

# Planning and Design Statement

Large Scale Residential Development at Broomfield West, Midleton, Co. Cork  
on behalf of Castle Rock Homes (Midleton) Ltd.



BOK ENGINEERS + ARCHITECTS



McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

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# 1. Executive Summary

This Planning and Design Statement has been prepared by McCutcheon Halley Planning Consultants together with Brian O 'Kennedy (BOK) & Associates Architects to accompany an application to Cork County Council in support of the proposed Large scale Residential Development (LRD) at Broomfield West, Midleton, Co. Cork. The proposed development will accommodate 272 no. units, a creche, community use and all associated site development works.

The proposed development is located on a key site within Midleton's settlement boundary which provides a unique opportunity to provide housing in a location which offers close connection to the town centre and the existing Midleton rail station. The proposed development provides a natural progression and expansion of the town which ties into the established development at Blossom Hill to the south and the new residential development under construction to the West.

The proposed development is located to the north of Midleton town centre and occupies a greenfield site. The site is located near a variety of facilities including schools, Midleton Business Park, GAA facilities and is less than a 10-minute walk to Midleton Town Centre. The site is also located near the Midleton train station which serves Cork City and Cobh. The proposed development promotes compact growth in a location contiguous to the existing urban footprint where it can be served by public transport, walking and cycling.

The design of the scheme has been informed following a detailed S.247 consultation meeting with Cork County Council on the 2<sup>nd</sup> of February 2023 and S32B Meeting held on the 11<sup>th</sup> of July 2023. The feedback following this meeting as well as the relevant planning policy documents at local, regional, and national level, including in particular the Guidelines for Planning Authorities on Sustainable Residential

Development in Urban Areas (Cities, Towns & Villages), the Urban Design Manual – A Best Practice Guide and the Design Manual for Urban Roads and Streets at a national level, and the 202 Cork County Development Plan at a Local Planning Policy level. The proposed site layout designed by BOK Architecture proposes a density of 34.21 units per hectare, which is consistent with these policy objectives.

The positioning of different unit types has been considered in the proposed layout. Housing units have been located to exceed average separation distances where possible and direct overlooking has been avoided. Owing to the topography of the development innovative approaches have been utilised by the design team to navigate the varying gradients throughout the site. For example, the apartment/duplex units have been located to the south of the site to ensure that they sit comfortably into the site. This provides the opportunity to provide at grade own-door units that work with the topography of the site. In addition, bespoke mews housing has been integrated into the layout that provide a range of house sizes connected by a communal space which will add contribute towards multiple generational housing and fostering community within the proposed development.

At its core, the scheme has been driven by the applicant's vision to the provide high quality affordable housing that will adapt to meet individual and family needs.

## 2. Introduction and Document Structure

A design team with extensive experience in residential applications has been appointed by the applicant, comprising of McCutcheon Halley Planning Consultants, Brian O 'Kennedy & Associates (Architects and Engineers), Forestbird Design (Landscaping) and Hegsons Design Consultancy Ltd (Traffic), with additional expertise secured in relation to Archaeology- John Cronin and Associates, Malone O' Regan - Ecology and Enviro - Public Lighting to create a high-quality residential scheme.

The report has been structured as follows:

- Introduction;
- Site Context & Development Description;
- Planning History
- Site Characteristics & Constraints;
- Design Concepts;
- Development Principals;
- Proposed Layout
- Recreation & Amenity;
- Detailed Design; and
- Conclusion







# 3. Site Context and Development Description

## 3.1 Site Context

The 8.29-hectare site is undeveloped agricultural land within the wider Broomfield Area located 1.3 km northeast of Midleton town centre and approximately 23 km to the east of Cork City Centre.

The site is irregular in shape and is bounded by the Midleton Water Treatment Plant and Broomfield Road (L7630) along the western boundary, directly to the south of the site lies the Blossom Hill Residential Estate and to the east and north are agricultural lands. The area surrounding the site is characterised by a mix of uses, but is primarily residential in character, with the lands to the south having all

been developed for residential use, generally comprising of large residential estates.

Permission for 41 no. units was granted by Cork County Council to the lands located to the northwest of the subject site and works have commenced on site for this project with the permitted improvements and new footpaths along the Broomfield Road having already been delivered.

There are currently 2 no. existing agricultural access points into the site. At the eastern boundary of the site is a 38kv overhead ESB line traverses the lands. The site is located 650m from Midleton Railway Station which is the Cork Midleton rail line. Services of the train line run at 30-minute intervals during peak periods and every half hour during off peak from Monday to Fridays. Midleton is also well serviced by Bus connections and there are a total of 4 no. bus services which serve Midleton. The nearest bus stop is located 1.5km walking distance from the subject site.



### 3.2 Development Description

The proposed scheme has been designed to provide high quality units which respond to the local vernacular and the existing and permitted dwellings within the surrounding area. The development provides a large mix of housing typologies which range from terraced housing, terraced mews and semi-detached houses which have been arranged to make best use of the elevated site.

The proposed large scale Residential Development (LRD) in Broomfield West, Midleton, Co. Cork will consist of the following;

- The construction of 272 no. residential units which will include 30 no. 1 bed units, 122 no. 2 bed units, 94 no. 3 bed units and 22 no. 4 bed units;
- 3 no. ESB Substations;
- 1 no. creche and community use building;
- Associated site development works include car and bicycle footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting and landscaping amenity areas;
- Site development works include road widening works to the east of Broomfield Road, a new footpath along the eastern side of the L7630 Broomfield Road together with a new pedestrian crossing and pedestrian connections to the existing residential estate to Blooom Hill; and
- Access to the site will be via 4 no. new vehicle access points from the existing L7630 Broomfield Road.

An innovative approach has been proposed within the design to navigate the varying gradients throughout the site. For example, the proposed duplexes have been located to the south of the site to ensure there will not be any significant impact on the surrounding residential

development and take advantage of the topography and contour lines of the site resulting in a linear pattern and gables facing the public road to the west. The provision of mews within the development will provide a high-quality residential environment and innovative architectural response to the subject site's topography. The design of these units will add an urban character within these areas of the development while also providing an invaluable safe play area for young families and communal area for elderly occupants.

The proposed development will result in the creation of a sustainable extension on residentially zoned lands within the settlement boundary of Midleton.

The proposed development will be accessed via the existing L-7630 Broomfield Road which runs adjacent to the western boundary of the subject site through 4 no. vehicle access points and the permeability on site is further enhanced through the provision of new pedestrian connections to the south of the site to the existing estate – Blossom Hill.

The proposal will include a net area of 18% open space on site. A landscape proposal prepared by Forestbird Design incorporates elements of landscaping and visual integration throughout the scheme. Malone 'Regan Environmental (ecology) and County Tree Care Ltd., have provided input into the landscape proposal to enhance the biodiversity values of the site and maintain existing hedgerows and trees where possible.

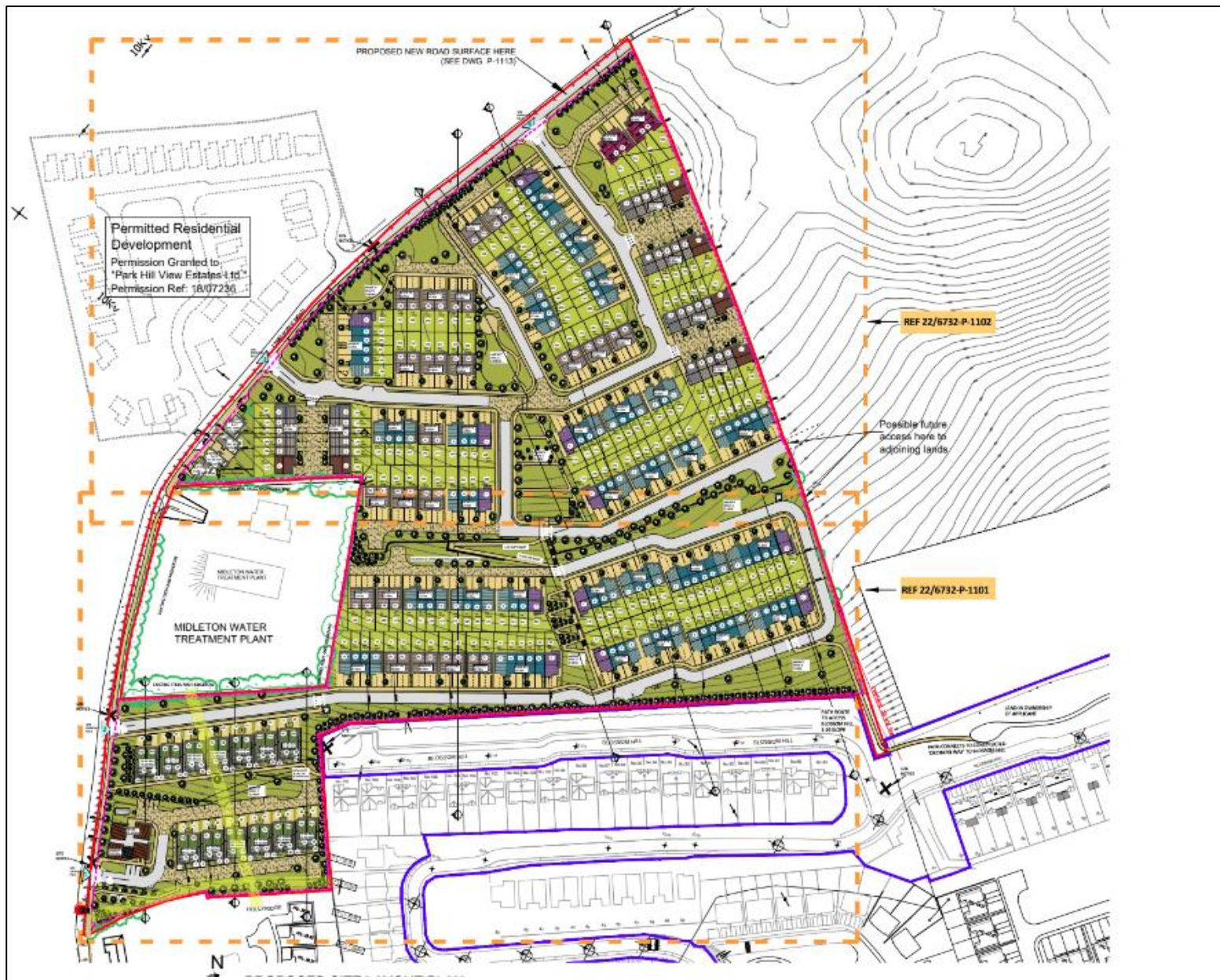
The proposed housing mix and density for the site is outlined in the table below.





<b>Gross Site Area</b>	8.29 HA
<b>Net Site Area</b>	7.95 HA
<b>Number of Units</b>	272 no. units
<b>Unit Mix</b>	30 no 1-bedroom apartments 26 no 2-bedroom apartments 96 no 2-bedroom units 94 no 3-bedroom units 22 no 4-bedroom units
<b>Density</b>	34.21 HA
<b>Open Space</b>	18%
<b>Creche</b>	278 SQ.M.
<b>Community Facility</b>	132 SQ.M





### 3.3 Site Constraints

#### 3.3.1 Topography

The existing topography of the site guided the design approach to ensure the natural features that exist on site were carefully managed and incorporated into the design proposed for the subject site. The existing topography of the site slopes southwards with panoramic view of Midleton's town centre. An LVIA including photomontages has been provided for this application to demonstrate the proposed development's siting on the lands.

The southern portion of the site is steeply sloped. The scheme has introduced a unique design approach combining of 1 bed and 2 bed units. The design of the dual sided duplex style apartments provides an appropriate response to the constraints of the site whilst achieving density targets. The scheme has given further consideration in response to the topography by minimising the cut/fill on site.

The open space between the duplex apartments on the southwest corner of the site is usable as a sit-out area for residents of this area which it is expected will not be family dominated and will have a great mix of young, elderly and small family arrangements, and this open space is key to establishing a visual relationship between the lower duplex occupants and the upper apartment occupants.

There are three important public open spaces not factored into the area calculation, which are within the mews areas of the scheme. These mews houses consist of 2-, 3- & 4-bedroom houses and the car park area directly in front of these houses doubles as a hard play surface or social area which will feel safe and exclusive to the occupants.

To the centre of the subject site, the open spaces have been orientated to provide adequate space for active play and viewing areas. The central amenity area incorporates a series of terraces where grass slopes

transition to level, quality open spaces. These terraced zones cater to different uses and age demographics. A framework of trees identified throughout the Landscaping Proposal provided by Forestbird Design, screen the development and reduce the impact on the long-range viewpoints.





### 3.3.2 Neighbouring Developments

The subject site is surrounded by residential amenities to the immediate south. The site is located to the north of Broomfield and Blossom Hill and therefore impact on the neighbouring development and consideration of visual amenity was a main component within the site's design to ensure no negative impact was implicated on the surrounding developments. A Landscape Visual Impact Assessment (LVIA) forms part of this LRD Application and provides a series of images to show the pre and post construction characteristics of the site.

Considerations for the adjoining residential characters and neighbourhoods were advanced throughout the design proposal, whilst ensuring the scheme retains its own unique character as a whole and includes for pockets of open space and character areas within the scheme that have a unique character.

The positioning of different unit types has been considered in the proposed layout. Housing units have been orientated to exceed average separation distances where possible and avoid overlooking into the neighbouring residential developments.

A creche and community building has been proposed as part of the application. The childcare facility has capacity for 88 no. children this will serve the proposed development and surrounding residential developments of The Steeples, Blossom Hill and Broomfield. The community facility will provide a new amenity for the surrounding area and assist in sustaining a community-based environment within Middleton's town centre.



### 3.3.3 Access Road (L7630) – Broomfield Road

Given the subject site's proximity to Midelton's Town Centre the layout required connectivity to be a central component in the consideration of the design. The L7630 access points serves the proposed development and is frequently used as an amenity walk by local residents. To maintain the existing character of the walk, the proposed development has incorporated a natural green buffer to the public road. A pedestrian pathway will run adjacent to the western boundary connecting the subject site towards Midleton's town centre, encouraging a sustainable mode of transport for future residents.

A total of 4 no. access points have been incorporated into the proposed development and are located along the western boundary via the L7630 roadway. The proposed access points will accommodate vehicular, pedestrian and cycle movements. A Traffic and Transport Assessment has been prepared by Hegsons Design Consultants to accompany the proposed scheme which incorporates measures to facilitate safe and sustainable modes of transport.

The comprehensive network of pedestrian/cycle routes running through the scheme emphasises the high-quality pedestrian and cyclist access throughout the site. The permeability of the development has been carefully considered by ensuring the internal footpaths link the different areas and make the site accessible to all, and externally by connecting to the existing development to the south and southeast by the provision of a future footpath connection.

Regard has been given to the Design Manual for Urban Roads and Streets (DMURS) to creating a diverse, shared space which is safe for future residents and visitors. A series of shared surfaces raised tables and narrowing of carriageways has incorporated a diversified streetscape with safer well-connected spaces.





## 4. Planning Policy Context

The following section outlines the relevant planning policies for the proposed development. For a comprehensive analysis of the development compliance/accordance with the relevant policy documents at national, regional and local scales, please see the submitted Statement of Consistency prepared by McCutcheon Halley to accompany this statement. The proposed development is subject to the following planning documents;

### 4.1 National Planning Framework –Project Ireland 2040

The National Planning Framework (NPF) - Project Ireland 2040 was prepared and published by the Department of Housing and Local Government on behalf of the Government. The NPF was established in tandem with Project Ireland 2040 in order to establish a policy and planning framework for the development of Ireland; socially, economically and culturally.

Objective 11 of the NPF notes;

*'In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities and towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth'.*

### 4.2 Cork County Development Plan 2022-2028

The Cork County Development Plan (CCDP) 2022 establishes a network of settlements in the County. Midleton is classified as an important

'Metropolitan Town', which is the largest town in East Cork. Midleton is located within the Cork Metropolitan Area for which a co-ordinated land use and transport strategy applies. In relation to this strategy, paragraph 3.3.3 of Volume 4 - South Cork of the CCDP notes

*'The planning strategy for Midleton therefore seeks to achieve significant future growth in population, employment and services supported by high levels of community facilities, amenities and integrated public transport connections'*

Midleton sits within the County Metropolitan Strategic Planning Area, which is identified as the main engine of population and employment growth for the region in Volume 1 of the CCDP (Para 2.14.2).

In this regard, *Objective CS 2-3* prioritises certain locations, including the Metropolitan Town of Midleton, to accommodate long-term population growth in the region:

*'Within the Cork Metropolitan Area, and most notably along the existing rail corridor, plan for development to provide the homes and jobs that are necessary to serve the long term planned population prioritised in the following locations, **Midleton**, Carrigtwohill, Cobh and Little Island.'*

Objective CS-7 notes that the strategic aim for the Metropolitan Town such as Midleton is;

*Growth in population and employment so that the Cork Metropolitan Area (CMA) can compete effectively for investment and jobs in line with the key enablers identified in the RSES for the Southern Region and Cork MASP'*

In relation to housing mix, Objective HOU 4-6 Volume 1 of the CCDP states that it is an objective to

*'Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population across all age groups in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas*

Further detailed in volume 4 of the CCDP (Paragraph 3.3.9) notes that 2,647 no. residential units need to be provided in Midleton up to 2028 in order to accommodate the planned population growth in the Metropolitan Town.

Volume 4 – South Cork of CCDP outlines the development strategy for Midleton. The subject site is zoned "Medium A Density Residential Development' where objective MD-R-26 applies.

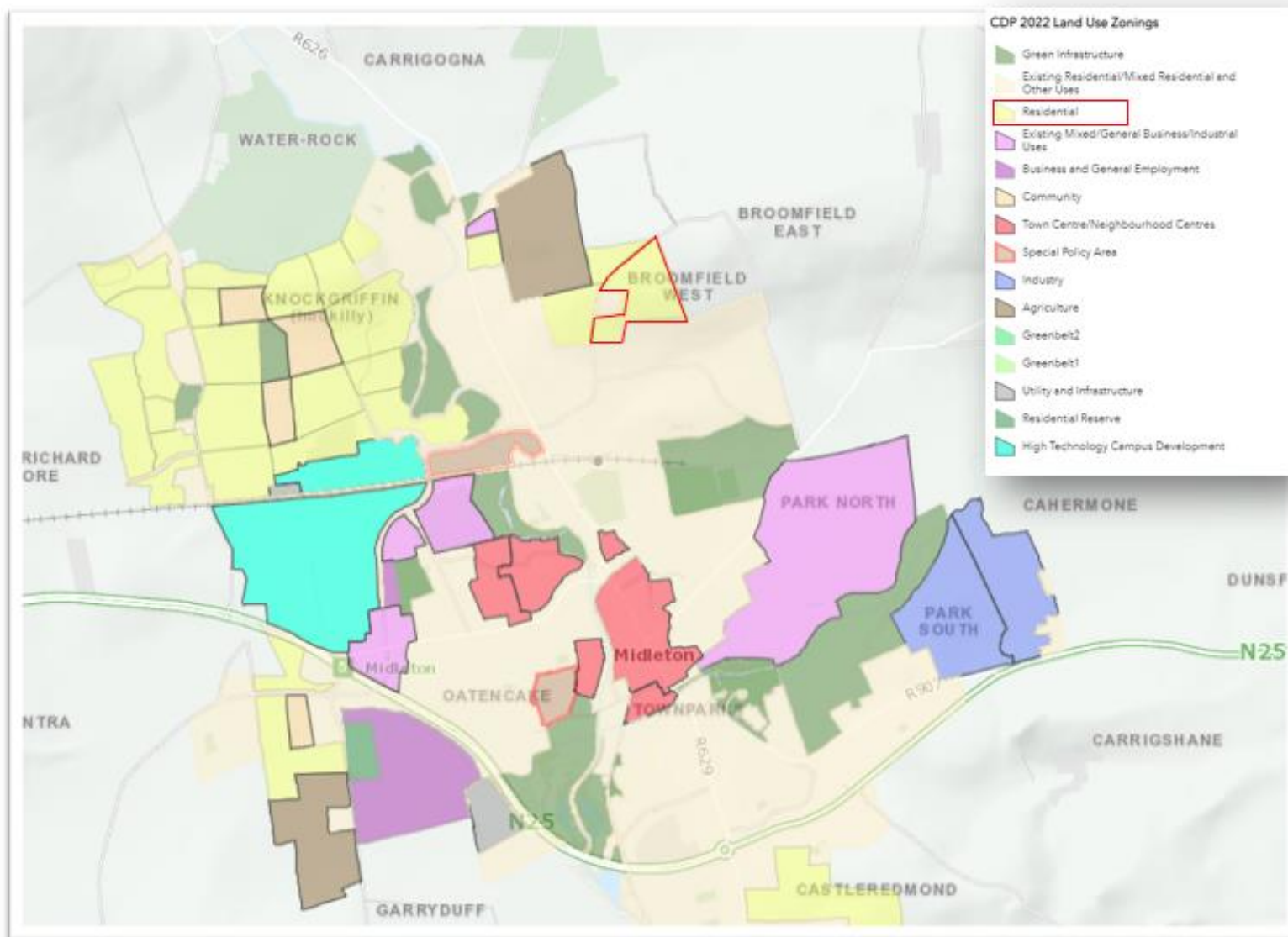
**MD-R26 – Medium A Residential Density Development**

*Medium A Density Residential Development to include a mix of house types and subject to the following:*

- a) *Traffic impact assessment and road safety audit, and associated proposals for road upgrades/improvements to accommodate the increased traffic volumes on the road network, locally and the wider Midleton context, including access to local services and amenities, the Northern Relief Road and the N25 (junction capacity etc).*
- b) *Proposals shall include provision for pedestrian and cyclist connectivity to the train station, town centre and to other*

*developments to the south and west (to Mill Road and the school)*

- c) *The availability of water services*
- d) *The design, layout and finishes of the scheme shall seek to minimise the visual impact given the elevated nature of the site and shall include a detailed landscaping proposal.*



### Section 3.8.6 of the Cork County Development Plan

*"This County Development Plan, therefore, includes policies for housing density that respects the Government's wish to deliver a sound return on infrastructure investment, particularly in relation to public transport, but provides a new tiered, locally tailored approach to respond to the different scales of settlements within the County. The new approach continues to maintain flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the County's towns."*

In relation to housing mixes within a proposed development, Objective HOU 4-6 of the CCDP's Volume notes;

*"Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population across all age groups in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas"*

Section 4.8.7 of the CDP provides guidance on densities achievable in County Cork and details that the achievement of higher densities will be supported in appropriate locations. Section 4.8.37 of the CDP notes;

*'The Plan will support increased densities in appropriate locations as identified by the Guidelines to facilitate the Council's commitment to integrated land-use planning and the greater efficiency of land use'*

Table 12.6 of the CCDP relates to car parking standards. It outlines the maximum car parking requirements for new developments is a maximum of 2 no. space per dwellings and 1.25 spaces per apartment units is deemed acceptable. The CCDP highlights within paragraph 3.3.15, Volume 4, that it is important residential development allows for permeability between housing estates and that good quality pedestrian/cycle connectivity to the town centre is essential.

In relation to cycle parking, Table 12.8 of the CCDP states that 1 no. long term stay cycle space per residential units is required. Furthermore, 1 no. short stay space is required per 2 apartments and 5 no. houses. With regard to the creche facilities, 1 no. long stay space is required per 5 no. staff and 1 no. short stay space is required per 10 no. children.

In relation to the provision of public open space, section 14.5.11 of the CCDP notes that generally at least 12% to 18% of a site for development, excluding areas unsuitable for house construction, should be allocated to the provision of public open space. This section emphasises the importance of achieving high quality public open space and notes that where public open space is designed to a very high-quality standard a reduced minimum value of 10% may be applied.

Objective 'GI 14-1: Countywide Green and Blue Infrastructure' seeks to

*'create coherent and integrated green infrastructure within the County by encouraging the retention of substantial networks of green space in urban, urban fringes, and the wider countryside to serve the needs of communities now and in the future and as a key contributor to climate mitigation and climate adaptation'.*



This Objective further seeks to;

*'ensure that all settlements have an adequate level of quality green and recreational infrastructure (active and passive) whilst taking into account the existing deficits, planned population growth as well as the need to serve the surrounding hinterlands'.*

### 4.3 Sustainable Residential Development Guidelines 2009

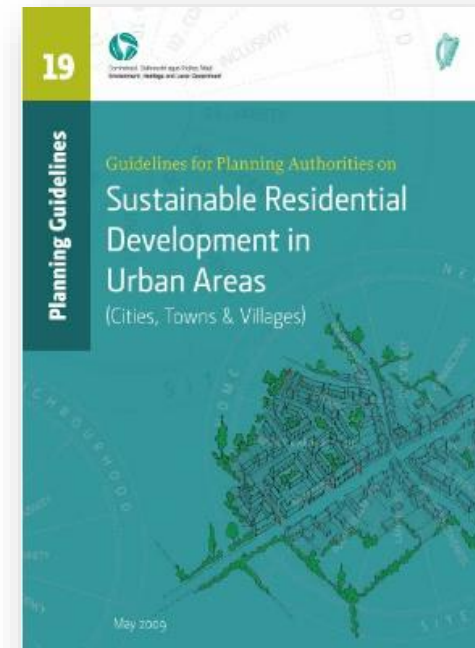
The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages), issued by the Department of the Environment, Heritage and Local Government (DoEHCLG) in May 2009, emphasise the importance of encouraging higher densities in outer suburban/greenfield sites on the edges of cities and large towns:

*"Studies have indicated that whilst the land take of the ancillary facilities remains relatively constant, the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. Development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency, particularly on sites more than 0.5 hectares."*

The Circular Letter NRUP 02/2021 published by the Department of Housing, Local Government and Heritage in April 2021, states the

following in relation to housing density targets at the edge of larger towns;

*'While the Sustainable Residential Development Guidelines clearly encourage net densities in the 35-50 dwellings per hectare range within cities and larger towns, net densities of 30-35 dwellings per hectare may be regarded as acceptable in certain large town contexts and net densities of less than 30 dwellings per hectare, although generally discouraged, are not precluded in large town locations.'*



#### 4.4 Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets outlines a holistic approach to the design of the streetscape as part of the open space networks. It also encourages sustainable transport and promotes social activities and active neighbourhoods. The manual includes four design principles;

- Pedestrian Focus
- Multi-Disciplinary Approach
- Multi-Functional Streets
- Connected Networks



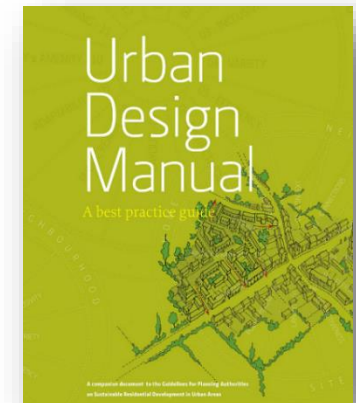
#### 4.5 Urban Design Manual 2009

The Urban Design Manual is a document that focuses on the key guidelines under Section 28 of the Planning and Development Act and has helped create the design for this proposal.

The document guidance includes the 12 criteria to lead in master planning and design principles.

The proposed scheme has been developed to comply with the best practice guidelines, residential design standards and policy documents including the following:

- Best Practice Guidelines for Delivering Homes Sustaining Communities
- Sustainable Residential Development in Urban Areas
- Design Manual for Quality Housing
- Quality Housing for Sustainable Communities 2007
- Universal Design Guidelines for Homes in Ireland





## 5. Planning History

There is no planning history within the subject site, however there are a number of nearby recent planning permission on the lands to the south and west of the proposed residential development. These are as follows:

### 5.1 Cork County Council Ref No: 21/5664

Park Hill View Estates secured permission on 20th October 2021 for a temporary wastewater treatment system to serve the permitted housing consent Ref 18/7236 (a consent for 41 houses at Broomfield West, Midleton, Co. Cork), including ancillary links, connections to the public foul system, local servicing and access off the L7639 local road.

### 5.2 Cork County Council Ref. No. 18/7236

Park Hill View Estate secured permission on 25 September 2019 for the demolition of existing sheds and construction of 41 no. residential units. The proposed development includes the demolition of existing sheds (2 no. agricultural sheds) and the construction of 2 and 3 storey detached and semi-detached houses and the provision of landscaping, car parking and all associated infrastructural and site development works. All associated infrastructural and services to include the widening of the existing L-7630 Broomfield Road including the provision of a pedestrian footpath.

### 5.3 Cork County Council Ref No. 23/5461

Caraden Holding Ltd are seeking permission for the construction of a residential development consisting of 12 no. residential units and all ancillary site development works.

The application is due to be decided on the 15<sup>th</sup> of November 2023.

### 5.4 Cork County Council Ref No. 18/6553

Castlerock Homes (Midleton) Ltd sought planning permission for 26 no. dwelling houses and all ancillary site works. The proposed development was a change of plan from that permitted under An Bord Pleanála Ref: PL 04.249008 and Cork County Council Planning Ref: 16/6818 and resulted in the construction of 2 no. additional residential units.

Permission was granted by Cork County Council on the 26th of February 2019.

### 5.5 Cork County Council Ref No: 16/6818, An Bord Pleanála Ref No: PL04:249008

Castlerock Homes (Midleton) Ltd secured permission on the 22nd of January 2018 for construction of 100 no. dwellings, a creche and all ancillary site development works the proposed development consisted of 31 no. detached dwellings, 46 no. semi-detached dwellings, 2 no. 3 storey blocks consisting of 8 no. apartments and 15 no. terraced dwellings with a total of 7 no. ancillary bin stores. The ancillary site development works included the relocation of the existing ESB pylon to the north of the site and associated cabling access to the proposed development will be via the existing estate road network.

A third party was submitted to An Bord Pleanála and a decision to grant was issued by the board on the 22nd of January 2018.

Castlerock Home (Midleton) Ltd secured permission on the 2nd of November 2022 for an extension of duration from Cork County Council for this permission under Ref. No. 22/5841. The permission will now expire on May 1st, 2028.



## 6. The Proposed Scheme

The proposed Large-Scale Residential Development (LRD) comprises of 272 no. residential units, an 88-no. child place creche facility and all associated site development works at Broomfield West, Midleton, Co. Cork. Access to the proposed development is via the along the L-7630 Broomfield Road which runs adjacent to the western boundary of the subject site.

A S.247 pre planning consultation meeting for the proposed LRD application was held on the 2<sup>nd</sup> of February 2023 with Cork County Council. A suite of documents was presented to the Council for comment. Following feedback and input from Cork County Council, the design team reviewed the scheme further and proposed alterations to the scheme.

A 32B Meeting was held on the 11<sup>th</sup> of July 2023 for the proposed LRD Application with Cork County Council. Following the opinion issued by Cork County Council the scheme was further amended to present a cohesive, integrated design. The items altered include; Design and Layout of the Scheme, Part V, Access and Connectivity, provision of landscaping, LVIA and Location of the Creche Facility.

Considerations for adjoining residential characters and neighbourhoods were advanced throughout the design proposal to ensure the scheme provides a unique sense of character and a hierarchy of open space areas.

The location of the creche to the southwest of the site has been maintained to allow for pedestrian access to the recently completed Blossom Hill development and convenient access for drop-off/collection

of children attending the facility. A 'split-level' building was considered appropriate due to the site's topography. The upper floor of the buildings has been designed to integrate a community facility. The creche facility provides an outdoor play area which has been integrated into the design between classrooms allowing for convenient access from each room to the open area.

The following headings will provide a detailed description of the proposed scheme;

- Design and Layout of the Scheme
- Services Utilities and Infrastructure
- Part V
- Traffic, Access, and Connectivity
- Parking
- Compliance with Current Planning Policy
- Ecology
- Childcare Provision
- Landscaping: Recreation, Open Space and Amenity



## 6.1 Design and Layout of the Proposed Scheme

The challenging topography of this site requires a specific design approach, with the core design principle to align a scheme with the gradient and retain the existing features of the site. This proposed residential scheme has been holistically designed to manage the existing topography, minimise cut and fill on site and maximise the use of functional and usable open spaces.

The layout has been defined by two large pockets of open space to the northern centre of the site. The location was chosen to provide a usable arrangement for surrounding dwellings and create an easily accessed amenity for the proposed scheme. The pattern of large central spaces running from north-south and east-west creates a unique break between the dwellings and increases the number of green spaces dominating central focal points of the scheme. The existing hedgerows were retained where possible along the western and eastern boundaries.

The area to the south of the development is the steepest part of the site and due to its location and irregular site shape was further removed from the centralised site plan. A unique alternative concept evolved for this section of the development incorporating a unique design of dual sided duplex apartments. The apartments provide an appropriate solution to the constraints of the site's topography and assist in achieving density targets. The apartments have independent front door access, fully accessible for limited mobility users and include a three-storey split level to enhance the innovative design.

Each unit provides a singular door access, all level access, south facing private amenity, bin and bike storage and parking for each apartment. This design outcome provides 52 no. units within this location whilst ensuring the development controls the massing, so it sits comfortably within the existing site context and works with the steep topography.

The scheme has been designed to deliver a high-quality residential development whilst maintain density levels of 34.21 units/per ha. These density levels were achieved by tiering the layout of units in a slightly sloped and uniquely orientated manner. Extra considerations were taken to ensure an adequate setback and passive surveillance over open spaces was delivered. A variety of shared surface areas have also been established around the site and near to these large public open spaces to increase pedestrian prioritisation in these locations.

Considerations for the adjoining residential characters and neighbourhoods were advanced throughout the design proposal, whilst ensuring the scheme retains its own unique character as a whole and includes for pockets within the scheme that have a unique character. The proposed house types utilise external finishing materials such as smooth render in off-white, light grey and sand coloured palette, mixed with heritage style brick to create a homogenous grounded aesthetic. The house types feature protruding flat roof capped features, strong mono-pitch roof features, pressed metal canopies, plaster banding and recessed plaster features (i.e., the mews style houses).







## 6.2 Services Utilises and Infrastructure

Brian O’Kennedy Engineers have prepared an engineering infrastructure report which details the proposed servicing of the development’s roads, water sewers, foul sewers, mains water supply and storm water attenuation.

A Drainage Impact Assessment, Operational Waste Management Plan and Flood Risk Assessment has been carried out in accordance with the requirements of Cork County’s Development Plan 2022 and forms part of this LRD Application. The proposed development is within a Flood Zone C and is considered appropriate for the site location’s development. The risk of overland water flow or exceedance of the proposed infrastructure has been considered and appropriate measures have been incorporated into the design proposal to mitigate against any potential risks.

The surface water sewer system serving the proposed development will consist of a network of surface water drains operated by gravity flow. The sewers will discharge westward to existing infrastructure along the L-7360 Broomfield Road. This roadway is undergoing an upgrade as part of the Park View Hill Estate Ltd. Development (known as ‘The Steeples’) under Planning Application Reference No: 18/7236. The public road incorporates upgrades to a new surface water treatment system to serve the ‘Steeples’ Estate. The upgrades will increase the capacity of the sewer system and accommodate proposed extra discharge from the developments. It is proposed the surface water sewers serving the proposed subject site will connect into the newly laid storm sewer.

The Drainage Impact Assessment sets out how the Sustainable Drainage Systems (SUDS) has been incorporated into the surface water design to manage surface water within and adjacent to the subject site. The design proposal for the surface water system incorporated SUDS measures to

intercept water sources and reduce the run-off from the site. A series of attenuation tanks will form part of the proposal for the subject site.

The proposed application is accompanied by a Confirmation of Feasibility which confirms that a water connection is feasible. This has been included within Appendix G of the Engineering Report prepared by Brian O’Kennedy and Associates.

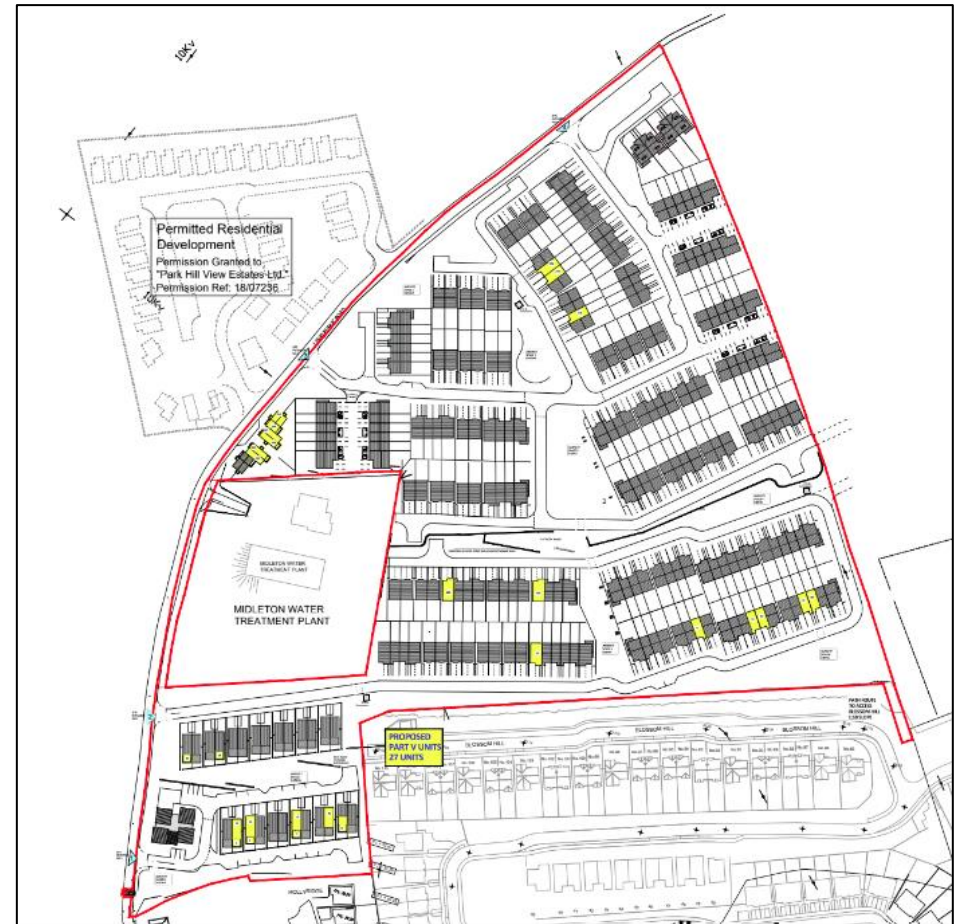
The foul sewer system serving the proposed development will discharge westward of the subject site to Steeples Estate development to the west of this roadway (Planning Ref No. 18/7236). It is proposed the infrastructure network for foul systems will connect to newly laid sewers.

### 6.3 Part V

Part V s.96 of the Planning and Development Act (2000) as amended applies to this application. As highlighted the proposed development will result in a total of 272 no. units, 10% of the proposed residential scheme will be contributed to the Part V Scheme. The site was purchased by the applicant on 30<sup>th</sup> of March 2020 and therefore the 10% obligation applies. The relevant Part V documents form part of this application.

As highlighted above the proposed development consists of 272 no. units and a total of 27 no. units will be provided as part of the Part V obligations.

Drawing Reference Number P1105 prepared by BOK Architects illustrates the number of units and proposed location within the scheme.



## 6.4 Traffic Access and Connectivity

The site is served by public transport including the Midleton Train Station to the south which is within walking distance of 1.3 km from Midleton's town centre. A Mobility Management Plan and Traffic Impact Assessment has been prepared by Hegsons Design Consultants to accompany this application.

The site's proposed vehicular and pedestrian accesses are along the southern and western boundaries. With the entrance to the proposed creche and set down area located to the southwestern boundary of the development. As outlined in the Traffic Assessment provided by Hegsons Design Consultancy, this provides a safe course of entering and exiting the site when accessing the creche facility. Shared surfaces, raised junctions and pedestrian crossing paths will facilitate navigation and prioritise pedestrian movements within the scheme.

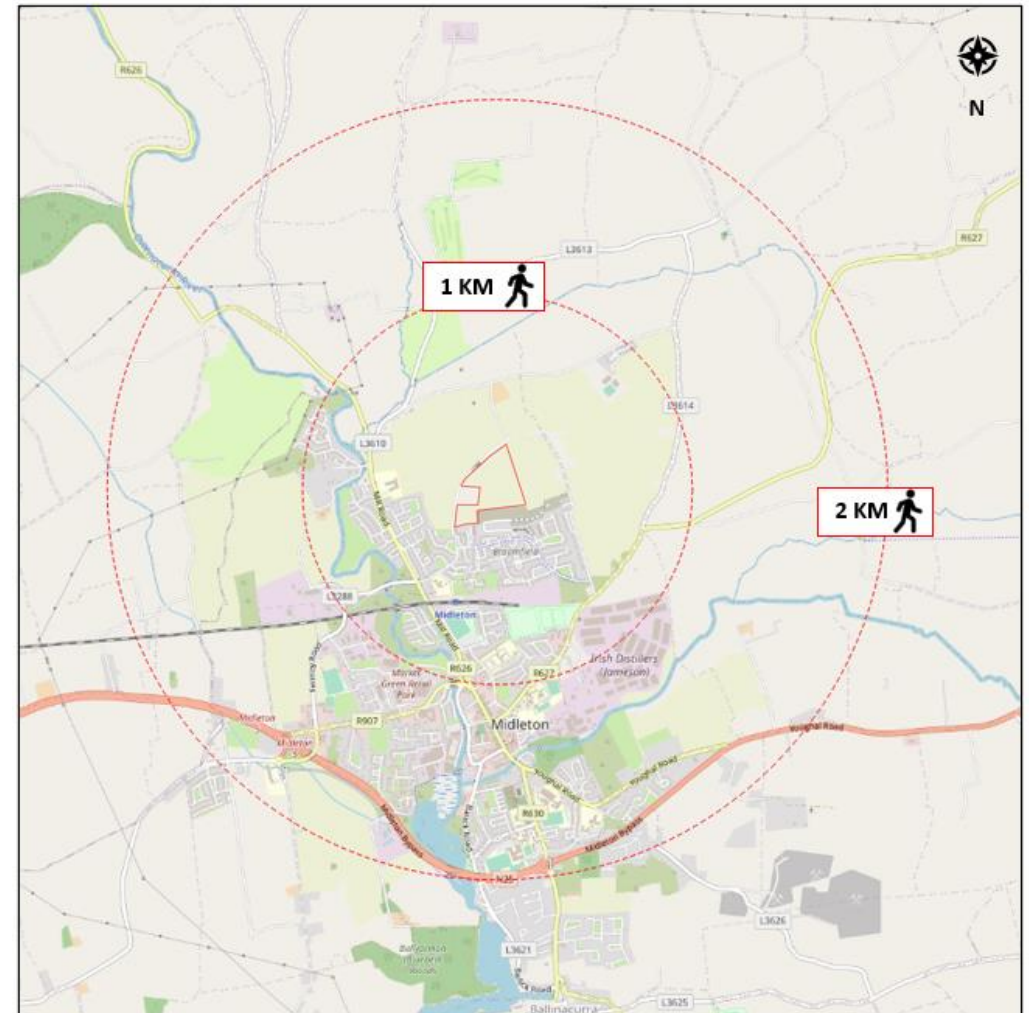
All internal roads have been designed to align with DMURS requirements and an auto-track analysis has been prepared and forms part of the assessment for this application. The hierarchy of internal roads and streets aims to create a more attractive and vibrant neighbourhood which will sustain a safe community.

The Broomfield Road running adjacent to the western boundary of the site will be the entrance for the proposed development. To the north access, the Broomfield Road (L-7630) has been upgraded to provide enhanced local access to residential properties. The road widening improvements has been increased to provide a 6m wide road and incorporated a 1.8 m wide footpath along the eastern side bounding the proposed development. The provision of a footpath has been provided along the western side of the subject to which will improve permeability within the area. As illustrated in accompanying drawings and assessment by BOK & Associates and Hegsons Consultancy the scheme will encourage residents to use the footpath which will facilitate

pedestrian connectivity from the site to Midleton Town Centre. Drawing L207 by Forestbird Design illustrates the proposed pathway.

The comprehensive network of pedestrian/cycle routes running through the scheme emphasises the high-quality pedestrian and cyclist access throughout the site. The permeability of the development has been carefully considered both within, by ensuring the internal footpaths link the different areas and make the site accessible to all, and externally by connecting to the existing development to the south and southeast by the provision of a future footpath connection. Maximum connectivity and permeability for pedestrians and cyclists are achieved within all parts of the site which are linked by footpaths and narrow/low trafficked roads to enable safe cycle moments.







## 6.5 Parking

A total of 354 no. parking spaces are allocated to the residential units and 7 no. car spaces for the proposed creche facility and community use (inclusive of an EV space) and 10 no. visitor spaces. The proposed development will provide the following car parking with 2 no. parking spaces for the 3 and 4 bed units and 1 parking space for the 2 bed and on street parking is provided for the 1 bed units where some apartments are proposed to be car free. There will be a total of 15 no. resident only spaces where spaces are not within the main curtilage of the dwelling. In total the scheme proposes 386 car spaces and the majority of the car parking spaces are provided in the curtilage of the units. This parking provision is considered appropriate for the proposed development.

Parking shall be provided in accordance with the Cork County Development Plan's 2022-2028 guidelines, whilst the design, layout and location will be in accordance with the Urban Design Manual Best Practice Guide.

In terms of cycle parking, access to the rear gardens is provided to the proposed houses. The mid-terrace houses and duplexes cycle parking will be provided within the curtilage of each unit by the provision of a bike store for 2 no. bikes. A total of 8 no. cycle parking spaces will be provided for the creche and community building. Throughout the scheme, a total of 436 bike spaces will be provided as shown in the parking schedule provided by BOK & Associates Architects. This level of bicycle parking is deemed sufficient to enhance the sustainable transport credentials of the proposed development and encourage cycling as a key mode of transport. A shared E-Cargo bike storage has been incorporated into the bike storage design to enable families to cycle together. This is considered an adequate parking provision for the proposed scheme given the proximity to Midelton's Town Centre.



## 6.6 Compliance with Current Planning Policy

A Statement of Consistency accompanies this Large-scale Residential Development planning application. The Statement of Consistency provides an assessment of the proposed development's consistency with planning policies documents at national, regional and local level. The compliance of this scheme is addressed within the Statement of Consistency under the following headings;

- Principle of the Development
- Density and Housing Mix
- Layout
- Landscape and Amenity
- Sustainability

The Statement of Consistency report concludes that the proposed development is consistent with the specific objectives of Cork County Development Plan 2022-2028. The density of the proposed development is in line with the guidance from the CDP 2022-2028. The scheme is full in accordance with the other policies of the Plan as well as departmental guidance.

The site is zoned MR-R-26 and 'Medium Density A' is the zoning designation applicable to the subject site which seeks a broad range of unit typologies including a higher proportion of terraced and apartment style units. The proposed development will contribute to the housing targets for Midelton's Metropolitan town and deliver high-quality dwellings to meet the market demand in short to medium term. The proposed design includes a range of housing typologies such as mews, terraced units and apartment which seek to fulfill the requirements set out in the Cork County Development Plan.

## 6.7 Ecology

A holistic approach to the design of the proposed development was implemented with the design team and to enhance biodiversity within the scheme. Malone O'Regan Environmental and Forestbird Design Landscape Consultants ensured the landscaping plan compensated for any vegetation removed during site clearance works and the scheme results in a biodiversity net gain on site.

### 6.6.1 Ecological Impact Assessment

Malone O'Regan Environmental prepared an Ecological Impact Assessment (EIA) to accompany this LRD application. Within the findings of the report, it was determined that the site has low local ecological value and not considered to be a high suitability for Annex I or II species. The proposed development will not result in any significant impacts on ecological receptors identified both onsite or in the surrounding area following the appropriate mitigation measures listed in the report.

### 6.6.2 Appropriate Assessment

Article 6.3 of the Habitats Directive 92/43/EEC requires that an Appropriate Assessment (AA) should be carried out where plans or projects may have a significant effect on the conservation objectives that would ultimately affect the integrity of Natura 2000 sites. A Stage One AA Screening Report for the proposed development has been prepared for the subject development by Malone O'Regan Environmental.

The screening examined the details of the proposed development and considered the potential for causing adverse effects on European Sites and their qualifying features of interests. As detailed within the report, a total of 4 no. designated sites are located within 15 km of the subject site; Great Island Channel SAC, Blackwater SAC, Cork Harbour SPA and Ballycotton SPA. It was concluded that the proposed development will

have no result in any significant impacts either directly and/or indirectly on the conservation objectives or status of the listed European Sites and will not result in the direct loss or disturbance of any Annex I/II habitats.

### 6.6.3 Environmental Impact Assessment

In accordance with the Planning and Development Regulations 2001, and current government and EU guidance, the Planning Authority must screen the proposed development for an Environmental Impact Assessment Report (EIAR) and decide whether the planning application for the proposed development does or does not require an Environmental Impact Assessment Report (EIAR).

The proposed project comprises of the construction of 272 no. residential units on an 8.29 ha site with a net developable area of 7.95 ha. Given the size and scale of the project the need for an Environmental Impact Assessment Report is not required.

As part of this LRD application, an EIA Screening Report has been prepared for the proposed development by McCutcheon Halley Planning Consultants which is submitted in support of the LRD application.

## 6.7 Childcare Provision

Appendix 2 of the 'Childcare Guidelines for Planning Authorities' establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas (Paragraphs 2.4 and 3.3.1 refer). One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. The guidance acknowledges that other case specific assumptions may lead to an increase or decrease in this requirement.

Based on this indicative standard of one 20 no. childcare facility per 75 no. dwellings, the proposed 272 no. units' development would require 52 no. spaces. In determining the design and size of the proposed creche a childcare assessment based on current and future capacities of childcare facilities in the locality was completed. Furthermore, due to the location of the proposed development in proximity to the residential settlement of Broomfield and Midleton's town centre, an 88-no. childcare facility has been proposed to the southwest corner, to be completed within Phase 1 of the proposed development to cater for additional childcare spaces that may be required.

The location of the crèche to the southwest corner of the site ensures that the childcare facility is linked to the scheme with pedestrian access and also provides access to the recently completed Blossom Hill development to the south of the site. This pedestrian access is via a route between the duplexes on the east boundary of this southwest corner part of the site. The location of the creche adjacent to the existing public road ensures further community access from Broomfield and the surrounding areas. A total of 7 no. car parking spaces have been allocated to the creche facility and community use building. It is intended that the community use would operate after the hours of the childcare facility and all car parking spaces can be shared spaces.

The creche has been designed specifically to form part of the proposal's aesthetic. The creche features opposing mono-pitch roofs as per the duplex designs, and a similar material palette. The design is 'split-level' due to the topography of the site, with the creche using the upper level which provides a greater floor area. The outdoor play area has been integrated into the design between the classrooms which allows for immediate access from each room to the open area.





## 6.8 Landscape, Recreational, Open Space and Amenity

Proposed open space and amenity uses have played a significant role to enhance the quality of the development which will cater for future residents on site. The landscape design proposal has been guided and influenced by the site's sloping topography. An Arborist Report and Ecology Report have been prepared which has guided the landscaping design for the proposed development.

The open space proposed constitutes 18% of the net site area. It is considered the quantum of open space being provided complies with the requirements of the Cork County Development Plan 2022 as it is on the upper range of the Councils requirement. The proposed layout has been modified in order to define the public open spaces and landscaping areas; the proposed open spaces have been enlarged following feedback from the Council to ensure they are high quality usable spaces and provide accessibility for all users. The active open space incorporates the provision of 9 no. of open space areas dispersed throughout the scheme and each with a specific amenity purpose. The spaces provide for local play areas/small playground, community orchard and open spaces with natural play elements. The provision of such spaces caters for a range of age groups.

The open space between the duplex apartments on the southwest corner of the site is usable as a sit-out area for residents of this area which it is expected will not be family dominated and will have a great mix of young, elderly and small family arrangements, and this open space is key to establishing a visual relationship between the lower duplex occupants and the upper apartment occupants.

There are three important public open spaces not factored into the area calculation, which are within the mews areas of the scheme. These mews houses consist of 2, 3 & 4-bedroom units and the car park area directly

in front of these houses doubles as a hard play surface or social area which will feel safe and exclusive to the occupants.

A landscaping plan has been prepared by Forestbird Design to accompany the proposal. The public open spaces are provided in different pockets in the scheme with shared surface home zones. The main open spaces and play areas are covered by the surrounding units providing a safe amenity for children and adults. The public open spaces and green areas have been enhanced and detailed by Forestbird Design, please refer to the Landscaping Masterplan for further detail.

The provision of permeability and improved overall pedestrian movement is one of the core principles of the site layout design. This core principle is coupled with the design objective to provide designed landscape amenity areas which offer comfort, passive supervision, ease of access in terms of the varying age groups and levels of mobility and a safe amenity space for all end users.

Second to the core principle of design is the development of a palette of materials for both hard and soft landscaping to both the amenity lands and the streetscape. As indicated on the Landscape Masterplan Drawing prepared by Forestbird Design, the levels of grassed areas are developed in a terraced format throughout the scheme.



## 6.9 Archaeological Assessment

John Cronin and Associates have prepared an Archaeological Assessment to accompany this LRD Application. The assessment examines the potential impacts that the proposed development may have on the recorded and potential archaeological heritage resource of the area.

The subject lands were assessed through a combination of desktop surveys, site inspections, geophysical surveys and targeted archaeological testing. Appendix A of the archaeological assessment includes a Geophysical Survey Report conducted by Ger Dowling in January 2023. No anomalies of clear archaeological interest were found. The assessment concluded that there is a low potential for archaeological activity on the subject lands.

## 7. Design Strategy

### 7.1 Design Statement Methodology/Urban Design Rationale

The design rationale illustrated in wheel format below outlines the key criteria considered in the design process for the proposed residential scheme on the site under the 12 criteria set out in the Urban Design Manual – A Best Practice Guide 2009.

The headings have been addressed directly in each section below

- Context
- Connections
- Inclusivity
- Variety
- Efficiency
- Distinctiveness
- Layout
- Public Realm
- Adaptability
- Privacy & Amenity
- Parking
- Detailed Design





### 7.1.1 Context

The context of the site has been carefully considered. The site constraints and opportunities has been described earlier in this document which has informed the design from a site layout perspective. Several factors were taken into account to generate the development proposal.

These factors include:

- *The proximity of the site to Midleton Town and the travel infrastructure in Midleton*
- *The elevated topography of the site in comparison to Midleton Town.*
- *The internal topography of the site being steeply sloped.*
- *The proximity of the site to the recently completed Blossom Hill.*
- *The steeply sloped access road (L7630).*
- *The zoning of the lands under the current Cork County Council Development Plan and the Medium A-Density requirement, equating to 35 dwelling units per hectare.*
- *The existence of adjacent greenfield lands which may in the future have potential for development.*

#### Design within the Context

The proposal is considerate of the topography of the site and its elevated location and any visual impact developing the site may have on the wider surrounds, whilst also being cognisant of the advantages including views, natural light and air quality such topography and elevations can bring to a housing scheme.

The design strategy includes carefully considered small to large sized public open spaces in a variety of central and peripheral locations and allows for extensive landscaping which have been designed by Forestbird Design Ltd Landscape Architects.

The internal topography of the site (being steep in the southern sections and modestly sloped in the northern sections) placed the heaviest constraint on the design approach for the development as it influenced the capacity of the site for residential and the open space provision. This constraint has been utilised to an advantage particularly in relation to the design of the duplex apartments making up the majority of the southwest corner of the site. Vehicular access to both sides of the apartments is provided allowing for opposing side entrances to vertically connected apartments to create a sense of privacy

Some cut and fill of ground is required and the main effort in relation to cut and fill is placed within a central band of open space running east-west of the site. This circa 5m change in level is created to ensure more modestly sloped roads and level changes between blocks of units to meet technical guidelines for vehicular and pedestrian movement routes. This also ensures high level changes between rear gardens are reduced as much as possible. Despite the significant topography within the site, all amenity spaces are interlinked with each other to provide the best accessibility for residents.

The proposal is considerate of the existing and substantially complete dwellings adjacent to the south of the site and their urban nature (Blossom Hill). These considerations include the elevated position of the proposed dwellings from Blossom Hill along with the requirement to ensure pedestrian connectivity is available between the two schemes.

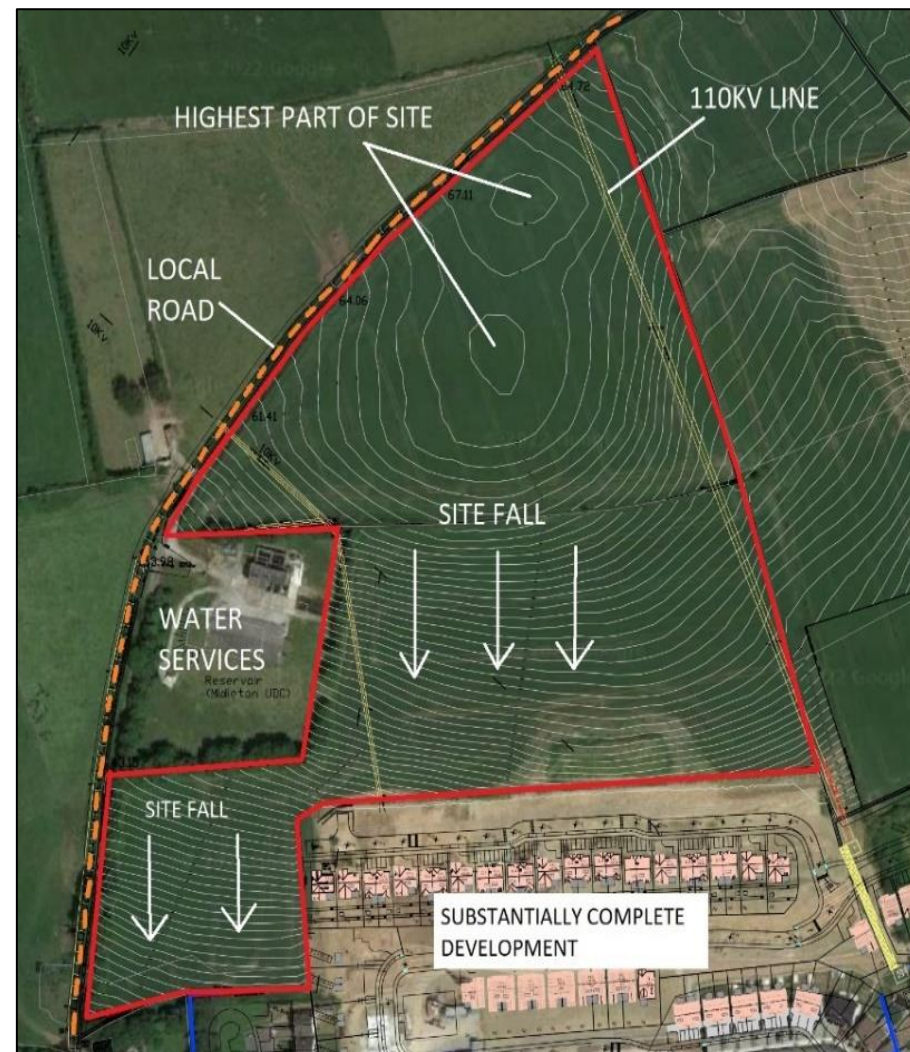
The design strategy in relation to the adjacent lower estate entails setting back the houses most approximate to Blossom Hill from the separating southern site boundary to ensure no direct overlooking occurs from the development. The separation area is covered by existing tiered rock ground within Blossom Hill and addressed with proposed landscape screening to the south of the proposed scheme.

Connections to the Blossom Hill Estate are provided for pedestrians and cyclist which will improve permeability throughout the area. The connections are paved sloped routes, not exceeding 1:10 slope and will be provided with steel railings. These connections occur at the southwest corner of the site from the Duplex Apartment's Open Space area into the cul-de-sac western end of Blossom Hill and involves little level change. A second connection is proposed from the southeast corner of the site southerly to a more central location within Blossom Hill.

The proposal is considerate of the housing development currently under construction located to the west of the site will contain 41 no. dwellings once completed. The design strategy, in considering this estate involved providing a visual connection across the Broomfield Road (L7630), carefully positioning estate entrance points to avoid difficult road junctions.

The proposal is particularly considerate of the zoning of the lands under the current Cork County Council Development Plan 2022 and the Medium A Density requirement for any proposal, which in this case amounts to 34.2 dwelling units per hectare. This requirement coupled with the challenging topography of the site created a design that features terraced housing and apartment style housing to ensure this density is achieved on site.

The proposal is considerate of the potential for future development of adjacent lands and how any design proposed may impact on such potential opportunities. This design proposal has facilities for a road connection to be made viable along the eastern boundary should opportunity for an adjoining residential scheme be proposed in the future.



### 7.1.2 Connections

Connectivity is one of the key design principals of the proposed development. The layout has included several connections adjacent to the Blossom Hill housing development therefore considerations have been incorporated within the design proposal to facilitate cycle and walking links between these residential developments. The development provides improved connectivity to local residents with new links to Blossom Hill and future residential development in lands zoned to the east. The site is located within walking, cycling and short driving distance to Middleton Town, these connections have been considered throughout the design proposal.

#### Design with Connections

The site will be accessed by vehicles from the existing L7630 local road via 4 no. new access points. This road is a continuation of the 'Avoncore Place' road which will connect the site to the R626, locally known as the 'Mill Road', which in turn connects vehicles and pedestrians to the Middleton's Town Centre.

#### Train Station

From the furthest site point the distance (walking, cycling, or driving) to the Train Station is 1.35km, and from the nearest site point this distance is 750m.

#### Middleton Town Centre

The furthest site point (walking, cycling or driving) to the town is 1.85km, and from the nearest point is 1.2km.

#### Blossom Hill Residential Development

Pedestrian access routes have been incorporated into the design to allow for movement between the two schemes. Pedestrian movement through Blossom Hill rather than the L7360 and Mill Road will provide an equally short pedestrian or cycle route to the town, depending on the exact dwelling location in the completed scheme.

#### Cycle Routes

Cycle routes are a critical requirement for any new development and the proposed cycle route to the town and train station will be through the inner roads of the proposed scheme connecting to Avoncore Place or through Blossom Hill which will lead quickly and directly to the town or train station, along with other facilities (schools etc).



### 7.1.3 Inclusivity

The proposed scheme has been developed with regard to the principals of universal design to allow accessibility for people of a range of ages and physical mobility. The site is easily navigated internally by all travel means with regard paid to road and footpath slopes, designated crossing points, and well defined private and public realm.

Within the north-south cross section through the site, the scheme has been specifically designed to convert a consistent strong slope into two sections of modest sloping smaller schemes, and in doing so forming a steeply sloped section of ground running east-west almost centrally across the site. Retaining structures will be required within these areas which have been illustrated within drawings from BOK & Associated and CGIs from GNet3D. This design approach allows improved connected areas within their own realms, with modest sloping roads which allows for easier travel of a person with mobility issues around the estate.

The natural topography of the site is sloped rising toward the north of the site and the development has been designed to ensure all driveways and approach routes to the individual front doors of each unit and rear gardens are gently sloped or flat.

The dwellings situated in the southwestern corner of the site have been designed as spilt level duplex apartments with access from both sides to each dwelling over and under, which creates an element of privacy and forms an aesthetic of a less dense housing layout pattern. The public realm is designed to ensure accessibility on equal terms for people of a range of ages and physical mobility, with proposed slopes levelled out as much as possible to ensure relatively smooth gentle sloping paths.

The entrance roads and paths and inner roads and paths have been designed at 1:50 slope where possible with certain areas at 1:17 and a

mix of other accessible slopes in-between. This mix of road and path slopes is essential given the context of the site.

Each dwelling, including the single storey one-bedroom apartments and duplex over, has either its own driveway or its own entrance patio, with a max slope of 1:12 and a level landing space at each entrance. The dwelling houses have generous rear gardens with level patio areas immediately outside the rear patio doors. The rear gardens to the dwelling houses allow for extensions to adapt to provide single storey living should the need arise for an occupant. The apartments have circa 16sqm private amenity space level with the internal floor level.

### 7.1.4 Variety

In designing this development to a high standard, it was deemed appropriate to have a large variety of housing typologies which provide unique house elevations. The housing typology mix is well varied, ranging from one-two bedroom apartments and duplexes to a mix of terraced dwelling houses in 4 and 6 block mixes, to semi-detached dwelling houses which range in 3-4 bedroom units.

The variety of house types, along with the site location and layout design will give the proposed scheme the best opportunity to be a sustainable development in terms of attracting a range of potential buyers, and the site location itself being able to avail of its proximity to a thriving town. The scheme will occupy a mix of occupants which will in turn be equally beneficial to Midleton Town and surrounds.

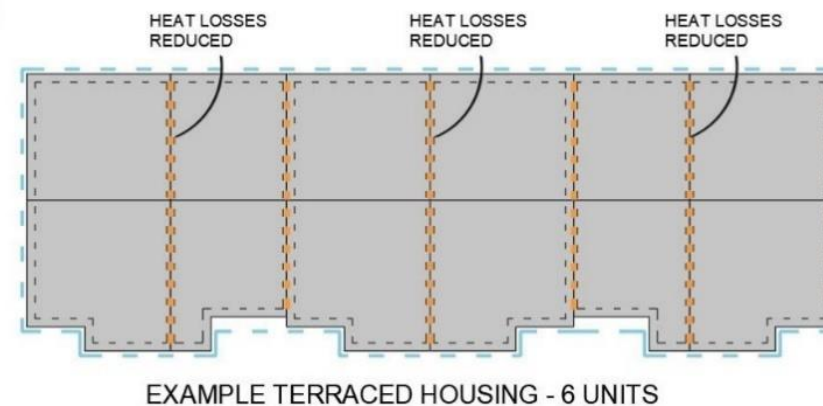
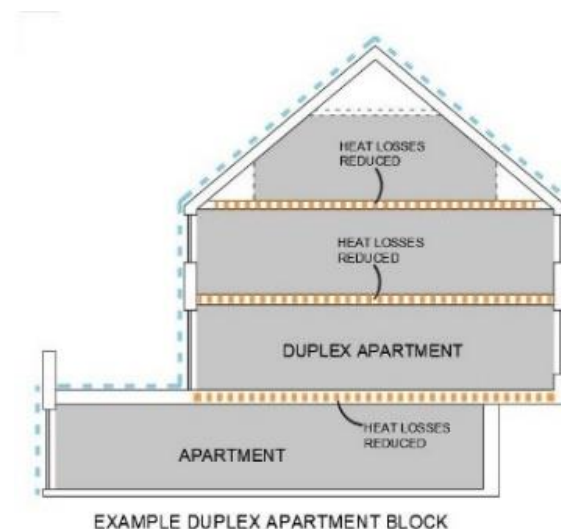


### 7.1.5 Efficiency

The proposed houses and apartments in this scheme are designed in a deep plan format and arranged in a predominantly terraced or semi-detached arrangement for an efficient and sustainable use of land while also providing for an efficient thermal envelope.

The houses and apartments typically feature appropriately sized glazed areas south facing where a family area may be located, to maximize the potential for passive thermal gain.

At a macro level, the proposed development constitutes an efficient and sustainable use of the development land, zoned residential, within the area given the context of the sloped topography of the site and its rural merging into a suburban location. The net density of this proposed development is 34.21 units per hectare as per the requirements of the zoning 'Medium A Density' according to the current Cork County Council Development Plan 2022.



### 7.1.6 Distinctiveness

Distinctiveness is critical in the success of any new proposed large scale residential development and considerations need to be:

- The context of the local natural environment and local built environment.
- Layout and Landscaping.
- Sustainable budget and valuations.
- Availability of locally sourced building materials
- Construction methods, programming, and phasing considering the current housing crisis.
- Maintenance of building finish materials.
- Lessons learned from previous developments

The layout as proposed incorporates certain distinct variations from nearby housing developments, those being:

- The natural separation of the site into three smaller yet connected areas eliminating the feel of the scheme as a large development.
- The use of the terraformed steeply sloping strip of ground running east-west on the site as open space with screen planting and stepped access routes
- The design of smaller open recreation areas in the different zones as opposed to one large open space.
- The bespoke landscaping proposal by Forestbird Design
- The utilization of the natural topography of the site to provide varying house levels.
- The broken oblique nature of the road-facing units to the northwest boundary of the site, a move away from bands of housing directly facing a road.
- The design of pockets of mews housing within the scheme to add urban character in those areas. See image below.

- The successful utilisation of the southwest steeply sloping corner of the site as a location for a higher density layout with duplex apartments.
- The proposed mix of materials in smooth render, and red/sand coloured brick as finishing materials.
- The proposed variation in dwelling unit elevations within the same housing terrace.





### 7.1.7 Layout

The layout has been designed to maximize the potential for the site given the quantity of housing required due to the zoned Medium-A density (272 units over 7.95ha (Net Area)) and the topography of the site.

The road layouts are based on minimizing slopes as a vehicle, pedestrian or cyclist moves around the development. Travel distances have been kept to an absolute minimum given the constraints imposed by the site.

The housing units are located and orientated to maximise the availability of daylight and sunlight, for all dwellings whilst arranged to take maximum advantage of the open space.

The layout is designed to avoid where possible, housing units with rear gardens facing east, as rear private gardens are enjoyed in afternoons and summer evenings. The design has been carefully considered to allow as little east facing rear gardens as possible and any north facing rear gardens will be advantageous in this scheme as the gardens will rise toward the rear garden boundary creating attractive outdoor seating areas which will also enjoy summer evening sunlight directly outside a rear patio. All of the rear gardens for the dwelling houses are provided with a minimum of 11m to a rear boundary giving rear garden areas that range from 53sqm for 2-bedroom dwelling houses to 75sqm for 4-bedroom dwelling houses.

The open spaces are comfortably accessible by all dwelling one large open space is provided in the most central location on the site, with a number of smaller spaces for play and other spaces for landscaping and seating.

The arrangement of the three largest open spaces directly north south of each other creates permeable walkway from the north to the southern boundary of the site which leads into Blossom Hill. This north-

south green strip provides an added visual 'green' break in the greater scheme.

The layout provides for passive surveillance of the open spaces from houses. There are no opportunities for passive overlooking from upper floor habitable rooms into nearby upper floor habitable rooms or private outdoor amenity spaces.

The proposed mews houses provide an innovative and unique design within the scheme. The proposed mews houses are typical 2-4 bedroom terraced in internal layout and floor area; however, the immediate front is town-house style with a cul-de-sac access street used for parking and hard surface play. Areas such as this can provide invaluable safe play spaces for young families or safe sit-out areas for elderly occupants.

A critical feature of the design is the utilisation of the steeply sloping southwest corner of the site as an area for more affordable densely arranged housing units, with the design of three storey-split level duplex apartments sitting into the slope of the site. Exploration of tiered housing running north south and standard terraced housing in a similar pattern to that proposed were explored but proved unsuccessful due to road and path slopes and inefficient use of the space.

### 7.1.8 Public Realm

The layout and arrangement of the dwellings proposed is designed to create a suburban, yet safe and accessible park-like environment.

The site layout design has a sense of openness throughout the site with little pockets of landscaped areas. The layout ensures all houses benefit from an area of open space which is proximate, usable and a focal point.

Passive surveillance and common universal use are critical to the success of the open spaces of a housing scheme. In this regard the open spaces designed are positioned centrally and at routes of vehicular and pedestrian movement through the site. Locating the open spaces in remote areas of the site has been avoided and passive overlooking of the open spaces is possible from the houses located adjacent or facing the areas. It is important to note that any houses with side elevations facing open spaces will be dual aspect.

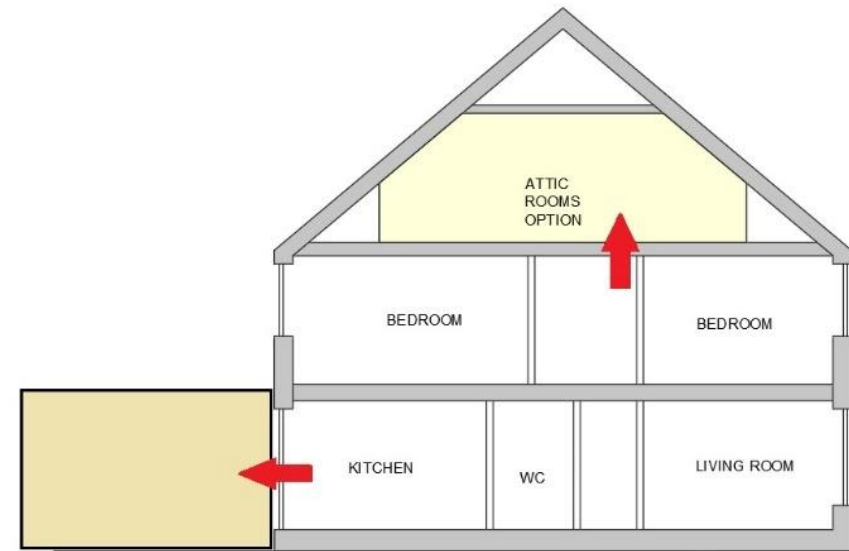
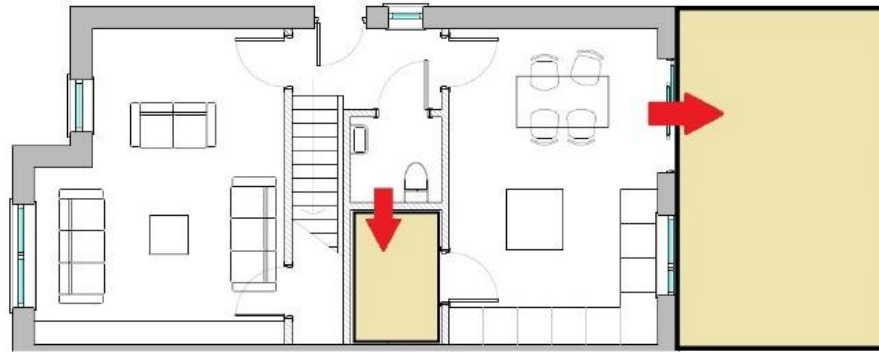
The sloping topography of the site has been taken advantage of with the 'stepped' arrangement for the houses, and this all complete with planting vegetation, usable amenity areas and generous trees.



### 7.1.9 Adaptability

All house types are designed to meet the requirements 'Quality Housing for Sustainable Communities' (2007) and generous internal spaces are proposed to increase the quality of dwelling types. The building will be constructed in contemporary construction methods, in timber frame with heat pumps for central heating, PV panels for electricity energy generation and consumption, EV car chargers and all fully compliant with Building Regulations NZEB.

The dwellings are designed as 'grow houses' with foundations laid for a 20sqm rear extension if desired for family growth or adaptive living. The attic spaces and stairs are designed to allow for building regulation compliant attic conversions to bedrooms, complete with roof truss design to ensure minimal structural disruption.



### 7.1.10 Privacy and Amenity

The layout responds to the topography and natural features that existing on site.

Each dwelling proposed will have an exclusive private amenity space which range between 48-89sqm rear garden for the dwelling houses and 5-6sqm private patio for the apartments. The apartments located to the north east of the site also provide a communal private space for units O-R for additional area. The arrangement of all the private amenity spaces ensures there is no passive overlooking from nearby or adjacent dwellings. 22m minimum separation has been included for all rear facing dwelling elevations.

The proposed dwelling houses will incorporate a 1m wide side access route to the rear garden for amenity purposes. The mid terraced and duplexes without direct rear access will provide refuse storage and bicycle storage to the front of the proposed units.



### 7.1.11 Parking

A total of 354 no. parking spaces are allocated to the residential units and 7 no. car spaces for the proposed creche facility and community use and 10 no. visitor spaces. The proposed development will provide the following car parking with 2 no. parking spaces for the 3 and 4 bed units and 1 parking space for the 2 bed and on street parking is provided for the 1 bed units where some apartments are proposed to be car free. There will be a total of 15 no. resident only spaces where spaces are not within the main curtilage of the dwelling. In total the scheme proposes 386 car spaces and the majority of the car parking spaces are provided in the curtilage of the units. This parking provision is considered appropriate for the proposed development.

Each dwelling will be able to avail of an EV charge point directly outside their dwelling. Visitor car spaces have been allocated throughout the scheme.



### 7.1.12 Detail Design

In tandem with the design development of the site layout, the mass of the building types of selection of external materials is instrumental in creating a distinct character for the development in the context of its immediate surroundings.

The proposed dwelling houses are two storeys with potential for an attic conversion. The proposed apartments are two-storey duplex over single-storey one-bedroom apartments.

The mass of the buildings will be typical except for the apartments which will fill a steeply sloping section for the site with an innovative split-level block which will contain 4-units in each.

The colour palette chosen for the scheme is modest with colours ranging in creams and greys, with brickwork in select locations. Some white render is also proposed for the units. Roofs will consist of dark concrete roof tiles in flat profile. Low pitched and flat roofs with exposed fascia will be in a profiled metal in dark colour complementary to window colours.

As mentioned earlier in the report, the sloping topography of the site has been taken advantage of with the 'stepped' arrangement between terraces or semi-detached blocks, and this all complete with natural vegetation and tree planting to be designed by Forestbird Design creates an attractive and interlinked scheme.

The internal layout and orientation of many of the dwellings ensures that family area rooms both enjoy direct sunlight but enjoy direct access to the rear garden.



## 8. Design Proposal: Drawing, Sketches and Images

This Planning and Design Statement has provided an assessment of the design approach of the proposed development will consist of 272 no. residential units, an 88-no. child place creche, community use and all associated site development works at Broomfield West, Midleton, Co. Cork. The scheme has considered the policy documents and national and local levels in particular the Guidelines for Planning Authorities on Sustainable Residential Development, The Cork County Development Plan 2022-2028, Urban Design Manual – A Best Practice Guide and Urban Roads and Streets Manual. Throughout the design process these documents played a central role in dictating the design that has provided consistent with the policies and objectives within these documents.

It is evident that this proposal will provide a significant and positive contribution to housing supply in Midleton, the East Cork Area and the Greater County of Cork.

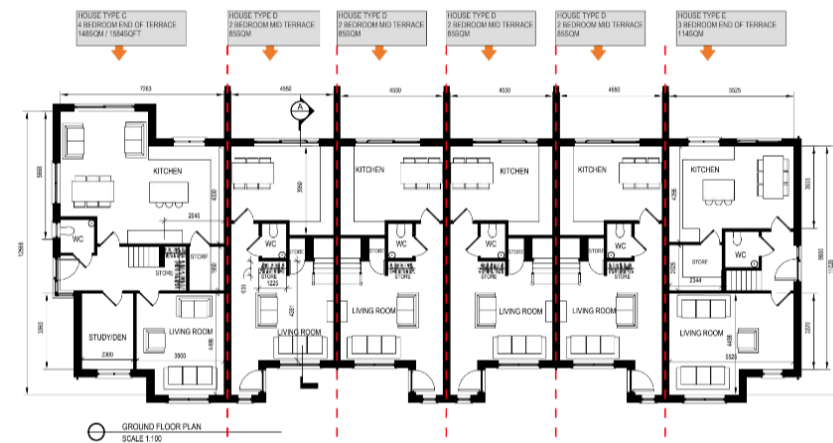


## 8.1 House Types

The proposed scheme includes 272 no. units comprising of 238 no. 2, 3 and 4 bed dwellings and a further 34 no. 1 and 2 bed apartments.

Throughout the design proposal consideration has been given to housing typologies, building design and different use of materials to create a distinctive character for the residential development







## 8.2 Proposed Creche facility

The provision of a creche for pre-school childcare is required as part of the planning application. The proposed location is to the southwest boundary of the site. The creche will cater for up to 88 no. children.

The creche design has taken influence from the topography of the site incorporated a community unit facility on the lower floor of the split-level building.



