

# 12. Development management standards

## 12.1 Development management principles

The purpose of this chapter is to give guidance to developers regarding the criteria used by the planning authority to assess planning applications.

Each application for development is unique and each site is unique. A decision to grant or refuse planning permission takes this uniqueness into account. Individual applications for development will be assessed against the policies and objectives of the Development Plan. The decision is not taken by using a standard formula or a set of rules.

The guidance contained in this chapter is not exhaustive, but merely a statement of general principles.

### **Planning Application**

To obtain planning permission, it is necessary to submit a comprehensive planning application, which complies with the Planning and Development Act 2000-2007 (as amended) and the Planning and Development Regulations. Advice and guidance on making a planning application are available from Sligo County Council.

The Department of Environment, Heritage and Local Government publishes a series of leaflets on all aspects of the planning system and these are available free of charge from the Department or from planning authorities. They cover a whole range of issues, including how to make a planning application, lodge an appeal, requirements for change of use, building extensions etc.

The leaflets can be downloaded from the website of the DoEHLG at [www.environ.ie](http://www.environ.ie).

Before submitting a development proposal, potential applicants are advised to examine the relevant Zoning Map, Objectives Map and Zoning Matrix in Volume 2 of this Plan, to check whether the proposal is in accordance with the specific provisions for the respective area. Another useful checklist is the set of Sustainability Indicators (see section 12.1.2).

### 12.1.1 Land use zoning matrix

The purpose of land use zoning is to indicate the intended uses of all lands within the limits of mini-plans – refer to the Zoning Matrix and Zoning Maps in Chapter 13 (Volume 2) of this Plan.

The Zoning Matrix states the degree of acceptability of particular types of development within areas zoned for various use categories.

An indication that a development would be “permitted in principle” does not imply an automatic grant of planning permission, or indeed that a planning application will necessarily be successful.

### Zoning categories

<b>MIX</b>	village centre-type mix of uses
<b>COM</b>	commercial uses
<b>RES</b>	residential uses
<b>CF</b>	community facilities
<b>BUS</b>	business, enterprise and light industry
<b>TOU</b>	tourism-related uses
<b>OS</b>	open space (public, private, natural/semi-natural, green corridors)
<b>SPF</b>	sports and playing fields
<b>NR</b>	natural resource reservation
<b>PU</b>	public utilities
<b>TPN</b>	transport and parking nodes
<b>BU</b>	buffer zone

### P Permitted in principle

A use that is permitted in principle is one which the local authority accepts in theory in the relevant zone. However, it is still subject to the normal planning process, including the consideration of all relevant policies and objectives outlined in the Plan.

### O Open for consideration

A use open for consideration is one which the local authority may permit where it is satisfied that the suggested form of development will be compatible with the policies and objectives for the zone, will not conflict with the permitted uses and conforms with the proper planning and sustainable development of the area.

### N Not normally permitted

Development not normally permitted in a particular zone is one which will not be entertained by the local authority, except in exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

### Existing non-conforming uses

The extension/expansion of existing non-conforming uses in each zoning category shall be assessed on its merits. Nothing in the Zoning Matrix shall be taken as necessarily precluding the reasonable extension/expansion of non-conforming uses or the conversion of these developments to similar uses.

## 12.1.2 Sustainability indicators

These indicators act as a simple checklist for developers and the local authority to address a number of issues relating to the sustainability of new development.

### Mix of uses – is the development in an appropriate location and does it encourage an appropriate mix of uses?

Where appropriate (e.g. town and village centres, new large-scale developments, mixed-use zones, along major transportation routes and transport nodes) a mix of uses should be incorporated into the development, such as housing, commercial, educational, leisure, live-work units, crèches, community facilities etc. This will enable easy access for all to facilities and could also contribute to a reduction in traffic generation.

### Mix of dwelling types – does the development encourage a mix of dwelling types?

To address the social balance within communities, there needs to be an adequate mix of types of housing, including affordable and social housing.

Provision for this is made under Part V of the Planning and Development Act 2000. There is also a need for a mix of dwelling sizes within housing developments - i.e. one-, two- and three-bedroom houses, apartments, townhouses etc. – to cater for a changing demographic.

### **Development density – does the development encourage higher densities?**

Density indicates how heavily developed a particular site is. Higher densities should generally be encouraged, particularly in town and village centres, at transportation nodes and along major transportation routes. However, higher densities should only be permitted where an important emphasis is placed on qualitative standards in relation to design and layout, so that the highest quality residential environment is achieved.

### **Footprint ratio – does the development utilise the land well?**

This indicator will reveal how much of the site is built over, and thus how much of it is available for public or open space. The footprint ratio may be a factor in creating a balanced and sustainable development.

### **Green space – does the development include useable green areas?**

This indicator addresses the quality and usability of the green space provided. Open space can be used for leisure and productive uses such as vegetable gardens. It can also be beneficial in providing potential habitats for wildlife.

### **Mix of open space - does the development include a mix of open space types?**

It is essential that there is a mix of open space types throughout the town/village area and also within large-scale new developments. The mix could include agricultural use (e.g. allotments) in certain areas, leisure and amenity areas (sports, public parks), public open space (streets and squares) and wildlife areas/parks (linear parks, lakes/ponds, wildlife corridors, reed beds, woodland etc.).

### **Waste - does the development address the issue of waste?**

Development should address issues such as construction/demolition waste recycling and the location and provision of household/business recycling. All development should provide adequate facilities to enable a high standard of waste management to be applied to those wastes arising from the development when used in accordance with its intended approved use.

### **Energy use – has the development considered and addressed energy consumption and its reduction?**

Development should seek to reduce energy use in buildings by using energy-efficient design, integration of solar-heat energy within building design, building fabric, consideration of the topography etc. (more information on these issues can be obtained from Sustainable Energy Authority Ireland – [www.seai.ie](http://www.seai.ie)).

### **Water use – has the development used water-efficient design, i.e. for collection, storage, efficient use and recycling?**

Clean water is a key environmental resource. Water should be recycled and used more efficiently where possible.

### **Transport mix – is there adequate provision and access to all modes of transport, including cycling and walking?**

As transport is a major energy user, sustainable transport is important in creating sustainable developments. Access to good-quality transport facilities should therefore be integral to all new developments, with an emphasis on integrating land use and transportation facilities (e.g. cycling, walking, rail access and bus access). As well as promoting a comprehensive and integrated transport strategy, it is also important to consider mobility management plans and the integration of different transport modes.

In residential developments, road design should minimise the impact of the car, and promote a transfer to more sustainable modes of transport. An emphasis on walking and cycling routes/linkages should be a priority within new residential developments.

### **Sustainable use of land – does the development proposal conform with the sequential approach?**

In terms of efficiency of land use, it is important to use land in a more economic and efficient manner, particularly within urban environments. In the interests of sustaining compact settlements, it is recommendable to use land within town/village centres before developing greenfield sites. To this end, the Council will promote, where suitable, the reuse of brownfield and derelict sites.

## CO2 emissions – what are the overall CO2 emissions associated with the building's energy consumption?

In 2002 the EU adopted the Building Energy Performance Directive 2002/91/EC (EPBD), which contains a range of provisions aimed at improving energy performance of residential and non-residential buildings, both new-build and existing. This Directive was transposed into Irish legislation as Regulations in 2006.

The EPBD requires that specific forms of information and advice on energy performance be provided to building purchasers, tenants and users, enabling them to take this issue into consideration in any decisions on property transactions.

As part of the Directive, a Building Energy Rating (BER) certificate, which is effectively an energy label, will be required at the point of sale or rental of a building, or on completion of a new building.

## 12.2 Site Development Standards

### 12.2.1 Residential density

Increased densities are intended to maximise the use of existing infrastructure, support the feasibility of appropriate uses (i.e. neighbourhood centres), facilitate the development of public transport, and ensure that residents are located as close as possible to services and community facilities. In higher-density urban environments, where a high proportion of the population lives within reasonable walking distance of the shops and facilities they visit on a regular basis, a reduced dependency on car travel will result.

In turn, this will tend to lead to subsequent benefits such as reductions in air pollution and emissions, a safer and healthier urban environment, increased social inclusion and community participation (particularly for the older people, the less mobile and those without private transport).

In assessing residential development proposals, the Council will have regard to Government policy, which seeks to encourage more sustainable development through the avoidance of excessive suburbanisation and through the promotion of higher densities (Sustainable Residential Development in Urban Areas (Cities, Towns and Villages), DoEHLG 2009).

Accordingly, in existing settlement centres, densities of 30–40+ units per hectare will be encouraged. Outside centres, densities of 20-35 units per hectare will be encouraged, whilst lower densities of 15-20 units per hectare will be accommodated on the edge of settlements. The key issue is that each site is different and in some cases a low density may be appropriate, while in other instances a certain increase in densities would be suitable (for example a courtyard development in the middle of a village or some infill sites within a village or town, where it is important to maintain the traditional streetscape).

Higher-density development can be achieved via a combination of dwelling types, e.g. new apartments, conversions, and three-storey town houses with private gardens. Single-category housing will be discouraged.

Higher densities than those specified may be acceptable in certain locations when it can be clearly illustrated that an innovative and high-quality residential environment is proposed.

In exceptional circumstances, the planning authorities may determine a more appropriate density in any particular location by considering the following:

- a. the extent to which the layout meets all other criteria for residential development;
- b. existing densities in adjoining residential areas;
- c. the capacity of the infrastructure to absorb the demands of the proposed development;
- d. existing landscape and other features of the site;
- e. the housing need of the area;
- f. the amount of land serviced for housing in the area;
- g. principles of sustainability;
- h. design quality – higher densities may be permitted in developments exhibiting high-quality design.

- i. proximity to main transportation routes;
- j. the level to which other density provisions have been met during the life of the Plan;
- k. levels of privacy and amenity;
- l. quality of pedestrian linkages between open spaces and to/from local facilities.

Apartments will normally be permitted in areas zoned RES, MIX and CF.

Where relevant, plot ratios and site coverage standards will be recommended as part of the review of LAPs for Ballymote, Enniscrone, Strandhill and in the forthcoming Tobercurry LAP.

## 12.2.2 Building/structure height

An increase in building height may be particularly suitable in certain circumstances, for example on focal/ landmark sites in towns.

In assessing all developments, the following factors will be considered in assessing building height:

- a. degree of overshadowing and loss of light to surrounding properties;
- b. degree of overlooking and consequent loss of privacy for adjoining properties;
- c. the scale and rhythm of the existing streetscape;
- d. the extent to which the building impacts on structures or spaces of architectural or historic importance;
- e. the extent to which the building impacts on important landmarks;
- f. the extent to which the building impacts on attractive public views from significant vantage points;
- g. the degree of impact of the building on the skyline;
- h. the degree to which the building may contribute to the overall townscape; in particular, care will be required in the treatment of rooftops and all machine/mechanical rooms will need to be adequately screened or designed as an integral part of the building;
- i. the quality of the overall design;
- j. the scale of the building in relation to surrounding urban space, together with the effect of the building on the quality of the space;
- k. the effect of the building on the microclimate in the immediate vicinity;
- l. the area of the site, and whether it is large enough to provide a visual transition (by way of open space, or a base of lower buildings) from the scale of surrounding development.

## 12.2.3 Building lines

The planning authority will normally seek to ensure that development is not carried out in front of established building lines. Generally, it will be an aim to create a continuous building line along a street edge. Consistent building lines will also be encouraged in the design of community facilities and in new industrial/enterprise park developments, where buildings will have a clear relationship with each other. Where located along roads of traffic importance, increased setbacks may be determined to provide for greater amenity, safety of road users and residents, and for future road widening.

Building lines may be relaxed in the following cases:

- to incorporate key landscape features into the development layout;
- to incorporate key landmark buildings;
- for innovative designs which can positively enhance the townscape;
- for innovative housing layouts, where the traditional setback from the public footpath is flexible due to new designs, with a decreasing emphasis on the minimum required space to the front of dwellings,
- to provide important areas of public open space, e.g. squares;
- to facilitate traditional building forms, such as open courtyards etc.

## 12.2.4 Landscape/vegetation

A landscape plan should accompany all planning applications, unless otherwise determined by the planning authority. The landscaping scheme shall be designed as an integral part of the development and shall consider the following factors:

- existing landscape features such as stands of mature trees, hedgerows, rock outcrops and water features; these shall be properly identified and retained where appropriate. Hedgerows can be given the appearance of a conscious design decision by additional planting on the edge and at junctions;
- layouts will be required to facilitate the retention of the maximum number of existing significant trees;
- new developments will be required to consider the future growth, management and maintenance of the landscape and open space areas. Planting needs to have a careful balance between quick-growing species for early maturity and trees with a longer lifespan, which may reach their peak in up to 100 years' time.
- the landscape plan and the selection of plant species should take into consideration low-maintenance species. Generally, single trees require more expert attention than those in composite groups, which are less vulnerable to damage. Formal, single-tree lines have little effect as screen belts or buffers; for this reason, groupings of young trees will be encouraged.
- native tree species will generally be preferred, since they are more valuable as wildlife habitat than introduced species, because they support a greater variety of insect life.

The local authority shall require the developer to carry out landscape improvements to open space. Security by means of a financial bond may be required to ensure the protection of existing trees on a development site or to ensure that a landscaping plan is adequately implemented.

## 12.2.5 Infrastructural service standards

Where water and/or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the planning authority. Provision must also be made for possible future connection into the public system. In addition, proposals from private developers to extend existing public wastewater infrastructure networks will be facilitated, where such proposals would result in the servicing of zoned lands. Any such proposal shall be assessed on a case-by-case basis.

Where feasible, services should be provided underground in the interests of amenity.

For guidance on services associated with residential developments, refer to Recommendations for Site Development Works for Housing Areas (DoEHLG, 1998).

## 12.2.6 Undergrounding of cables

The planning authority will seek to place underground all electricity, telephone and television cables in the urban built-up areas, especially within zones designated for residential development.

The planning authority will ensure that overhead lines will not be permitted in any area of high amenity value, as it is a policy aim to preserve significant landscape views from the visual intrusion of large-scale telecommunications and energy infrastructure.

## 12.3 Residential development standards

### 12.3.1 Design principles for multi-unit residential development

Multi-unit or multiple housing developments can be described as housing schemes of more than one dwelling, which are dependent upon communal support services such as roads, water, sewerage system etc. Multi-unit housing development outside settlements, in the open countryside, will normally be discouraged.

#### Design principles

The following design principles should be applied to all proposed multi-unit residential schemes:

**Connectivity and permeability:** Convenient access needs to be provided between and within areas, particularly to larger community and commercial facilities and to places of work. Routes within the area should be as direct as possible, following – where feasible – existing desire lines. For this reason, the construction of “gated estates” will be discouraged.

**Sustainability:** Priority should be given to walking, cycling and public transport, and the layout of new residential areas should seek to minimise the need for car-borne trips.

**Safety:** Streets, footpaths and cycle routes should provide for safe access by users of all ages and degrees of personal mobility. The needs of specific user groups, particularly the elderly or persons with prams/small children, must be considered at the design stage, and walkways should be well-lit and capable of being supervised from overlooking dwellings.

**Legibility:** It should be easy for both residents and visitors to find their way around a residential area. It is important to create a distinctive identity of the place through variety in the layout and design of the scheme. This can be achieved in a number of ways:

- by incorporating natural (hedgerows/trees) and man-made landscape elements into the design and layout of the scheme;
- by introducing focal points or landmarks at key locations;
- by creating “character areas” within a scheme, where each area has its own visual identity, is defined by a different architectural design or different palette of materials and/or variations in site layout, building lines, house design, colour and hard/soft landscaping;
- by providing different house types or by mixing land uses at appropriate locations.

All development proposals will need to have regard to the principles and guidance set out above.

The DoEHLG guidance document Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) and its companion Urban Design Manual – A Best Practice Guide explain these principles in more detail.

### 12.3.2 Road layouts in residential areas

Road layouts should be considered as part of the overall concept for the scheme and should not be the starting point of a design layout. The following should be taken into consideration:

- the arrangement of buildings, rather than roads, with the aim of creating a sense of space and enclosure;
- the creation of attractive urban/village forms, where security for pedestrians and cyclists is paramount;
- the incorporation of traffic-calming measures into the layout of the scheme, to ensure low traffic speeds via the horizontal rather than the vertical alignment of the road.
- the prioritisation of walking and cycling as transportation modes, and the provision of safe and direct access to local services and public transport.

Street layouts for new residential areas should be designed having regard to the following:

- links to the public road network and access to bus/rail-based public transport;
- access for mobility-impaired people;
- circulation routes for public services (e.g. refuse collection) and delivery vehicles;
- adjoining residential areas with limited through-traffic;
- adjoining residential areas with no through-traffic, such as culs-de-sac and sometimes home zones (see Section 12.3.3. below);
- the need for links to accommodate through-access or connections to adjoining sites, backland areas or neighbouring lands that are likely to be developed in the future.

In the case of housing developments or streets within a development serving less than 80 units, an access road of 5.5 m is required, with 1.5m-wide footpaths. This may be reduced to 5 m where a small number of dwellings are being served or the aim is to create a street.

Regard should also be had to the following:

- where there are culs-de-sac, these should generally be designed to accommodate through-access and linkages for pedestrians and cyclists to adjoining areas; these linkages should be adequately overlooked by dwellings and should have a minimum width of 3 m;
- turning areas should be provided for emergency and refuse vehicles; these areas should be designed as hard-landscaped, dual-use spaces where cars/large vehicles can turn, but should be primarily open spaces where children can play;
- adequate off-street facilities for parking, including visitor parking, should be provided;
- all new residential developments must include cycle lanes.

All developments shall have regard to the Traffic Management Guidelines (DoEHLG, DoT and DTO, 2003) and the Provision of Cycle Facilities – National Manual for Urban Areas (DTO, 2002).

All developments shall be designed and constructed with reference to standards set out in the following documents: Traffic Management Guidelines (DoEHLG, DoT and DTO, 2003); Provision of Cycle Facilities – National Manual for Urban Areas (DTO, 2002); Design Manual for Roads and Bridges (NRA 2000); and Specification for Road Works (NRA 2000); and subsequent revisions of these publications.

Additional guidance can be found in the DoEHLG's Recommendations for Site Development Works for Housing Areas (1998), Quality Housing for Sustainable Communities – Design Guidelines (2007), in the Manual for Streets (UK Department for Transport, 2007), the Urban Design Manual (DoEHLG, 2009) and subsequent revisions of these publications.

### 12.3.3 Home zones

A home zone is a residential area with streets designed to be places giving priority to people instead of motor traffic. Home zones will be encouraged in new residential developments, particularly as an alternative to cul-de-sac developments.

Within home zones, the streets are designed through the appropriate use of materials, street furniture and a variation of road widths, to ensure that motorists drive with more care and at lower speeds. Ideally, the surface is level and paved in sets and blocks rather than tarmac, to distinguish the home zone from a normal road.

On-street car parking is normally permitted, but is often arranged at the end of blocks or terraces, or provided as shared parking areas. Thus, the streets become places where children can play and people can interact.

### 12.3.4 Distance between dwellings

Houses should be designed in such a manner as to minimise overlooking and overshadowing of adjoining properties, and to avoid or reduce the loss of daylight. First-floor bedroom windows should be a minimum of 22 m apart.

A minimum of 1.5 m shall be provided between the side walls of detached, semi-detached and end-of-terrace dwellings to ensure privacy and ease of access. A property boundary should ideally occur mid-way along this dimension.

### 12.3.5 Security and the orientation of buildings

Residential areas should be designed with personal security in mind, especially areas used by the public such as open spaces, playgrounds, playing fields, pedestrian and cycle links.

Houses should overlook streets and footpaths, public roads, alleyways and pedestrian/cycle through-routes. Houses located on corner sites should be designed to be orientated towards both streets.

House designs shall consider orientation and sun-path so as to maximise amenity, daylight and the benefits of passive solar gain.

### 12.3.6 Layout and design of apartments

The DoEHLG guidance document Sustainable Urban Housing: Design Standards for New Apartments (2007) sets out minimum standards for floor areas of different types of apartments, storage spaces, and room dimensions for certain rooms.

In order to ensure a greater degree of flexibility, the floor plans of small one- and two- bedroom apartments should be designed so that at a later stage they can be amalgamated to form larger two- and three-bedroom units, without excessive disruption to the structure of the building. This will allow for changes in the size and mix of apartments to meet changing requirements and demands of occupants.

Minimum net floor areas for apartments are as follows:

One-bedroom apartment	45m <sup>2</sup>
Two-bedroom apartment	73m <sup>2</sup>
Three-bedroom apartment	90m <sup>2</sup>

The development of courtyards and new urban spaces within urban blocks will be considered, and fresh approaches to the design of urban spaces will be encouraged. Access to courtyards should generally be provided without breaking the existing street frontages, so as to assist in the creation of strong building lines.

### 12.3.7 Public open space

#### Provision of recreational open space in residential development

Open space is required to be provided with all new housing developments. Suitably designed and landscaped areas of formal and informal recreational open space (incorporating children's play areas and associated equipment) should be an integral part of the design of new housing schemes. It is important that new open space is usable, safe and integrated within the scheme as part of a cohesive landscape structure.

A minimum of 15% of the site area shall be reserved for the provision of open space, as indicated below. The exact location, size and type of open space to be provided will be determined through the development management process.

Where a developer cannot provide the appropriate amount of recreational open space on site, Sligo County Council may assist developers in meeting their responsibilities by accepting a financial contribution in lieu of physical provision, to enable the creation, improvement or maintenance of alternative facilities in the vicinity of the subject site.

The Council will encourage developers to pool land in order to satisfy open space requirements to allow the provision of large multi-purpose amenity areas (e.g. parkland and playing pitches) as well as small incidental open spaces within housing areas.

#### Quantitative standards

In residential developments on greenfield sites, developers should provide communal open space landscaped to a high standard equivalent to a minimum of 15% of the total area.

In non-greenfield sites, 10% of the total site area may be acceptable. In this instance, the developer shall make a contribution in lieu of the 5% not provided, which the local authority could use to provide open space at an alternative location.

On institutional lands, often containing large tracts of open space, any proposals for higher-density residential development must take into account the objective of retaining the “open character” of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, a minimum open space requirement of 20% of site area applies.

### Qualitative standards

Public open space is one of the key elements in defining the quality of the residential environment. The following qualitative standards should be incorporated into any proposal for open space within a development:

**Design:** The layout and facilities proposed – particularly in larger schemes – should be designed to meet a range of user needs, including active and passive recreation. In many cases, smaller spaces of different sizes and types, designed for a particular use or range of uses, may be preferable to one large space in the centre of a scheme. Public open spaces should be suitably proportioned; narrow tracts which are difficult to manage/maintain are not acceptable.

**Safety:** Users should feel safe at all times within parks; adequate supervision, passive surveillance, appropriate boundary treatment and public lighting contribute to creating a sense of security.

**Accessibility:** The main open space of a scheme should be within a short walk of the majority of homes proposed.

**Shared use:** The potential for maximising the use of open space facilities (such as all-weather pitches) should be explored, for example, by sharing them with nearby schools.

**Biodiversity:** Public open spaces, especially larger ones, can provide for a range of natural habitats and can facilitate the preservation of flora and fauna.

Other issues that should be considered when designing open spaces include the following:

- Sligo County Council may require that the open space provision of any development be located in a specific area, in order to assemble a suitably-sized open space, or to enhance the existing features of the area.
- Incidental, inaccessible or backland space will generally not be acceptable, and will only be permitted where it performs a specific function, which is clearly demonstrable, such as preserving key landscape features, providing a necessary screen belt, or a specific part of a landscape plan.
- The provision of facilities – such as seating, bins, delineated play areas, lighting, and planting – must be addressed. Hard-landscaped surfaces – such as a tennis court or basketball court – as well as small green pitches within residential developments will also be considered as part of the required open space provision.
- Small areas of open space will be accepted if they are intended and designed as pocket parks where small children can play, if they contribute to the visual amenity of the area, and if they are adequately overlooked.
- As a rule, houses should front onto open spaces and provide passive surveillance. Rears of houses, blind gables or high boundary walls should generally not adjoin open spaces. Residential open space should be directly overlooked by houses on at least 75% of its perimeter.
- Open spaces should be located where they do not cause an excessive security problem for households.

### 12.3.8 Private open space

An adequate amount of open space shall be provided within the curtilage of each dwelling. It is recommended that a minimum rear-garden size of 60-75 sq.m. will be provided for three- to four-bedroom houses, with a lesser standard acceptable for narrow house frontages and one- to two-bedroom houses, which will require no less than 48 sq.m.

The developer will be expected to provide a variety of rear garden sizes within housing developments, so as to avoid monotonous and standardised development layouts. The existence of minimum standards should not result in uniform rear garden layouts, that become associated with particular residential zoning categories.

Rear garden sizes should generally be provided with a permanent durable barrier, a minimum of 1.8 m in height, to ensure privacy, and 2m-high where backing onto a public area other than a public road. Post-and-wire or timber fencing shall not be permitted.

Factors to be considered in determining reduced garden sizes may include the size of the household, the provision of communal open space associated with the development and urban design considerations, e.g. the case of houses on corner sites that perform an urban design role.

### 12.3.9 Open space for apartments

The provision of adequate and well-designed communal and private open space for apartment developments is considered a vital component in promoting sustainable urban living. The DoEHLG guidance document *Sustainable Urban Housing: Design Standards for New Apartments* sets out minimum standards for balconies and patio areas, as follows:

One-bedroom apartment	5 m <sup>2</sup>
Two-bedroom apartment	7 m <sup>2</sup>
Three-bedroom apartment	9 m <sup>2</sup>

Communal – or “semi-private” – open space should be provided within landscaped courtyards, having regard to the heights and orientation of adjoining blocks in terms of the levels of sunlight obtainable in those spaces.

Private open space can also be provided in the form of rear gardens or patios for ground floor units and balconies/roof gardens for upper-level units. A minimum depth of 1.5 m is required, extending for the full length of the external living room wall.

### 12.3.10 Access for the disabled

All new buildings of public resort must conform with the design guidelines set out in *Access for the Disabled – Minimum Design Criteria* (1988) and the *Technical Guidance Document - Part M of the Building Regulations, 2000*.

Developers are advised to consult the document *Buildings for Everyone – Access and Use for all Citizens* (National Rehabilitation Board, 1998).

### 12.3.11 Car parking standards

Car parking spaces will be calculated in line with Table 12.B. They may be provided on site or on street.

Parking spaces may be provided as a communal parking area or bay integrated into the overall development, or on-street where road widths are adequate.

Appropriately designed on-street car parking will be acceptable where it facilitates increases in residential densities in particular locations or zones.

A mix of car-parking types will be encouraged in new development proposals, so as to introduce variety and reduce the dominance of parking areas within the overall layout.

Within group parking areas, consideration will be given to the visibility of residents’ cars (from their homes if possible), convenience, and the need to soften the impact of group parking by landscaping.

In some older residential areas, small front gardens and original features such as railings are part of the character of the area. In such cases, on-site car parking in front gardens/patios may not be permitted.

Proposals for off-street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.

### 12.3.12 Infill housing within established residential areas

Within and around established built-up areas, a relaxation of some standards may be allowed for single replacement houses and infill development.

The design of infill development must be sympathetic to the character of the area.

While well-designed, modern buildings may be permitted, they should have regard to their setting and be capable of integrating into the streetscape/townscape context.

### 12.3.13 Management companies

Section 34(4)(i) of the Planning and Development Act 2000 provides for the inclusion of conditions attached to a planning permission regarding the maintenance or management of a proposed development. Provisions for estate management should be put in place in order to maintain the amenity, quality and visual quality of a development once the development is complete.

### 12.3.14 Housing estate and street names

Street nameplates, in Irish and English, should be erected on all housing estate roads in a location that is clearly visible to the motorist. Ideally, they should be placed at junctions to be of maximum assistance to the navigating motorist, cyclist or pedestrian.

The names of residential developments and roads shall reflect local place names, particularly townlands or local names linked to the landscape, its features, culture and/or history, including names of historical personalities who have some association with the area.

The local authority shall approve the names chosen.

The names should be fixed to walls and buildings where they can be clearly seen.

In order to assist the public and the postal authorities, all houses within housing estates or in comprehensive street developments shall be provided with numbers and/or names, which shall be visible from the adjoining road/street.

### 12.3.15 Live/work units

Home-based activities are defined as small-scale commercial activities, which are secondary to the use of the premises as a residence. They are permitted where the primary use of the dwelling remains residential (this being reflected in the floor area of the business) and where the amenity of surrounding residences is not adversely affected.

The planning authority, in considering applications for such developments, will examine:

- the nature and extent of the use proposed;
- the effects on the amenity of the surrounding residences;
- the levels of traffic that will be generated;
- the storage of refuse and waste collection.

Over-the-counter services, business signage, advertising hoardings, security gates/grills and excessive security lights are not appropriate in a residential area and are subject to restrictions.

Sligo County Council may grant a temporary permission of two/three years for home-based economic activities to facilitate ongoing monitoring of the activity.

### 12.3.16 Bed-and-breakfast

Planning permission is required for all conversions of dwellings to guest accommodation and bed-and-breakfast establishments where the number of bedrooms used for such purposes exceeds four.

In the assessments of such developments/conversions, Sligo County Council will consider car parking demands, the amenity of adjoining residents, the obtrusive nature of signage and the need to avoid excessive concentrations of bed-and breakfast-uses in residential neighbourhoods.

### 12.3.17 Waste management in residential developments

Residential developments should accommodate three wheel-bins per dwelling to cater for segregated collection of household waste. For apartment developments, there should be adequate bin storage at ground level.

Bin storage facilities should be secure from vandals, scavengers and vermin and should not create a nuisance to adjacent buildings. Storage facilities or bin houses should be designed to enable access to all receptacles at any one time (i.e. residual waste, dry recyclables, organic waste) to facilitate segregation.

### 12.3.18 Rural housing

In 2005, the Government issued Sustainable Rural Housing: Guidelines for Planning Authorities, in order to facilitate the implementation of the rural policy framework set out by the NSS. The Guidelines acknowledge the role that people living in both small towns and villages and the wider countryside have to play in supporting a dynamic rural economy and social structure, and they also establish the main parameters for assessing residential development proposals outside existing settlements.

New development in rural areas should be absorbed and integrated successfully into the rural setting, as indicated in Section 5.7.5 Rural housing design and development patterns. High standards of location, siting and design should be satisfied in order to achieve this objective.

### 12.3.19 Extensions to dwellings

The Council will require proposals for extensions to comply with the following guidelines:

- the extension should generally be subordinate to the main building;
- the form and design should integrate with the main building, generally following window proportions, detailing and finishes, including texture, materials and colour;
- the extension shall be designed to ensure that no overshadowing or overlooking of adjacent residential properties occurs.
- where an extension increases the potential occupancy of the dwelling, the adequacy of the on-site sewage treatment (in unsewered areas) should be demonstrated by the applicant.

### 12.3.20 Rural house location

The surface character of an area, its topography, vegetation cover, fields and hedgerows, determine the impact of new development. Allied to surface character are the extent and pattern of existing development in a rural area and these factors will determine whether new development can be integrated successfully or not.

For example, in areas of open bogland, shoreline and high, exposed terrain, it may be difficult to find unobtrusive sites. In areas of enclosed fields with mature trees, stone walls, rolling topography and existing development, imaginative use of the site's natural features can integrate new building unobtrusively into the countryside.

Areas of enclosed fields, agriculture-related development and mature tree cover can absorb new buildings without damaging the rural quality of the area more effectively than open landscapes. Sensitive design will be required in all cases, but it will be crucial if buildings are proposed in visually vulnerable, open land-

scapes where they are likely to be seen over long distances. The location criterion, therefore, establishes whether a proposed development will be acceptable in principle, having regard to the general characteristics of the site, its context and visibility from critical viewpoints.

### 12.3.21 Rural house siting

The siting criterion refers to specific site assessment. The site should be sufficiently sized to accommodate a building set back from the road, and make full use of natural features. The building should be sited so as not to break the skyline or shoreline as viewed from public vantage points. Use should be made of backdrops of trees, rising land or other buildings.

Orientation of the building relative to the road and existing development is important, especially where it is proposed to terminate a ribbon of development, 'round off' existing scattered development or achieve a cluster of development. New development should relate closely to existing groups of buildings, particularly traditional farm complexes, and should not extend strip-like along public roads.

### 12.3.22 Rural house design

The design criterion is aimed at ensuring buildings enhance rather than diminish the visual character of the area.

The scale, form, massing, proportions and detailing of a development must be assessed in relation to the character of the location, the existing pattern of development and existing site features.

Building styles that are acceptable in an urban or suburban setting are often alien to a north-west of Ireland rural setting.

Whilst there is no absolute requirement to apply any particular style, modern or traditional, buildings should be simple in terms of elevational treatment and materials.

Access roads and driveways should respect the site contours and cross them gently in order to integrate the building with its entrance and site.

New development should be cut into sloping land and excessive underbuilding or deadwork should be avoided.

Traditional hedgerows or stone walls should be retained in preference to ranch, palisade, paling, post-and-wire or other fencing. If a new hedge or wall must be partially or completely removed for the purpose of improving sightlines, a replacement hedge or wall should be erected behind the sightlines. In any planting scheme, indigenous trees and shrubs appropriate to the site conditions should be used.

Often the key to successful integration of new development is attention to detailed design requirements; site management and landscaping are essential to ensure that new development does not appear stark, unfinished and out of character with adjacent vernacular architecture.

When building in the rural environment, the following factors must be considered:

- the effect of the development on the visual amenity of the area;
- interference with views of significant archaeological importance and specific natural features;
- the topography and existing site contours;
- the traditional design, form, scale, and materials used in the area;
- landscaping of the site and integration of existing landscape features (e.g. hedgerows, trees) into the development;
- availability of connections to water and sewerage facilities, and treatment of surface water run-off;
- distance from the road boundary and safety of traffic movement;
- principles of sustainability.

The Council may require daylight and shadow projection diagrams to be submitted in all proposals where buildings of a significant height are involved or where new buildings are located very close to adjoining dwellings.

## 12.3.23 Site boundaries

The removal of boundary hedges and trees, and replacement with block walls and fencing leads to urban features in a rural environment. It can also have an effect on wildlife and lead to the removal of valuable hedgerows, upon which wildlife depends. The Council will require the retention of natural boundaries (except where roadside boundaries must to be set back in the interest of road safety) and encourage the planting of native trees and hedgerows along all boundaries.

### Recommended planting

<b>Tree species</b>	Scots Pine, Sycamore, Oak, Willow, Hawthorn, Holly, Common hazel, Bog birch*, Rowan*, Common ash**, Common alder **, Common beech**, Common elder**
<b>Hedgerow species</b>	Crab Apple, Blackthorn, Spindle, Guelder Rose
<b>Coastal species</b>	Common Gorse, Fuchsia, Flax

\* recommended as primary species in upland regions

\*\* recommended as primary species in lowland regions

## 12.4 Retail, commercial and industrial use standards

### 12.4.1 General principles in assessing retail proposals

In assessing planning applications for retail development, the planning authority will be guided by DoEHLG's Retail Planning Guidelines (2005), which identify the following elements:

- adequacy of existing shopping outlets;
- size and location of existing outlets;
- quality and convenience of existing outlets;
- effect on existing communities;
- needs of the elderly, disabled or other persons who may be dependent on the availability of local shopping outlets;
- need to counter town/village decline, promote town/village renewal and the optimal utilisation of infrastructural facilities in urban areas.

A retail impact analysis may be required as part of a planning application for retail developments, where the planning authority considers it necessary. Such developments will be assessed as to whether they:

- impact on Sligo City's retail functions;
- support the town centres;
- cause sufficient impact to undermine the quality of the centre;
- diminish the range of activities and services;
- increase the incident of vacancies;
- ensure a high standard of access;
- link effectively with the town centres;
- encourage multi-purpose trips;
- act as a driver of regeneration, with the reuse of inner urban sites.

## 12.4.2 Permitted locations for shopping facilities

As far as possible, new retail development is to be sited within the town centre or, if no sites are available, immediately on the edge of a town centre, with a presumption against development elsewhere. It is not appropriate for applications for out-of-centre sites to be pursued when the class of goods could quite clearly be sold from within the city centre.

New development should be accessible by a variety of transport modes, including public transport.

## 12.4.3 Layout and design

The design of proposals for retail development should have proper regard to the relationship with their surroundings and should, if possible, develop and enhance local character. It is recognised that much new development will be of a larger scale than existing facilities. Nonetheless, new proposals will be integrated as much as possible into the existing townscape of the centre.

Designs should avoid presenting blank frontages to streets or being inward-looking. Designs which add interest and variety, and which reflect local context should be encouraged.

The frontage onto a street should consist of the actual retail selling space, to facilitate ease of access for pedestrians. Service yards and car parking should be located at the rear of developments so as to avoid unsightly views. They should normally be placed away from the street frontage and should, wherever possible, maintain existing building lines. They should be well lit and incorporate hard or soft landscaping appropriate to their design and setting.

## 12.4.4 Shop fronts

The design of a new shopfront should relate to the architectural characteristics of the building on which it is situated. New shopfront designs must respect the scale and proportion of the streetscape by acknowledging/maintaining the existing grain of development along the street and respecting the appropriate plot width.

Proposed alterations to existing frontages need to be given careful consideration. Traditional shop frontages of character and quality should be retained in normal circumstances. Where existing shopfronts are of no special merit, total replacement is acceptable.

Multiple retailers which have adopted a corporate image will not necessarily be allowed to use their standardised shop front design, corporate colours and materials. Such companies should be encouraged to ensure that their particular fascia takes account of the character of the local area. Compatibility with individual buildings and with the street scene will be considered more important than uniformity between the branches of one company. Name-plates and signage will be required to be constructed in proportion to the façade of the building. Excessive scales or proportions will not be permitted.

The repair, restoration and replacement of shop fronts must be sympathetically carried out to protect the architectural character of the towns and villages. The process of trading through an opening in a building façade without a shop front will not be permitted. The use of loud music or other sound to attract attention to a shop front will also not be permitted.

## 12.4.5 Large food stores

Large food stores generally serve the weekly convenience goods shopping requirements of families. They require large areas of floorspace with adjacent car parking. The majority of this type of bulk convenience shopping is undertaken by car, but a significant proportion of customers visit by other means. Therefore large food stores should be well served by public transport. These stores should be located in accordance with the sequential test, with town centre sites being considered the most suitable locations. Where applications include significant amounts of non-food items, the accompanying drawings should clearly indicate the area to be devoted to convenience goods. As previously indicated, the national floor space cap of 3,000 sq.m. applies.

## 12.4.6 Discount food stores

The sequential test should be applied to this type of development in the same manner as to any other class of retail outlet. Discount food stores should have a high standard of access by public transport, foot and private car.

## 12.4.7 Retail warehousing

Retail warehousing activity relates to the sale of non-food, non-clothing goods. Retail warehousing includes the sale of large goods such as furniture, carpets, bulky white electrical goods, gardening goods, DIY items and toys. The activity may include outdoor display areas and is likely to have considerable car parking requirements.

In order to limit the impact on the vitality and viability of the town centres, retail warehousing must be restricted to selling truly bulky goods (furniture/carpets, bulky white electrical goods, gardening goods, DIY items). Where the range of goods sold from retail warehouses extends to the type of non-bulky durables which are normally sold from the city centre, then there is potential for an adverse impact on the centre.

Items which should be restricted from sale include grocery and food items (including alcohol), footwear, clothing, books, magazines, mobile phones, music (i.e. compact discs, tapes, mini-discs etc.), toiletries, cosmetics, artists' materials, jewellery, gifts, china and leather goods. Conditions will be attached to prevent the sale, by subdivision or change of content, of goods normally sold in city-centre shops where they would thereby compete with the use of the town/city centre to seriously injure its viability. A limit on the range of goods sold will normally be imposed and individual units will be subject to an upper floor space limit.

Retail warehouse units should ideally be grouped in planned retail parks, in order to minimise the number of trips by car. It is also important that they are limited in scale. Generally, units of less than 700 sq.m. gross floor space are more easily accommodated in town centres and, in any event, tend to sell a less bulky range of goods. Consequently it is appropriate to impose a minimum size condition preventing the construction or subdivision of units into stores less than 700 sq.m. in out-of-centre locations. Individual units should be subject to an upper floor limit of 6,000 sq.m.

The design and layout of retail warehouse units should produce a compact development form, with continuous building lines that provide for integration in urban design terms with adjoining and subsequent developments. Where more than one retail warehouse activity is proposed, shared car parking will be expected.

Parking should normally be provided to the rear of buildings, so as to temper the view of expansive car parks and/or to assist in providing continuous development blocks and building lines expected within a new street form.

A landscaping scheme should be designed as an integral part of the development. A schedule of planting and maintenance should accompany any application. The planning authority will particularly ensure that areas of open car parking are adequately landscaped, both on their perimeter and within, with a combination of trees and shrubs of sufficient density to provide visual relief and make them more attractive.

## 12.4.8 Petrol filling stations and ancillary uses

When considering all applications of this nature, attention should be given to the safety aspects of circulation and parking within the station forecourt. A minimum street frontage of 30 m will be required. A low wall of approximately 0.6 m in height shall be constructed along the frontage, with allowance for two access points, each 8-m wide. No advertising or commercial signage shall obstruct visibility over the site access points or front boundary/wing walls. The pump island shall be not less than 7 m from the footpath/road boundary.

Consideration will be given for the development of small shops selling confectionery, groceries and newspapers. Applications may include ancillary shops of up to 100 sq.m. net sales area, without being subject to the rigours of the sequential test.

Applications in excess of 100 sq.m. should be assessed as if they were independent retail units, in line with the sequential test. The associated filling station is of no consequence in these circumstances, and such proposals should be assessed as if there were no petrol filling facilities present.

All surface run-off from forecourt areas generated on site shall be discharged to adequately designed interceptors in accordance with best practice. Class 1 type interceptors shall be required for all discharges to the local authority surface water drainage system or to surface waters.

## 12.4.9 Automatic teller machines

The planning authority will strictly control the location of automatic teller machines (ATMs) having regard to the following:

- the need to protect the character of the street, building or shop front into which they are to be incorporated into (especially protected buildings). The design and location must ensure that they are safe and easily accessible. Canopies, signs and logos shall be discretely incorporated into the overall design.
- the provision of ATMs at petrol stations will be encouraged, to facilitate drivers wishing to use them.
- in general, ATMs will not be provided where queuing customers may cause disruption to other pedestrians.

## 12.4.10 Advertising on buildings and advertising hoardings

Generally, advertising should be sympathetic in scale, design, material and colouring, both to the buildings on which it will be displayed and its surroundings, and should not obscure architectural features. Advertising should not interfere with traffic safety and should not obstruct traffic signs.

Sligo County Council will advise potential applicants on acceptable design of advertisements prior to submitting applications. The following are Sligo County Council standards relating to advertising (applicants are advised to contact the relevant Planning office prior to submitting an application):

- where suitable, advertising will be contained within the façade area of the building and will not be permitted above the eaves or parapet level of buildings;
- in general, no projecting signs shall be permitted; consideration will only be given to small-scale projecting signs that are integral to the shopfront.
- the use of hand-painted signs or individual lettering placed on existing shop fronts or placed directly on the façade of a building where no shop front exists will be encouraged;
- internally-illuminated plastic box signs will not be permitted; any lighting of signage should be external to the sign.
- the construction of name-plate fascias linking two or more buildings of different architectural design and character is restricted;
- on buildings and structures of historic, artistic and architectural interest, any signage or shop front should either be in character with the structure or should be required to not interfere with the character of the structure;
- where the building façade possesses features of architectural merit/interest, any proposed signage should have regard to or should not interfere with such features.
- the height of signs and advertising on a building will be controlled; high level advertising and advertising on upper floors will be prevented;
- the use of advertising structures will be restricted on public footpaths and on road margins where they conflict with pedestrian or traffic safety;
- finger-post signs for tourist attractions will be permitted where they do not conflict with traffic safety, subject to licensing;
- large advertising hoardings will be discouraged, except in industrial areas where their presence by reason of scale and design is not out of character with the existing environment;
- the number of signs will be limited where it is considered that they would lead to cluttered appearance at a junction or on a building.

In general, advertising hoardings, including three-dimensional signs and tri-visions will not be permitted on or in the vicinity of protected structures or on the front façades of buildings. However, advertising hoardings may be permitted temporarily where they help screen building sites and derelict sites awaiting redevelopment, and where they form an integral part of the boundary treatment of the site.

### 12.4.11 Canopies and awnings

The erection of canopies constitutes a development requiring planning permission. The use of plastic canopies over windows will be discouraged. Where shading of a window display is required, the traditional retractable awning is considered suitable. Scaffold drops will require planning permission.

### 12.4.12 Security screens

The use of metal security grills or shutters will be discouraged. Where it is suggested as essential to use such shutters, these should be open-grilled, and should be affixed to the inside of the window, or preferably behind the display area. The installation of roller shutters is a development requiring the prior grant of planning permission. The use of the public footpath for security stanchions or roller shutter fixings is not acceptable.

### 12.4.13 Illumination and spread of light

If external illumination is proposed, documentation shall be provided that clearly shows that light or glare from such illumination will not adversely affect pedestrian and vehicular traffic or adjacent properties.

### 12.4.14 Use mix

Where commercial developments are proposed, the planning authority may require an appropriate mix of uses, depending on the existing uses of the surrounding area. In general, the planning authority will encourage a mix of uses on upper floors in town and village centres.

### 12.4.15 Bars/night-clubs/disco-bars/ amusement centres

In order to maintain an appropriate mix of uses and protect night-time amenities in Sligo towns, the County Council, through the appropriate use of its development management powers, will prevent an excessive concentration of pubs, bars, nightclubs and hot-food take-aways in any particular area. The Council will ensure that the intensity of any proposed use is in keeping with both the character of the area (i.e. residential, mixed-use, etc.) and with adjoining businesses, when development proposals are being considered. The following issues shall be taken into account in the assessment of applications for the above uses:

- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents must be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes.
- New buildings must be designed to prevent noise escaping, and with adequate provision for refuse disposal, storage and collection.

The Council will encourage a diversity of uses in town centres throughout the day and evening, and will ensure that proper litter control measures are in place prior to the opening of any premises.

Façade design will be carefully controlled by the planning authorities, in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

## 12.4.16 Fast-food take-aways

Proliferation of hot-food take-aways will not be permitted in any particular area. Regard will also be had to the impact of hot-food take-aways on the amenities of an area, including noise, odour and litter. The planning authority may impose restrictions on opening hours of such uses as a condition of a planning permission.

## 12.4.17 Open-air concerts

In considering applications for open-air concerts, Sligo County Council will have due regard to the following: noise and general disturbance, hours of operation, traffic generation, traffic flow and car parking, accessibility, effect on residential amenities of the area, litter control, emergency access, ancillary uses such as fast-food provisions and toilet facilities. The Planning Authority will insist that proper provisions and arrangements in relation to these, and other relevant issues, have been made prior to the granting of permission.

## 12.4.18 Offices

The local authority will encourage over-counter office development to locate in the town/village centres. The use of vacant or under-utilised upper floors for office development will be encouraged. Outside the centres, applications for office development will normally be considered within the areas zoned for business/enterprise/industry (BUS) and community facilities (CF).

Change of use from shops to offices in the town/village centre will not normally be permitted, except in exceptional circumstances. There will be a presumption in favour of the granting of planning permission for the conversion of offices, currently in former dwellings, back to residential use.

All new office developments outside town/village centres will be required to provide a minimum of 10% open space. Where offices are proposed on lands zoned for business/enterprise/industry, such development will be required to provide a minimum of 10% open space in addition to a minimum 6-m strip of landscaped open space along all roads.

## 12.4.19 Industry, wholesale and repository warehousing development

Industry, wholesale and warehousing activity will normally only be permitted on lands zoned for business/enterprise/industry (BUS), as outlined in the development control matrix. Special consideration will be given to such developments where they would contribute to the urban renewal of an area or where they would make a significant contribution to the urban character.

Warehousing in this context is essentially for storage or wholesale and as such differs from retail warehousing. In terms of class of use, as outlined in the Planning and Development Regulations (Part 4), retail warehousing falls within Class 1, and the latter within Class 5.

Adequate space must be available for on-site storage of materials and refuse, loading and unloading, and on-site circulation and parking. Adequate provision should be made for storage of goods and materials within the building or else in a designated storage area.

A landscaping scheme for the site shall be required. In the case of developments for two or more buildings, a uniform design for boundary fences, roof profiles and building lines is essential.

A minimum open space requirement of 10% will apply. The open space should be provided such that it may function as an effective amenity area. In situations where effective open space cannot be provided on site, a contribution will be payable in lieu of other arrangements, similar to that employed in the provision of open space in residential areas. An industrial development should present a pleasant aspect helped by tree planting, the judicious placing of advertisement structures, screening of open storage areas and unobtrusive loading and parking space.

Access roads to industrial estates will normally have a minimum overall reservation width of 13 m, consisting of a 7-m carriageway, two 1.5-m grass verges and two 1.5-m footpaths. Main access routes to industrial lands will also be required to provide reservations for cycleways. Generally, the building line must be at least 9 m from the road boundary, with car parking provided to the side or rear of the building. There shall be a minimum landscaped/planting strip on all principal road frontages.

## 12.5 Community facilities standards

### 12.5.1 Schools

It is estimated that one primary school requires a catchment of between 1,200–1,300 dwellings.

Site requirements for a primary school are in the region of 2.15–3.0 ha.

Provision should be made in schools for a range of organised sports facilities, for car parking and for drop off and collection facilities.

Schools will be encouraged to locate in the vicinity of town and village centres.

### 12.5.2 Childcare facilities

In line with the *Childcare Facilities - Guidelines for Planning Authorities* (DoEHLG, 2001), the Planning Authority will require the provision of one childcare facility (including crèches, playschools, nursery and Montessori schools) with places for 20 children for each 75 dwellings, having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas. In appropriate circumstances, the Planning Authority will require the provision of a multi-purpose community facility, including but not limited to childcare services.

Town and village centres are considered suitable for the location of these facilities. Applications for crèches and playschools in the proximity of a new or existing place of work, such as in a business/enterprise area, will also be favourably considered. Crèches and playschools will be permitted in areas where they will not cause hazard due to traffic congestion or adversely affect the amenity of adjoining residences. They should generally be provided alongside through-routes as opposed to culs-de-sac. Proximity to public transport nodes will also be favoured in the interests of sustainability.

Applications for childcare facilities will be assessed in accordance with the following criteria:

- details of the proposed opening times
- proposed number and age range of children
- proposed number of staff
- internal floor area devoted to use, excluding areas such as kitchens, toilets, sleeping and other ancillary areas
- details of external play areas and management of these areas
- car parking arrangements, for both parents and staff members
- local traffic conditions
- convenience to public transport nodes
- the level of existing childcare provision and the demand for childcare facilities in the area
- effect on the amenities of adjacent properties
- potential for linked trips in the proposed location due to the existence of other public, commercial and community facilities in the vicinity.

All applications for crèches or pre-school facilities shall be required to comply with the HSE and Government guidelines.

### 12.5.3 Care facilities

A change of use from residential to a care facility, to care for more than six persons with an intellectual or physical disability, will require planning permission and will be dealt with sympathetically, considering factors such as accessibility, traffic, safety and proximity to community and shopping facilities.

Single-storey detached houses with adequate private and secure open space and on-site parking are the preferred locations for such uses.

### 12.5.4 Nursing homes

Permission for change of use from a residential dwelling to a nursing home will only be granted in cases where such a use would not be detrimental to the amenities of adjoining dwellings, would be of an appropriate size and scale for the area, and where the building can be adapted to provide a satisfactory level of accommodation. Other factors to be considered include the adequacy of off-street parking facilities, satisfactory private open space, and proximity to local services and facilities.

## 12.6 Roads, access, circulation and parking

### 12.6.1 Road standards and circulation

A legible hierarchy of roads within residential developments should be created, from distributor roads, link roads, and access roads, to culs-de-sac, where appropriate. In general, road layout should comply with Recommendations for Site Development Works for Housing Areas (1998).

Roads should be designed to reduce the impact of the car and encourage walking/cycling for local trips. To reduce the dominance of the car in the street, a number of measures can be taken at the design stage:

- minimise the length of straight stretches of road/encourage short straight streets with staggered T-junctions;
- introduce speed-regulating curves;
- promote shared surfaces for vehicles, pedestrians and children at play;
- introduce different surface materials and colour variations;
- emphasise the design of entrance treatments and use of pinch points;

Allowances should be made for the requirements of service and emergency vehicles. These will require access to pedestrianised streets, and will require sufficient room to turn in cul-de-sacs. Alternative layouts in the form of home zones and innovative layouts will also be encouraged.

### 12.6.2 Access to the road network

The NRA has directed that the development of new accesses onto the national roads network should be strictly controlled in order to protect these roads. In accordance with this national policy and in the interest of safe traffic flow, it is the policy of the Council not to permit any new means of access along national roads N4, N15, N16, N17 and N59, except in a limited number of cases, as specified below.

- the provision of a new house where the existing inhabited dwelling is substandard and in need of replacement. The replacement house should generally be located immediately adjoining, or on the site of the former dwelling.
- where a house is required by a farmer or a member of the farmer's immediate family, engaged in full-time employment on the family farm, and where there is no alternative access from another public road, planning permission may be granted provided any new development is clustered around the existing farm residence.

- the creation of a new access not involving additional development, which leads to the elimination of a traffic hazard arising from an existing authorised use.
- industrial or commercial development will be considered where it is locationally tied to a fixed resource or where it will have a major beneficial effect on the development and economy of the surrounding area.

These exceptions shall only apply subject to the condition that any such access does not conflict with any other restrictions contained in the Plan, and that the proposed access can be shown not to cause a traffic hazard.

Some development proposals will generate significant additional trips/travel, with potentially serious implications for the capacity and safety of the road network. In these cases, applications shall be accompanied by:

- a Traffic and Transport Assessment (TTA), in accordance with the DoEHLG/DoT/DTO publication Traffic Management Guidelines and the NRA's Traffic and Transport Assessment Guidelines,
- a Road Safety Audit (RSA), in accordance with the NRA's Design Manual for Roads and Bridges and Department of Transport guidelines.

The planning authority and/or prescribed bodies will assess the need for submission of such studies on a case-by-case basis.

**Noise**

In order to mitigate the noise impacts on developments within the zone of influence of existing or planned national roads, the requirements of the Environmental Noise Regulations (S.I. No. 140 of 2006) shall be adhered to in the design of relevant development proposals

### 12.6.3 Sightlines and visibility standards

**Entrances**

Vehicle entrances and exits must be designed to avoid hazards to pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the local authority must consider traffic conditions and available sight lines. Generally, no more than two vehicular entrances will be permitted to any commercial or industrial property, each not exceeding 7.5 metres in overall width. The pavement shall be dished and reinforced.

The widening of a means of access to a public road requires planning permission where the road is more than 4 metres in width.

The minimum sight distance required for entrances onto roads shall be in accordance with the NRA's Design Manual for Roads and Bridges, which are broadly as shown in Table 12.A

**Table 12.A Minimum required sight distances**

<b>Maximum speed on road</b>	100 km/h (62 mph)	85 km/h (53 mph)	70 km/h (44 mph)	60 km/h (37 mph)	50 km/h (31 mph)
<b>Sight distance required</b>	215 m	160 m	120 m	90 m	70 m

The sight distances are measured to the near-side edge of the carriageway in both directions from a height of 1.05 m above the ground and from a point 3.0 m back from the edge of the road.

All developments providing for access onto public roads must show that the access proposed will not create a traffic hazard or interfere with the free flow of traffic along such roads. The availability of adequate sight distance along the road from the proposed access point is the crucial requirement for road safety.

The minimum sight distances required for entrances onto roads shall be in accordance with NRA's *Design Manual for Roads and Bridges*. New entrances must provide for a surface water disposal system to ensure that no surface water is discharged onto the public road and, where roadside drains are affected, adequate provision for piping such drains shall be made to the satisfaction of the Council.

## 12.6.4 Car parking requirements, layout and design

Requirements for numbers of car parking spaces are set out in Table 12.B (at the end of this Section).

In dealing with planning applications for change of use or for replacement buildings, an allowance may be given for the former site use in calculating the car parking requirements generated by new development as extra.

Where the provision of on-site parking is not possible, the local authority will require a financial contribution towards the provision of car parking elsewhere by the authority in accordance with Section 48 (17)(c) of the Planning and Development Act, 2000.

Car parking will generally be located behind the established building line and will be appropriately screened. Where it is necessary to provide parking to the front of a development, the existing boundary treatment will be maintained and additional landscaping required to enhance the visual amenities of the area.

The provision of on-street car parking will be considered in new development areas, where road widths are developed to adequate standards. This provision is designed to facilitate increases in residential densities at appropriate locations.

A greater integration of land use and transportation will be encouraged so as to reduce the generation of trips and thereby reduce the number of car spaces necessary.

The basic dimensions required for the layout of car parking areas are as follows (in accordance with the DoEHLG, Department of Transport and Dublin Transportation Office Traffic Management Guidelines, May 2003):

- minimum size of parking bay 5.0 m x 2.5 m (Note: a minimum width of 2.3 m may be permitted for a long-term bay)
- a minimum width of aisle for 90 degree parking - 6.1 m
- a minimum width of aisle for 60 degree parking - 4.9 m
- a minimum width of aisle for 45 degree parking - 3.6 m
- a minimum width of aisle for less than 45-degree parking and for parallel parking - 3.6 m.

## 12.6.5 Mobility Management Plans

Mobility management's primary aim is to reduce the dependence on private car use and to promote the use of more sustainable modes of transport such as walking, cycling and public transport.

Mobility management aims to mitigate congestion in urban areas by providing for the transportation needs of people and goods in an ordered, planned manner. In doing this, the environmental and economic impacts of travel may be greatly reduced. For larger scale developments, where it is considered that the development may have an impact on traffic in the area, Mobility Management Plans may be requested by planning authorities as conditions.

## 12.6.6 Loading bays and service vehicles

In addition to the general car parking standards, service parking space will be required for vehicles necessarily involved in the operation of business in such activities as the delivery and collection of goods, the carrying out of repair and maintenance services. Each new premises proposed for office, commercial or industrial use must include, within the curtilage of the site, one or more loading bays of an adequate size to cater for its specific needs and the requirements of the type of vehicle serving the premises.

This requirement may be waived where the planning authority considers that such provisions are too onerous or restrictive given the existing urban design context. In such cases, alternative arrangements may be required, including the possible provision of designated on-street delivery bays at appropriate locations or with restrictions on delivery times.

## 12.6.7 Design and layout of parking areas

Parking and service spaces must be located on-site so as to prevent obstruction on-street, and should also be located, where possible, to the rear and side of buildings in such a manner as to ensure minimal injury to the amenity of adjoining premises. Where parking is allowed in sight of the general public, adequate screening or landscaping must be provided to reduce the impact of parked cars.

## 12.6.8 Cycle facilities

Cycle facility standards are to be considered as minimum standards.

Cycle parking standards are divided into long-term parking for staff or residents and short-term parking for customers or visitors. "Sheffield" stands are satisfactory for short-term cycle parking, whereas long-term parking requires secure, covered lockers. Shower and changing facilities, and storage areas for clothing (e.g. waterproofs and helmets) are also required by long-term users.

Cycle facilities shall be provided in conjunction with any new development proposals and the standard requirements are set out in Table 12.B.

Cycle standards include bike-and-ride provision at bus and rail stations, which is important in encouraging sustainable transport and reducing the land requirement for parking. Prioritised cycle parking should be provided on or close to rail platforms. Where stands cannot be provided on-site, a contribution will be required towards the provision of public cycle stands.

## 12.6.9 Access for the disabled

Car parking shall be provided for the disabled and mobility-impaired in all car-parking developments, in the most convenient locations for ease of use. Parking for the disabled shall be laid out in a uniform order, designed to help orientation.

The minimum criteria for such parking provisions are detailed in Building for Everyone - inclusion, access and use, published by the National Disability Authority in 2003. Special car parking bays for the disabled shall be provided as close as possible to the entrance of premises to be served. Each disabled parking bay shall be clearly marked with the relevant international symbol.

## 12.6.10 Construction standards

The Building Regulations and Recommendations for Site Development Works for Housing Areas (DOELG, 1998) shall be consulted for standards in relation to site development works, such as footpaths, roads, sewers, drains and water supply.

## 12.6.11 Roadside sale of goods and services

Unauthorised parking of vehicles and trailers on national, regional and local roads for the purpose of commercial activity is considered to constitute a hazard to road users and not in compliance with Health, Safety and Welfare at Work Regulations. Accordingly the Council adopt the following approach to such development.

The planning authority will not permit parked vehicles, trailers etc to use the road network within the County for commercial purposes, provision of services or advertising for the sale of individual vehicles. Such development is considered to constitute a traffic hazard to road users.

The Council shall consider the provision of a suitably designed and privately developed commercial vehicle rest stop/park outside of the urban area, subject to the provision of safe access and circulation, suitable public facilities, adequate screening and the compatibility of adjacent land uses.

## 12.7 Miscellaneous development standards

### 12.7.1 Agricultural developments

The Council will seek to ensure that agricultural activities, including the storage and spreading of slurry, are carried out to the highest environmental standards. Farmers will be expected to comply with the Council's document *Working with Farmers to Improve Water Quality* (January 2004) and the Department of Agriculture, Food and Rural Development's document *Good Farming Practice* (2001) or such other policy documents as may from time to time be endorsed by the Council. Farmers shall ensure that there is no unsustainable build-up of nutrients in soils.

Non-exempted agricultural developments will be permitted in rural areas in accordance with location, siting and design criteria as outlined in Sections 12.3.20 to 12.3.22 and will not generally be permitted in the vicinity of towns and villages, where such development could create a visual intrusion into the character of the area or an environmental nuisance. In order to assess the potential impact of agricultural development, planning applications for these proposals should include the following:

- A. a completed application form for agricultural developments (available from the Planning Office of Sligo County Council);
- B. all information included in the County Council's Guidance Notes on Agricultural Planning Applications (available from the Planning Office).

Agricultural developments relating to provision of waste storage infrastructure shall be carried out in accordance with the requirements of the European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2009, in terms of provision of the required 18-week waste storage capacity for the winter housing of livestock.

Agricultural waste storage structures shall be constructed in accordance with relevant Department of Agriculture, Fisheries, and Food technical building specifications.

### 12.7.2 Renewable energy developments

The local authority acknowledges the current need to adopt a more sustainable approach to energy production, through the promotion of facilities such as wind farms, hydro schemes, landfill gas, biogas from sewage sludge and farm slurry, and solar energy.

Alternative approaches will be favoured when considered acceptable in accordance with environmentally sustainable standards and the effects of such developments on the landscape. Some criteria that should be considered at the planning application stage are as follows:

- visual impacts
- noise levels
- impact on environmental designations
- proximity of existing dwellings and land uses
- impact of construction and related site works

Such factors, among others, should be considered and discussed with the local authority at pre-planning application stage.

In relation to wind farms, the Council will require detailed information to EIA standard in applications for large-scale installation proposals with significant anticipated environmental impact.

Proposals in or close to pNHAs, cSACs, designated Visually Vulnerable Areas, archaeological sites or urban settlements shall generally be discouraged. The Planning Authority will have regard to the DoEHLG's *Wind Energy Development Guidelines* (June 2006) and any revised guidelines, when considering wind energy applications.

### 12.7.3 Telecommunications

In 1996, the DoEHLG published *Telecommunications Antennae and Support Structures: Guidelines for Planning Authorities*, dealing with telecommunications installations which form part of the requirements for licensed, public mobile telephony and which are considered to be development in accordance with the Planning and Developments Acts. The Planning Authority will have regard to these Guidelines, or any subsequent revisions, when assessing proposals for telecommunications infrastructure.

Telecommunication masts, access roads and associated power lines will be assessed with regard to siting and design criteria, safety and the mitigation of intrusive impacts. The following standards shall apply:

- A. masts will not generally be permitted in designated Sensitive Rural Landscapes/Visually vulnerable Areas, pNHAs, cSACs or adjacent to Scenic Routes;
- B. masts shall be designed and located so as to cause minimum impact on the landscape and, where possible, should be located within forest plantations.
- C. operators should seek to co-locate their services by sharing a single mast or, if necessary, locating additional masts in cluster form.
- D. in the event of the discontinuance of any mast installations, the mast and associated equipment shall be removed from the site and the land restored to its original condition.

### 12.7.4 Extractive industry

In April 2004, the DoEHLG's published *Quarries and Ancillary Activities: Guidelines for Planning Authorities*. The Guidelines are also a practical guide to the implementation of Section 261 of the Planning and Development Act, 2000, concerning the control of quarries. The Planning Authority will have regard to these Guidelines when assessing all quarry-related proposals.

Quarry owners and operators will be aware of the public concern to which certain extractive industries can give rise and should therefore take the earliest opportunity to discuss their proposals with the Planning Authority by means of a pre-application consultation. This will facilitate an assessment as to whether the proposed development is in accordance with the relevant policies of the Development Plan for the area, along with other relevant government guidelines and policies.

An Environmental Impact Assessment (EIA) may be required for the proposed development, depending on its nature and extent. The relevant thresholds for the requirement of submission of Environmental Impact Statement (EIS) are set out in Schedule 5 of the Planning and Development Regulations 2001 (Part 1, Class 19 and Part 2, Class 2), i.e. development exceeding 5 hectares in area.

### 12.7.5 Water supply

All water mains and ancillary fittings will be constructed, laid and tested in accordance with the requirements of Recommendations for Site Development Works for Housing Areas, Section 4 - Water Supply (DoEHLG, 1998).

### 12.7.6 Wastewater disposal

All surface water and foul water drainage systems will be designed and constructed in accordance with the Building Regulations (1997) Technical Documents Part H – Drainage and Wastewater Disposal, and in accordance with the Recommendations for Site Development Works for Housing Areas (DoEHLG, 1998).

### 12.7.7 On-site wastewater treatment systems

Wastewater treatment systems should be located, constructed and maintained to the highest standards to ensure minimal impacts on water quality and particularly groundwater quality. Accordingly, all applications for planning permission involving the use of an on-site treatment system must contain sufficient information to demonstrate that the proposed development will be environmentally sustainable.

All proposals for on-site treatment systems shall be designed, constructed and maintained in accordance with the Environmental Protection Agency's Code of Practice for Wastewater Treatment and Disposal Systems Serving Single Houses (EPA 2009), Treatment Systems for Small Communities, Business, Leisure Centres and Hotels and any guidance documents issued by the County Council.

Treatment systems for small communities, business, leisure centres and hotels will not be permitted without an adequate, legally-binding contract for the management and maintenance of the system, for the life of the system.

Reed beds/wetlands are not considered satisfactory until national design and installation criteria are agreed.

On unsewered sites, where an extension increases the potential occupancy of a house, the adequacy of the sewerage treatment and disposal facilities should be demonstrated by the applicant. It may be necessary with significant extensions to relocate an existing septic tank or proprietary system and percolation area to comply with public health requirements.

Site Assessment must be conducted and on-site effluent treatment systems should be designed by qualified persons listed on Sligo County Council's Site Assessor Panel.

When a new urban wastewater treatment plant is constructed or existing plants are upgraded, developments will be required to connect into the plants.

Public wastewater infrastructure must be in place and must have adequate capacity prior to developments being occupied.

Privately operated communal systems and the discharge or disposal of domestic wastewater to surface water bodies will not be permitted.

### 12.7.8 Surface water drainage

All applications for planning permission shall incorporate proposals for the disposal of surface water. Storm water will not generally be allowed into the foul sewerage network and should be disposed of, subject to suitable treatment where necessary, to available watercourses or through separate surface water drains to independent outfalls. The Council will also promote the use of Sustainable Urban Drainage Systems (SUDS) where there are no positive or natural drainage systems into which to discharge storm water.

When creating a new vehicular access onto public roads, existing roadside drainage shall be maintained by the incorporation of a suitably sized drainage pipe. In these circumstances, each application shall be accompanied by design calculations or appropriate evidence to support the size of pipe selected. In any event, surface water shall not be allowed to discharge onto the adjoining public road from the proposed development.

### 12.7.9 Flooding and development management

Development management should follow the sequential approach when considering the location of development in areas of risk assessment. Applicants may be requested to submit the appropriate flood risk assessment and the planning authority will take this into account in determining the application.

Flood risk assessments should be:

- proportionate to the risk scale, nature and location of the development;
- undertaken by a competent person, such as a suitably qualified hydrologist, flood risk management professional or specialist water engineer;
- undertaken as early as possible in the particular planning process;
- supported by appropriate data and information, including historical information on previous events, but focusing more on predictive assessment of less frequent or more extreme events, taking the likely impacts of climate change into account;
- clearly state the risk to people and development, and how that risk will be managed over the lifetime of the development.

## 12.7.10 Construction and demolition waste (C&D)

The identification and provision of facilities for the reception of C&D waste should be integrated into the project planning and design processes. In order to ensure that this occurs, conditions will be included in the permissions granted to particular developments, requiring waste management plans be drawn up prior to the commencement of the development. These plans will be subject to approval by the planning authority, and will include site inspections to ensure that all wastes generated during development are being handled in an environmentally-sound and sustainable manner.

## 12.7.11 Record of Protected Structures / Architectural Conservation Areas

A protected structure is defined as any structure or specified part of a structure which is included or proposed for inclusion in the Record of Protected Structures (RPS). The term 'structure' includes: the interior of a structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interiors, and all fixtures and fittings which form part of the interior and exterior of the above structures.

Where a building is a protected structure or a proposed protected structure, works which are normally exempted from the requirement of planning permission are not exempted development where they would materially affect the character of a protected structure or any element of it which contributes to its special interest.

The alteration of a building or other structure on the RPS, other than an alteration consisting of the painting of any previously painted part of such a building or structure, shall not be carried out without having secured planning permission or a Section 5 or Section 57 declaration of exemption by the planning authority. Demolition, in all but the most exceptional circumstances, will be resisted.

Any development proposals that would affect the character of a protected structure or a proposed protected structure or the exterior of buildings within an Architectural Conservation Area (ACA) shall be executed to a high conservation standard and shall not detract from their special character, significance or value.

Where an application relates to a development which would consist of, or comprise the carrying out of works to a protected structure, the planning authority will have regard to the *Architectural Heritage Protection Guidelines for Planning Authorities* (DoEHLG 2004). In particular, Section 6.4 of the Guidelines outlines the level and standard of documentation required to accompany a planning application that would affect a protected structure, a proposed protected structure or the exterior of buildings in an ACA. The following should accompany the planning application:

- drawings of elevations of the main features of any building within the curtilage of the protected structure which would be materially affected by the proposed development;
- photographs, plans and other particulars as are necessary to show how the development would affect the character of the structure;
- a written statement including a methodology and works specification describing and justifying the proposed works and the philosophy that informs their methodology;
- photographs sufficient to describe (i) the overall appearance of the exterior of the protected structure, including all exposed sides, its setting and its relationship with surrounding structure; (ii) any interior spaces or features that it is proposed to change; (iii) details of the exterior and interior sufficient to describe the structure's character and materials of construction.
- a conservation impact assessment prepared by a qualified and experienced conservation architect; the assessment should include a report on the condition of the protected structure.

The assessment shall be undertaken by an RIAI-accredited conservation architect or practice (or foreign equivalent for non-Irish architects or practices), where appropriate, detailing the impacts of the proposed development upon the special interest and character of the surrounding architectural heritage. Where buildings are considered as being of national importance, the planning authority will require that any architectural heritage impact assessment undertaken be carried out by a Grade 1 Conservation Architect. The

planning authority shall be consulted at an early stage in this regard, in order to determine whether there is a need for such an assessment or for specific mitigation measures.

When assessing planning applications relating to buildings included in the RPS, the planning authority will have regard to the character and any element of it which contributes to the special interest of the structure, to include special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

The planning authority will also have regard to the design, quality and character of surrounding development and the condition (which should be based on a report prepared by a qualified conservation architect and a Structural Engineer with conservation experience) of the protected structure.

Any owner or occupier of a protected structure may ask for a Section 57 declaration from the planning authority, which will set out the type of works, which would or would not affect the character of the structure or of any element thereof, and therefore whether planning permission is required.

### 12.7.12 Archaeology

It is the policy of Sligo County Council to preserve, where possible, archaeological heritage in situ, in accordance with government policy. Where archaeological heritage is likely to be affected by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994. Developments that impact on archaeological heritage will be treated as follows:

- For recorded monuments, archaeological remains will be preserved in situ in line with national policy. For development that may affect a recorded monument, the developer will be required to submit an archaeological impact assessment, which may also address issues of siting, monument setting, amenity and visual impact as appropriate. Where appropriate, developments affecting recorded monuments will be investigated, recorded and/or preserved.
- Outside of recorded monuments, where, in the opinion of the planning authority, developments would involve major ground disturbances (e.g linear developments exceeding 1 km in length, development greater than 0.5 ha in extent or development proposals in wetland areas), conditions relating to archaeology may be applied.
- The planning authority will require that an archaeological impact assessment and/or archaeological investigations be undertaken by a suitably licensed archaeologist prior to the commencement of development.
- The developer will be liable for the cost of archaeological investigations.
- The planning authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development. The planning authority may impose conditions requiring:
  - professional archaeological supervision of site excavations;
  - funding by the applicant of archaeological assessment, monitoring and/or testing;
  - preservation of all or part of any archaeological remains.
- The planning authority may impose conditions which modify the development, in order to facilitate archaeological investigation or preservation;
- The planning authority will encourage the incorporation of, or the reference to significant archaeological finds into development schemes, where feasible. Archaeological monuments should not form part of green space or car parking allocations in proposed developments.
- Developers will be encouraged to supply an archaeological assessment and a method statement outlining construction procedures as part of their planning application.

Table 12.B Car parking standards

Class of development	Unit	Minimum parking spaces per unit	Bicycle parking
house	dwelling	2.0	1 per unit
apartment	dwelling	1.5	1 per unit
guesthouse / b & b	bedroom	1.0	0.5 per bedroom
hostel	10 beds	1	1 per 10 beds
retail unit	100 sq.m gross floor area	6	1 per 75 sq. m
supermarket	18 sq.m.	1	1 per 100 sq. m
office	25 sq.m.	1.0	1 per 5 employees
financial and professional services (including banks, building societies, estate agencies, betting shops)	20 sq.m.	1.0	1 per 50 sq m
bar lounge	2.5 sq.m of public area	1.0	1 per 75 sq. m
restaurant	4.5 sq.m of dining area	1	1 per 75 sq. m
take-away	18 sq. m gross floor area	1	
nightclub / dance hall	3 sq.m. of public area	1	1 per 100 sq. m
hotel (excluding bars, restaurants and function rooms)	bedroom	1.0	1 per 20 beds
conference centre	25 sq.m of public area	1	1 per 20 seats
manufacturing industry	33 sq.m. of gross floor area	1	1 per 500 sq. m
light industry	50 sq.m. of gross floor area	1	1 per 500 sq. m
warehousing	100 sq.m of gross floor area	1.0	1 per 500 sq. m
retail warehousing	35 sq.m. of gross floor area	1	1 per 150 sq. m
factory retail floor space	40 sq.m. of gross floor area	1	1 per 150 sq. m
garden centre	25 sq.m. of gross floor area	1	1 per 150 sq. m
car showrooms	40 sq.m. of gross floor area	1	
garage and vehicle service	service bay (cars)	3	
	service bay (lorries)	3	
	30 sq.m gross floor area	1	
service stations (not including shop)	30 sq.m.	1	
church / place of worship	4 seats	1	1 per 10 seats
theatre / cinema	4 seats	1	1 per 20 seats
community hall	5 sq.m of gross floor area	1	1 per 10 sq. m gross floor area
museum / gallery / library	100 sq.m of gross floor area	5	1 per 50 sq. m
funeral home	10 sq.m. of public area	1	1 per 25 sq. m
hospital/nursing home	bed	1	
	1 per 10 staff on duty		
clinics and group medical practices	consulting room	3	1 per consulting room

## 12. Development standards

**Table 12.B continued**

Class of development	Unit	Minimum parking spaces per unit	Bicycle parking
primary school	classroom	1.5	1 per 5 students
secondary school		2	1 per 4 students
third-level school		1 per classroom + 1 per 15 students	1 per 3 students
childcare, crèche, playschool	staff member + 20 sq. m	1 1	1 per 5 staff members on duty
sports centre / swimming pool	10 sq.m. of gross floor area	1	1 per 10 sq. m gross floor area
playing field	field	15	5 per field
bowling alley	lane	4	2 per lane
tennis court	court	2	1 per court
golf / pitch and putt	hole	2	
golf driving range	bay	1	