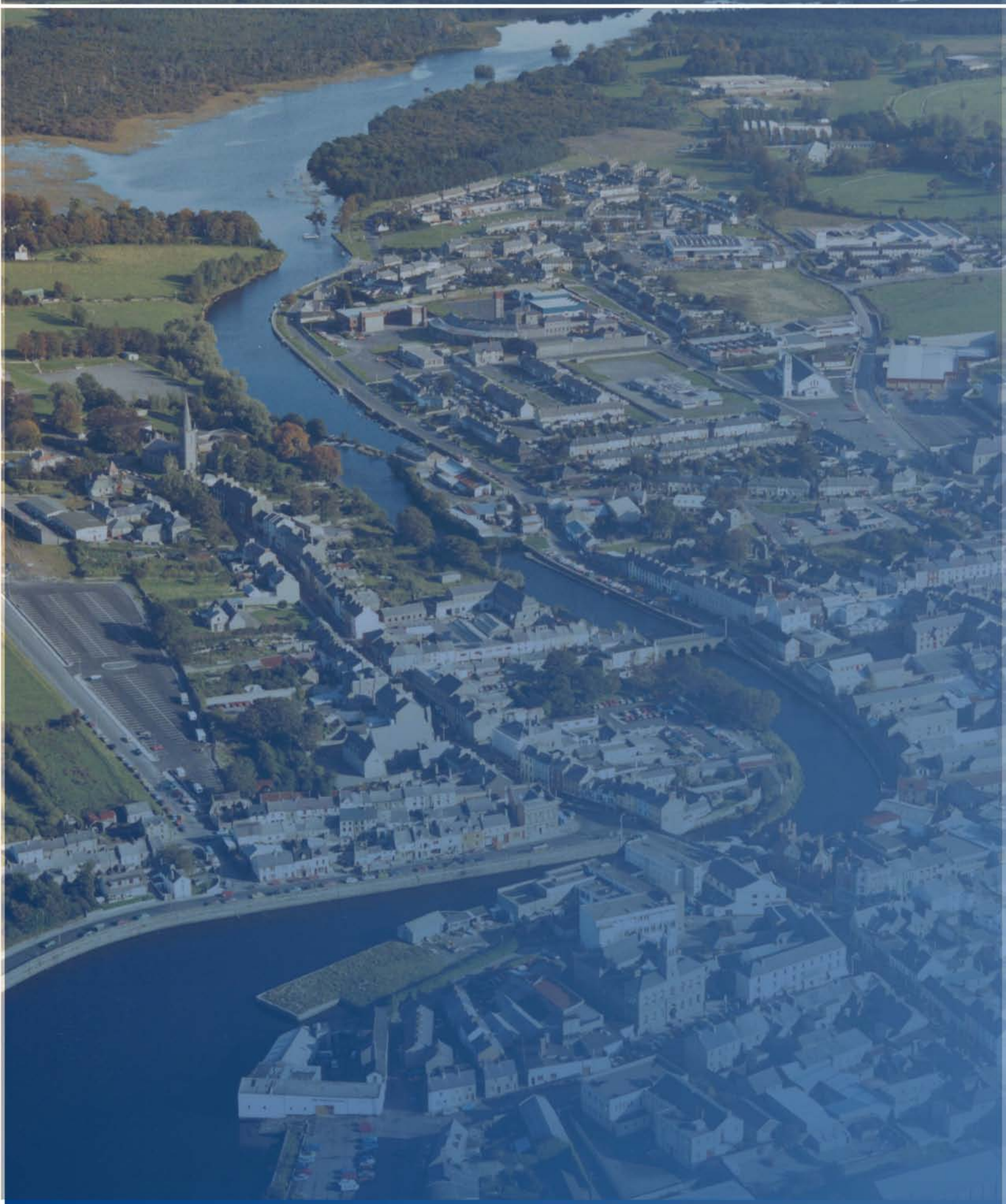


SECTION 3: DEVELOPMENT CONTROL



3.1 Development Control Principles

3.1.1 Reasons for Development Control

The purpose of development control is to give guidance to developers regarding the criteria used by the local planning authority to assess planning applications. These guidelines take account of the policies and objectives of the development plan, in the interests of the proper planning and sustainable development of the area. It is intended that reference to these standards will provide guidance and assistance to those who seek permission for development. However, it should not be assumed that compliance with the standards contained herein will automatically or necessarily result in a granting of planning permission, since the standards are merely a statement of general principles. Decisions regarding individual applications for development rest with the local planning authority and will be determined on a case-by-case basis in accordance with circumstances at the time an application is submitted.

3.1.2 Land Use Zoning Matrix

The land use zoning matrix is intended to provide guidance to potential developers. It is not intended to supplant the normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should in no way be taken to imply a granting of permission, or indeed that a planning application will necessarily be successful. Individual applications are a matter for the local authority to decide and the final decision rests with them, taking into consideration the merits of individual cases and circumstances that may be relevant at a specific time or at a specific location. (see Table 9, Zoning Matrix)

Key for Matrix: Zones

C1	City Centre Uses
C2	Commercial and Mixed Land Uses
C3	Mixed Use Zone to include Commercial (Non-Retail), Residential, Leisure, Employment and Enterprise
R1	Low Residential Density
R2	Low – Medium Residential Density
R3	Medium – Higher Residential Density
RE	Protect and Enhance Existing Residential Density
RS	Residential Development for Student Accommodation
NC	Neighbourhood Centres
CF	Community Facilities
PU	Public Utilities, Services & Facilities
RP	Retail Park (Retail Warehousing)
OS	Open Space/Green Links
GB	Green Belt
WILT	Waste Management, Industry, Logistics and Transport Related Uses
BITP	Business, Industry and Technology Parks
PFI	Development of Port Facilities and Industry
NR	Natural Resource Reservation
A	Carrowmore Zone of Archaeological Interest
AG	To Protect and Improve Countryside Amenities

P Permitted in Principle

A use which 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 policies and objectives outlined in the Plan.

O Open for Consideration

An Open for Consideration use 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 which is classified as 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.

Neighbourhood Centres:

The designation of Neighbourhood Centres does overlap with other zoning categories. In these areas certain uses are permitted or open to consideration, which otherwise might not be permitted in the zone indicated. Here the objective of creating a vibrant and sustainable neighbourhood centre to serve local needs has priority. However, the exact location of neighbourhood centre uses within the identified circular zones is not yet fixed. As a result, and pending further clarifications on detailed layouts some uses might be generally permitted in the zone or open for consideration, but are identified as not normally permitted in a neighbourhood centre.

Table 9: Zoning Matrix

	C1	C2	C3	C3(ORW)	R1	R2	R3	RE	RS	NC	CF	PU	RP	OS	GB	WILT	BITP	PFI	NR	AG
Abattoir	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O	O	N	N
Advertisement Boards	O	O	O	O	N	N	N	N	N	N	N	N	O	N	N	O	O	O	N	N
Agricultural Building	N	N	N	N	O	N	N	N	N	N	N	N	N	O	P	N	N	N	O	P
Airfield	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O
Amusement	O	P	O	O	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N
ATM	P	P	P	P	N	N	N	N	N	P	N	N	N	N	N	N	O	O	N	N
Bank	P	P	O	O	N	N	N	N	N	P	N	N	N	N	N	N	N	N	N	N
Bed and Breakfast	P	P	P	P	P	P	P	P	N	O	N	N	N	N	N	N	N	N	N	O
Betting office	P	P	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N	N	N	N
Boarding kennel	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O	N	N	N	N	P
Buildings for the health, safety and welfare of the public	P	P	P	P	O	O	O	O	N	P	P	O	N	N	N	O	N	O	N	N
Building Society	P	P	O	O	N	N	N	N	N	P	N	N	N	N	N	N	N	N	N	N
Café	P	P	P	P	O	P	P	P	O	P	N	N	N	O	N	O	P	O	N	O
Car park ⁴²	N	O	O	O	N	N	N	N	N	P	O	N	N	O	N	O	O	O	N	O
Car park multi-storey	P	P	O	O	N	N	N	N	N	O	N	N	N	P	N	O	O	N	N	N
Caravan park/camping site	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O	N	N	N	N	P
Cash and carry	N	O	O	O	N	N	N	N	N	N	N	N	N	N	N	P	O	N	N	N
Casual trading	P	O	O	O	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N
Cemetery	N	N	N	N	N	N	N	N	N	N	P	N	N	N	O	N	N	N	N	O
Childcare facilities (crèche/nursery)	P	P	P	P	P	P	P	P	O	P	P	N	O	N	N	P	P	N	N	N
Club house and associated facilities	P	P	P	P	P	P	P	P	O	P	P	N	N	P	O	N	N	N	N	O
Community facility	P	P	P	P	O	O	O	O	N	P	P	N	N	O	O	N	N	N	N	O

⁴² Excluding car-parking ancillary to other uses, for example employees' car parking at office.

Zoning Matrix

	C1	C2	C3	C3(ORW)	R1	R2	R3	RE	RS	NC	CF	PU	RP	OS	GB	WILT	BITP	PFI	NR	AG
Conference centre	P	P	P	P	O	O	O	O	N	O	O	N	N	N	N	O	P	N	N	N
Cultural/recreational building	P	P	P	P	O	O	O	O	O	P	P	N	P	O	O	O	O	N	N	O
Dancehall ⁴³	P	P	P	P	O	O	O	O	N	O	O	N	N	N	N	N	N	N	N	N
Data-centre/Web-hosting centres ⁴⁴	O	P	P	P	N	N	N	N	N	N	O	N	N	N	N	N	O	O	N	N
Drive-through restaurant	N	O	O	O	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Education (excluding a night-time use)	P	P	P	P	O	O	O	O	N	P	P	N	N	N	N	N	N	N	N	N
Education - Night-time education use	P	P	P	P	O	O	O	O	O	P	P	N	N	N	N	N	O	N	N	N
Enterprise Centre/campus industry	O	P	P	P	N	N	N	N	N	N	O	N	N	N	N	N	P	O	N	N
Enterprise unit	O	P	P	P	N	N	N	N	N	N	O	N	N	N	N	N	P	O	N	N
Extractive Industry	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O	O	N	N	P	N
Funeral home	O	P	O	O	N	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N
Garden centre	N	O	P	P	N	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N
Golf course	N	O	N	N	N	N	N	N	N	N	N	N	N	P	P	N	O	N	N	O
Guesthouse	P	P	P	P	P	P	P	P	N	N	O	N	N	N	N	N	N	N	N	N
Hair dressing salon	P	P	O	O	N	O	O	O	N	P	O	N	N	N	N	N	N	N	N	N
Hailing site	N	O	O	O	O	O	O	O	N	N	O	N	N	N	N	O	N	N	N	N
Home-based economic activity	O	O	O	O	O	O	O	O	N	O	O	N	N	N	N	N	N	N	N	N
Hospital	N	O	O	O	O	O	O	N	N	O	P	N	N	N	N	N	N	N	N	N
Hostel	P	P	P	P	O	O	O	O	N	O	O	N	N	N	N	N	N	N	N	N
Hotel	P	P	P	P	O	N	N	N	N	P	O	N	N	N	N	N	N	N	N	N
	C1	C2	C3	C3(ORW)	R1	R2	R3	RE	RS	NC	CF	PU	RP	OS	GB	WILT	BITP	PFI	NR	AG

⁴³ Dancehall relates to activities such as Irish dancing, ballet, ballroom dancing, salsa, etc. especially where lessons are given or where such facilities are used for evening time recreational purposes. It does not include night-club, music clubs or disco activity which has been treated as a separate use in the matrix

⁴⁴ Data Centre may be defined as a facility, which has information technology equipment installed and operated, as well as storing and distributing electronic data.

Zoning Matrix

	C1	C2	C3	C3(ORW)	R1	R2	R3	RE	RS	NC	CF	PU	RP	OS	GB	WILT	BITP	PFI	NR	AG
Household fuel depot	O	P	P	P	N	N	N	N	N	O	N	N	N	N	N	O	O	O	N	N
Industry - General industrial use ⁴⁵	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N
Industry - Light	O	O	O	O	N	N	N	N	N	N	O	N	N	N	N	P	P	P	N	N
Industry with workshop / showroom ⁴⁶	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	O ⁴⁷	N	N	N
Internet café	P	P	O	O	O	O	O	O	O	P	O	N	N	N	N	N	P	N	N	N
Leisure	P	P	P	P	O	O	O	O	O	P	O	N	P	O	N	N	O	N	N	N
Library	P	P	O	O	O	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N
Live and work units	O	O	O	O	O	O	O	O	O	O	O	N	N	N	N	N	O	O	N	N
Media recording and general media associated uses	O	P	P	P	O	O	O	O	O	O	O	N	N	N	N	N	P	O	N	N
Medical and related consultants	P	P	P	P	O	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N
Motor sales showroom	O	O	O	O	N	N	N	N	N	O	N	N	O	N	N	O	O	N	N	N
Night-club	P ⁴⁸	P	N	N	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N
Office	P	P	P	P	N	N	N	N	N	P	O	N	N	N	N	N	P	P	N	N
Open space	P	P	P	P	P	P	P	P	P	P	P	N	N	P	P	P	P	O	P	P
Park and ride facility	N	O	P	P	O	P	P	P	N	O	N	N	P	N	N	P	P	N	N	N
Petrol station	O	P	P	P	N	N	N	N	N	O	O	N	P	N	N	O	O	O	N	N
Place of public worship	P	P	P	P	O	O	O	O	O	P	P	N	N	N	N	N	N	N	N	N
Public house	P	P	P	P	N	N	N	N	N	P	O	N	N	N	N	O	O	N	N	N
Public service installation	O	O	O	O	O	O	O	O	O	O	O	P	N	N	N	O	O	O	N	N
Residential - apartments	P	P	P	P	O	P	P	P	P	P	O	N	N	N	N	N	N	N	N	N
	C1	C2	C3	C3(ORW)	R1	R2	R3	RE	RS	NC	CF	PU	RP	OS	GB	WILT	BITP	PFI	NR	AG

⁴⁵ General Industrial Uses include all industrial manufacturing, processing and storage outside the definition of light industry.

⁴⁶ Net retail selling space to be a maximum of 100sq.m and restricted to the sale of bulky goods as defined in section 3.4.7.

⁴⁷ This use is only permissible in the Cleveragh 'BITP' zone and is not appropriate within other defined BITP zones.

⁴⁸ Excluding 'Area of Stress' - O'Connell Street and Grattan Street, as defined in Section 2.2 Town Centre.

Zoning Matrix

	C1	C2	C3	C3(ORW)	R1	R2	R3	RE	RS	NC	CF	PU	RP	OS	GB	WILT	BITP	PFI	NR	AG
Residential - houses	N	P	P	P	P	P	P	P	O	O	O	N	N	N	N	N	N	N	N	N
Restaurant	P	P	P	P	O	O	O	O	N	P	O	N	N	N	N	N	N	N	N	N
Retirement home	O	O	P	P	P	P	P	P	N	N	P	N	N	N	N	N	N	N	N	N
Science and technology based industry	O	P	P	P	N	N	N	N	N	N	N	N	N	N	N	O	P	O	N	N
Scrapyard	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	P	O	O	N	N
Service garage	O	P	P	P	N	N	N	N	N	O	N	N	N	N	N	O	O	O	N	N
Shop (comparison)	P	P	N	N	N	N	N	N	N	O	O	N	P	N	N	N	N	N	N	N
Shop (convenience)	P	P	O	O	O	O	O	O	O	P	O	N	N	N	N	N	N	N	N	N
Shopping Centre	P	O	N	N	N	N	N	N	N	O	N	N	N	N	N	N	N	N	N	N
Small scale manufacturing	O	O	O	O	N	N	N	N	N	N	O	N	N	N	N	P	P	O	N	N
Storage depot	N	O	O	O	N	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N
Take-away	P	O	O	O	N	N	N	N	O	P	N	N	N	N	N	N	N	N	N	N
Tear-room	P	P	P	P	O	O	O	O	O	O	O	N	O	O	N	O	O	O	N	O
Third level institution	O	P	P	P	N	O	O	O	O	P	P	N	N	N	N	N	O	N	N	N
Training centre	O	O	P	P	N	O	O	O	N	P	P	N	N	N	N	N	P	O	N	N
Transport depot	N	O	O	O	N	N	N	N	N	N	O	N	N	N	N	P	P	P	N	N
Veterinary surgery	O	O	O	O	P	O	O	O	N	P	O	N	N	N	N	N	N	N	N	N
Warehousing - Retail/non-food, max. 4,000sq. metres	N	O	N ⁴⁹	O	N	N	N	N	N	N	N	N	P	N	N	N	N	N	N	N
Warehousing – Wholesale/ Repository	N	O	O	O	N	N	N	N	N	N	N	N	N	N	N	P	P	P	N	N
Waste/Recycling Facilities	N	N	N	N	N	N	N	N	N	N	N	P	N	N	N	P	N	O	N	N
Water based recreational/ cultural activities	P	P	O	O	O	O	O	O	O	O	O	N	O	P	O	O	N	O	N	O

⁴⁹ An exception to this will be open for consideration at the former Hansons Site at Cleaveragh.

3.1.3 Guide to the Constituents of a Planning Application

To obtain planning permission it is necessary to submit a comprehensive planning application, which complies with the Planning and Development Act 2000 - 2003 and Planning Regulations. Advice and guidance on making a planning application is available from the local planning authority. The details that must be contained in the planning application will depend upon the type of planning permission applied for, i.e. permission for development, outline permission, permission consequent on the grant of outline permission, or retention permission. While full permission is the most common type of application, there may be circumstances where outline permission and subsequent permission may be more suitable. It is important that those making an application to the planning authority have a sufficient legal interest in the site or property or have the written consent from the person who has the legal interest.

A fee is payable with the planning application. The amount of the fee varies according to the details of the development proposed. Details can be obtained from the relevant local authorities.

Documents to be submitted with a planning application will vary with the type of development proposed. The planning authority will specify the documents required, however, the following must always be submitted;

1. 6 copies of the completed application form
2. 1 Original Newspaper Notice
3. 1 Copy of the Site Notice
4. 6 copies of the Site Location Map (scale 1:1000 in built up areas and 1:2500 in all other areas)
5. 6 copies of the Site or Layout Plan (scale 1:500)
6. 6 copies of other plans and elevations (scale 1:200) (not required for outline planning permission);
7. Appropriate fee
8. S.97 exemption certificate (if applicable)
9. A plan showing the position of the site notice or notices affixed to the land or structure
10. A schedule listing all the drawings

All drawings submitted must be in metric scale, shall show the level or contours, of the land and proposed structures, must indicate the relevant ordnance survey number, and the north point. Elevations must show the features of any buildings which are contiguous to the proposed structures and existing and proposed works must be distinguished. Further details for the requirements for plans, drawings and maps can be obtained from the Planning and Development Regulations, 2001.

Public notice of all development proposals must be provided within the period of two weeks prior to the making of an application and shall include:

- a notice in a locally circulating newspaper; and
- the erecting of a site notice, which must be on a durable material, in a conspicuous position on the subject land or structure, so that it can be clearly read from the public road. This notice shall be kept in place for a period of five weeks after receipt of the planning application.

These notices must identify the planning authority to which the application is being made, the location of the proposed development, the name of the person making the application, the type of permission applied for and specify the nature and extent of the proposed development. For newspaper notices it is necessary to submit the entire page showing the date of the publication. The date of the erection of the site notice must be

indicated on the application form. Where an application relates to any of the following, this fact must be stated on the newspaper notice and site notice:

- Development consisting of more than one house, the number of houses to be provided
- Application for retention – the nature and proposed use of the structure and where appropriate the period for which it is proposed to retain the structure
- Application related to continuance of any use, the nature of such use, and previous use
- Development where an EIS has been prepared
- Development where an IPC licence or waste licence is required
- Development which relates to a protected structure

Further details on the making of a planning application are contained in the Planning and Development Act, 2000 and the associated Planning and Development Regulations 2001.

3.1.4 Sustainability Indicators

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

Mix of Uses: Is the development in an appropriate location and does it encourage an appropriate mix of uses?

Where appropriate (e.g. neighbourhood centres, city centre, 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, offices, industrial, retail, educational, leisure, other: live-work, crèche, community, etc. This will enable ease of access for all to facilities and will also ensure a reduction in traffic generation.

Mix of Dwelling types: Does the development encourage a mix of dwelling types?

To address the appropriate social balance within communities there needs to be an adequate mix of types of housing, such as affordable and social housing (middle income, high income, affordable and social housing). Provision for this is made under Part V of the Planning and Development Act 2000. There is also a need within housing developments for a mix of dwelling sizes, i.e. 1,2,3 bedroom dwellings, apartments, townhouses etc. to cater for a changing demographic and the associated housing need.

Building Density: Does the development encourage higher densities?

This indicates how heavily developed a particular site is. Higher densities should generally be encouraged, particularly in neighbourhood centres, the city centre, 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 urban area and also within large-scale new developments. The mix should 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 in close proximity. 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 will be assessed on its attention to reducing energy use in buildings i.e. using energy efficient design, integration of solar heat energy within building design, building fabric, consideration of the topography etc. (more information can be gained on this issue from The Irish Energy Centre, see Appendix H).

Water Use: Has the development used water efficient design i.e. for collection, storage, efficient use, and recycling?

Clean water is increasingly seen as a key environmental resource, and it should be recycled and used more efficiently where possible.

Transport Mix: Is their 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, particularly within urban environments, in a more economic and efficient manner. In the interests of sustaining a more compact centre, it is necessary to use land within the city centre before developing greenfield sites unnecessarily. To this end the local authority will promote, where suitable, the re-use of brownfield and derelict sites.

CO2 Emissions: What are the overall CO2 emissions associated with the final building energy?

A recent government report in the UK has highlighted that continuing medium scale global emissions will increase the frequency of abnormally high storm surges along the

UK's east coast by between 10 and 20 times. Similar implications therefore apply to Ireland. Emissions not only contribute to the greenhouse effect but also have health implications and should be reduced wherever possible.

3.1.5 Guide to Information Required for EIS Procedures

Environmental Impact Assessment (EIA) is a procedure required for;

1. Systematic examination of the likely effects on the environment of a proposed development
2. Ensuring that adequate consideration is given to any likely effects arising from the development; and
3. Avoiding, reducing or offsetting any significant adverse effects

Environmental Impact Statements (EIS's) form the basis of an EIA. An EIS must be submitted with an application for planning permission for any development, which is specified under Article 24 of the European Communities (Environmental Impact Assessment) Regulations 1989. The 1994 Regulations have extended the requirements for an EIS where the development involves an activity for which an IPC license under the Environmental Protection Agency Act 1992 is required. EIA provisions are now covered in Part 10 of the Planning and Development Regulations 2001 and also in Schedules 5-7 of the Regulations. Generally large-scale developments, including agriculture, extractive industry, energy industry, mineral industry, food industry, chemical industry, and urban developments require an EIS. In most cases, however, a threshold is set and if this is exceeded, the project must be subject to an EIA. The Local Authority can request an EIS be submitted where the development proposed falls short of the threshold laid down, where it is the opinion of the Local Authority that the development 'would be likely to have significant effects on the environment.

An Environmental Impact Statement must contain the following information⁵⁰;

1. Description of the development proposed, including information about the site, design, and size or scale of the development.
2. Description of the measures needed to avoid, reduce, and if possible, remedy significant adverse impacts.
3. The data necessary to identify and assess the main effects, which that development is likely to have on the environment.
4. Outline the main alternatives which were studied by the developer, as well as an indication of the main reasons for the decision taken given the effects on the environment
5. A description of the likely significant effects, direct and indirect, on the environment of the development, explained by reference to its possible impact on –
 - Human Beings, fauna and flora
 - Soil, water, air, climatic factors and the landscape
 - Material Assets including the architectural and archaeological heritage, and the cultural heritage
 - The interaction between any of the foregoing
6. A summary in non-technical language of the information specified above.

The EIS may, by way of explanation or amplification, include the following information;

- The physical characteristics of the proposed development, and the land-use requirements during the construction and operational phases.
- The main characteristics of the production process proposed, for instance nature and quantity of the materials used.
- The estimated type and quantity of expected residues and emissions resulting from the proposed development when in operation.

⁵⁰ Identified in Schedule 6 of the Planning and Development Regulations 2001

- The likely significant direct and indirect effects on the environment of the development proposed which may result from -
 - the use of natural resources
 - the existence of the proposed development
 - the emissions of pollutants, the creation of nuisances, and the elimination of waste
 - the forecasting methods used to assess any effects on the environment about which information is given
 - any difficulties, such as technical deficiencies or lack of knowledge, encountered in compiling any specified information

The newspaper notice accompanying the planning application must refer to the EIS. Copies of any EIS may be purchased from the Local Authority.

3.1.6 Major Accidents Directive (Seveso II)

This directive (Part 10, Section 10 (2) (k) of the Planning and Development Act, 2000) aims at the prevention of major accidents involving dangerous substances and the limitation of the consequences of such accidents for man (in relation to health and safety) and for the environment. Appropriate distances (as outlined in Part 11 and Schedule 8 of the Planning and Development Regulations 2001) must be maintained between establishments covered by the directive and residential areas, areas of public use, and areas of particular natural sensitivity or interest.

The planning authority must seek technical advice from the National Authority for Occupational Safety and Health in relation to

- The provision of a new Seveso establishment or modifications to an existing establishment (as defined in Schedule 9) which may have consequences or risks of a major accident
- Development within a certain distance of Seveso establishments.
- Certain developments, which the planning authority considers, could add to the risk of a major accident in the vicinity of an existing Seveso establishment.

In association with the procedures for planning applications for certain establishments, as above, there are further procedures outlined for such establishments in relation to planning appeals, local authority developments which may or may not require an EIA, state authority development and also declaration and referral under section 5 of the act.

The Planning Authority has not defined zones for uses that may be classified as Seveso establishments or modifications to existing establishments. However, such uses will not normally be permitted in the vicinity of residential areas or areas likely to attract the public to environmentally sensitive areas. The planning authority will also seek technical advice on the risks arising from the establishment of such uses in determining planning applications.

Objective: Maintain appropriate distances between establishments covered by the Major Accidents Directive and residential areas, areas of public use and areas of particular natural sensitivity or interest.

3.2 Site Development Standards

3.2.1 Density

The issue of density has been previously discussed in the context of the overall development strategy for the city and environs and specifically in terms of the amount of land required to be zoned (Refer to section 1.5.2.2). Put simply, an increase in density has benefits in terms of reducing the overall amount of green field sites in the countryside required for development purposes.

Controls on density as outlined below have been related to the location of the development. In this respect, increased densities are intended to maximise on 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 communities and facilities. In higher density urban environments, where a higher proportion of the population live 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 (particularly for young children) and increased social inclusion and community participation (particularly for the elderly, the immobile and those without private transport).

Three density provisions are provided:

- R1 Low Density Zone: 3 - 19 dwellings per hectare (1 - 7 dwellings per acre).
- R2 Low-Medium Density Zone: 20 - 34 dwellings per hectare (8 - 13 dwellings per acre).
- R3 Medium-High Density Zone: 35 - 50+ dwellings per hectare (14 - 18+ dwellings per acre).

These zones are spatially dispersed to the north, south, east and west of the city to ensure a balanced provision of varying housing needs. Higher densities are to be accommodated within the urban centre and brownfield sites, as well as along strategic transport corridors and development zones. These areas will have a balanced social, economic and environmental infrastructure to accommodate concentrated densities. The R3 zone along the approach to the city centre is an area of particular importance being in close proximity to the city centre, to employment sources, to a highly accessible transport corridor, and proposed neighbourhood centres. This zone will promote innovative layout and elevational design within the site, with quality open space and landscaping, pedestrian/cyclist linkages within the development and the surrounding land uses, a legible hierarchy of road networks and a mix of dwelling types of great importance.

These numeric density policies are expressed as a range to encourage variation in density and to avoid uniform and monotonous development patterns. It is worth noting however that density is not a good indicator of built form as this can vary widely within the same density range. The same volume of development can be distributed in many different ways to generate very different environments - i.e. evenly or concentrated, high-rise or low-rise. Higher density development can be achieved via a combination of dwelling types, for example; new apartments, conversions, and three-story town houses with private gardens. Single category housing will be discouraged - i.e. blanket construction of 3 and 4 bedroom houses, since new residential developments must recognise changing demographics both in the design and layout of the environment.

An exceptions policy is introduced to ensure that the prospect of increased density is an incentive for higher design quality, i.e., good design can accommodate higher densities than poor design. Having a policy maximum does not necessarily mean that a planning authority will not allow density to be exceeded, but it sets up a presumption against higher density development, which the developer can only overcome through high quality design and an innovative approach to provide quality residential environments.

In effect, the above densities are set out as guidelines only and the Planning Authority may, in exceptional circumstances, determine the actual density in any particular location by considering the following:

- (i) The extent to which the layout meets all other criteria for residential development.
- (ii) Existing densities in adjoining residential areas.
- (iii) The capacity of the infrastructure to absorb the demands of the proposed development.
- (iv) Existing landscape and other features of the site.
- (v) The housing need of the area.
- (vi) The amount of land serviced for housing in the area.
- (vii) Principles of sustainability.
- (viii) Design Quality - higher densities may be permitted in developments exhibiting high levels of design.
- (ix) Proximity to main transportation routes.
- (x) The level to which other density provisions have been met during the course of the plan.
- (xi) Levels of privacy and amenity.
- (xii) Quality of pedestrian linkages between open spaces and to and from local facilities

Apartments will normally be permitted in Zones R1, R2, R3, C1, C2 and CF. Apartment developments will be encouraged to maximise on density provisions with regard to townscape considerations outlined in this section, the provisions of Section 2.6, and the criteria outlined above. Where feasible the planning authority will try and accommodate a density of at least 50 per hectare for apartment developments, except in Zone R1.

3.2.2 Plot Ratio

Plot ratio is the relationship between site area and the total floor area of the buildings erected on it. The plot ratio is calculated by dividing the gross floor area of the building by the site area. The purpose of plot ratio control is to prevent the adverse effects of both over-development and under-development on the amenity and layout of buildings, to achieve desirable massing and heights of buildings, to balance the capacity of the site and the capacity of frontage streets. The local authority may use its discretion in varying plot ratios, but the following are generally recommended:

- Zones C1, C2, C3, RS, NC Plot ratio of 1 to 2.5
- Zones R3, CF: Plot Ratio of 0.4 to 1.
- Zones R1, R2, I, BTP, PU, RP, WILT, PFI: Plot Ratio 0 to 0.4.

3.2.3. Site Coverage

Site coverage is expressed as a percentage, determined by dividing the total site area covered by buildings by the total ground floor area within the curtilage of the buildings, excluding any land lying between the building line and the public street. Site coverage is controlled in order to provide for light and space within the urban fabric. It ensures that the urban fabric is not inappropriately overloaded with building mass. The maximum recommended standards for site coverage are outlined below, however these standards

are intended to be indicative. Each site and its proposed development will be assessed in the context of the immediate surrounding city.

- Zone C1: 80-100%
- Zones C2, C3, I, R2, BTP, R3, NC & CF: 70%
- Other Zones: R1, RP Maximum 50%.

3.2.4 Building/Structure Height

The following factors will be considered in assessing building height:

- Excessive overshadowing and loss of light.
- Degree of overlooking and effect on privacy.
- The scale and rhythm of an existing streetscape.
- The extent to which the building detracts from structures or spaces of architectural or historic importance.
- The extent to which the building detracts from important landmarks.
- Attractive public views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- 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.
- The quality of the overall design.
- The degree to which its prominence is justified in the townscape. Traditionally, only public buildings received prominence in height.
- The scale of the building in relation to surrounding urban space, together with the effect of the building on the quality of the space.
- The effect of the building on the microclimate in the immediate vicinity.

Unless the essential character of the street has a uniform height (i.e. a continuous line of eaves and/or parapet height) there will be a presumption against maintaining a strict control over existing heights on either side of infill buildings in the city centre, however variations -while permitted- should not be significant.

An increase in building height may be particularly suitable for key strategic sites, such as at approach gateways to the city, key focal sites or converging transport networks, at significant public transport nodes, in proximity to a large expanse of water or public parkland, and within specific city centre locations where a contemporary building of suitable massing may contribute positively to the skyline. A number of sites within the Sligo and Environs Development Plan have been identified as suitable for higher densities. Such sites include the C3 Zone, which acts as a key entrance corridor to the city, having the ability through contemporary design and structure to generate a positive image on the approach to the city; the area harbour along the waterfront could benefit from apartment type developments overlooking the bay; and the entrance to the city from the north could also benefit from the siting of a cluster of quality designed buildings or a single contemporary building.

3.2.5 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 neighbourhood centres and in new industrial/business park developments, where buildings will have a clear relationship with each other.

- In deciding where a building line should be located, the form of development to which it is related will be considered.
- 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 set back 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, i.e. squares
 - in order to facilitate traditional building forms, such as open courtyards, etc.

3.2.6 Record of Protected Structures/Architectural Conservation Areas

It is policy of the planning authority to secure the protection of buildings, and structures or features of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest listed in Appendix D (refer also to Section 2.5 Townscape Management & Building Heritage for relevant policies).

The Record of Protected Structures contains objectives for the protection of structures, or parts of structures, which are of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest. An Architectural Conservation Area (ACA) is a designated area wherein the character of the place, area, group of structures or townscape are to be protected. The status of protection or designation as an ACA provides that any works, which would affect the character of a protected structure, or a proposed protected structure, or any element of that structure will require planning permission, even where those works would normally be considered exempted development. It is necessary to preserve the character of the place, area, group of structures or townscape, taking account of building heights and lines, that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value or contributes to the appreciation of protected structures. This requirement not only covers those structures identified in the Record of Protected Structures (RPS), but also a proposed protected structure, in addition to any works to the interior and to any land in its curtilage.

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, will not be permitted, without prior review or assessment by the planning authority. Demolition, in all but the most exceptional circumstances will be resisted.

When assessing planning applications relating of the RPS, the planning authority will have regard to the artistic, architectural or historic interest, the design, quality and character of surrounding development and the condition (which may be based on a report prepared by a qualified Building Conservation Architect or other suitably qualified person) of the protected structure (including those proposed).

The protection of a building or structure, as contained within the Record of Protected Structures or within an Architectural Conservation Area, does not necessarily prohibit the carrying out of works or alterations but ensures that such works are reviewed and assessed by the planning authority. The purpose is to ensure that any proposed alterations would respect the character of the protected structure or buildings/structures that lie within the Architectural Conservation Area.

As it is not possible to define the essential character of every individual item listed in the plan, the character of the structure or a building will be determined on a case-by-case basis through the planning application process. Normally, however, the character of a building will refer to elements such as its scale, height, proportion, material, form, surface treatment, (i.e., rendering and/or painting), roof-pitch, plot-width, building line and artistic or architectural qualities. Any owner or occupier of a protected structure may ask for a 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, and therefore whether permission is required.

Planning Applications relating to Protected Structures should include the following information:

- Site plan highlighting the relationship of the structure to its curtilage, its urban or rural surroundings and the adjacent land in the ownership of the applicant, at a scale of 1:100, 1:200 or 1:500 as appropriate.
- Plans, sections and elevation drawings at a scale of 1:50 of the structure, as it exists sufficient to indicate the general arrangement of the structure.
- Plans, sections and elevation drawings at a scale of 1:50 showing the proposed changes to the protected structure.
- Where alterations are being proposed that would affect the character of a space or feature, drawings at an appropriately large scale will be required.
- Elaborate or detailed features like fireplaces, stairs, cornices or joinery described in drawings at scales of 1:10 or 1:5 as appropriate.
- Up to 8 copies of all the relevant plans and particulars for circulation to the prescribed authorities.
- Brief written statement describing and justifying the proposed works and the philosophy that informs their methodology.
- Photographs to describe the overall appearance of the exterior of the structure including all exposed sides, its setting and its relationship with surrounding structures.
- Photographs sufficient to describe the structure's character and construction materials.
- Photographs sufficient to describe any interior features that it is proposed to change.
- Fire Safety Certificate, where required.

The development of a protected structure should reinforce the existing architectural character of the structure in the context of the existing streetscape of which it forms part, having due consideration for adjoining buildings.

3.2.7 Archaeology

It is the policy of the local authorities to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites (which are set out in Appendix E), or to protect them in-situ.

Where archaeology is likely to be encountered or impacted by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994. Developments that impact on the city's archaeology will be treated as follows;

- Within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.

- Outside the zone of archaeological potential, where in the opinion of the Planning Authority developments involve major ground disturbances, conditions relating to archaeology may be applied.
- The Local Authority will require that archaeological investigations be undertaken prior to the commencement of development, and by a licensed archaeologist.
- The developer will be liable for the cost of archaeological investigations.
- The Local 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 monitoring, testing and/or assessment.
 - Preservation of all or part of any archaeological remains.
- Conditions may be imposed which modify the development in order to facilitate archaeological investigation or preservation.
- Developers will be encouraged to supply an archaeological assessment and a method statement outlining construction procedures as part of their planning application.

It is the policy of the Planning Authority to ensure that all planning applications for new development, refurbishment and restoration works within ZAPs and within close proximity to Recorded Monuments or Sites, are submitted to Dúchas, The Heritage Service. On receipt, Dúchas shall provide advice and recommendations regarding treatment of archaeology as an integral part of the development process. The planning decision made by the Planning Authority regarding applications for development within the identified ZAPs and within close proximity to Recorded Monuments will have regard to the recommendations made by Dúchas.

Under the National Monuments (Amendment) Act, 1994, it is necessary for the owner and/or occupier of a monument or place, which has been recorded by Dúchas to give notice in writing to Dúchas of his/her proposal to carry out work within the vicinity of these sites. The proposed works shall not commence for a period of two months after having given this written notice, unless authorised within this period by Dúchas.

The applicant may be formally requested, as part of the request for further information or as a planning condition attached to the grant of permission, to have a report prepared by an archaeologist on the archaeological implications, if any, of proposed development. The archaeologist shall be employed by the applicant/developer. These archaeological reports shall be submitted to the Planning authority, the National Museum and Dúchas The Heritage Service for their consideration prior to the planning decision, in the case of requested additional information, and prior to the commencement of site preparation and/or construction works in the case of archaeological reports requested in a condition attached to the grant of planning permission.

3.2.8 Landscape/Vegetation

A landscape plan shall 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:

- The developer will be responsible for the grading, hard landscaping, planting and further development of open space, including the provision of footpaths.
- Existing landscape features such as stands of mature trees, hedgerows, rock outcrops and water features 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 and 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.

3.2.9 Infrastructural Service Standards

In general, applications for housing development on unserved and unzoned lands within the Development Plan boundary will be regarded as premature.

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. In addition, provision must be made for possible future connection into the public system. All sewerage systems should conform with the proper planning and sustainable development of the area and public health standards. Septic tanks, individual and/or group schemes will be required to hook-up to the public sewerage scheme when it is provided. 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', 1998, by the Department of the Environment.

3.2.10 The Siting of Overhead Electricity Cables

It is the policy aim of the local authority to seek to place underground all electricity, telephone, and television cables, especially in the urban built up areas of the city, or within zones designated for residential development. Furthermore, the local authority will ensure that in any area of high amenity value, overhead lines will not be permitted since it is a policy aim to preserve significant landscape views from the visual intrusion of large scale telecommunications and energy infrastructure.

With regard to internal housing estate transmission lines, the local authority will continue with its policy that where possible all such lines will be placed underground both in Local Authority housing developments and in all new private housing estates.

This development plan aspires to create sustainable communities, which in turn requires investment in infrastructure such as transport, communication, recreation, water supply, retail, employment, environment and waste.

All these uses require sources of electricity and an existing ESB 110 kV substation exists east of Carrowroe on the R287. This serves a number of 38 kV substations located in Sligo. Due to capacity restraints associated with the current system, improvements are required to cater for new industrial and commercial developments.

It is the policy of the local authority to facilitate the provision of energy to serve the projected growth and consumer demand within the plan area and to support the infrastructural development of ESB networks, including the overhead kV lines required to provide the network needed.

3.2.11 Natural Resources

Mining/Extraction:

The local authority shall seek to promote the extractive industry. To ensure that any new extractive works cause the least possible disturbance to the neighbourhood during the working period, the local authority will require detailed information with major applications for such developments, as well as an Environmental Impact Statement. Satisfactory proposals will also be required for noise control, pollution control, dust emission control, water usage, controls on frequency and intensity of blasting, landscaping and screening.

The information required will include site boundaries, the boundaries of adjoining land, the site contours, the areas it is proposed to work, the direction in which working will occur, the location and extent of any settling ponds, the location and extent of stockpiles, topsoil and subsoil.

It shall also show all proposed buildings, fixed plant, access points, perimeter fencing and any other installations. It shall be necessary to describe in general terms the proposed method of working the mineral source including depths of working face, orientation of face, detail of excavation plant, estimated final excavation depth, and its relationship to the water table, and where relevant, methods of blasting. It shall be necessary to describe the methods to be used in removing and storing topsoil, subsoil and overburden. It will also be necessary to list all proposed buildings and structures, the type of fixed plant proposed, the function and dimensions of each and to submit plans and elevations of the proposed plant and machinery. The method of transport of materials from the site will also be considered, with the local authority determining contributions towards the maintenance and/or upgrading of the road being used. Specific routes may need to be identified for the transporting of materials, to avoid nuisance being caused to other road users.

Following cessation of extraction, adequate provision will be required for progressive restoration and site rehabilitation.

3.3 Residential Standards

It is the aim of the local authority to ensure that each residential development is of high quality layout and design, with an emphasis on a mix of dwelling types and sizes, innovative layout, adequate open space provisions (for both passive and active amenity), landscape quality, clearly defined pedestrian links and traffic calming measures, through road layout and design, i.e. shorter streets, T-junctions, as opposed to ramps and special bumps.

3.3.1 General Design Issues

House design should promote originality, avoid uniformity, create a sense of place, and make use of materials, architectural form and colour to create a high standard of visual amenity. Colour may be used to create a sense of identity within the development, however sometimes the use of colour and other design elements may need to be restrained. Natural features or landmarks such as mature trees, views or vistas should help to enrich the layout and orientation of housing. The Planning Authority will require a variety of house types in developments with greater than 10 houses so as to ensure social mix and integration. The creation of "landmarks" within the estate, whether through retention of existing features, landscaping, archaeological or other features (i.e. sculpture, buildings with special architectural treatment), or by the introduction of new features, will be encouraged to improve legibility. The accessibility requirements of different user groups living within the development will be considered at the design stage, particularly those of the pedestrian. Pedestrian linkages and the provision of a safe environment for children will be highlighted.

3.3.2 Housing Layout and Design

In the design and layout of any residential development the following steps should be taken -

1. Examine Zoning Provisions, Map 22, and determine if there is a need for any additional uses on the site, such as crèche or playschool facilities, recycling facilities or other neighbourhood centre uses.
2. Check Development Objectives Map, Map 21, to see if there are any development objectives that affect the site, i.e., road proposals.
3. Landscape Assessment - incorporate any significant landscape features into the design and layout of the scheme, i.e. retention of significant tree groups, incorporate an existing stream as a linear park, etc.
4. Archaeological/Architectural Appraisal - determine if there are any features of archaeological or architectural interest that may need to be protected or incorporated into the design and layout.
5. Circulation - The extent that the development needs to be connected to adjoining sites, developments or existing roads should be considered. Generally, through-routes will be encouraged and an over provision of cul-de-sacs will be restricted, in the interests of legibility, permeability, public transport provision and density increases. However, it may be preferable to restrict vehicular access to some areas, so as to relieve pressure on a nearby junction or adjacent roadway. In such circumstances, it will be necessary to provide alternative access arrangements for the pedestrian, and if circumstances permit, for the cyclist. Pedestrian through-routes should be designed on as direct a route from origin to destination as possible. The needs of specific user groups, particularly the elderly or parents with prams / small children must be considered at the design stage, and walkways should be well-lit to act as a disincentive to crime. Such considerations should be examined before getting down to layout of individual sites (see section 3.3.7).

Large residential areas in excess of 50 houses shall generally be broken into small functional and visual groups, which fulfil a social and aesthetic need for identity. These shall be designed to ensure safety for children, facilitate social interaction and introduce variety into the visual environment, avoiding monotonous, repetitious types of development. Each street of houses should attempt to create its own visual identity, with variations being achieved by site layout, building lines, house design, colour and hard and soft landscaping.

Protection and respect for the existing amenities and the character of the area should be regarded as a feature of good design. Too much uniformity can lead to monotony, therefore it is important to attain a sense of place or 'legibility' through varying the new physical forms within the design. Variety can be achieved in a number of ways – by incorporating natural and man-made landscape elements into the design and layout of future developments; by introducing focal points or landmarks at key locations; through the quality of the architecture and by providing different housing typologies (house types) or by mixing land uses at appropriate locations. This variety leads to a richer environmental quality. The form and materials used with regard to these elements should avoid excessive uniformity and have emphasis on visual quality.

Too much variation on the other hand leads to discordant patterns of development and buildings within the same streets that have little relationship with each other. It is important to achieve a balanced approach in the creation of an attractive and enduring residential environment. Layouts should also respect the need for access to the range of local services required by residents.

3.3.3 Access for the Disabled

All new buildings of public resort⁵¹ 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. In particular, reasonable provision should be made to enable disabled persons to have safe and independent access to a building and to those parts of the building to which it is appropriate to have access and are usable by people with disabilities. It is also a requirement that new dwellings are visitable and accessible by people with disabilities and ensures that houses are designed as 'Lifetime Homes' for an aging population. The main features of these proposals are for:

- A level, gently sloped or ramped approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
- A level access at one entry point.
- Front door and living room door wide enough to accommodate a wheelchair
- Circulation space for wheel chair at entry storey; and
- Ground floor toilet located so as to be usable by wheelchair users and other people with disabilities.

Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for disabled people. In the case of community centres and buildings which are commonly used by disabled persons or the elderly for social activities, the planning authority will require that at least one W.C. compartment in the building be usable by chair bound people.

Access in the city centre needs to consider the following groups:

- Wheelchair users
- People with visual impairment
- People with a hearing impediment
- People with respiratory or coronary problems
- People with learning or mental difficulties

⁵¹ Includes buildings ordinarily used in whole or in part as a church or other places of public worship, as a hospital, public institution, college, museum, library, cinema, bank, health centre, community centre or shopping centre.

- People with temporary impairments or injuries
- Pregnant women, elderly people and young children
- People with prams, shopping trolleys or luggage

To facilitate ease of access for wheelchair users width of paths needs to be carefully considered at the design stage, and every path should be dished at each end and dishing to correspond with opposite side of street to prevent wheelchair users having to use the public road in order to mount the path on opposite sides. Paths should also have a smooth surface to allow wheelchair users to access them without great difficulty.

Footpaths should be dished at junctions with dished pavement ramps. Tactile paving surfaces, pedestrian crossings and other such elements should be provided. Paths should not be obstructed by street furniture or advertising signs which also obstruct the general public. Hedges and trees should not encroach onto pathways. Streetlights should be placed near the inner edge of the path or at the very outer edge to prevent obstruction. Kerb edging should not be of such a height to represent an obstruction and be marked by a strong colour contrast. In addition there should be a strong colour contrast between footpaths and roadways to assist those with low vision.

Where streets are being pedestrianised there should be no bollards marking the edges of former pavements since these can represent obstacles and benches, bins, flower boxes, etc. should be located so as not project onto footpaths.

Developers are advised to consult with "Buildings for Everyone - Access and Use for all Citizens", National Rehabilitation Board, 1998.

3.3.4 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 square metres will be provided for 3-4 bed houses, with a lesser standard acceptable for narrow house frontages and 1-2 bed houses which will require no less than 48 square metres.

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.

In exceptional circumstances the minimum rear garden size may be reduced to 25 square metres in the following areas:

- The City Centre Zone (C1) and the Commercial/Mixed Land Use Zone (C2).
- Older established areas where the design and layout is in context.
- Within Medium Residential Density Zones (R3).
- In the immediate vicinity of neighbourhood centres.

Houses should be designed in such a manner as to minimise overlooking and overshadowing of adjoining residences, and to reduce the loss of daylight. In houses which directly back onto one another, bedroom windows should be a minimum of 15 metres apart, except where special circumstances exist or design solutions are agreed with the local authority. A reduced distance between opposing windows will also be considered for single storey dwellings or bungalows, especially where the boundary wall separating dwellings is solidly constructed to a height that prevents overlooking from within dwellings. A reduction of distance between opposing windows will also be considered in the following situations:

- Where a site is of an unusual configuration

- Where building lines are not parallel and where a direct view from opposing windows is not possible.
- Where the majority of the houses comply with the minimum garden sizes set out above and where a particular house performs a distinctive townscape role; such as a key corner site or on an unusually restricted site, where due to its situation within the overall layout, it cannot be provided with a standard private garden.

Factors to be considered in determining reduced garden sizes, may also include:

- The size of the household - smaller, one and two bedroom dwellings will not generally require larger gardens.
- The provision of communal open space associated with the development - smaller garden sizes may be permitted in association with increases in communal open space, provided that the garden space is entirely private, situated on the non-entrance side of the house, is not overlooked and is screened with a durable long lasting material (garden trellises or wooden garden screens will not be permitted).
- Key Important Urban Design Considerations, i.e., corner sites that perform a key urban design role or solution.

Rear garden sizes should generally be provided with a permanent durable barrier, a minimum of 1.4 metres in height, to ensure privacy and 1.8 metres high where backing onto a public area other than a public roadway.

3.3.5 Public Open Space

In residential developments, developers shall provide communal open space to a high landscaped quality equivalent in area to a minimum of 15% of the total area of the site or 1 hectare per 150 dwellings/flats, whichever is greater according to residential guidelines. In non-greenfield sites 10% may be acceptable on-site, however the developer should still provide a contribution in lieu of the extra 5% which the local authority could provide as a park in accordance with the parks policy strategy. Alternatively, if it is deemed by the planning authority not to be in the interests of the proper planning and sustainable development of the area to insist on the provision of open space at this rate, and/or where there is a difficulty on the part of the developer in providing this space, the planning authority may apply conditions to ensure that the required amount of open space is achieved (Section 34 (4), Planning and Development, 2000). The local authority may choose one of the following options:

- That the developer make a financial contribution per residential unit towards the provision of an open space by the local authority elsewhere. (as may be provided for under Section 48, Planning & Development Act 2000).
- That the developer provide, to the local authority's specification, open space or a portion of open space elsewhere. If this option is engaged, the open space shall generally be provided within a reasonable distance from the development (circa 400 metres). However, in specific cases the local authority may accept land outside the built up area as meeting part of the requirements above, where it can be utilised in conjunction with the provision of a major park, or a contribution in lieu.
- Alternatively, the planning authority may consider arrangements whereby appropriate community facilities may be provided in lieu of the developers open space requirements.

The local authority may require that the open space provision of any development be located in a specific area in order to assemble open space quantities of satisfactory size, or to enhance the existing features of the area.

In calculating the area of open space, roads, roundabouts, footpaths, grass margins and other areas of incidental open space shall not qualify for open space assessment.

In large developments, a range of public open space sizes and types should be provided to cater for active and passive recreational needs as well as creating variety in the development. The open space should be designed and located so as to complement an existing and/or proposed residential layout and should be visually, as well as functionally accessible to the maximum number of dwellings within the housing 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. However, the planning authority reserves the right to make the judgment that such spaces within a development layout, may not be sufficient in meeting minimum requirements.

The provision of facilities, such as seating, bins, delineated play areas, lighting, and planting must be addressed and incidental areas should not be regarded as fulfilling the open space requirement for such a development. Hard landscaped surfaces should also be considered within residential developments, such as a tennis court or basketball court, as well as the laying out of small green pitches 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 for small children to play in and/or if they contribute to the visual amenity of the area. Emphasis will be on ensuring that such spaces are generally overlooked so that some degree of supervision may take place.

Generally, the backs of houses should not form the boundary to the open space site, with it being more desirable for houses to front onto open spaces. Open spaces should be located where they do not cause an excessive security problem for households. The developer will be required to demonstrate that effective arrangements exist for the maintenance of such open spaces, to the satisfaction of the planning authority.

Where large open spaces are provided a suitable boundary treatment shall be provided, including kerbing, low walls/fences, hedgerow and/or landscaping. An effective boundary wall or fence is required where open space is adjacent to a main public road.

3.3.6 Open Space for Apartments

The provision of communal open space, suitably landscaped, shall generally be required for all apartment schemes. The total area of public open spaces for apartment developments shall not be less than 10% of the total site area, or:

- 5 square metres per bedspace in the C1 and C2 zones
- 10 square metres per bedspace in the C3 zone
- 15 square metres per bedspace in all other zones

In exceptional circumstances, the local authority may accept lower standards as adequate in serving the needs of the residents, for instance where there is ample provision of private open space in balconies, courtyards, terraces/patios and/or semi-private zones provided by means of landscaped areas and roof gardens, which permit access to all residents.

Generally, the minimum clearance distance between opposing windows of residential blocks will be 15 metres to minimise overlooking, loss of daylight, and reduce shadow effect. In exceptional circumstances and by agreement with the planning authority this dimension may be slightly reduced where the particular design solution can demonstrate other positive townscape advantages or ameliorating factors.

Balconies and roof gardens, particularly in the city centre, will be encouraged in the design of new apartment developments, in recognition of the role they can play in

enhancing the vitality of the streetscape. They are particularly relevant where it is not practicable to provide a communal garden or landscaped area. Roof gardens will require a secure boundary treatment and shall be adequately landscaped. Consideration will be given to the orientation of balconies. Balconies, in particular projecting balconies, will be required to be designed as an integral part of a building, and shall respect the streetscape and townscape context as well as surrounding amenities. Balconies shall not protrude over public property.

3.3.7 Layout and Design of Apartments and Flats

- The conversion of houses to flats should generally be given favourable consideration, particularly in the city centre, the mixed-use zone abutting the harbour, or where the original house has fallen in to a state of dereliction. However, in situations where the planning authority considers that such conversions would lead to a deterioration in the residential amenities of these areas, or where the required standards of urban design, accessibility and provision of public open space are not respected, it will not be appropriate to allow this type of development. Particular consideration needs to be given to the impact of conversions within ACA's or buildings that are on the RPS.
- Table 10 outlines the minimum floor area and room dimensions for apartments, flats, bedsits and studio apartments. Permission will not normally be granted where unit sizes are less than dimensions outlined. Each wall of each habitable room should be at least 2.4m long. The ceiling height shall be at least 2.4 metres.

Table 10: Minimum Floor Area and Room Dimensions for Apartment Units, Flats, Bedsits & Studio Apartments

Apartment/Unit Spaces	Bedsit/ Studio	One Bedroom Apartment (2 Bedspaces)	Two Bedroom Apartment (3 Bedspaces)	Three Bedroom Apartment (5 Bedspaces)
Living Area	11 sq.m	11 sq.m	13 sq.m	15 sq.m
Kitchen Area	9 sq.m.	5.sq.m	5 sq.m	6 sq.m
Dining Area	(included in Kitchen Area)	4 sq.m	6 sq.m	8 sq.m
Bathroom	3sq.m. (Shower)	---	---	---
Bedroom Double	---	10.2 sq.m	10.2 sq m	10.2 sq.m
Bedroom Single	(included in Living Area)	N/A	6.5 sq.m	6.5 sq.m
Storage Area	1.5 sq.m	1.5 sq.m	2.5 sq.m	3.5 sq.m
Circulation Area	---	---	---	---
Total Floor Area	30 sq.m	38 sq.m	55 sq.m	70 sq.m

Notes: Figures given are the minimum. Where figures are not given, flexibility is given to architect/designer. Storage Area excludes area occupied by hot water cylinder.

- Each flat/bedsitting room shall be "self-contained", i.e. there shall be only one door to each flat from the communal passageway. Each flat/bedsit/apartment/studio-apartment shall be provided with its own W.C. and bathroom.
- Units should show a high quality of building design and site layout and have due regard to the character and amenities of the surrounding landscape and/or townscape.
- In relation to the layout of apartment developments, developments should incorporate common spaces, terraces, courtyards and incorporate spaces which are designed so as to provide a safe and pleasant environment. In a case where accommodation is being provided over a business, which is in separate occupation, a separate access should be provided.
- Apartment schemes should provide communal facilities to serve the needs of residents, including concealed refuse bin storage areas, storage, bicycle storage

areas, and washing and drying facilities. These facilities should be conveniently located and well ventilated.

- Consideration should be given to the needs of disabled people in the location, layout and design of communal facilities and the future adaptation of some units to meet the needs of the disabled.
- Proposals for apartments or for the conversion of buildings into bedsits/flats should take account of standards set out in the 'Guidelines on Residential Development in Designated Tax Incentives Areas,' Department of the Environment, September, 1995.

3.3.8 Vehicular Movement and Circulation

In order for people to move efficiently through a residential development, the number and type of routes to be created needs to be identified and, specifically, how they should link together. At the design concept stage an assessment should be made as to whether or not it is desirable to accommodate through access or connections to adjoining sites, backland areas or neighbouring lands, that may be or are likely to be developed in the future. The general improvement of connections at a local level within the development and the immediate environment can facilitate increased movement and activity within and through the area. On a wider scale routes must also link in to the major routes to the city centre. In some cases it may be necessary or desirable to link routes, particularly if the route is identified in the Development Objectives Map. In other cases it may be more desirable to restrict the flow of vehicles to adjoining areas in the interest of alleviating pressure on nearby junctions or roads in the vicinity of schools, etc.

A Movement Hierarchy should be encouraged to facilitate:

- Main Distributor Roads
- Main access roads serving residential cells
- Road networks serving smaller groups of dwellings
- Main pedestrian and cyclist routes allowing direct access

The permeability of a site should be determined by where people want to go, with the provision for movement of every kind being critical, particularly that of pedestrians and cyclists. Where through traffic is to be discouraged, it can be done so through the provision of shorter street lengths with T-junctions, thus avoiding overly complex development layouts with numerous cul-de-sacs, which reduce legibility and clarity to the visitor and the resident. Where there are cul-de-sacs, these should generally be designed to accommodate through access and linkages for pedestrians and cyclists.

Road alignments should discourage speed and give priority to the safety and convenience of pedestrians and cyclists. Turning areas must provide for the needs of emergency vehicles. Adequate off-street facilities for parking, including visitor parking, should be provided.⁵²

3.3.9 Car Parking Standards

Car parking spaces will be calculated on the basis of one or two per dwelling unit, depending on dwelling size, access to public transport and local facilities. These may be provided on-site or on-street. Appropriately designed on-street car parking will be encouraged so as to facilitate increases in residential densities in specified locations or land use zones. This parking may be provided as a shared parking area or bay, which may be integrated into the overall development, or provided on-street where road widths are developed to adequate standards. In general, no more than 10-15 spaces will be provided in a shared-parking cluster, in the interests of visual amenity. 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.

⁵² 'Places, Streets and Movement' by the DETR, provides some useful advisory guidelines.

In some older residential areas, small front gardens and original features such as railings are characteristic of the overall development scheme and in such areas, 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. The local authority may carry out alterations to the footpath at the applicant's expense.

3.3.10 Home Zones

Home Zones will be encouraged in new residential developments, particularly as an alternative to cul-de-sac developments. A home zone is a residential street or area, which is designed so as to ensure that pedestrians, cyclists and residents have priority over the car. As car ownership increases, streets and residential roads become more dominated by moving vehicles. Roads are no longer as safe for children to play along and it has become increasingly difficult for people to adopt more environmentally friendly modes of transport, such as walking and cycling. Within home zones, the streets are designed through the appropriate use of materials, street furniture and a variation of road widths, to force motorists to drive with more care and at lower speeds. Ideally, the whole surface is level and paved in sets and blocks rather than tarmac to help distinguish the home zone from a normal road. In an effort to reduce speeds (while avoiding after-thoughts in future years such as speed ramps) drivers have to pick their way carefully around items of street furniture such as trees, planters, seating and even benches. On-street car parking is normally permitted, but is often arranged at the end of blocks or terraces, or provided as shared parking areas. The roads and streets then become places where children can play and people can interact.

In order to successfully develop Home Zones within existing and new housing developments, it is of relevance to consult 'Home Zones – A Planning and Design Handbook' by Mike Biddulph, Policy Press 2001.

3.3.11 Security and the Orientation of Buildings

Residential areas should be designed with personal security in mind, specifically areas used by the public such as open space, playgrounds, playing fields, streets and footpaths. Housing should overlook roads and footpaths and it will generally not be acceptable for houses to face away from public roads, including alleyways and pedestrian-only through routes, which will be required to be overlooked by houses and be well lit in order to avoid anti-social behaviour. Houses will be expected to orientate towards spaces and streets that are within the public domain. In keeping with this policy, houses located on corner sites should be designed in such a way as to be orientated towards both roads that they bound. This may require changes in the design to include such features as splayed corners with an entrance, increases in window openings, curved facades, etc. Such buildings are likely to perform an urban design role as a focal building within housing estates, therefore a stepping up in height may be acceptable.

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

3.3.12 Separation between Houses

A minimum of 2.3 metres 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.

3.3.13 Infill Housing

Within established built up areas and areas adjoining the existing built up area a relaxation of some standards may be allowed for single replacement houses and infill development. In order to compensate for the physical disadvantages of small sites,

residential development adjoining built up commercial areas has advantages in terms of accessibility, which can compensate for shortfalls in the spatial criteria normally applied to residential development.

The design of infill development must be in sympathy with the existing character of the area. While well-designed modern buildings may be permitted they should have regard for their setting and be contextually compatible with the overall streetscape and/or townscape. In this regard they should comply with some (though not necessarily all) of the following established features: fenestration patterns (i.e. the vertical emphasis typically found in the Irish streetscape); window types; building heights (or characteristic variations in heights typically found in the street); materials; building lines (i.e. the position of the building relative to the pavement or road edge); roof pitches; roof profiles; and plot width.

3.3.14 Backland Developments

The local authority recognises the need for the efficient and economic use of land for development purposes, especially backlands, and the role of this land in increasing residential densities in existing areas. As However, the piecemeal and un-coordinated development of backlands, including the construction of extra dwellings in former back gardens, can result in inappropriate and disorderly expansion. Therefore, it is considered undesirable to develop backlands where there is an adverse effect on the residential amenity of adjoining properties. The local authority will promote comprehensive renewal, and will only consider backlands where both garden sizes and the space between dwellings will continue to meet critical standards following new development. The possibilities generated for large-scale renewal will be a consideration in assessing such applications. Where it is deemed by the local authority that interest in backland development exists, an Action Area Plan may be prepared by the local authority, developer, or relevant landowners, to co-ordinate such developments.

3.3.15 Courtyards

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 be through arches in order to avoid breaking the existing street frontages and so as to assist in the creation of strong building lines.

3.3.16 Residential Mix

All residential developments should encourage a variety of residential unit types to ensure a good social mix. In apartment developments, a mix of unit sizes is also required, including two and three bedroom apartments, with not more than 40% of apartments in any single development being one-bedroom units. The desirable residential mix will be reviewed by the local authority in relation to location and following the preparation of the Housing Strategy to be prepared in line with Part V of the Local Government (Planning and Development) Act, 2000.

3.3.17 Local Shopping Provision

The local authority may require the inclusion of a small local shopping element as part of a residential development scheme, where the size of the development warrants such provision, or where the development is part of on-going house building in an area not adequately serviced with local shops (see section 3.4.7). Generally, it is desirable that all new residential estates have reasonable access to local shopping facilities and that these facilities are provided in the form of a neighbourhood centre. The neighbourhood centre should incorporate a range of retail and service facilities, and should include a general convenience foodstore and/or a newsagent. Other types of outlet that would generally be considered applicable are outlined in section 3.4.7. In order to preserve the local nature of the designated neighbourhood centres, a size threshold of 250

square metres should normally be applied to individual retail units, and of 1,500 square metres to the whole centre. Where a lone local shop is provided, it should not exceed 100sq.m. The provision of a neighbourhood centre may be phased in conjunction with new residential development. See also section 2.7 and 3.4.17 on Residential Areas and Neighbourhood Structures, especially for references to distances and catchments of neighbourhood centres.

3.3.18 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. Details of the management company must be agreed with the local authority prior to development taking place and the framework of the management company must also be agreed with the Local Authority prior to development. There are a number of elements of good management practice, which should be adhered to, some of which are identified below:

- Establish a management agency, with a Board including representatives of the residents, to oversee estate management.
- Develop policies in relation to the maintenance of common areas, lighting, cleaning, security etc.
- Develop policies in relation to the overall appearance of the development.
- Formulate a code of conduct for all residents in relation to issues such as noise levels, parking, conduct of business from home etc.
- Identify costs of such estate management and levy each household appropriately.

The local authority will make financial provisions for costs levied on social housing residents of a development.

3.3.19 Residential 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 which reflect the landscape, its features, culture and/or history, within which developments are located, including names of historical persons 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 roadway.

3.3.20 Home-Based Economic Activities

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 local authority, in considering applications for such uses, will consider 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; and the storage of refuse and waste collection. Over the counter services, business signage, advertising hoardings, security gates/grills and excessive security lights are not normally appropriate in a residential area and should be subject to appropriate restrictions. The local authority may grant a temporary permission of two/three years for home-based economic activities to facilitate on-going monitoring of the activity.

3.3.21 Conversion of Existing Dwellings to Medical/Dental Surgeries

Conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. Conversions may also be assessed in the context of car parking requirements and the residential amenities of the area.

3.3.22 Extensions

All extensions to existing dwellings are subject to the requirements of the Planning & Development Regulations 2001, Schedule 2, Part 1. Where a proposal is of a such a scale that it does not fall within the categories of exempted development outlined in the guidance, the local authority needs to consider the likely impact of the proposal in terms of adverse impact upon the amenities of surrounding properties, building lines and materials used.

Granny flat extensions will take into account the existing density of development and whether the garden is of an adequate size to accommodate a second dwelling. Where the original plot is insufficient for two houses, granny flats shall be attached to or be an integral part of the main dwelling and shall not exceed 25% of the floor area of the existing house unless this is less than 44 square metres. It shall not have more than one bedroom and must not be leased, sold or otherwise disposed of other than as part of the main residence.

3.3.23 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 exceed four. In the assessments of such developments/conversions, the planning authority 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. Advertising signage should be discrete and respect the character of the local neighbourhood.

3.3.24 Rural Design Issues

With regard to building within the rural environment, it is important to consider the setting and context of the area where the development will be located. The following are a number of factors, which must be given consideration:

- The affect of the development on the visual amenity of the area.
- Interference with views of significant archaeological importance and specific natural features.
- Respect for the topography and existing site contours.
- Consideration of the traditional design, form, scale, and materials used in the area.
- Landscaping of the site and integration of existing landscape features into the development, such as natural hedgerows and trees.
- Provision of connections to water and sewerage facilities, and treatment of surface water run-off.
- Distance from road boundary and safety of traffic movement.
- Principles of sustainability.

3.3.25 Waste Management and Residential Developments

Residential developments should accommodate three wheel bins to cater for source segregated collection of household waste. For multi-storey residential development, there should be adequate storage at ground level to enable source segregated collection. Standards to be applied could be as follows: 1-2 person households, 3x120

litre wheel bins; 3-6 person household, 3x240 litre wheel bins; 2 2-bed apartments, 2x240 litre wheel bins; block of 10 apartments, 3x1100 litre wheel bins.

Storage facilities should be secure from vandals, scavengers and vermin and should avoid creating 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 receptacles, organic waste) to facilitate segregation.

3.4 Commercial, Retail and Non-Residential Use Standards

3.4.1 General Principles in Assessing Retail Proposals

In assessing the retail planning applications, the planning authority will also be guided by recent Department of the Environment and Local Government's Retail Planning Guidelines, 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, infirm or disabled or other persons who may be dependent on the availability of local shopping outlets.
- Need to counter urban decline and to promote urban renewal and to promote the utilisation of unused infrastructural facilities in urban areas.

A retail impact analysis may be required as part of a planning application for shopping centres, retail activity or large food/grocery chain stores, where the planning authority considers it necessary. Such developments will be assessed as to whether they:

- Support the City Centre
- Cause sufficient impact to undermine the quality of a centre
- Diminish the range of activities and services
- Increase the incident of vacancies.
- Ensure a high standard of access.
- Link effectively with the nearby city centre.
- Encourage multi-purpose trips.
- Act as a driver of regeneration, with the reuse of inner urban sites.

3.4.2 Permitted Locations for Shopping

As far as possible new retail development is to be sited within city centres or, if no sites are available, immediately on the edge of city centres with a presumption against development elsewhere, except where district or neighbourhood centres are being provided to meet neighbourhood needs. 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. In the development plan context, the demonstration of congestion arising from car usage should not be used as an argument against city centre development locations, where adequate public transport exists or could be provided, and since measures to alleviate congestion are to be provided (as outlined in the Car Parking Strategy).

3.4.3 Layout and Design

These guidelines will provide developers with a greater degree of certainty as to the way a particular scheme will be judged. Where an application for development complies with the policies and proposals of a development plan in all material respects it will not be necessary for the applicant to provide additional supporting background studies. However, the developer is expected to demonstrate that a proposal complies with the development plan.

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 should be integrated as much as possible into the existing townscape of the centre.

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

The frontage facing 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 closest to the city centre, 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.

3.4.4 Shopfronts

The design of new shopfronts should relate to the architectural characteristics of the building in which it is situated. New shopfront designs must respect the scale and proportion of the streetscape by 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.

Modern 'multiple' formats which have adopted a 'corporate image', will not necessarily be allowed to use their standardised shopfront 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. Nameplates and signage will be required to be constructed in proportion to the façade of the building. Excessive scales or proportions will not be permitted. Particular attention should be paid to shop-front fascia in Architectural Conservation Areas. New retail outlets may required to tone down or alter their fascia design in these areas.

The repair, restoration and replacement of shopfronts must be sympathetically carried out to protect the architectural character of the city. When existing shops are being refurbished, they should, wherever possible, install level access, unless there are valid conservation reasons or the difference in level cannot reasonably be overcome.

The process of trading through an opening in a building facade without a shopfront will not be permitted. The use of loud music or other sound to attract attention to a shop front will also not be permitted.

3.4.5 Large Foodstores

Large foodstores 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 foodstores should be well served by public transport. These stores should be located in accordance with the sequential test so that city centre sites are considered the most suitable location. 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 floorspace cap of 3,000 sq.m applies.

All large convenience outlets (those over 1500 square metres) will be required to provide for bring facilities and their maintenance in their developments.

3.4.6 Discount Food Stores

The sequential test, and the prescribed guidelines regarding scale in neighbourhood centres, should be applied to this type of development in the same manner as to any other class of retail outlet. Discount Food Stores should be accessible by all sections of society and should have a high standard of access by public transport, foot and private car.

3.4.7 Retail Warehousing

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

In order to limit the impact on the vitality and viability of the city centre, 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 warehouse parks extends to the type of non-bulky durables which are retailed from town or city centres then there is potential for an adverse impact on the centre. Items which should be restricted from sale from retail warehousing 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 sub-division or change of content, of goods normally sold in town/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 limit.

Retail warehouse units should ideally be agglomerated on planned retail parks in order to minimise the number of trips by car. It is also essential that they are limited in scale so as not to have an adverse impact on the city centre. Generally units of less than 700 sq.m. gross floorspace are more easily accommodated in city 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 4,000 sq.m.

The design and layout of retail warehouse units should be such that they provide 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 or encouraged.

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. There should not be more than one car parking space per thirty-five square metres of net retail space.

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 its perimeter and within, with a combination of trees and shrubs

of sufficient density to provide visual relief to car parking areas and make them more attractive.

3.4.8 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.

In particular such a use will have to satisfy the following minimum standards:-

- (i) A road frontage of not less than 31 metres (100 feet) which is clear of any structures, other than a low boundary wall, and a depth of not less than 7 metres (22 feet) from the road boundary.
- (ii) No petrol pump may be situated less than 7 metres (22 feet) from the road boundary.
- (iii) The station may not have more than two vehicle accesses, the width of which shall be not less than 6 metres (20 feet) and shall not exceed 9 metres and have a kerb radii not less than 10 metres (35 feet).
- (iv) The surface of the forecourt shall be graded, surfaced with bitumen macadem or other suitable material and drained to the satisfaction of the planning authority. A petrol/oil interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the storage and removal of refuse and waste material.
- (v) A sanitary convenience should be provided for public use.
- (vi) The minimum site distance from the entrance (access way) to the nearest road junction shall be 50 metres for major junctions and 25 metres to a minor road junction.

The primary purpose of petrol stations is to provide facilities for the sale of fuels for vehicles. However, permission will be granted for ancillary retail uses involving goods related to the motor trade. In addition, in areas not already served by convenience shops, permission may be granted for small shops retailing confectionery, groceries and newspapers. Applications may include ancillary shops of up to 100 square metres of 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.

The common pairing of filling stations and foodstores on a single site should not be seen by developers as an excuse to evade the demands of the sequential test. It is not the case that all petrol stations need necessarily have an adjacent foodstore. Consequently, retailers should not seek to claim that they are unable to assemble sites within a city centre or on the edge of one, simply because they face difficulty in assembling a site capable of accommodating a large foodstore and a petrol filling station. This is an incorrect application of the sequential test, since it is perfectly reasonable to consider the two formats separately.

A car maintenance workshop can be permitted in circumstances where it would not adversely affect the local amenities, particularly with regard to proximity to dwellings and the availability of adequate off-street car parking space. The multiplication of petrol/service stations will not be permitted where these encroach on the amenities of residential areas and/or obstruct traffic flows. Petrol filling stations and car maintenance workshops and garages create waste in the form of old lead acid batteries and waste engine oil. It is recommended that consideration be given to ensure that they provide and maintain take-back or bring facilities for these two waste types.

3.4.9 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 shopfront into which they are to be incorporated into (especially listed buildings). The design and location must be such that they are safe and easily accessible. Canopies, signs and logos shall be discreetly 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 customers queuing may cause disruption to pedestrians.

3.4.10 Advertising on Buildings and Advertising Hoardings

Details of regulations regarding advertisement standards are to be found in the Planning and Development Regulations 2001, Part 2, Article 6. Generally, advertising should be sympathetic in design and colouring, both to the buildings on which they will be displayed and their surroundings and should not obscure architectural features. The construction of nameplate fascias linking two or more buildings of different architectural design and character is generally unacceptable. The height of signs and advertising on a building will be strictly controlled and high level advertising will not be permitted. Projecting or swinging signs will be limited to one per building

Advertising will be contained within the facade area of the building and will not be allowed above the eaves or parapet level of buildings. Signs mounted on buildings should be designed as an integral part of the building or shopfront (in the case of retail outlets).

In general, advertising hoardings, including three dimensional signs and tri-visions, will only be permitted within commercial areas of the city, but will not be permitted on or in the vicinity of listed buildings or structures or on the front facades 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. Their size and placement shall be such that they are integrated into the existing streetscape and the planning authority will consider issues of noise (particularly in the case of tri-vision signs), illumination, scale and the visual quality of their setting.

3.4.11 Signage

Monument signs are to be preferred to freestanding signs. All elements of the sign must be incorporated into a single design and auxiliary projections or attachments not part of a single design, will be prohibited.

Signs shall not exceed the height of the buildings in its vicinity nor shall they exceed 4 metres in height. Signs will not be permitted to extend onto public footpaths, roads or other public rights-of-way.

In general, only one freestanding or monument sign shall be permitted on a site, though exceptions may be permitted on corner sites, where a site is bounded by two or more public roads or where the road frontage is deemed by the planning authority to be excessively long and merits a second sign.

3.4.12 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.

3.4.13 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.

3.4.14 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.

3.4.15 Taxi Stands and Hackney Bases

Should any taxi companies locate in the city the local authority will work with them in the identification of suitable locations for the provision of taxi ranks.

The establishment of a taxi rank or hackney base will not be permitted where it is likely to interfere with traffic flows or parking. Satisfactory off-street parking should be provided for hackneys when the vehicles are not in use. Planning assessments will address issues of location, pedestrian safety, traffic congestion, residential amenities and accessibility.

3.4.16 Telecommunication Antennae

Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industry or in areas already developed for utilities.

The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure. Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure, unless such structures have a clear and/or simple design or alternatively where it is judged by the planning authority to incorporate high sculptural design quality. Sharing of installations (antennae support structures) will be encouraged where it is deemed to lead to a reduction in the visual impact on the landscape or townscape. All applicants must satisfy the local authority that a reasonable effort to share the installations has been made. Where it is not possible to share a support structure the applicant should, where possible, share a site or site adjacent, so that antennae may be clustered.

As part of a planning application for antennae, operators are required to furnish a statement of compliance with the international Radiation Protection Association (IRPA) Guidelines or the equivalent European Pre-standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Transport, Energy and Communications and to furnish evidence that an installation of the type proposed complies with the above guidelines. Such applications will also have regard to "Telecommunications Antennae and Support Structures – Guidelines for Local Authorities" Department of the Environment 1996.

3.4.17 Neighbourhood Centres

The most suitable locations for the provision of Neighbourhood Centres are identified on the objectives map. Neighbourhood Centres should be located along or just off key distributor routes, and be readily accessible by a range of transport options including

private car, public transport, walking and cycling. Neighbourhood Centres should not be located within areas that have restricted access to the surrounding streetscape, for example within cul-de-sac routes.

In principle, the appropriate uses at neighbourhood centres are as follows: General stores, foodstores, newsagents, pharmacies, post offices, restaurants, take away, video/DVD rental, laundry facilities, hairdressers/barbers, public houses, dental/medical surgery, place of worship, credit union, crèche or childcare facilities. However it is important to have further consideration for issues relating to urban design and scale before such uses gain approval.

In order to preserve the local nature of the designated neighbourhood centres, a size threshold of 300 square metres should normally be applied to individual units and a total of 1,500 square metres to the whole centre. Larger neighbourhood centres, with a maximum threshold limit of 2,500 square metres may be permitted at two strategically located neighbourhood centres to the south and north of the town at Carroroe and Lisnalurg respectively, subject to the satisfaction of the Local Authority that supporting population exists in the immediate locality, within approximately 500 metres. A slightly larger scale convenience food store may be permitted at these two neighbourhood centres, provided that:

- (i) They are not in excess of 1,000 square metres in size.
- (ii) There is only one such store per neighbourhood centre.
- (iii) They are well served by public transport, in certain circumstances it may be appropriate to apply conditions requiring the developer makes a financial contribution.

Beyond these limits on retail unit sizes, shops are unlikely to serve a purely local market and thus would be more suitably located within the city centre or on the edge of the city centre if no central sites are available.

Future applications for retail or service outlets in Sligo's suburbs will generally not be considered unless they are within identified neighbourhood centres. However, a residential area may emerge over the plan period which has relatively poor accessibility to one of the identified Neighbourhood Centres. This would constitute exceptional circumstances, but if such a situation arises, it may be appropriate to allow development of a single convenience outlet to serve such an area. Conditions should ensure the outlet is restricted only to daily convenience items and is no larger than 100 sq.m. Sligo currently contains a significant amount of single local shops scattered within suburban residential developments. It is anticipated that as the identified neighbourhood centres gain in popularity, the commercial benefits of locating within them will be recognised. As a result, retail and service uses will gravitate towards locating within the designated areas.

An emphasis on quality urban design will be sought in neighbourhood centres. Buildings comprising the neighbourhood centre, or in the immediate vicinity, will generally be permitted to increase their heights to three or four storeys to reflect their prominence. A mix of uses will be encouraged at the centres, with residential and office uses promoted above first floor levels.

The development of neighbourhood centres should not precede the surrounding residential development they are intended to serve. They should be developed in accordance with the phasing sequence of development.

3.4.18 Use Mix

Where commercial developments are proposed, the planning authority may require appropriate mixes of use, in accordance with the uses of the surrounding area. In general, the planning authority will encourage a mix of uses on upper floors in shopping/ neighbourhood centres.

3.4.19 The Evening Economy - Bars/ Night-Clubs/ Disco Bars/ Amusement Centres

In order to maintain an appropriate mix of uses and protect night-time amenities in Sligo, the local authority will, through the appropriate use of its development control powers, prevent an excessive concentration of pubs, bars, nightclubs and hot-food take-aways in a particular area and shall 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 local authority should encourage a diversity of uses in the city centre throughout the day and evening.
- An important consideration for the local authority is the number and frequency of events in such facilities.
- The planning authority shall insist that proper litter control measures are in place prior to the opening of any premises.
- Facade design will be carefully controlled by the planning authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.
- Locations for larger-scale night-time uses, such as mega-bars or nightclubs, should, wherever possible, have good access to public transport and taxis at closing time. An efficient and regular public transport service should be encouraged to serve the city centre late into the night and contributions to funding this can be sought from developers via appropriate conditions.

3.4.20 Fast-Food Take-Aways

Proliferation of hot food take-aways will not be permitted in any particular area. Regard will be had to the impact of hot food take-aways on the amenities in the 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.

3.4.21 Open Air Concerts

In considering applications for open air concerts, the planning authority shall 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 shall insist that proper provisions and arrangements in relation to these, and other relevant issues, have been made prior to the granting of permission.

In general, open air concerts will not be permitted within residential zones or in close proximity to religious institutions.

Applications that are generally in accordance with the stipulated requirements should be viewed in a positive light. The planning authority should weigh the above considerations against the commercial advantages of attracting greater numbers of visitors and tourists to Sligo, particularly in the evening. Less tangible benefits can be gained by such events in terms of popular perceptions of Sligo as a place to live, work or visit, particularly if such events gain regional or national media coverage.

3.4.22 Offices

The local authority will encourage over-counter office development to be located in the city centre. The use of vacant or under-utilised upper floors for office development will be encouraged by the planning authority. Outside the city centre, applications for office development will normally only be considered within the Business and Technology Park Zones or on Industrially Zoned lands.

Change of use from shops to offices in the City Centre Zone 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 in former dwelling houses back to residential use. Property suitable for single family residential accommodation will not normally be considered suitable for conversion to offices.

All new office developments outside the City Centre Zone will be required to provide a minimum of 10% open space. Where offices are proposed on lands zoned for industry, such development will be required to provide a minimum of 10% open space in addition to a minimum six metre strip of landscaped open space along all roads. Within the Business and Technology Park Zone a more compact development form will be encouraged, with continuous building lines and a higher density than normally carried out in industrial zones.

3.4.23 Industry, Wholesale and Repository Warehousing Development

Industry, wholesale and warehousing activity will normally only be permitted on lands zoned for Industry, Waste Management, Logistics and Transport-related uses and the Port Facilities area, 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 & Development Regulations 2001 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. Car parking spaces, including those for disabled persons, shall be provided and clearly delineated. 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 be required and 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. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building facade.

Access roads to industrial estates will normally have a minimum overall reservation width of 13 metres consisting of a 7 metre carriageway, two 1.5 metre grass verges and two 1.5 metre 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 metres 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.

3.4.24 Waste Management for Commercial and Non-Residential Developments

Internal waste management facilities for development of this nature will need to be adequate to achieve a high level of waste management. The developer/applicant will be required to detail the proposal provision having regard to the waste volumes arising, the segregation needed and the frequency of collection.

3.5 Community Use Facilities

3.5.1 Schools

- It is estimated that one primary school requires a catchment of between 1200-1300 residential dwellings.
- Site requirements for each primary school will be in the region of 2.15 – 3.0 Hectares.
- Provision must be made within the site for adequate car parking, informal hard surfaced play areas and green areas for organised sport activities.
- Provision should be made in secondary schools for a range of organised sports facilities and for car parking at the rate of one space per classroom.
- Schools will be encouraged to locate in the vicinity of the proposed neighbourhood centres.

3.5.2 Childcare Facilities

Generally, 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 (See section 1.2).

Identified neighbourhood 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 an industrial estate, 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 cul-de-sacs. Proximity to public transport nodes will also be favoured in the interests of sustainability.

Applications for childcare facilities shall 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.
- Likely duration of outdoor playtimes.
- Intended hours of operation.
- 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 via 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 Child Care Act and the Child Care (Pre-School Services) Regulations, 1996. In general, for sessional services and drop-in centres, a floor area of 2 sq.m. per child is required. For full day care, a floor area of 3 sq.m. per child is recommended.

In considering applications for shopping centres, the local authority shall consider the need for drop-in childcare facilities for shoppers (in accordance with Circular Letter PD 2/00).

In considering an application for a change of use to a childcare facility, the planning authority may impose a temporary permission of between 1 - 5 years to assess the impact of crèche and playschool developments on their surroundings. However the use of temporary permissions should be avoided if at all possible. In residential circumstances it is also desirable to maintain some residential content in the premises, the resident not being limited to that of owner-occupier.

3.5.3 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 with consideration for 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.

3.5.4 Nursing Homes

Permission for change of use from a residential dwelling to a nursing home shall only be granted in cases where such a use would not be detrimental to the amenities of adjoining dwellings, 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.

Nursing homes shall comply with the standards laid down in the Statutory Instrument No. 226 of 1993, i.e. Nursing Homes (Care and Welfare) Regulations, 1993 and subsequent amendment No. 147 of 1994.

3.6 Parking/Loading, Access and Circulation

3.6.1 Road Standards and Circulation

A legible hierarchy of roads within residential developments should be created, from Distributor Roads, Link Roads, and Access Roads, to Cul-de-sacs, 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.

3.6.2 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 dishd 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.

Access onto national primary and secondary routes, as well as regional roads will be restricted in the interests of safety and the maintenance of the strategic function of these routes. The minimum site line required from entrances onto National Primary and Secondary Roads, where the maximum speed limit applies, is 190 m in both directions. For Regional Roads a minimum of 130 m is required, while a minimum of 80 m is required in areas where the 30/40 mph speed limit is in force.

3.6.3 Car Parking Requirements, Layout and Design

Requirements for numbers of car parking spaces are set out in Table 11. In dealing with planning applications for change of use or for replacement buildings, an allowance will 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 local authority will encourage the joint use of parking spaces through grouped and dual use parking provision where peak demands do not coincide. 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.

Car parking standards will be assessed according to a number of criteria:

- Proximity to the urban centre.
- Proximity to employment centres.
- Intensity of the employment use and the traffic it generates.
- Size of the residential dwelling
- Existing on-street and off-street parking facilities.
- Availability of Public Transport and access to local facilities
- Quality of pedestrian, cyclist and public transport routes.

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:-

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

Within the city centre the local authority may adopt a flexible approach to the requirement to provide car parking spaces, where a proposed development would be considered to provide a particularly desirable use (cultural or service use), which would enhance the attractiveness of the city. Furthermore, within the city centre and edge of centre land use zones, it is important to note that parking will not necessarily be provided on-site, but may be located in a nearby multi-storey in accordance with stipulated policy objectives to group city centre parking on a minimum number of specified sites. Each case will be considered on its merits subject to an overriding aim to achieve the zoning objective for the area. As a condition of any permission, however, the local authority may require a financial contribution towards the cost of providing public car parking accommodation in the locality. Car parks (including multi-storey car parks) with a level of 100 car spaces and above should provide 'Bring Facilities' for recycling.

3.6.4 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 in the city centre (C1) or the commercial mixed-use zone (C2), 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.

Table 11: Areas for Which One Parking Space is Required

Development	Unit or Area that Requires a Single Parking Space (Maximum Standards)		
	Car Parking Standards		Cycling Standards
	C 1 and C2 Zones	All Other Zones	Apply to all Zones (Minimum Standards)
Residential – Large Dwelling Houses	N/A	1-2 per dwelling	1 per unit
Residential – Small & Affordable Houses	1 per dwelling	1 per dwelling	1 per unit
Residential - Apartments	1 per dwelling	1 per dwelling	1 per unit
Student Accommodation	1 per 6 student beds	1 per 6 student beds	1 per unit
Shops	25 m. sq.	20 m. sq.	75 m.sq.
Supermarkets	18 m.sq.	18 m.sq.	100 m.sq.
Retail warehousing	40 m. sq.	35 m.sq.	150 m.sq.
Garden Centres	30 m. sq.	25 m.sq.	150 m.sq.
Factory Retail Floorspace	N/A	40 m. sq..	150 m.sq.
Public Houses (Public Area)	25 m. sq.	5 m. sq.	75 m. sq.
Restaurants	50 m. sq.	10 m. sq.	75 m. sq.
Offices: Gross Floorspace	50 m. sq.	30 m. sq.	1 per 5 employees.
Financial & Professional Services: Gross Floorspace (including banks, building societies, estate agents & other agencies, betting shops)	50 m. sq.	30 m. sq.	75 m. sq.
Manu. Ind/Light Ind.: Gross Floorspace	100 m. sq.	50 m. sq.	500 m.sq.
Garage and Vehicle Repairs	50 m. sq.	30 m. sq.	N/A
Warehouses: Gross Floorspace	75 m. sq.	150 m. sq.	N/A
Showrooms: Gross Floorspace	50 m. sq.	50 m. sq.	N/A
Conference Centres: Public Area	50 m. sq.	25 m. sq.	1 per 20 seats
Clinics and Group Medical Practices	1 per Public Consulting Room	2-3 Spaces per Consulting room	1 per Consulting Room
Hotels (excluding Public Area)	1.5 bedrooms	1-2 Bedroom	1 per 20 beds
Hostels	20 Beds	10 Beds	1 per 10 beds
Dance Halls: Public Area	20 m. sq.	10 m. sq.	100 m. sq.
Cinemas, Theatres, Stadia	15 seats	8 seats	1 per 20 seats
Swimming Pools, Ice Rinks, etc	1 space per 10 m.sq. of pool/rink plus one per three staff, plus one coach space.	1 space per 20 m. sq. of pool/rink plus one per three staff, plus one coach space.	1 space per 20 m. sq. of pool/rink plus one per three staff.
Bowling alleys	2 spaces per Lane.	4 spaces per Lane.	2 per Lane.
Amuse./Entertainment: Gross Floorspace	50 m. sq.	30 m. sq.	50 m. sq.
Places of Worship	25 seats	10 seats	10 seats
Sports Clubs, grounds	1 space per 15 m. sq. & 6 spaces for each pitch, 2 for each court.	1 space per 15 m. sq. & 6 spaces for each pitch, 2 for each court.	1 per 50 m. sq., 6 for each pitch, 2 for each court.
Hospitals/Nursing homes	1-2 Beds	1-2 Beds	1 per 10 staff on duty.
Library	50 m. sq.	30 m. sq.	1 per 50 m. sq.
Funeral Home	6 spaces	20 spaces	N/A
Schools (Primary)	1 per Classroom	1 per Classroom	1 per 5 students.
Schools (Secondary)	1 per Classroom	1 per Classroom	1 per 4 students.
Schools (Third Level)	1 per Classroom and 1 per 15 Students	1 per Classroom and 1 per 15 Students	1 per 3 students.

3.6.5 Design and Layout

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.

3.6.6 Multi-storey car parks

All planning applications for multi-storey car parks must be in accordance with the proposed traffic and circulation strategy in section 2.1.

3.6.7 Cycle Facilities

Cycle standards are treated as a minimum and are not subject to the zonal approach. 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 (except sites of individual, single family dwellings). Stands should be in a secure location and should be conveniently located to the main entrance of the development or to employee entrances. The number of stands required will be one quarter of the number of car spaces required for the development, subject to a minimum of one stand. For national primary schools, it is recommended that a cycle space be provided for one in five pupils. For secondary schools, it is recommended that a cycle space be provided for one in four pupils and for third level institutions and colleges, it is recommended that cycle spaces be provided for one in three students.

Cycle standards include Bike & 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.

3.6.8 Parking for Powered Two Wheelers

Secure parking for powered two wheelers should be considered on its merits for all new developments. The local authority should set aside around 5% of the total stock of public parking spaces for motorcycle use. The local authority should also take steps to ensure that workplaces, new developments and other parking includes sufficient provision to ensure pressure is not simply concentrated on local authority provision.

Parking facilities should be concentrated close to popular destinations in urban centres, near to shops, amenities, offices, etc. Users should be given the opportunity to park their machines at secure parking places with robust fixed anchor points to prevent theft.

3.6.9 Access for the Disabled

Reasonable provision shall be made for parking (particularly on-street) facilities for the disabled. In excess of 10% of the population are disabled and the level of provision needs to reflect this need. Car parking provision shall be provided for the disabled and mobility impaired in all car-parking developments and should be located in the most convenient locations for ease of use. The minimum criteria for such parking provisions are detailed in 'You can Park Here' Guidelines published by the National Rehabilitation Board in 1994. Special car parking bays for the disabled shall be provided as close as possible to the entrance of premises to be served. Each car-parking bay shall have a

minimum size of 5.0m by 3.3m. Where two bays for the disabled are provided side by side, the extra space of 0.9 width may be shared by two bays. Each disabled parking bay shall be clearly marked with the relevant international symbol.

3.6.10 Employer Travel Plans

All development proposals should give consideration to the limitation of traffic generation. Where an industrial, business park, office, retail, warehousing, leisure, service or hospital development, proposes to create more than 175 jobs and has significant transport implications (particularly if it is within the city centre), planning permission may be granted subject to an agreement setting out measures to reduce dependency on the private car, thereby bringing about a modal shift to more energy efficient means of transport.

Management of travel demand can play a key role in reducing congestion, particularly in the morning and evening peak periods. For this reason, employers can adopt a key role in the development of a coherent transport strategy. There is no standard format or content for such a plan, but their relevance to planning lies in the delivery of sustainable transport objectives including:

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling;
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists; and
- More environmentally friendly delivery and freight movements, including home delivery services.

New and expanded school facilities should be accompanied by a Green-Travel Plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities.

When submitted with a planning application, travel plans should be worked up in consultation with the local authority and local transport providers. They should include targets and monitoring arrangements, as well as arrangements for enforcement, in the event that agreed objectives are not met.

Some or all of the plan may be made binding through conditions attached to the planning permission. However, unacceptable development should never be permitted because of the existence of a travel plan.

3.6.11 Construction Standards

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

3.6.12 Existing Non-Conforming Uses

Planning applications in relation to non-conforming uses in established areas or zoning categories, such as those relating to alterations and extensions will be considered on their merits.

3.6.13 Renewable Energy Developments

The local authority acknowledges the current need to adopt a more sustainable approach to energy production, through the promotion of such facilities as wind farms, hydroschemes, landfill gas, biogas from sewage sludge and farm slurry, and solar energy. Alternative approaches will be favoured when in accordance with environmentally sustainable standards and the effects of such developments on

the landscape. Some of the criteria, which 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 a pre-planning application meeting.

