to ensure that deliveries within the city and particularly the City Centre comply with the Cork City Freight Management Study when it is implemented.



Landscape, Natural Heritage and Recreation

Landscape

17.123 Cork's landscape is one of its key assets (see Chapter 10: Landscape and Natural Heritage). It is vital that all new developments of any scale incorporate high quality landscape design and it is therefore essential that:

- Landscaping proposals are of a high standard and are in the form of a landscape masterplan for small and medium-sized developments;
- Planning applications clearly detail how schemes will be implemented.



17.124 Major developments will also be required to prepare a landscape strategy as part of their development strategy submitted in their Design Statement. This must be prepared as part of the design process and to inform the site analysis and development proposal configuration, as well as detailed design of public, private and communal space.

17.125 Existing key trees and key tree groups should be retained in any redevelopment and form one of the starting points for landscape structure. The value of trees should be assessed by an arboroculturalist and a formal tree survey submitted with planning applications. Key trees and key groups will be assessed on the basis of species/age/condition/group value/landscape value/visual value/other considerations. In exceptional circumstances permission may be given for key trees to be removed. Exceptional circumstances that might justify removal and replacement would include:

- Danger - The trees represent a danger to public health;
- Substantial justification - There is substantial justification on the basis that the benefit to the development outweighs the loss of the trees in terms of the resultant landscape structure and its long term benefits to the site and the wider area.

Trees replacing removed key trees should be of an equivalent (normally) native species and be replaced by a multiple of five in number to ensure a net gain.

Natural Heritage

17.126 There are a number of habitats, plant, animal and bird species within the Cork City's boundary which are protected under National and EU legislation. These are detailed in Chapter 10.

17.127 The planning process seeks to protect and enhance protected species and habitats. The precautionary principle will be applied to all proposals in environmentally sensitive areas and those which may be in use by protected species. This means that a scientific/ecological risk assessment is required in order to ensure that development does not undermine the conservation objectives of these sites.

17.128 All development proposals for sites designated as an NHA or SPA will be accompanied by an EIS, and shall be referred to the National Parks and Wildlife Service (NPWS). A detailed ecological report carried out by a suitably qualified expert shall accompany all development for proposals involving:

- The culverting, diverting, undergrounding or alteration to the banks of streams/ rivers. These proposals shall be referred to the South Western Regional Fisheries Board (SWRFB) for comment;
- The use by protected species of the site as a breeding, resting, roosting, feeding ground etc. These proposals shall be referred to the National Parks and Wildlife Service for comment;
- The mitigation measures and monitoring recommendations from all EIS and ecological reports should be carried out with the approval and to the satisfaction of the Local Authority.



Conservation and Archaeology

Architectural Heritage

17.129 When making a planning application for permission to restore, refurbish, demolish, develop or change of use of protected structures and other buildings of significant heritage interest, the following information should be submitted with each application:

- An Architectural Assessment Report as per the Architectural Heritage Protection Guidelines 2004;
- A comprehensive schedule of proposed work as per the above guidelines.

Architectural Conservation Areas

17.130 The requirements for planning application documentation for development within Architectural Conservation Areas and for their subsequent assessment are set out in the Architectural Heritage Protection Guidelines (DOEHLG, 2004). Further refinement in respect of development management policies will be provided through subsequent special planning control schemes detailing relevant development requirements for each selected area. The overall guiding principle is positive enhancement of the unique qualities that make a place special because of its particular character. Detailed policies are set out in Chapter 9: Built Heritage and Archaeology.

Archaeology

17.131 Archaeological remains are a non-renewable resource and so it is essential that they are properly safeguarded and managed. A variety of different types of development may affect archaeological remains. These include new buildings, modifications and extensions to existing buildings, the construction of carparks, road surfaces and the installation of services.



17.132 Developers are required to contact the City Council's Archaeologist to find out if there may be any archaeological implications/requirements within their proposed development site. This is especially necessary for sites which are located within the historic core (CO074-03401) of the city.

17.133 The cost of all archaeological work (including post-excavation analysis) necessitated by a proposed development are to be met by the developer. It is therefore in the developer's best interest to assess and quantify the archaeological implications of a proposed development at the earliest stages in the planning process.

17.134 Developers are required to supply an archaeological assessment and method statement outlining construction procedures. An archaeological assessment should be carried out by a suitably qualified archaeologist and should include the following:

- A detailed account of the historical and archaeological background of the site, including examination of all relevant maps;
- The nature, extent and locations of any archaeological fabric including industrial archaeological features or buildings within the areas proposed for demolition and redevelopment. This shall be based on detailed inspections of standing structures;
- Identification of all constraints within the proposed development such as occupied buildings;
- The likely impact of the proposed development on any archaeological fabric;
- Suggested mitigation procedures for addressing these impacts.

17.135 Preservation in-situ and preservation by record are the two approaches applied in the protection of the archaeological heritage. In relation to archaeological considerations the following shall apply:

- The archaeological remains of potentially significant sites within the Zone of Archaeological Potential of a Recorded Monument (RMP) will be preserved in-situ or by record;
- Outside the Zone of Archaeological Potential of a Recorded Monument (RMP), where in the opinion of the Planning Authority developments involve major ground disturbance, archaeological conditions may also be applied particularly in the vicinity of known monuments;
- The City Council will require that archaeological investigation be undertaken prior to the commencement of development. All such investigations must be undertaken by a qualified archaeologist in consultation with Cork City Council and the Department of Environment, Heritage and Local Government;
- Conditions which modify the development may be imposed, in order to facilitate the archaeological investigation or preserve the archaeological record;
- Detailed assessment and survey of sites of industrial archaeological importance is essential in order to assess the impact of a proposed development. The impact on the aesthetic and architectural merits of the buildings is an additional consideration.

Other Development Categories

Home Based Economic Activity

17.136 In dealing with applications for such developments the Planning Authority will have regard to the following:

- The nature and extent of the work;
- The effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance;
- The anticipated levels of traffic generation;
- The generation, storage and collection of waste.

17.137 Permissions for such partial change of use will be restricted to use by the applicant and may be temporary, in order to enable the Planning Authority to monitor the impact of the development.

Conversion of Existing Dwellings to Local Medical Services

17.138 Conversion of a dwelling to medical services meeting a local need will normally be permitted in Local Centres, Neighbourhood Centres and District Centres. In other locations conversion will be permitted provided a local need has been demonstrated, it is not within the catchment of a centre, and part of

the dwelling remains in residential use. A traffic and car parking statement shall accompany any application for such a change of use.

Signage and Advertising

Advertising Hoardings: Billboards Location

17.139 Excessive outdoor advertising will be strictly controlled. Such advertising will not be permitted in the following locations:

- Fronting onto the new Mallow Road and Blackpool By-pass, South City Link Road;
- Along the frontages of the River Lee, especially along the Lower Glanmire and Carrigrohane Roads, in order to preserve the river's amenity;
- In the Blackpool area, in view of the importance of improving its physical appearance;
- Close to a Protected Structure, a public open space or an important view;
- In predominantly residential areas, especially on prominent gable walls;
- Where a proliferation of them already exist;
- On street elevations;
- On buildings in the central commercial core;
- On stone walls in suburban areas;
- Where they may cause a road hazard;
- Where there may be a visual implication.

17.140 Permanent cross street banners/advertisement symbols will not be permitted in any location within the city unless an agreed timetable for use has been approved by the City Council. Tri vision signage will not be permitted, particularly within the central area of the city.

Advertising on Buildings

17.141 In general advertising on buildings should conform with the following:

- Be sympathetic in design and colouring both to the building on which they will be displayed and their surroundings;
- Not obscure architectural features such as cornices or window openings;
- Illuminated signs or other advertising structures will not be allowed above the eaves or parapet level on buildings in any part of the city;
- Shopfront advertising should be designed as an integral part of the shopfront and not left as an afterthought.

Fingerpost Signs

17.142 The erection of fingerpost signs will require a licence from the Planning Authority and should comply with the following:

- Directional signs for major tourist attractions and community purposes will be considered but business and product advertising will not be permitted;
- Signs must be of a standard size and colour and where permitted will be provided by the licensee but will be erected by the City Council;
- Signs which interfere with the City Council's or the National Roads Authority's (NRA) directional signs will not be permitted.

17.143 The basic planning management principle is to reduce visual environmental clutter to the basic necessities and to improve the overall quality of the physical environmental character of the city for the benefit of every person living, working or visiting the city.

Shopfronts and Commercial Facades

17.144 Control over alterations to shopfronts and facades of commercial premises is necessary in order to maintain good architectural standards in the commercial core and historic centre of the city.

17.145 The Planning Authority's objective is to maintain and over a period of time, raise the general quality of advertisement and shopfront design and to limit the quantity where excess would spoil the character of particular shops or streetscapes. It is with this objective in mind that the following design guidelines



will be applied in assessing Planning Applications, and it is intended that they will promote active co-operation between traders, designers and the City Council in their implementation. The scope of these guidelines encompasses not only shops, but also all other business frontages such as restaurants, pubs, banks and offices.

17.146 Statutory protection is given to buildings of special merit or historic interest which are on the Record of Protected Structures. Any alterations to shopfronts that are part of such should be consistent with the age and style of the buildings and must be shown to be necessary.

17.147 In general the need to change old shopfronts will be closely examined as it is the policy of Cork City Council to preserve and retain traditional shopfronts of townscape importance. The condition of the existing frontage should be expertly examined as the automatic replacement of shopfronts in a poor condition may be a premature solution. A careful repair can make good a neglected shopfront without incurring the considerable cost of a new shopfront. In addition, refurbishment of shopfronts can often offer an opportunity to strip away later additions and to re-establish the proportions and details of the original framework. An existing shopfront of distinctive character, which is repaired and decorated usually looks far better than a standardised replacement.



17.148 The repair, restoration and replacement of shopfronts must be sympathetically carried out to protect the architectural character of the city. It may be necessary to accept that modern shop fronts are not appropriate in certain old buildings or traditional shopping parades. Where new shopfronts are acceptable in these situations the quality of design and finish should be of the highest standard and accurate facsimiles of period fronts may be necessary.

17.149 Where existing shopfronts are of no special merit, total replacement with a contemporary design is acceptable and if sensitively handled can greatly enhance the appearance of the whole street.

Fascia Signage and Illuminative and Projecting Signs

17.150 As a general principle fascia signs and projecting signs should be simple in design, not excessive in illumination or size. The following basic guidelines will be applied in assessing planning applications:

- Plastic derived fascias with product advertising will not be permitted;
- Projecting signs should be of 2.4m clearance above street level;
- Internally illuminated fascias will not be permitted;
- Internally illuminated signs shall be restricted;
- Overall illumination of fascia signage or shopfronts or distinctive architectural features should be discreet and limited to spot-lighting, up-lighting or disguised minimalist strip lighting;
- The use of banners, flags, billboards and other forms of commercial and cultural advertising will be strictly controlled in the City Centre and essentially restricted to those outlets of a cultural/entertainment activity;
- Product advertising on canopies will not be permitted;
- An over-riding principle is the avoidance of visual clutter and an improvement in the quality of the commercial character of the city.

Security Screens

17.151 The following guidance applies in respect of security screens:

- Planning permission is required for the erection of roller shutters;
- External roller shutters will not be permitted particularly in the City Centre;
- Box housing for shutters, mounted externally or concealed behind a large projecting fascia is a material alteration which is unlikely to be permitted in any shopping street;
- Security screens located inside the shop window or to the rear of the display area do not require planning permission as a general rule;
- Demountable metal-grills or wrought iron-work grills may also be acceptable.

Canopies

- 17.152** Planning permission is required for the erection of canopies. Canopies of traditional design and retractable materials will be favoured.

Bus Shelters/Other Structures

- 17.153** Advertising on bus shelters will be permitted only in proposed structures and in locations which do not detract from the primary purpose of the transport shelter. Planning permission will be required for all such structures in the City Centre Commercial Core Area. General advertisements and promotional design advertisements on telephone kiosks within the City Centre will not be permitted. Further detailed design guidance is given in the City Council's Shopfront and Design Guidance publications.

Telecommunications

- 17.154** An efficient telecommunications system is important in the development of the economy. However, in considering location requirements the City Council will take into account the following factors outlined in the Department of the Environment, Heritage and Local Government's *Planning Guidelines for Telecommunications Antennae and Support Structures 1996* and the *Planning and Development Regulations 2001-2007*.
- 17.155** Telecommunication installation will not be favoured in residential areas, in Areas of High Landscape Value, Landscape Preservation Zones, in parts of the city which are architecturally important, or in locations which may affect air traffic into Cork Airport or affect security installations.
- 17.156** Nor will they be favoured unless it is clear that the developer has made reasonable efforts to share with other users existing or proposed sites in the vicinity of the proposed mast.
- 17.157** If the proposal is contrary to any of the above, the City Council will need to be satisfied that the installation is of strategic importance if permission is to be granted. A report as to the public safety implications of the proposal should accompany any planning application. Regard should be had to locating new masts in existing industrial areas, where their impact would be less.
- 17.158** In assessing broadband facilities and structures, the Planning Authority will have regard to the technical advice of the Irish Aviation Authority where such proposed locations may have an inappropriate or detrimental impact in the location of Cork airport and the flight paths of aircraft.

COMAH Directive (SEVESO II)

- 17.159** The provisions of the COMAH Directive apply to nine sites within Cork City. The objectives that apply to these sites are detailed in Chapter 12. Article 12 of the Directive provides that appropriate consultation procedures must be put in place so as to ensure that, before decisions are taken, technical advice is available to Planning Authorities in respect of relevant establishments. The Health and Safety Authority (HSA) provides such advice where appropriate in respect of planning applications within a certain distance of the perimeter of the sites (this distance varies depending on the nature of the activity at the site). Such technical advice will be taken into account in the consideration of an application for planning permission. It should be noted that there may be additional sites designated in the future.

Implementation of Planning Permission

Development Contributions, Bonds and Phasing

- 17.160** In accordance with Sections 48 and 49 of the Planning and Development Acts 2000 - 2006, Cork City Council may, when granting planning permission, attach conditions requiring the payment of contribution(s) in respect of public infrastructure and facilities benefiting development in its area. Details of such contributions are set out in the General Development Contributions Scheme and a Supplementary Development Contributions Scheme. Where specific exceptional costs not covered by the above are incurred, a special development contribution may be charged.
- 17.161** Developers will be required to give security to the City Council in the form of a cash deposit, bank bond or insurance company bond, to ensure satisfactory completion and maintenance of the estate.



Where appropriate, developments should be phased to ensure that the timely provision of amenities and services associated with the permitted development.

Compliance with Conditions and Unauthorised Development

17.162 In cases where development is carried out without planning permission or in breach of a permission granted, the City Council will initiate enforcement action where appropriate and in accordance with the *Planning and Development Acts 2000 - 2006*. In considering whether, or not, to take enforcement proceedings the City Council will accord due consideration to the provisions of planning legislation and the proper planning and sustainable development of the city.

17.163 Developers should be aware that, under the provisions of the *Planning and Development Acts 2000 – 2006*, planning permissions may be refused on the basis of failure to substantially comply with a previous permission.

Housing Estate Completion

17.164 Developers will be required to give security to the City Council in the form of a cash deposit, bank bond or insurance company bond, to ensure satisfactory completion and maintenance of the estate. Developments should be phased to ensure that new residents have the benefit of proper access and services when the houses are occupied. Developers should be aware that under the provisions of the *Planning and Development Acts 2000-2006* that future planning permissions may be turned down on the basis to satisfactorily complete previous development approvals.

Naming of Residential Estates

17.165 The names of residential estates in the city and the naming of residential and commercial areas in major development areas (e.g. Docklands) should reflect local Cork and Irish place names. The naming of residential developments shall be approved by the local planning authority in order to avoid confusion in regard to similar names in the city. Agreement on naming should be reached prior to the launching of any advertising campaign for a development. Nameplates of an approved type shall be provided on all estate roads and all houses shall be provided with numbers which are legible from the adjoining road way. All estate road and street name plates shall be provided in bilingual format (Irish/English). Within the South Docks area consideration will be given to a district using Irish place names only in order to create a distinctive identity. Local heritage will be promoted by the use of local place-names or geographical, historical or cultural names in the naming of new residential developments.