

# Appendix 1

## Development & Design Standards



Wicklow County  
Development Plan  
2022 -2028

This document intends to set out Wicklow County Council's requirements with respect to development and design standards and should be read in conjunction with the policies and objectives set out in Volume 1 of this County Development Plan, with particular regard to policies and objectives relating to quality design and place-making.

These standards and guidance are not exhaustive with respect to every type of development that might be proposed but intend to set out the principal factors that should be considered in the design of any new development.

More comprehensive and complete guidance for a number of development types have been produced by other bodies, in particular the Department of Housing, Local Government & Heritage (and its predecessors), and particular regard shall be taken of guidelines issued by the Minister under Section 28 of the Planning Act.

In addition, the guidance issued by other Government Departments and agencies such as the Department of the Environment, Climate and Communications; the Department of Rural and Community Development; the Department of Transport; the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media; the Department of Education, as well as the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) shall be considered.

All of this guidance should be read in conjunction with this document or in cases where this document does not give enough guidance to the designer for any particular development type, as these documents will be used by Wicklow County Planning Authority as a tool in the assessment of planning applications.

The key documents that should be considered in this regard are:

- Best Practice Urban Design Manual (DoEHLG 2009)
- Sustainable Residential Development in Urban Areas (DoEHLG 2009)
- Quality Housing for Sustainable Communities (DoEHLG 2007)
- Sustainable Rural Housing Guidelines (DoEHLG 2005)
- Design Standards for New Apartments - Guidelines for Planning Authorities (DoHPLG 2018)

- Urban Development and Building Heights Guidelines for Planning Authorities (DoHPLG 2020)
- Development Management Guidelines (DoEHLG 2007)
- Design Manual for Urban Roads and Streets DMURS (DoHPLG / DoTTS 2019)
- Permeability Best Practice Guide (NTA 2015)
- Traffic Management Guidelines (DoT / DoELG 2019)
- Road Safety Audit (TII 2017 Publication: TII GE-STY-01024)
- National Cycle Manual (NTA 2011)
- Smarter Travel (DoT 2009)
- Traffic & Transport Assessment Guidelines (TII 2014)
- Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012)
- Design Manual for Roads and Bridges (TII 2011)
- The provision of schools and the Planning System – code of practice for Planning Authorities (DoES/DoEHLG 2008)
- Recommendations for Site Development Works for Housing Areas (DoELG 1998)
- The Planning System and Flood Risk Management (DoEHLG 2009)
- Code of Practice on Wastewater Treatment and Disposal Systems Serving Single Houses (EPA 2010)
- Architectural Heritage Protection for Places of Worship (DoEHLG 2003)
- Architectural Heritage Protection Guidelines for Planning Authorities (DoAHG 2003)
- Tree Preservation Guidelines (2019)
- Draft Guidance for Planning Authorities on Drainage and Reclamation of Wetlands (DoECLG 2020)
- Planning for Watercourses in the Urban Environment (Inland Fisheries Ireland 2020)
- Retail Planning Guidelines and Retail Design Manual (DoECLG 2012)
- Telecommunications Antennae and Support Structures (DoELG 1996)
- Quarries and Ancillary Activities Guidelines (2004)
- Wind Energy Development Guidelines (DoEHLG 2006)
- Childcare Facilities Guidelines (2001)
- Universal Design Guidelines for homes in Ireland (NDA 2015)

The above list is not exhaustive or definitive, any guidelines updated or new guidelines produced during the currency of the plan will be utilised in the assessment of applications.

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## 1.0 Overarching Requirements

The aim of these standards is to ensure that all new developments in the County meet the highest standards of quality design and amenity, contribute to the creation of beautiful and healthy places, address urgent climate change concerns and protect and complement existing amenities and character.

### 1.1 Key principles of good design

These are the key factors that will be evaluated in the assessment of any development proposals:

1. Context: How does the development respond to its surroundings?
2. Connections: How well is the new development / site / neighbourhood connected?
3. Inclusivity: How easily can people use and access the development, and can it meet the needs of all in society?
4. Variety: How does the development promote a good mix of activities?
5. Efficiency: How does the development make appropriate use of resources, including land and energy?
6. Distinctiveness: How do the proposals create a sense of place?
7. Layout: How does the proposal create people-friendly streets and spaces?
8. Public realm: How safe, secure and enjoyable are the public areas?
9. Adaptability: How will the buildings cope with change?
10. Privacy / amenity: How do the buildings provide a high-quality amenity?
11. Parking: How will the parking be secure and attractive?
12. Detailed design: How well thought through is the building design?
13. Climate Change: How does the design address climate change considerations?

A 'Design Statement', which is an outline of a proposal's context and aims, and how it responds to its surroundings and meets Development Plan objectives should be submitted for all applications of 500+sqm commercial development or applications of 20+ residential units and may be requested by the Planning Authority at its discretion for other types and scales of development.

## 1.2 Climate Action

### 1.2.1 Addressing climate change in new developments

- All new buildings, extensions to existing buildings as well as material changes of use to existing buildings are subject to Part L of the Building Regulations (Conservation of Fuel and Energy) which sets statutory minimum energy performance requirements. The NZEB (nearly zero energy building) standard will apply to all new buildings occupied after the 31st December 2020.
- All new developments during the design process to incorporate sustainable electricity and heating technologies in accordance with Part L of the Buildings Regulations and as part of any application for permission, to demonstrate how these requirements will be met.
- All new buildings will be required to incorporate water saving measures, as set out in Section 2 to follow. This may include rain water harvesting for internal service uses. In particular, all new dwellings with individual surface water collection systems will be required to be provided with water butts;
- All buildings will be required to be provided with a suitable area on site for the keeping of waste storage receptacles for mixed dry recyclables, organic waste (composters) and residual waste.
- Consideration should be given in the design of new buildings to the provision of green roofs or walls (i.e. roof gardens / planted balconies etc), to aid in both water absorption but also to contribute positively to the environment and visual amenity.
- To require the provision of EV charging points in new developments as follows:

Building type		Requirement
New buildings and buildings undergoing major renovation	Non-residential buildings with more than 10 parking spaces within property boundary.	Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.
	Residential multi-unit buildings.	Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.
New (single-unit residential) buildings	New 'own door' dwelling with car parking space located within the property boundary.	Installation of recharging points for electric vehicles on site.
New (single-unit residential) buildings	New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.	Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents. Installation of ducting infrastructure for every parking space within development.

### 1.2.2 Design standards for improved energy efficiency

'Energy efficiency' in building design relates to:

- reducing the amount of energy used in the building and
- Increasing the use of renewable sources of energy.

There are a number of ways in which both can be achieved:

- High quality insulation, which will minimise heat loss and therefore reduce demand for heat generation;
- The use of energy efficient lighting, which include both the use of energy efficient long life bulbs but also the installation of devices to control use of lights such as light movement sensors;
- The use of energy efficient appliances;

- The use of renewable energy technologies such as
  - Solar panels (for either or both water heating and for the generation of electricity)
  - Biomass burners, such as wood pellet boilers (again which can generate both heat and electricity)
  - Small scale wind turbines.

Even without these technologies, measures can be taken through siting and design to reduce energy use. The following are the main principles of Passive Solar Design (PSD) which should be integrated into the design process:

- Building location** – where there is a choice in location, consideration should be given to the ability of any site to make use of sunlight for passive space heating;
- Orientation** - the capture of solar gain can be maximised by orientating the main glazed elevation of a building within 30 degrees of due south;
- Room layout** - placing rooms used for living and working in the south facing part of the building, to reduce reliance on artificial lighting and heating methods; excessively large open spaces within the building should be avoided as this may lead to unequal distribution of warm air between upper and lower floors as air rises;
- Avoidance of overshadowing** - careful spacing of buildings will minimize overshadowing of southern elevations, particularly during the winter when the sun is low;
- Window sizing and position** – sizing and positioning windows to maximise gain from the sun, while minimising windows on other elevations. The precise amount of glazing utilised should be based on considerations of latitude, altitude, climatic conditions and heating / cooling requirements. Care is needed to avoid 'over-glazing' resulting in overheating / glare / fading of furnishing and heat loss when ambient temperatures fall;
- Ventilation and shade** – to use natural ventilation and shade in order to avoid the need to install air conditioning;
- Thermal buffering** - unheated spaces such as conservatories, green houses and garages attached to the house can act as a barrier to

unwanted heat loss or gain in the main living area;

- **Exterior finishes** – materials and colours can be chosen to reflect or absorb solar thermal energy;
- **Landscaping** – energy efficient landscaping materials, including the use of trees, plants, hedges or trellis can be used to selectively create summer shading and also create winter wind chill shelter.

### 1.3 Protecting Nature & Biodiversity

All development proposals should seek to enhance biodiversity and avoid or minimise loss of existing local habitats and wildlife corridors.

Development that requires the felling of mature trees of environmental and/or amenity value, even though they may not have a TPO in place, will be discouraged. The preservation and enhancement of native and semi-natural woodlands, groups of trees and individual trees will be required, as will the planting of native broad leaved species, and species of local provenance in new developments.

The retention, wherever possible, of hedgerows and other distinctive boundary treatments will be required. Where removal of a hedgerow, stone wall or other distinctive boundary treatment is unavoidable, provision of the same type of boundary will be required of similar length and set back within the site will be required.

In order to comply with European and National legislation on nature conservation, and to ensure that areas of biodiversity value are adequately protected, an Ecological Assessment will be required for development proposals that have the potential to impact on environmentally sensitive sites. This includes sites that are protected under EU and National Legislation and sites that may be in use by, or contain protected species or habitats; or sites that are in proximity to significant watercourses / ecological corridors.

Landscaping and biodiversity enhancement plans shall generally be required for new developments, particularly but not limited to those on greenfield sites, and shall be submitted with the planning application. These plans shall highlight existing natural features (such as trees, hedgerows, verges, watercourses etc) to be retained and enhanced, and detail new landscaping and biodiversity enhancement

measures including (but not limited to) species, number, size and location of new planting, the provision of swift bricks / boxes or towers, bat boxes, etc and measures to protect ecological corridors, water courses etc. The plan should put an emphasis on the use of native species where possible. Planting schemes shall take account of future maintenance requirements. All landscaping design and management shall be pollinator friendly and generally in accordance with the planting and maintenance approach set out in the Pollinator Friendly Planting Code of the All-Ireland Pollinator Plan.

Tree planting can be used to complement hard-landscapes in high-density / urban developments and re-inforce and enhance existing natural features and integrate development with surrounding landscape.

Proposals on sites with a steep and/or varying topography should be accompanied by a comprehensive site analysis (including character appraisal and movement analysis), concept proposal and design statement as described and illustrated within the Urban Design Manual – A Best Practice Guide, DoEHLG, 2009. Such analysis should be accompanied by comprehensive site sections and plans detailing any proposed changes in site level and demonstrating how the proposal incorporates the natural slope and drainage features of the site. Proposals should ascend the contours of the site with unique design solutions such as lower density split level housing and sloping gardens with planted boundary treatments. Where changes in ground level between buildings are unavoidable, planted banks may be utilised.

### 1.4 Healthy Environment

#### 1.4.1 Water Quality

Proposed development shall be carefully controlled to ensure no deterioration in quality of natural water bodies. Development proposals, where necessary having regard to the nature and / or scale of the development, will be required to identify streams, rivers, lakes, ground water, coastal or estuarine waters potentially impacted by the proposed development and set out measures to avoid, minimise or ameliorate any potential impacts.

Measures to protect rivers, streams and other water courses will be required to avoid interference with

river / stream beds, banks and channels and a core riparian buffer zone of generally 25m along watercourses (or other width, as determined by the Planning Authority having particular regard to 'Planning for Watercourses in the Urban Environment' by Inland Fisheries Ireland for urban location) will be required to be maintained free from inappropriate development, with undeveloped riparian vegetation strips, wetlands and floodplains generally being retained in as natural a state as possible.

#### **1.4.2 Air quality**

Any activities likely to give rise to dust emissions (e.g. construction activities, extractive industry) shall make suitable arrangements, and take precautionary measures, to suppress and control dust arising from the activity or the handling and transportation of materials. The deposition of dust on surrounding lands, or spillage onto public roads shall be prevented at all times.

Dust levels emanating from any site shall not exceed 350 milligrams/square metre per day averaged over a continuous period of 30 days, measured as deposition of insoluble particulate matter, at any position along the site boundary.

The concentration in ambient air of PM<sub>10</sub> at any sensitive / residential receptor shall not exceed the quantity specified in a schedule to the Air Quality Standards Regulations 2002, and which is not to be exceeded for the period and under the conditions specified in the schedule in relation to that pollutant.

#### **1.4.3 Noise Pollution**

Noise nuisance is defined in Section 108 of the EPA Act 1992 as *"Any noise which is so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood"*. The Planning Authority will use the Development Management process to ensure that future developments are designed and constructed in such a way as to minimise noise disturbance and prevent noise nuisance. The Planning Authority will have regard to the WHO/Europe Night Noise Guidelines (2009) in the assessment of applications with potential night-time noise implications.

In this regard, the Planning Authority may require developers to produce a Sound Impact Assessment and Mitigation Plan where a noise-generating use is proposed and specialist input is deemed necessary, for any new development that the Planning Authority considers will impact negatively on pre-existing environmental sound levels.

In considering applications for development where the proposed use may cause noise, vibrations and air emissions (for example, gyms, public houses, leisure facilities, restaurants and retail) applicants will be required to demonstrate that consideration has been given to the ventilation strategy for buildings at the design stage, to prevent noise, vibration and air emissions that may cause nuisance from equipment and ducting.

The Planning Authority will have regard to the Wicklow Noise Action Plan 2018, when assessing planning applications along major road and rail transport corridors – the objective being to reduce noise from new sources and to identify and protect and create areas of low sound levels.

#### **1.4.4 Light Pollution**

Applications for permission which include the provision of new street lighting or significant on site / on building lighting shall be accompanied by a certificate from a suitably qualified professional in the field confirming that all lighting has been so positioned and designed to eliminate or mitigate impacts on adjoining properties, particular residences (light trespass) or on the night (sky glow).

The design of lighting in new developments shall integrate a hierarchy of light intensity zones to ensure that environmental impact is minimised as far as possible particularly in areas proximate to ecological corridors.

Regard shall be taken of Guidance Notes for the Reduction of Light Pollution (Institute of Lighting Engineers, 2000), 'Guidance Note for the Reduction of Obtrusive Light' (ILP 2021) and 'Guidance Note 9: Domestic Exterior Lighting' (ILP 2019).

All external lighting attached to buildings shall be cowled and directed away from the public roads and adjacent dwellings.

To preserve the character of the night time landscape, roads in rural areas should use the

minimum amount of lighting necessary, restricted to critical intersections. Passive measures, such as cat's eyes and reflectorised markings, should be preferred as night time safety guides.

#### **1.4.5 Contaminated land**

Applications for the development of sites where soil or groundwater contamination is evident or is known to have occurred, or sites where a previous or current activity is at high risk of causing contamination, shall be accompanied by such documentation and investigations as appropriate to identify the nature and extent of the contamination and necessary measures required to contain and redress previous contamination and to prevent new contamination.

Treatment/management of any contaminated material shall comply as appropriate with the Waste Management Act 1996 (waste licence, waste facility permit), as amended, and under the EPA Act 1992 (Industrial Emissions licensing, in particular the First Schedule, Class 11 Waste), as amended. These measures will ensure that contaminated material will be managed in a manner that removes any risk to human health and ensures that the end use will be compatible with any risk.

#### **1.4.6 Construction Management**

All construction sites shall be appropriately managed to ensure that environmental emissions are strictly controlled. Where necessary (such as for larger scale developments or developments in ecologically sensitive areas) this will be enforced by requiring (by planning condition) the agreement and implementation of a 'construction environmental management plan' (CEMP), which should set out, at a minimum, the various best practice construction measures/mechanisms that will be put in place during the construction phase to avoid or mitigate the impacts of: construction traffic, waste, noise, lighting, dust, storm water run-off etc, on adjoining residences and properties, on existing biodiversity, public roads etc.

In particular, such plans will set out:

- Construction programme for the works;
- Hours of operation;
- A traffic management plan;
- Noise and dust mitigation measures;
- Details of construction lighting;
- Waste minimisation and management plan, including recycling / re-use of waste where

possible (in accordance with circular economy principles);

- Measures for the protection of natural features, including (but not limited to) mature trees and hedgerows, protected species, ecological corridors and watercourses.

A Construction Manager will be required to be appointed to liaise directly with the various sections of the Local Authority and that should include a biodiversity officer, should one be appointed.

### **1.5 Flood Risk Assessment**

Applications for new developments or significant alterations/extension to existing developments in an area at risk of flooding shall comply with the following:

- Follow the 'sequential approach' as set out in the Flood Risk Management Guidelines.
- Flood risk assessments will be required with all planning applications proposed in areas identified as having a flood risk, to ensure that the development itself is not at risk of flooding and the development does not increase the flood risk in the relevant catchment (both up and down stream of the application site).
- Where a development is proposed in an area identified as being at low or no risk of flooding, where the planning authority is of the opinion that flood risk may arise or new information has come to light that may alter the flood designation of the land, an appropriate flood risk assessment may be required to be submitted by an applicant for planning permission.
- Restrict the types of development permitted in Flood Zone A and Flood Zone B to that which are 'appropriate' to each flood zone, as set out in Tables 3.1 and 3.2 of the guidelines for Flood Risk Management (DoEHLG/OPW, 2009, as amended).
- Developments that are an 'inappropriate' use for a flood zone area, as set out in Tables 3.1 and 3.2 of the guidelines, will not be permitted, except where a proposal complies with the 'Justification Test for Development Management', as set out in Box 5.1 of the Guidelines.
- Flood Risk Assessments shall be in accordance with the requirements set out in the Guidelines.
- Generally a Flood Impact Assessment will be required with all significant developments and



a certificate (from a competent person stating that the development will not contribute to flooding within the relevant catchment) will be required with all small developments of areas of 1 hectare or less.

## 1.6 Universal Design & Accessibility

*'Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, ability or disability'* (National Disability Authority)<sup>1</sup>. This includes streets, parks and public spaces. The design of the built environment can significantly influence a person's ability to have a healthy and active lifestyle or one characterised by limited mobility and high levels of social isolation<sup>2</sup>. Universal Design therefore requires an appreciation of the varied abilities of every person to ensure that places and buildings are designed to meet the needs of all users.

In considering access for those with a disability, the Planning Authority will adhere to the criteria set out in the Building Regulations, 1997, (or as subsequently amended), and other relevant documents, such as:

- "Building for Everyone", National Disability Authority
- "Best Practice Access Guidelines, Designing Accessible Environments", Irish Wheelchair Association 2014
- "Universal Design Guidelines for homes in Ireland", National Disability Authority 2015

*'Building for Everyone – A Universal Design Approach'*<sup>3</sup>, provides practical guidance on the universal design of buildings, places and facilities and advocate that designing for one group can result in solutions that address the needs of many others. For example:

- *'level entry (step-free) entrances facilitate not just wheelchair users but also people with buggies, people with suitcases or shopping trolleys, people using walking or mobility aids, and people with visual difficulties;*
- *larger toilet compartments provide easier access to wheelchair users; those with luggage or*

*parcels; parents with pushchairs or accompanying small children; those using walking or mobility aids; and larger-sized people;*

- *clear, well-placed signage that uses recognised symbols or pictograms helps people with reading or cognitive difficulties, and those whose first language is neither English nor Irish'.*

In order to overcome challenges posed by topography or existing built environment constraints, universal design should be considered at the earliest design stages. The design of the built environment should be easy to understand.

Having regard to the current and future demographic trends, proposed developments should be future proofed for an ageing population; the Planning Authority will advocate age-friendly thinking with respect to new developments in the County in particular at pre-planning stage. Developers should consider an Age-Friendly approach, with facilities and materials inclusive of an age-friendly community/society.

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<sup>1</sup> National Disability Authority, an independent statutory body that provides information and advice to the Government on policy and practice relevant to the lives of persons with disabilities.

<sup>2</sup> How walkable is your Town? (Age Friendly Ireland, 2015)

<sup>3</sup> Published by the National Disability Authority

## 2.0 Infrastructure & Services

### 2.1 Roads & Transport

This section intends to set out the principal roads and transportation standards that Wicklow County Planning Authority will apply to all new developments.

More comprehensive and complete guidance with respect to roads and transportation standards have been produced by other bodies, particularly the Department of Transport, the National Transport Authority, Transport Infrastructure Ireland and the Department of Housing, Local Government & Heritage and these should be read in conjunction with this section or in cases where this section does not give enough guidance to the designer for any particular development type, as these documents will be used by Wicklow County Planning Authority as a tool in the assessment of planning applications.

The key documents that should be considered in this regard are:

- Design Manual for Urban Roads and Streets DMURS (DoHPLG / DoTTS 2019)
- Traffic Management Guidelines (DoT/DoELG 2019)
- Sustainable Residential Development in Urban Areas (DoEHLG 2009)
- National Cycle Manual (NTA 2011)
- Smarter Travel (DoT 2009)
- Design Manual for Roads and Bridges (TII 2011)
- Traffic & Transport Assessment Guidelines (TII 2014)
- Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012)
- Road Safety Audit (TII 2017 Publication: TII GE-STY-01024)
- Permeability Best Practice Guide (NTA 2015)
- GDA Cycle Network Plan 2013
- UK Manual for Streets (DoT)

The overarching goal of these standards is to ensure that developments do not give rise to traffic hazard, either to pedestrians / cyclists or other road users as well as to promote sustainable forms of transport. Therefore any development that is considered to create a traffic hazard will not be permitted.

### 2.1.1 Enhancing Sustainable Accessibility

New significant residential or mixed use development proposals<sup>4</sup> shall be required to be accompanied by a 'Accessibility Report' that demonstrates that new residents / occupants / employees (including children and those with special mobility needs) will be able to safely access through means **other than** the private car:

- (a) local services including shops, schools, health care and recreational facilities, and
- (b) public transport services.

Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity/quality of existing or planned linkages.

### 2.1.2 Public Transport

#### Rail network

Development in the vicinity of existing rail lines shall comply with set back and construction requirements of Iarnród Éireann.

#### Bus network

- New and improved roads shall generally be designed and include infrastructure for bus use (whether or not bus services are currently available at that location) unless otherwise advised by the Road Authority;
- In areas of large-scale housing expansion and employment development, road layouts shall be designed to allow for high permeability to buses;
- New / improved bus stops shall be of a suitable 'raised' design in order to assist mobility-impaired passengers in boarding/leaving the vehicle;
- Bus shelters should be sited and designed with due cognisance of both the needs of the bus users and bus routes and the visual sensitivity of the location of the proposed shelter.

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<sup>4</sup> Being defined as developments in excess of 50 units of housing / more than 50 employees in any settlement in Levels 1-4 in the hierarchy, 25 units / employees in Levels 5-10, and **all developments** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.



Shelters shall be constructed of mainly transparent materials in order to ensure personal security, be lit with environmentally friendly lighting and shall not unduly interfere with pedestrian and cyclist movements along the footpath.

- Any consideration of the provision of bus facilities should take into account the network redesign and core bus corridors being developed as part of Bus Connects.

### 2.1.3 Park & ride facilities

In all proposed park and ride facilities, the Planning Authority shall require the provision of the following:

- Pedestrian and cycle paths connecting the proposed facility to the public transport node it is serving and to the surrounding developments;
- Environmentally friendly lighting along all pedestrian and cycle paths connecting the facility to the transport node;
- Adequate set down, waiting and turning areas for feeder buses etc;
- Covered Bicycle parking facilities;
- Adequate shelter for users, where appropriate.

### 2.1.4 Public Roads

#### National Road development control objectives

1. Any works carried out on national roads shall comply with TII 'Design Manual for Roads & Bridges', as may be amended and revised.
2. No development shall be permitted that would involve direct access to or from a motorway, in accordance with Section 46 of the Roads Act (1993).
3. To safeguard the capacity and safety of the National Road network by restricting further access, any proposed new means of access onto a national road shall adhere to the following:
  - (a) Lands adjoining National Roads to which speed limits greater than 60kmh apply: The creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60kmh apply shall generally be avoided. This provision applies to all categories of development, including individual houses in

rural areas, regardless of the housing circumstances of the applicant.

- (b) Transitional Zones: These are areas where sections of national roads form the approaches to or exit from urban centres that are subject to a speed limit of 60kmh before a lower 50kmh limit is encountered. Direct access onto such road may be allowed in limited circumstances, in order to facilitate orderly urban development. Any such proposal must, however, be subject to a road safety audit carried out in accordance with the TII's requirements and a proliferation of such entrances, which would lead to a diminution in the role of such zones, shall be avoided.
- (c) Lands adjoining National Roads within 50kmh speed limits: Access to national roads will be considered by the Planning Authority in accordance with normal road safety, traffic management and urban design criteria for built up areas.

#### Regional road development control objectives

1. Works carried out on regional roads shall generally comply with TII 'Design Manual for Roads & Bridges' or DMURS (which ever is applicable) as may be amended and revised, unless local conditions determine otherwise.
2. A new means of access onto a regional road will be strictly controlled and may be considered if one of the following circumstances applies:
  - The regional road passes through a designated settlement and a speed limit of 50km/h or less applies;
  - Where the new access is intended to replace an existing deficient one;<sup>5</sup>
  - Where it is demonstrated that the entrance is essential and no other means of access is available.
3. Permission will generally not be considered for new development adjoining the regional road even where no vehicular access is created because hazardous situations often still arise due to unregulated parking and the opening of pedestrian routes.

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<sup>5</sup> This does not imply that permission will be granted for additional vehicular movements onto the regional road on the basis that the existing access is being improved.

## **Local road development control objectives (general)**

1. The design of new local roads or improvements to existing local roads and new means of access onto local roads shall generally comply with the guidance set out in the "Design Manual for Urban Roads and Streets", "Traffic Management Guidelines" and "Recommendations for Site Development Works for Housing Areas" as appropriate. In particular:
  - Speed should be controlled in the first instance through the manipulation of road alignment or the use of different surfaces; traffic calming devices such as ramps or rumble strips should only be used as a last resort.
  - Local roads should be principally designed with vulnerable in mind (particularly at junctions); positive measures for pedestrian and cycle safety, for example, designated tracks and junction facilities, may be required and in some circumstances shared pedestrian/vehicular areas may be appropriate.
  - Local roads should not be unnecessarily wide, since it encourages higher speeds, which can cause problems for the movement of pedestrians and cyclists and lead to accidents; local roads shall be kept to the minimum width necessary to serve the scale and type of development proposed, and in housing areas, widths as narrow as 4.8m may be considered. However, the needs of emergency and refuse vehicles must also be accommodated. In employment areas adequate width will be required for larger vehicles, turning etc;
2. The design of new rural local roads or improvements to existing rural local roads and new means of access onto rural local roads shall be tailored to the conditions of the locality with regard to width, design speed, horizontal and vertical alignment and sightlines which shall comply with the requirements of the TII 'Design Manual for Roads & Bridges'. Specific regard shall be paid to the protection of the natural environment, in particular mature trees and hedgerows.

## **2.1.5 Pedestrian & cycling facilities**

- New pedestrian and cycle paths shall be designed in accordance with the standards set out in the Traffic Management Guidelines and the National Cycle Manual and shall ensure ease of connectivity to the surrounding area;
- Footpaths shall be provided on all new local roads to allow for full permeability of residential districts by pedestrians. All footpaths shall be designed to accommodate those with mobility difficulties or who are wheelchair bound;
- Cycleways shall be provided on arterial roads and link roads. They will not be required on local access roads; instead the design of such roads should be based on reducing vehicular speeds and concentrate on making the road a safe environment for cyclists and children at play;
- The use of shared road space, that is suitable for safe use by vehicles and cyclists / pedestrians may be considered in settlements in lieu of footpaths and cycleways;
- Pedestrian and cycleways will be required to follow the most direct route from origin to destination, subject to safety considerations. In particular, such routes should be well supervised by surrounding development;
- Street lighting along foot and cycle paths shall be provided in accordance with the recommendations made in Wicklow County Council Guidelines for Public Lighting Works 2017 as well as EN standards) as may be revised or replaced.

## **2.1.6 Vulnerable road users**

- Particular design solutions will be called for in areas where vulnerable users might be present e.g. at or near schools / crèches, near youth or sports facilities or in 'home zones'. At these locations, vehicle traffic shall be required to be slowed appropriately or stopped to give priority to cyclists and pedestrians. Developers of such facilities may be required to fund such alterations as deemed necessary to accommodate their users;
- Suitable measures shall be put in place at junctions and crossings for those with mobility or visual impairment, such as ramps and tactile pavements.

### 2.1.7 Car parking

New / expanded developments shall be accompanied by appropriate car parking provision, including provision for electric vehicle charging points as set out in Table 2.2, with particular regard being taken of the potential to reduce private car use in locations where public transport and parking enforcement are available. At such locations, the car parking standards set out in Table 2.3 to follow shall be taken as **maximum standards**, and such a quantum of car parking will only be permitted where it can be justified.

In locations where public transport and parking enforcement are not available, the car parking standards set out in Table 2.3 shall be taken as **minimum standard** in order to ensure that haphazard unregulated car parking does not occur in the vicinity of the development. Deviations from this table may be considered in multi-functional developments (e.g. hotels, district centres), where the developer provides a robust model of car parking usage to show that dual usage will occur and that peak car parking demand at any time of the day / week will always be met or other situations that may be considered on a case-by-case basis.

In situations where a developer cannot meet the necessary car parking requirement on or near the development site, the developer may request the Local Authority to accept a special payment in lieu, to be utilised by the Local Authority in providing car parking in the area.

Where on-site car parking is provided, the car parking area shall be suitably surfaced and all bays and aisles marked out with white durable material.

Spaces shall meet the following size requirements:

**Table 2.1 – Parking & loading dimensions**

<b>Car-Parking perpendicular to kerb</b>	<b>Bays</b>	5.0m x 2.5m
<b>Car-Parking Bays parallel to kerb</b>		6m x 2.5m
<b>Disabled Parking Bay</b>		5.0m x 2.5m + 0.9m between bays
<b>Loading Bay</b>		6.0m x 3.0m
<b>Circulation Aisles</b>		6.0m in width

- Loading bays shall be located to prevent any obstructions to traffic circulation or use of other spaces;

- Where parking is permitted in the view of the general public, adequate soft landscaping shall be provided to soften the appearance of hard surfaced areas;
- Parking areas shall be reserved solely for the parking of the vehicles and should not be used for the storage of materials or goods associated with the development, nor for the parking of goods or other heavy vehicles;
- The minimum / maximum standards set out in Table 2.3 shall apply to all new developments, be it new construction or additional or material change of use of existing buildings;
- Disabled car parking spaces shall generally be provided at a rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise).

**Table 2.2 - Car Charging Point Provision**

Building Type		Requirement
<b>New buildings and buildings undergoing major renovation</b>	Non-residential buildings with more than 10 parking spaces within property boundary.	Installation of at least 1 recharging point. Installation of ducting infrastructure for at least 1 in 5 parking spaces.
	Residential multi-unit buildings.	Installation of 1 recharging point for every 10 car parking spaces (with a minimum 1 for developments under 10 spaces) Installation of ducting infrastructure for every parking space within property boundary.
<b>New (single-unit residential) buildings</b>	New 'own door' dwelling with car parking space located within the property boundary.	Installation of external recharging point for electric vehicles in each dwelling.
<b>New (single-unit residential) buildings</b>	New 'own door' dwelling served by shared car parking areas or car parking spaces not within the dwelling site boundaries.	Installation of 1 recharging point for every 10 dwellings (with a minimum 1 for development under 10 dwellings) which is available to all residents. Installation of ducting infrastructure for every parking space within development.

**Table 2.3 - Car parking standards**

Use Class	Parking spaces to be provided
<b>Theatre, Cinema, Stadium</b>	0.33 per seat
<b>Church</b>	0.33 per seat
<b>Nursing Homes</b>	0.5 per bed
<b>Third Level Colleges</b>	0.5 per student
<b>Hotel (excl function room)</b>	1 per bedroom
<b>School (primary)</b>	1.2 per classroom
<b>School (secondary)</b>	2.0 per classroom
<b>Hospital</b>	1.5 per bed
<b>Clinics / Medical Practices</b>	2 per consultant
<b>Dwelling 1-2 bedrooms</b>	1.2 per unit <sup>6</sup>
<b>Dwelling 3-4 Bedrooms</b>	2 per unit
<b>Warehousing</b>	1 per 100 m <sup>2</sup> gross floor area
<b>Retail Warehousing, Factory/Outlet/Garden Centres</b>	2 per 100 m <sup>2</sup> gross floor area
<b>Library</b>	3 per 100 m <sup>2</sup> gross floor area
<b>Manufacturing</b>	3 per 100 m <sup>2</sup> gross floor area
<b>Offices (ground floor)</b>	5 per 100 m <sup>2</sup> gross floor area
<b>Offices (above ground floor)</b>	4 per 100 m <sup>2</sup> gross floor area
<b>Bank or Financial Institution</b>	7 per 100 m <sup>2</sup> gross floor area
<b>Restaurant dining room</b>	10 per 100 m <sup>2</sup> gross floor area
<b>Bar, Lounges, Function Rooms</b>	5 per 100 m <sup>2</sup> gross floor area
<b>Childcare facilities</b>	0.5 spaces per staff member + 1 car parking space per 10 children
<b>Allotments</b>	1 space per plot in areas located outside towns or villages <sup>7</sup>
<b>Out of town/regional shopping centres</b>	6 per 100sqm floor area
<b>Other retail</b> (town/village, district/neighbourhood centre, large foodstore)	4 per 100sqm floor area Large foodstores: 'food retail' (1 space per 14m <sup>2</sup> ), 'non food retail' (1 space per 20m <sup>2</sup> )

<sup>6</sup> Refer to Section 3 for further guidance

<sup>7</sup> Within towns or villages a relaxation of this standard shall apply on a case by case basis.

### 2.1.8 Bicycle parking

- The Planning Authority will require the provision of a minimum level of covered bicycle parking facilities in association with new developments and the change of use of an existing property. Where the provision of covered bicycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure security and supervision. Covered bicycle stands for use by visitors should be located to maximise convenience to the entrance of buildings and positioned so as to ensure safety, security and supervision;
- In residential developments without private gardens or wholly dependent on balconies for private open space, covered and lockable bicycle stands should be provided in private communal areas;
- The bicycle parking standards set out in Table 2.4 shall apply.

**Table 2.4 - Bicycle parking standards**

Type of Development	Cycle Standard
<b>Residential units</b>	1 space per bedroom + 1 visitor space per 5 units
<b>Shops</b>	1 space for every 10 car spaces
<b>Supermarkets / large stores</b>	10% of total car spaces subject to a minimum provision of 50 spaces
<b>Offices</b>	20% of employee numbers subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greatest.
<b>Industry / warehousing</b>	20% of employee numbers
<b>Theatre, cinema, church, stadium</b>	1 space for every 100 seats
<b>Hotels, guest houses</b>	1 space per 20 bedrooms
<b>Lounge bars</b>	10% of total car spaces subject to a minimum of 10 spaces
<b>Restaurants</b>	10% of total car spaces subject to a minimum of 10 spaces
<b>Playing fields</b>	1 space for every 3 players
<b>Schools</b>	20% of pupil registration numbers/minimum of 10 spaces
<b>Nursing homes</b>	20% of employee numbers
<b>Multi-Storey Car Parks</b>	10% of total car spaces/minimum provision of 50 spaces
<b>Public Transport pick up points/interchanges</b>	10% of number of daily borders at that point/station, minimum of 10 bicycle spaces

### 2.1.9 Entrances & sight lines

- In all areas, new entrances shall be designed having regard to the design speed, function and traffic volumes on the adjoining public road as well as pedestrians, cyclists and vulnerable road users;
- Clear sightlines will be required to be available or provided at new junctions and entrances. The sight distance required shall be calculated using the applicable road design manual having regard to the following criteria:
  - The designation of the road, its function in the road hierarchy and existing / projected volumes of traffic;
  - The typical speed (not the speed limit) of the road;
  - The vertical and horizontal alignment of the road;
  - And any other such factors that may be pertinent to the specific location or as may be set out in road design manuals.
- When locating new entrances and proposing increases in traffic movements at existing entrances, it must be shown that vehicles turning right into the entrance do not obstruct or cause a hazard to other road users. Sufficient forward sight distance must be available to (a) cars approaching an entrance in case a car is waiting on the road carriageway to turn right, (b) for cars waiting to turn right at an entrance. Right turning lanes may be required and these shall be designed in accordance with the applicable road design manual.

### 2.1.10 Road gradients

- Flat gradients (i.e. no more than 1:40 / 2.5%) will be generally required at new junctions / entrances for the first 6m from the public road carriageway edge. For larger housing developments or commercial developments, this may increase to 10m or more in order to facilitate larger vehicles such as delivery vans, refuse trucks etc;
- Roads serving new housing or commercial development shall generally not be allowed to exceed a gradient of 1:10 (10%).

### 2.1.11 Set backs from public roads

- In the interests of traffic safety, residential amenity and because of the long term space requirements of roads, particularly in rural areas, the Planning Authority will normally require buildings to be set back from the edge of the hard-paved surface of the public road as set out in Table 2.5 to follow (unless otherwise specified in a local area plan, or town plan);
- Where a set back lower than that shown in Table 2.5 is already existing on a site or in the immediate environs of a site, the Planning Authority may consider a reduction in the set back, having due regard to
  - the likelihood of future road widening / realignment at that location;
  - the desire to maximise development density at locations in or close to urban areas;
  - the need to ensure adequate separation between roads and dwellings, to ensure adequate residential amenity; in particular to ensure limited disturbance by traffic noise and headlight glare from the adjacent road; set backs from public roads.

**Table 2.5 - Set backs**

Road Type	Set back	Description
<b>Motorway/ National Road</b>	20m * 100m	Employment development* All other development
<b>Rural Regional Road</b>	20m * 40m	Employment development* All other development
<b>Rural Local Roads</b>	20m	All development
<b>Arterial Road</b>	10m	All development
<b>Link Road</b>	6m	All development
<b>Urban Local Road</b>	The minimum required to facilitate necessary footpaths and a 'buffer' area between the structure and the public realm	All development

\* The Planning Authority may allow a reduction in the set back for employment development to 20m, where it is satisfied that no adverse impacts are likely to arise either in terms of future road widening needs or distraction to road users.

## 2.2 Water Services

### 2.2.1 Water supply

#### (a) Mains water connections

Design standards and specifications for connections to mains water are a matter for Irish Water. However, full details of the proposed / existing water main layout to which it is proposed to connect shall be provided at application stage.

#### (b) On-site water supplies e.g. wells

Proposed developments dependent on an existing or new private water source shall provide the following details at application stage:

- Location of water source and aquifer type and vulnerability;
- Hydro geological analysis of the water regime in the area, direction of flows, location of possible sources of contamination etc;
- Measures to ensure the protection of the source;
- Yield and quality analysis (in accordance with current Drinking Water Regulations);
- Proposals for a duty and standby well, each with its own submersible pump to ensure security and continuity of supply to the proposed development;
- Management measures including treatment (where necessary) and ongoing maintenance;
- Such assessment shall be provided by a recognised hydrogeological professional with professional indemnity insurance.

### 2.2.2 Water demand management

All new developments shall integrate water demand reduction designs and technologies in all aspects of the development including but not limited to:

- Installation of water efficient equipment;
- Provision of dual flush toilets, cistern bags or other similar technologies;
- Construction of grey water systems to allow for the re-use of wastewater from sinks, shower drains or washing machines;
- Provision of rainwater harvesting equipment;
- The use of low maintenance plants in the design of landscaping;
- In manufacturing, use of process or cooling loops, counter current rinsing and batch processing, or increasing the recycle rate of cooling towers.

### 2.2.3 Wastewater disposal

#### (a) Mains wastewater connections

Design standards and specifications for connections to mains wastewater systems are a matter for Irish Water. However, full details of the proposed / existing wastewater main layout to which it is proposed to connect shall be provided at application stage.

#### (b) On site wastewater systems

On-site effluent disposal systems for single houses will only be considered where:

- the specific ground conditions have been shown to be suitable for the construction of a treatment plant and any associated percolation area;
- the system will not give rise to unacceptable adverse impacts on ground waters / aquifers and the type of treatment proposed has been drawn up in accordance with the appropriate groundwater protection response set out in the Wicklow Groundwater Protection Scheme (2003);
- the proposed method of treatment and disposal complies with Wicklow County Council's Policy for Wastewater Treatment & Disposal Systems for Single Houses ( $PE \leq 10$ ) and the Environmental Protection Agency "Waste Water Treatment Manuals"; and
- in all cases the protection of ground and surface water quality shall remain the overriding priority and proposals must definitively demonstrate that the proposed development will not have an adverse impact on water quality standards and requirements set out in EU and national legislation and guidance documents.

Private wastewater treatment plants for commercial / employment generating development will only be considered where:

- Irish Water has confirmed the site is due to be connected to a future public system in the area<sup>8</sup> or Irish Water has confirmed there are no plans for a public system in the area;

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<sup>8</sup> The developers of the private temporary treatment plants will be required to submit details of how the proposed development will be decommissioned where a



- It can clearly be demonstrated that the proposed system can meet all EPA / Local Authority environmental criteria; and
- An annually renewed contract for the management and maintenance of the system is contracted with a reputable company / person, details of which shall be provided to the Local Authority.

For on-site systems for other purposes, the provisions of the relevant EPA Manuals shall be applied.

Persons carrying out a site assessment must submit appropriate background information confirming their competency to carry out the assessment and details of their professional indemnity insurance.

#### **2.2.4 Surface & storm water systems**

With respect to the design of surface and storm water systems, the Planning Authority will have regard to the standards set out in the Greater Dublin Strategic Drainage Study (GSDS).

In particular, all new developments shall be designed to:

- Ensure the separation of foul and surface water discharges through the provision of separate networks;
- Surface water is appropriately collected on site to prevent flow onto the public roadway, adjoining properties or into the public foul sewer / sewage treatment plant;
- Ensure the implementation of Sustainable Urban Drainage Systems (SUDS) in accordance with the Wicklow County Council SuDS Policy to ensure surface water runoff is managed for maximum benefit. In particular to require proposed developments to meet the design criteria of each of the four pillars of SuDS design; Water Quality, Water Quantity, Amenity and Biodiversity.
- Promote the use of green infrastructure, such as swales and wetlands, where feasible as landscape features in new development to provide storm / surface runoff storage and reduce pollutants, as well as habitat, recreation and aesthetic functions.

#### **2.2.5 Flood routing**

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connection to the future public sewer is possible and the subject lands returned to their previous state

Chapter 14, along with the Strategic Flood Risk Assessment of this plan, specifically deals with the assessment of flood risk and the techniques to be applied to avoid or minimise flood risk. One of these methods is the manipulation of the layout and design of a development to provide flood 'routes' i.e. in the event of surface water sewers, or a nearby culverted stream failing, the development shall be so laid out that the resultant flood waters can take a natural route through the site without having to flow through people's homes.

### **2.3 Waste**

#### **2.3.1 Residential developments**

- The design and layout of all individual and multi house developments shall provide for on- site waste storage (including recyclables) and composting facilities;
- For traditional housing layouts, this will normally require the inclusion of sufficient space to the side or rear of a dwelling for the storage of waste, including up to 4 wheelie bins (recyclables, glass, organic and residual waste);
- For terraced houses (i.e. those units with no side laneways/gardens) wheelie bin enclosures may be provided to the front of houses, subject to the highest quality of location and design/construction that allows for full enclosure of all bins in such manner that bins are not visible from public areas and do not allow for the emission of odours; such structures must be shown and detailed at the application stage;
- For courtyard type developments and apartment developments (i.e. those developments that include houses with either no / limited private gardens), communal bin storage and composting areas shall be provided;
- In apartment developments, this may be in the form of grouped individual bins in car parking areas or a designated waste building;
- Waste storage areas shall be designed and screened so as not to cause any adverse visual impact on the proposed complex and located so as not cause noise impact.

### 2.3.3 Employment & commercial developments

All commercial developers shall appraise themselves of their obligations under the Waste Management Acts and Regulations and Eastern-Midlands Region Waste Management Plan and show at application stage details of waste storage and other waste facilities necessary to meet these obligations. In particular, as appropriate to the type of development:

- Details of waste storage areas, including areas for the storage of recyclables shall be detailed. Such areas shall be suitably located and screened on site so as to minimise impacts on visual or residential amenity and noise impact;
- Developments likely to result in litter generation shall provide and manage litter bins on or immediately adjacent to the site;
- Records of wastes arising / accidental emissions occurring shall be maintained and made available at any time at the request of the Local Authority.

Where permission does not specify the exact processes to be carried out on a site (e.g. permission for a light industrial development with no specified users), written approval shall be obtained from the Planning Authority for the exact use before such use is commenced. Details shall be provided of effluents, waste products, materials to be used in the industrial process, toxic or hazardous by-products of the industrial process, together with details of the intended means of disposing of effluents and waste materials and controlling toxic or hazardous by-products.

### 2.3.4 Agriculture

Agricultural wastes shall be managed in an environmentally sustainable manner in accordance with the principles set by the Rural Environment Protection Scheme, the Farm Waste Management Scheme and relevant EU and national legislation (in particular, the EC (Good Agricultural Practice for the Protection of Waters) Regulations).

### 2.3.5 Facilities for disposal of inert materials

Applications for the development of commercial waste disposal or recycling facilities catering for the disposal or reuse of inert clean soils, clay, sands, gravels and stones shall only be permitted at appropriate locations and shall be subject to the following:

- It shall be for the disposal of inert clean material only;
- There shall be a proven need for the proposed development;
- The proposed development shall be in accordance with the policies set out in the Eastern-Midlands Region Waste Management Plan;
- The proposed development shall not result in adverse impacts on the landscape or unnecessarily interfere with natural land form and topography in any area, without detailed justification;
- Such facilities shall not give rise to significant adverse impacts on a designated European site, or interfere with a protected view or prospect, a public right of way, an existing or planned piece of strategic infrastructure, or an important tourist site;
- A development shall not be permitted if it has a detrimental impact on the amenity of adjoining residents, by reason of unacceptable levels of traffic, noise, dust, lighting or other impact resulting from the operation of the facility;
- A development shall not be permitted if it has a detrimental impact on the flora and fauna, ecology, ground and surface water, air quality, and geological/ archaeological heritage of the area;
- The development does not result in the creation of a significant traffic hazard and the road network is suitable and has the capacity for anticipated traffic levels.

It should be noted that this policy pertains to inert clean waste disposal facility only, and does not relate to any ancillary activities pertaining to the operation of sorting, manipulation and recycling of waste.

A detailed phasing programme for the importation of material, to include details of the volume of material to be included in each phase, cross sections of each phase of operation, the construction of slopes or banks in each phase, details for the seeding and

capping of each phase, details pertaining to the impact on the landscape at each phase and landscaping details for the final phase of site restoration.

Where an Environmental Impact Assessment is required the applicant should liaise with the Planning Authority to scope the contents, concerns and issues to be addressed in any environmental impact statement to be prepared.

## **2.4 Telecommunications**

These standards deal with those telecommunications installations which form part of the requirements for licensed, public mobile telephony and which are considered to be development in accordance with the Planning & Developments Acts. Operators of broadcast VHF and fixed radio link installations, which support the mobile radio requirements of the emergency services, should, where applicable, take cognisance of these standards.

### **Need for the new installation**

All applications for new antennae shall be accompanied by adequate information to show that there is a requirement for the new installation. In particular, the following information shall be provided:

- Map of the area concerned (minimum 10km radius) showing all antennae operated by the applicant and the applicant's existing coverage in that area;
- Details of antennae operated by other providers in the area;
- Details of the area to be covered by the proposed antennae and technical explanation of the reasons why coverage cannot be provided by existing antennae.

## **Location**

Where it has been proven that there is a need for new / expanded coverage in a particular area, the applicant shall show that all existing masts and support structures in the area have been firstly examined to determine if the attachment of new antennae to existing support structures can provide the coverage required. This will require the submission of:

- A map of all existing support structures in the vicinity of the coverage 'gap';
- A technical evaluation of the capabilities of these masts to take additional antennae and provide the coverage required.

Once it has been determined that new antennae / antennae support structures are required and co-location on an existing support structure is not feasible, permission will be considered for new support structures and associated base stations subject to the following control criteria.

### **Locations in settlements**

The applicant shall be required to follow a 'sequential' approach to site location i.e. in accordance with the order of priority set out to follow, the applicant must show that the preferred locations have been examined in the first instance and rejected for specified reasons (commercial competition in this instance will not be acceptable as a reason) and only then, can locations further down in the hierarchy be considered:

1. Clustering with existing support structures;
2. In industrial estates or on industrial zoned lands;
3. Rooftop locations in commercial / retail zones;
4. In parks / open space areas ('disguised' masts may be requested in such areas).

New support structures shall not be permitted within or in the immediate surrounds of a residential area or beside schools.

Impacts on protected structures, Architectural Conservation Areas, National Monuments or other building / sites of heritage value shall be considered.

## Rural locations

- Masts and base stations should be sited in a manner which respects the landscape and which limits the intrusion on the landscape. Notwithstanding coverage obligation issues
  - Hilltops shall generally be avoided, except in exceptional circumstances, where technical or coverage requirements make it essential
  - Locations in the direct line of listed views or prospects shall be avoided;
  - Along major tourist routes, care shall be taken to avoid terminating views;
- The location of structures, archaeological sites and sites designated for nature conservation reasons (e.g., NHAs, SACs, SPAs) shall be considered against the conservation objectives of these sites<sup>9</sup>;
- Forested locations are likely to be preferable, subject to the nature of the forestry and its felling programme. In such cases, the applicant must be in a position to maintain a suitable cordon of trees around the site and bonded undertakings to that effect will be required to be submitted;
- Unless otherwise advised through pre-planning discussions, a visual impact assessment shall be submitted with any application, which shall address, inter alia,
  - Landscape and topography, elevation and overall visibility;
  - Any listed views or prospects in the area;
  - Intermediate objects (e.g. buildings or trees) between the site and the principal viewing locations;
  - The scale of the object in the wider landscape;
  - The multiplicity of other objects in the wider panorama;
  - The position of the object with respect to the skyline;
  - Weather and lighting conditions.

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<sup>9</sup> In accordance with the Habitats Directive, any project not directly connected with or necessary to the management of a European site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives.

## Access roads & power supply

Access roads and new overground power lines shall be permitted only where they are absolutely necessary and great care should be taken that they would not appear as a scar on a hillside.

It will normally be a condition that access roads are grubbed up at the end of the construction period. In exceptional cases, the Planning Authority can consider requiring the use of a helicopter for the construction and installation of base stations.

## Mast / antennae design

Subject to visual and landscape considerations, support structures will normally be required to be so designed as to facilitate the attachment of additional antennae. Where such a design is facilitated, it will be a condition of any permission that the mast be made available for co-location with other operators;

- Support structures shall be so coloured as to minimise visual impact – in forestry areas, dark green will normally be required whereas those structures that would be visible against the skyline will normally be required to be a neutral sky grey;
- Whilst the design of the antennae support structures and the antennae themselves will be dictated by radio and engineering parameters, all applicants will be asked to explore the possibilities of using other available designs where these might be an improvement on traditional design;
- While it is acknowledged that there is a trade off between height (taller height implying better coverage) and the number of masts required for network coverage, in all cases, height shall be restricted to that required to bridge the existing coverage gap identified. Alternatively, consideration may be given to higher masts if this would allow for an overall reduction in mast in any given area.

## Site layout / design

- Support structures, associated antennae and base stations shall be designed to minimise visual intrusion. In particular, height and width of the mast shall be kept to a minimum, subject to coverage considerations;

- In built up areas, monopole structures may be preferable, subject to consideration of future co-location demands;
- Site boundaries shall be suitable to the location. In particular, palisade type metal fencing will generally not be considered appropriate in built up areas – render or stone clad solid walls will normally be required;
- Landscaping shall be integrated into the scheme in both urban and rural locations;
- The number of ancillary buildings / containers shall be kept to a minimum, with all such structures proposed being clearly justified. Such structures shall be painted or clad in a material / colour suitable to the location.

### **Safety criteria**

- As part of their planning application, applicants will be required to furnish a statement of compliance with the International Radiation Protection Association (IRPA) Guidelines (Health Physics, Vol. 54, No. 1(Jan) 1988) or the equivalent European Pretender 50166-2 which has been conditioned by the licensing arrangements with the Departments of Transport, Communications, Energy & Natural Resources and to furnish evidence that an installation of the type applied for complies with the above Guidelines;
- Where the applicant proposes to share an existing mast or to enter a clustering arrangement on an existing site, a statement from the owner/landlord of the mast or site that the shared mast or cluster will continue to operate under the guidelines applicable to it should be presented to the Planning Authority;
- The results of monitoring, shall, if required, be made available to the Planning Authority and through the Planning Authority to the members of the public;
- Safety aspects of the antennae and support structures will, unless perhaps in the case of ground mounted single poles, stayed or otherwise, involve anti climbing devices and proper ducting and insulation measures for cables;
- During construction of the site, special precautions may have to be taken in relation to traffic.

### **Obsolete structures**

- Within 1 year of any support structure becoming obsolete (i.e. all antennae have been removed/decommissioned from same and no other operator has any use for the structure), the owner of the structure shall be responsible for demolishing / removing the structure and re-instating the site to pre development condition. This will be a condition of any permission.
- Where the owner of a site disposes of the site to another suitably licensed operator, the original operator/owner will be required to inform the Planning Authority of such transfer so that the Authority may be in a position to readily enforce any continuing conditions on the new operator.

### **Duration of permission**

- Permissions for antennae support structures and associated base stations shall only be granted for 5 years;
- Further permissions for the facility at the end of the 5 year period shall be conditional on the provision of evidence, as necessary, to justify the continued need for the facility, given changes in technology and development of other sites in the meantime;
- Where a subsequent permission does not include any alterations to the permitted facility, the applicant shall be required to show that no new changes in technology have come about that would allow the design (height, width, no of antennae etc.) or environmental impacts of the installation to be improved;
- The Planning Authority shall apply more stringent conditions on any subsequent permission for the same site, if considered necessary.

## **Section 2.5 Military Aviation**

Applications for development located within the zones shown on Map No. 1 at the Department of Defence Glen of Imaal training area, Danger Area 5 (EI-D5) airspace surrounding the Glen of Imaal or Coolmoney Camp at Knockanarrigan shall address possible adverse impacts arising from the development, if any, on the safe operation of these military installations, including impact on military flight operation.

### 3.0 Mixed Use & Housing Developments

Urban design considers the relationship of buildings to one another and the spaces around them. This section sets out the principal standards that Wicklow County Planning Authority will apply to all new developments in urban areas, but with particular emphasis on the standards applicable to developments that include residential use<sup>10</sup>.

#### 3.1 General

##### 3.1.1 Intensity of development (density)

Higher densities are encouraged to achieve an efficient use of land and create compact, vibrant and attractive settlements. The capacity of a site to absorb higher densities is influenced by a range of factors including the local setting, development context, neighbouring uses, access, topography etc. The preparation of a design statement, including a detailed contextual and site analysis, will help determine a site's capacity and the appropriate density. The potential of brownfield sites to consolidate the built form and deliver higher densities should be capitalised subject to protecting existing amenities and achieving high quality standards for future occupants.

The design of any higher density development should be sensitive to, and respectful of, existing surrounding residential development. In existing residential areas, infill development shall generally be at a density that respects the established character of the area in which it is located and subject to the protection of the residential amenity of adjoining properties.

New development should incorporate a mix of dwelling types and heights to achieve minimum densities and create interesting and attractive settlements. Large development should incorporate a mix of densities. This will result in interesting and distinctive built forms that enhance the character of an area while also providing an opportunity to provide for a mix of dwelling types. Mono-type building typologies (e.g. two storey or own-door houses only) will not be considered favourably, particularly developments of 100 units or more. High density does not necessarily mean high rise. Terraced

housing offers an opportunity to achieve relatively high density. The design of the terrace can take a very modern interpretation or traditional guise.

It is Council policy to encourage higher residential densities at suitable locations in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). Locations that are appropriate for higher densities include sites that are particularly close to existing or proposed major public transport corridors and nodes and sites that are within or proximate to major centres of activity such as town and neighbourhood centres.

Apartments will be considered favourably in the Key Towns and the Self-Sustaining Growth Towns. High quality smaller scale apartment development will be considered in the self-sustaining towns and small towns, provided that adequate services and amenities are in place to serve the development including high quality public open space.

Where up to 9 residential units are proposed there shall be no restriction on dwelling mix provided that no more than 50% of the development comprises studio type units.

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<sup>10</sup> For development standards relating to employment generating development, namely industry, office, small-medium sized business etc please refer to Section 3; for shopfront design standards refer to Section 5.



**Table 3.1 Density Standards**

Location	Density Standards
<b>Large Towns<sup>11</sup></b> (Bray, Greystones-Delgany, Arklow, Wicklow-Rathnew and Blessington)	<ul style="list-style-type: none"> <li>Public Transport Corridors: Minimum density of 50 units per hectare within 500m walking distance of bus stop or 1km of light rail stop or rail station.</li> <li>Outer Suburban / Greenfield Sites: Minimum density of 35 - 50 dwellings per hectare.</li> <li>Development at net densities less than 30 dwellings per hectare should generally be discouraged particularly on sites in excess of 0.5 hectares.</li> </ul>
<b>Small Towns and Villages<sup>12</sup></b> (Baltinglass, Newtownmountkennedy, Rathdrum, Ashford, Aughrim, Carnew, Dunlavin, Kilcoole, Enniskerry, Tinahely, Kilmacanogue, Roundwood, Avoca, Newcastle, Shillelagh, Donard)	<ul style="list-style-type: none"> <li>Centrally located sites: 30 – 40 + units per hectare for mainly residential schemes may be appropriate or for more mixed use schemes.</li> <li>Edge of Centre Sites: 20-35 dwellings per hectare.</li> <li>Edge of small town / village: Densities of less than 15 – 20 dwellings per hectare (as an alternative to one-off housing) as long as such development does not represent more than 20% of the total new planned housing stock of the small town or village.</li> </ul>
<b>Villages under 400 Population</b>	Any individual scheme for new housing should not be larger than 10 units.

- 'Density' will only be allowed to be generated from land that is capable of being built upon; land which is ultimately unsuitable for such purposes (e.g. due to excessive slope) will not be considered to be part of the density equation even if it forms part of the overall site. Any such areas should be clearly shown on planning application drawings;
- The density that can be achieved on any site will ultimately depend on compliance with 'qualitative' standards such as fit with

<sup>11</sup> These are defined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) as those with a population of 5,000 or more.

<sup>12</sup> These are defined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) as those with a population ranging from 400 to 5,000 persons.

surroundings, height, open space provision, adequate privacy, car parking etc and the density ultimately proposed should be the outcome of the design process rather than the starting point.

### 3.1.2 Building height

Building height can make a positive contribution to the identity and character of an area. In general terms, building height shall be assessed having regard to the building's function, location, setting and whether it can be successfully integrated into the existing streetscape without being unduly overbearing, obtrusive or impacting adversely on existing amenities. Excessive height relative to local context will not be permitted where it would result in visually obtrusive or overbearing buildings. Sense of enclosure is generally measured as a ratio where the height of a building is measured against the width of the street. Enclosing streets with buildings helps to define them as urban places, creates a greater sense of intimacy and promotes them as pedestrian friendly spaces that are overlooked. The relationship between building height and street width is important for creating a strong urban structure.

Proposals including buildings that are of a height and scale significantly greater than the prevailing height and scale shall be assessed in accordance with the development management criteria set out in Section 3.0 of the Urban Development and Building Heights Guidelines (DHPLG 2018).

### 3.1.3 Privacy

- Residential developments shall be so designed and constructed to ensure maximum privacy for residents;
- Windows and balconies shall be positioned and designed such that direct intrusion into private living areas from other dwelling units or from the public realm is avoided. In this regard, the design of ground level units with little or no separation from footpaths or other public areas shall be carefully considered and mitigation measures applied;
- A separation of 22m will normally be required above ground level between opposing windows serving private living areas (particularly bedrooms and living rooms). However, this rule shall be applied flexibly: the careful positioning and detailed design of opposing windows can prevent invasion of



privacy even with short back-to-back distances. Windows serving halls and landings do not require the same degree of privacy as say balconies and living rooms;

- The degree of 'overlooking' afforded by different window types shall be considered appropriately; for example, an angled roof light will not have the same impact as a traditional 'flat' window on the same elevation;
- The following standards will be applied for boundary walls:
  - All walls bounding the private (usually rear) garden shall be 2m in height.
  - Side boundaries between houses shall be provided at a height of 2m and shall extend from the front façade of the house to the rear wall of the house.
  - All boundaries shall be of solid construction i.e. they form a complete screen barrier with no gaps.
  - Walls bounding any public areas shall be rendered and capped on the outside.
  - If timber boundaries are utilised, they must be bonded and supported by concrete posts. Concrete post and plank walls will not be permitted for any boundary visible from the public domain.

### 3.1.4 Open space

- Open space shall be provided in all new developments, the scale of which shall be dependent of the use of the building/site. In commercial developments, this may be limited to a small area utilised by employees for passive use, such as a small courtyard area or roof garden. While the provision of such space may not always be possible in built up urban locations, new developments shall endeavour to provide a minimum area equivalent to 5% of the building gross floor area;
- Within apartment developments, private and communal amenity space shall be provided in accordance with the Design Standards for New Apartments (DSFNA 2018) as amended and as may be amended in the future. Care should be taken to ensure that such places receive adequate sunlight and meet the highest safety standards. The front wall of balconies should be made from opaque material and be at least 1m in height.

- Dwellings shall generally be provided with private open space at the following **minimum** rates:

House size	Minimum private open space
1-2 bedrooms	50sqm
3+ bedrooms	60-75sqm

- Own door duplexes shall generally be provided with private open space at the following **minimum** rates:

House size	Minimum private open space
1 bedroom	10sqm
2/3/4 bedrooms	10sqm for the first bedroom and 5sqm per additional bedroom

It will be expected that private open space provided will exceed these standards whenever possible and such minimum standards will only be acceptable for up to 50% of the units in any development.

- Public open space shall be provided in accordance with the standards set out in Section 8. In particular,
  - Public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
  - The need to provide public open space in town centre developments may be waived if the development specifically achieves other overriding aims of this Plan, particularly where public amenity space such as a town park or beach is in close proximity;
  - In greenfield developments, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups and all efforts shall be taken to ensure that all houses are in visual range of one open area;
  - Spaces less than 10m in width or 200sqm in area will not be counted as useable public open space; nor will space that is excessively sloping or otherwise unsuitable for usage.
  - landscaping proposals are required to include greater provision for biodiversity

in the design, layout and planting of open space areas.

- New organised sports areas shall be located in proximity to existing or planned community or neighbourhood facilities such as neighbourhood retail centres, schools etc.
- All planning applications for any development that includes communal space (roads / footpaths / open space) shall be required to submit a Public Realm Strategy.

### 3.1.5 Car parking

- 2 off street car parking spaces shall normally be required for all dwelling units over 2 bedrooms in size. For every 5 residential units provided with only 1 space, 1 visitor space shall be provided. Parking for non-residential uses shall be provided in accordance with the standards set out in Table 2.3 except where a deviation from the standard has been justified.
- In new housing areas, car parking has traditionally been located on site, to the front of houses resulting in a regular 6-10m set back and regular buildings lines. Alternative parking arrangements that avoid this monotonous format should be provided; however, parking will always be required to be proximate to the dwelling served.
- In cases where the front door of a residential unit is directly onto a road that is not suitable for on-street parking (e.g. a main distributor road), car parking shall be located adjacent to a back or side door;
- Communal car parking areas shall be conveniently located for residents and suitably lit at night-time;
- Adequate provision shall be made for visitor and disabled car parking;
- Designated sheltered and secure bicycle parking will be required in apartment developments.

(see also standards in Section 2 for EV charging points in car parking areas)

### 3.1.6 Infill / backlands development in existing housing areas

Many older housing areas were built at densities and in such formats that resulted in particularly large plot sizes. Where opportunities arise for infill or backland type development, the following standards shall apply:

- The site / plot must be capable of being developed in accordance with the density parameters set out for that area in the local area or town plan, or in any case in keeping with the prevailing density of the immediate area. Where no density limit is set (for example, in areas zoned 'existing residential'), the quantum of development that will be permissible will flow as a result of adherence to best development standards;
- The design of a new house should complement the area. Where an area has an established unique or valuable character worthy of preservation, particular care should be taken to match the style and materials of the area; however, where an area is a 'mixed-bag' of styles and periods, more flexibility can be applied;
- Particular attention will be required to be paid to the design and location of new windows, in order to ensure that the privacy of either the existing house on the plot or adjacent houses is not diminished;
- Gable walls abutting public areas (e.g. footpaths, car parking areas and open spaces) will not be permitted and a minimum separation of 0.9m will be required between the house gable and the side wall of the plot;
- Where the access route to a proposed development site is proposed to run alongside the external walls of the existing dwelling on the development plot or the external walls of a dwelling on an adjoining plot, there must be adequate separation available to facilitate the required driveway (normally 3m) and allow a 0.5m 'buffer' area alongside any existing dwelling. Any deviation from this standard must be evaluated on traffic safety and residential amenity grounds;
- The re-design of access and car parking arrangements for the existing dwelling on the plot must be clearly detailed, and permission included for same where required; developments accessed from a long narrow

driveway must provide for the turning of vehicles within the site;

- Cognisance will be required to be taken of the potential of adjacent rear / side plots to be developed in a similar manner and separation between site boundaries, location of windows etc must not prejudice development options on the adjacent plot;
- New apartment developments dependent on access through existing established areas of predominantly single family homes will not be permitted.

### 3.1.7 Serviced Sites

While new housing developments have been required in recent years to provide for a range of house types, designs and sizes for purchasers, there is an emerging desire for people to be able to build a house in a settlement that is to their own design and layout. In this regard, the development of 'serviced sites' on zoned/designated housing land in settlements will be encouraged, subject to normal planning and environmental criteria being met.

Where such schemes are proposed, it will be a normal requirement that full permission is obtained at the outset for all shared infrastructure required to service the sites (i.e. all roads, footpaths, public lighting, waste supply / wastewater drainage etc) and for any infrastructure outside of the site required to facilitate the development (e.g. new footpath links on public roads). No construction on any individual site will be allowed to commence prior to all such infrastructure being completed to the satisfaction of the Planning Authority.

### 3.1.8 House extensions

The construction of extensions to existing houses will be encouraged generally as it usually provides a less resource intensive method of expanding living space than building a new structure. Given the range of site layouts prevailing, it is not possible to set out a set of 'rules' that can be applied to all extensions, but the following basic principles shall be applied:

- The extension should be sensitive to the existing dwelling and should not adversely distort the scale or mass of the structure;
- The extension shall not provide for new overlooking of the private area of an adjacent

residence where no such overlooking previously existed;

- In an existing developed area, where a degree of overlooking is already present, the new extension must not significantly increase overlooking possibilities. If for example a two-story dwelling already directly overlooks a neighbour's rear garden, a third storey extension with the same view will normally be considered acceptable;
- New extensions should not overshadow adjacent dwellings to the degree that a significant decrease in day or sunlight entering into the house comes about. In this regard, extensions directly abutting property boundaries should be avoided;
- While the form, size and appearance of an extension should complement the area, unless the area has an established unique or valuable character worthy of preservation, a flexible approach will be taken to the assessment of alternative design concepts.

### 3.1.9 Independent living units ('Granny-flats')

A 'granny flat' or 'independent living unit' is a separate living unit on an existing house site, used to accommodate a member of the immediate family, often an elderly parent, for a temporary period. The construction or conversion of part of an existing dwelling into a 'family flat' will only be permitted where the development complies with the following requirements:

- The need for the unit has been justified and is for the use of a close family member;
- The unit forms an integrated part of the structure of the main house – in exceptional circumstances, the conversion of an existing detached garage / store etc may be considered subject to the structure being in very close proximity to the main house;
- The unit is modest in size and in particular, it shall not exceed 45sqm and shall not have more than 1 bedroom;
- The unit shall not be sold or let as an independent living unit and the existing garden shall not be sub-divided;
- The structure must be capable of being functionally re-integrated into the main house when its usefulness has ceased. Permission for such units shall be restricted to a period of 7 years, after which it must revert to a use ancillary to the main house (e.g. garage, store,

hobby room) unless permission has been secured for its continuation as an independent unit for another period.

### **3.1.10 Temporary residential structures**

Temporary residential structures (e.g. mobile homes, cabins, caravans, portacabins etc) form a haphazard form of residential accommodation and generally have poor aesthetic value and can detract from the overall appearance of an area.

Furthermore, by reason of the overall design and construction of such structures, they are normally seriously substandard as regards attainable amenity as a place of residence with reference to:

- The recommendations in the DoEHLG Best Practice Guidelines "Delivering Homes for Sustainable Communities" (Durability)
- The criteria set out under Section 66 of the Housing Act 1966 (fitness of a dwelling i.e. stability, resistance to dampness, pest control etc.)
- Compliance with the Building Regulations.

Therefore permission will generally not be granted for such structures.

### **3.1.11 Pigeon lofts**

Pigeon lofts have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended pigeon lofts will be carefully considered. Development proposals for pigeon lofts should address the following:

- Pigeon lofts should not normally exceed 15sqm in area and shall have a maximum height of 4m in the case of a pitched roof or 3m in the case of a flat roof;
- Lofts should be located as far away as possible from neighbouring properties and should normally not be located within less than 5m of an adjoining or nearby boundary;
- Pigeon lofts shall be sited and designed to avoid undue impact on existing visual and residential amenities, particularly with regard to odours, noise and hygiene;
- A proliferation of pigeon lofts in residential areas will not be favourably considered and the

number of pigeon lofts in the immediate locality will be taken into consideration;

- Permissions should initially be for a temporary period of not more than 2 years in order to allow each development to be monitored and reviewed;
- Open lofts that allow pigeons to enter or leave freely will not be permitted.

### **3.1.12 Taking in charge**

New developments shall be taken in charge in accordance with the adopted 'Taking in Charge Policy' of Wicklow County Planning Authority as may be varied over the life of the plan.

### **3.1.13 Naming of developments**

It shall be a condition of a planning permission for new housing schemes that the developer will submit a scheme for the naming and numbering of the estate prior to the commencement of the development. The naming of housing estates shall reflect in as far as possible the local context in which it is located. The names of new estates in as far as possible should be in bilingual format or in Irish alone. On approval of the naming of the scheme, the developer will be required to provide nameplates and numbers, as required by the Planning Authority.

### **3.1.14 Entrances to developments**

The name of the development shall be clearly identified at the entrance. Measures shall be put in place to ensure parking is restricted for sufficient distance at the start of the development to eliminate potential traffic hazard on the public road. Gated developments will not be permitted, except in exceptional circumstances.

### **3.1.15 Protection of Residential Amenity in Transitional Areas**

While the zoning objectives indicate the different uses permitted in principle in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity. In zones abutting residential areas, particular attention will be paid to the use, scale, density and appearance of development proposals and to landscaping and

screening proposals in order to protect the amenities of residential properties.

## **3.2 Urban Areas**

### **3.2.1 Appropriate consideration of local setting and context**

Any proposed development must consider both its site and its surroundings and respond to them in a positive way. All of Wicklow's larger settlements still have at their core a traditional 2-3 storey 'main street' where most economic activity is concentrated, with the larger settlements having developed 'satellite' economic centres, normally in the form of new neighbourhood retail centres in housing expansion areas.

### **3.2.2 Core town centre area**

The core town centre area, which is usually the historic core, will normally be zoned 'town centre' or 'primary area', which allows for a wide range and mix of uses. New development in such areas will normally comprise infill or brownfield sites, or redevelopment opportunity sites put together through the acquisition of a number of underperforming or derelict sites. Regardless of the type of site, new development shall generally respect and have regard to the pattern of development in that area, with regard to building form, massing, height and design features, unless the relevant local plan specifies otherwise. In particular:

- New developments will require to be 'integrated' with the existing built fabric, in the sense that it will knit together, both physically and visually with the surrounding buildings;
- New developments will be required to form new street frontage or to bridge existing gaps in the streetscape. Where an access point is required, this should be in the form of a tunnel or arch. Where appropriate or necessary, buildings may however be stepped backwards or forwards, to add visual interest and variety to the town, subject always to this not undermining or interfering with an established streetscape;
- The development of new streets and squares will be encouraged, as well as the opening up of new links between sites or from backlands to the street front;

- Where the plot width of the site is considerably wider than the prevailing plot width along the street, the new building's facade will be required to be broken into visually distinguishable elements, to allow for a more seamless transition between existing and new;
- In town centres that are designated 'Architectural Conservation Areas', applications for new development shall pay due regard to the features of the area that warranted that designation and shall identify key elements of the existing townscape that are to be carried forward into the new development;

As internal ceiling height in older buildings may not meet modern needs, necessary deviations from the prevailing 'storey line' shall be mitigated by design for example, through the use of fenestration.

### **3.2.3 Large scale town centre retail, commercial and mixed use schemes**

In the context of larger scale retail / commercial / mixed use developments, while adequate car parking, separate service areas and convenient access by public transport and by walking / cycling from surrounding residential areas are essential elements, these must be supplemented by features that improve the overall attractiveness of the scheme to the public. Such features can include for example:

- Public realm of appropriate scale, design and enclosure;
- The provision and design of street furniture, e.g. telephones, seats, litterbins, cycle facilities;
- The provision within the overall design of the scheme for public facilities, e.g. toilets, advice centres, health clinics, crèches, child and special care facilities;
- Activities and uses that keep the centre alive both during the day and evening;
- Active facades – blank facades not visible to public areas;
- The inclusion of residential uses, particularly apartments, as an integral part of the centre in order to generate evening activity and security of the centre;
- An overall design strategy that helps promote variety (by the use of differing shopfronts, plot widths, setbacks, signs etc.) but set within an overarching and cohesive design concept that unites the whole;



- The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity. All unsightly areas for example, service cores, delivery areas, should be screened from surrounding residential areas and from pedestrian corridors within the scheme. Attention shall be given to the treatment of car parking so as to avoid unsightly views. Special consideration shall be given to the detailing of extensive frontages and flank walls. Considered screening should form an integral part of any design, but where this is not possible, supplementary tree planting and landscaping will be necessary;
- Industrial materials / appearance e.g. metal / industrial panel finishes, lacking in fenestration, industrial fencing etc will not normally be accepted;
- Considered tree planting and landscaping must, in any event, form an integral part of the general design of any large scale scheme;
- Appropriate signage;
- Protection of residential and visual amenities.

### 3.2.4 Greenfield developments

New developments on greenfield sites may need to establish their own identity, as some may be of such a scale and distance from the core town centre area as to render analysis of existing 'context' meaningless. In this regard, it is considered appropriate to consider two forms of greenfield development – the large-scale planned expansion area and small to medium scaled housing developments.

#### Large-scale expansion areas

Large-scale expansion areas are considered to be those developments that would add 10% or more to the existing housing stock of a town or comprise more than 200 residential units. Normally the local area or town plan will set out the detailed design parameters for large-scale planned expansion areas. Unless otherwise specified in a local plan, the following shall apply:

- At the outset, a vision for the area shall be established and agreed with the Planning Authority. This shall set out the 'type' of place that is envisaged, the design ethos and the influences on form and design emerging;

- An evaluation of the existing surroundings of the site, as well as possible future proposals / zoning for lands in proximity, shall be carried out to determine how the new development will integrate with the area and allow for maximum connectivity and permeability;
- The development shall include distinctive and / or landmark type buildings and a series of new spaces that allow for the development of a sense of place and identity;
- New roads / streets shall be laid out in a legible hierarchy from distributor to local roads;
- The retail, employment and community needs of the new area shall be met at a scale appropriate to the development, having regard to the availability of such facilities in the settlement and their proximity to the site in question.

#### Small-medium scale housing developments

These developments would not normally be of scale that warrants the establishment of a new neighbourhood 'identity', but rather are intended to 'fit' into the existing built fabric of the settlement. These developments will normally be within or adjacent to existing developed areas or at the very edge of the settlements. Again the local area or town plan will often set out the specific design parameters for new housing estates and unless otherwise specified in a local plan, the following shall apply:

- Visual integration and physical connectivity with the area surrounding the site will be required to be at the fore of any design model;
- While the format and design should complement the prevailing pattern of development in the area and should not degrade the residential or visual amenities already enjoyed in the area, new developments shall meet the highest standards of modern layout and design even if this means a development that is very different from its surroundings;
- Where such a small to medium scale development is to form part of a future larger development, the developer will be required to show possible future development zones / layouts in the area and compliance with the principles set out for large scale developments (above);
- Where such a small to medium scale development is adjoining future development

lands or provides the only possible access route to other lands, new roads will be required to be designed to ensure that future access to other lands can be facilitated.

**Protection and enhancement of natural features and biodiversity, including but not limited to water courses<sup>13</sup>, green corridors, mature trees, and hedgerows shall be at the core of the design process for any new greenfield developments.**

**Ecological impact assessment may be required for any proposed development likely to have a significant impact on locally important natural habitats, species or wildlife corridors.**

### **3.2.5 Suitability of the proposed use at that location**

- The uses allowable in any zone in an urban centre will normally be set out in the local area or town plan applicable. However, while a particular use may be allowable, it does not imply that it is desirable or acceptable at all locations;
- In particular, where a 'Core Retail Area' is defined in any particular settlement, 'active' uses will normally be required at ground floor level i.e. retail, commercial, community or leisure uses. All non-residential floors will be required to be designed to be suitable to a range of users. The mix and balance of different type of uses (including retail and retail services) is important to attract people to core town centre areas and to ensure town centres remain the main meeting point for the community.
- Too many of certain types of outlet can destroy the balance of the town centre, and accordingly the Planning Authority will control the number of bookmakers, off-licences (including off-licences in convenience stores), financial institutions, and other uses that can adversely affect the character of a town centre;
- 'Living over the shop' i.e. residential use over ground or first level commercial use will be specifically encouraged by allowing a

relaxation in development standards such as car parking and open space;

- Other than in a defined core retail area residential development shall be the primary development objective for lands zoned town centre or village centre. This shall not preclude commercial development on lands zoned town centre or village centre when suitable sites are not available in the core retail area.
- For smaller towns that do not have a defined core retail area the priority will be to facilitate uses which are consistent with maintaining activity and vitality in the town centre and addressing vacancy. While this may allow for the development of residential only developments in the town centre, any such proposals shall fully justify how such use will not diminish vibrancy in the town centre, or result in the town not being able to meet the retail / services needs of the local population.
- At edge of centre locations, even where a local area or town plan allows for commercial or mixed uses, these will only be considered where there are either no better sites available in the town centre core or there is some impediment to the development of available town centre core sites and it can be shown that trade or activity will not be drawn away from the core;
- At greenfield locations separated from the town core, where a local area or town plan does not specify otherwise, any significant new residential developments will be required to be accompanied by that quantum of retail, commercial and social / community development necessary to meet the needs of that community.

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<sup>13</sup> Planning for Watercourses in the Urban Environment  
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### 3.2.6 Accessibility

Town centre locations will normally be well serviced by a good road network and some of the larger urban centres will also have public transport infrastructure. New development may be required to include services and formats that facilitate penetration of public transport into the development / site.

New entry / exit points off the 'main street' will be strictly controlled in order to maintain free movement of vehicles and pedestrians along the street. Where no other option is available, new / expanded entry / exit points will be allowed subject to no adverse traffic congestion or pedestrian safety problems being created. Where new entrances are allowed, they may be required to be so located and designed to allow for access to other sites.

At edge of centre or greenfield locations, good connectivity to the town centre area will be required and where access roads or pedestrian / cycle links do not exist, these will be required to be provided or financed by the developer.

New developments will be required to place a high emphasis on **permeability** and **legibility** of access routes. A permeable layout is one that is well connected and offers a choice of direct routes to all local destinations, thereby encouraging walking and cycling, facilitating public transport penetration and generating higher levels of pedestrian activity, casual social interaction, informal supervision and thus security. A legible development is one that is structured in a way that creates distinctive places and spaces that may be easily 'read' and that are easy to find one's way around. A legible layout is based on designing at a human scale in response to the positive features of a site and how it relates to the wider area, rather than technical demands of traffic or the internal logic of the individual site.

The quantum of car parking that may be required in any new town centre development shall be determined having regard to:

- The availability of public transport in the area;
- The modelling of car parking usage to show to what extent dual usage will occur and that peak car parking demand at any time of the day / week will always be met;
- The parking enforcement system in place in the town concerned or town car park in proximity to the site. In such cases, only the

needs of long-term users (e.g. employees, residents) will have to be addressed by the developer.

(Car parking standards are set out in Section 2)

### 3.2.7 Design quality

- New urban developments shall be so laid out to have a 'relationship' with the public realm, with windows / balconies overlooking existing or proposed streets / open spaces. Buildings backing onto public areas, whether they are streets or public open spaces, will not be permitted;
- Other than along existing street frontage where it may be necessary to maintain an existing building line, a variety in set backs and building lines shall be provided to provide for visual interest and to create interesting spaces. As set out in Section 7 to follow, car parking does not always have to be located uniformly along the front of houses;
- Notwithstanding established separation 'rules' that may be applied to maximise privacy for dwellings (see below), traditional back-to-back rows of 2-storey houses, exactly 22m apart should be avoided and more imaginative layouts and building forms provided, subject always to adequate privacy being provided;
- Layouts shall ensure adequate sunlight and daylight, in accordance with "*Site layout planning for daylight and sunlight: a guide to best practice*", (BRE 1991);
- Roads should be designed in a hierarchical manner, so that the bulk of traffic moves around distributor roads, with the majority of residences located on lightly trafficked routes (this of course should be balanced with the need to maximise permeability within the development). Roads, footpaths and car parking areas shall be located and designed so that obstructive on street parking or parking on kerbs is not necessary;
- Greenfield developments shall be so laid out as to maximise retention and integration of natural features, such as mature trees, hedgerows, water courses etc into the site layout and which shall be adequately protected during construction phases in a manner agreed with the planning authority;
- The maximum size of any greenfield housing development will depend on the size of the town and the requirements of the town plan / local area plan, but shall not be greater than

100 units where only traditional houses are proposed or 200 units where there is a mix of houses and apartments. Any development exceeding this number shall be broken up into a number of distinct 'estates', even if accessed from a shared road, with materially different architectural styles.

### 3.2.8 Building design

New buildings shall be attractive, safe and secure and provide a high quality living environment. In particular, the design of new buildings shall accord with the following requirements:

#### External appearance

- Good modern architecture with a building language that is varied and forward-looking rather than repetitive and retrospective will be required; however, reference and 'clues' must be drawn from surroundings, particularly in traditional or protected town centre areas;
- Variation in external materials will be expected, again subject to 'fit' with surrounding buildings. Care shall be taken in excessive use of contrasting materials and generally no more than two contrasting materials shall be utilised on any façade;
- The provision of roof mounted communal satellite dishes in town centre commercial and apartment developments will be required to be considered, to avoid demands for numerous individual dishes;
- Where a development takes the form of more than one structure (i.e. a number of apartment blocks or a multitude of individual houses), adequate variety in form, height, materials etc. shall be employed, within an overall unified theme, to provide for visual diversity.

#### Unit sizes and formats

- All medium to large scale housing developments shall include a range of house types and sizes, including detached houses, semi – detached, terraces, townhouses, duplexes and bungalows; unless otherwise specified by the Planning Authority;
- Mono-type building typologies (e.g. two storey or own-door houses only) will not be considered, particularly, but not exclusively so in any one development of 100 units or more;

- New apartment developments<sup>14</sup> will be required to include a range of unit sizes to cater for different housing needs which shall accord with SPPR1 and SPPR 3 of the '*Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*' (DHPLG 2018);
- For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha in accordance with SPPR2 of '*Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*' (DHPLG 2018):
  - Where up to 9 residential units are proposed, notwithstanding SPPR1 of the guidelines, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;
  - Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;
  - For schemes of 50 or more units, SPPR 1 shall apply to the entire development.
- The minimum size / dimensions of apartments, including room and storage / amenity space sizes, as well as the internal layout and aspect, and hallways and lift core design, as set out in SPPR 3, 4, 5 and 6 of the '*Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*' (DHPLG 2018) (as may be amended or updated during the lifetime of the plan), shall be adhered to;
- In the design of new residences, cognisance shall be had of the changing space demand of households over time. For example, apartment formats should allow for either the future subdivision of larger units or the merging of two or more smaller units (either horizontally or vertically) and houses (including bungalows) should have attics capable of conversion to habitable rooms.
- New houses should be designed in such a way that facilitates easy future ground floor extension, without negatively impacting on the usability of the original rooms of the house or on neighbouring properties;

<sup>14</sup> Apartments are residential units in a multi-unit building with grouped or common access and single-storey own door units that form part of a 'duplex' unit

- Developers of new residential units are encouraged to make provision for a separate space, particularly in family homes, for 'home working' away from principle family rooms.

### 3.2.9 Build-to-Rent

In accordance with SPPR 7 of the 'Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities' (DHPLG 2018), BTR developments must be:

- Described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;
- Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:
  - Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.
  - Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.

For proposals that qualify as specific BTR development in accordance with SPPR 7:

- No restrictions on dwelling mix and all other requirements of the Guidelines shall apply, unless specified otherwise;

- Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 of the Guidelines and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;
- There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;
- The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;
- The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.

## 3.3 Small Towns & Villages

In the past, 'urban' development standards have been applied to new developments in more rural towns and villages, often with the result of new developments appearing out of scale, excessively dense and out of character with their location. In this regard, it is considered necessary to have separate design standards for developments in the smaller rural settlements of the County.

### 3.3.1 Scale of development

The scale of any development proposed shall be in proportion to the location. For developments in Small Towns Type 2 (Level 6) and Villages Type 1 (Level 7), no single application shall increase the existing housing stock in the settlement by more than 10% and the maximum size of development that will be considered will be 25% of the number of houses permissible over the life of the plan for that settlement. For the Level 6 towns, this will generally

mean a limit of 15-20 houses in any single development, and for the Level 7 villages, this will usually mean a maximum size of around 10 units.

For Level 8 Small Villages, the number of houses permissible over the lifetime of this plan is in the range of 10-15 units in each village. These would not normally be expected to be developed in a multi-unit format, but rather as single houses or small groups of 2-5 units.

### 3.3.2 Density

The key design rule for new multi house development in rural towns and large villages will be consistency with the existing pattern and grain of development. Therefore the density allowable will depend on both the location of the site within the settlement and the character and prevailing density of the settlement itself. Where there is an established town core with a distinctive character and pattern, new development shall 'infill' this existing pattern with regard to plot size and width, building height, building line and set backs etc.

On greenfield type sites at the edge of the core (or where the core is undefined), a suitable transitional density will be required between the built up part of the town and it's more rural hinterland. Clearly if the site is dependent on individual on-site effluent disposal systems, a lower density will be required to meet environmental and public health standards.

### 3.3.3 Layout

The layout proposed should reflect the character and pattern of the area and suburban type layouts shall be avoided e.g. back-to-back semi-detached layout with 11m garden to rear and on-site car parking to front. Consideration shall be given to 'rural node' type formats, with houses grouped closely together, other in courtyard formats, surrounded by gardens / open spaces.

Where sites have sufficient road frontage, new developments will be expected to address the road and create a new streetscape where possible, paying due regard to traffic safety and possible future road widening needs.

### 3.3.4 Car parking / open space etc

Given the lack of public transport available in most of these small settlements, it must be acknowledged

that the private car will be the primary mode of transport. Therefore 2 car parking spaces will be required per dwelling, with suitable provision made for either a small visitor parking area or somewhere safe for visitors to park without causing obstruction.

Private gardens and public open spaces will be required to be provided at the same rates applicable for more urban developments but it is expected that this minimum standard will normally be exceeded given the scale and density controls that will be applied. For infill type development in defined town / village cores, a relaxation in public open space required will be considered if this is required to fit in with the existing layout and prevailing density of that area or in the interests of high quality layout and design. In such cases, it must be clearly shown that the level and design of *private* open space provided is sufficient.

### 3.3.5 House design

While high quality, contemporary design is encouraged, particular regard shall be taken in rural towns to the traditional building form and design in that settlement, with particular regard to height, roof style, materials and detailing. A good variety in design even in small developments will be required, including a range of sizes to meet the different needs of all in society.

Where permission is sought for multi-house developments in rural settlements, planning permission will only be considered where the applicant / developer can show that the size and design of dwellings are suited to the needs of those eligible to occupy the dwellings.

### 3.3.6 Services

Roads & footpaths: In order to avoid excessive urbanisation, it will not always be necessary for new housing developments in small settlements to be provided with wide roads with cycle and footpaths on both sides. Given the rural location and the size controls that will be applied to new housing developments, consideration shall be given to shared road spaces, with priority given to pedestrians and cyclists. Due consideration must also be given to the needs of refuse and emergency vehicles and a turning area will usually be required on site.

Water services: As permission for multi-house developments will generally only be considered on the basis of connection to the town water supply and wastewater treatment plant, it will be necessary to ensure that the development can be connected to these systems and these systems have adequate capacity for the development.

Alternatively, where compliance with relevant EPA and EU standards can be achieved, individual on-site effluent disposal systems and well water supplies may be permissible but shared private wastewater treatment plants will not be allowed.

### **3.3.7 Social housing**

Social housing will be required to be provided in accordance with the County Housing Strategy. Where the agreement drawn up entails the construction of social houses on the site, the design, scale, density etc of these houses shall fully accord with the above design criteria.

### **3.3.8 Level 8 villages**

These small settlements for the most part do not have a structured or identifiable village centre and all new development will therefore in essence be greenfield type developments. This will essentially mean that in most cases there will be little existing development from which to draw inspiration or reference for new developments.

This will in effect therefore place a higher responsibility on the designer to come up with a design that fits with its surroundings and complements any existing development in the settlement. Particular consideration should be given to:

- Set back from the public road. Excessive set back can dislocate the new development from the existing settlement, even where the structure of the settlement is weak or undefined. The new structure should be part of the settlement and the set back proposed shall reflect this relationship. For example, in the small village of Valkeymount, there is a village core and existing buildings are tight to the road. New dwellings here should replicate this trend. However, in Moneytown, where there is no established village fabric, new dwellings

should be sufficiently close to the road frontage to create a connection with the 'street' but would not necessarily be required to create new street frontage.

- The character of the settlement. Where a settlement has features that are common throughout or some aspect that makes it distinctive, these should be identified and integrated in the new house design. For example, the use of stone is prevalent in Ballyknockan and the use of stone finishes or features in new houses would allow better integration into the settlement.

For multi-house development in small villages, the guidelines set out above for larger villages with regard to density, layout, clustering and design should be followed, while taking into account the larger sites that are likely to be required to accommodate on-site effluent disposal systems.

### **3.3.9 Rural Clusters**

These are 'unstructured' settlements considered suitable for very limited new rural development, with the main purpose of the designation being to direct rural generated housing into nodes rather than the open countryside. Multi-unit developments are not permissible in nodes.

Therefore the design standards for single rural houses are applicable in these settlements.



## **4.0 Business, Commercial & Employment Developments**

### **4.1 Business Parks / Industrial developments**

All employment developments are required to be of the highest quality design. By developing a physically attractive and harmonious business environment, the Planning Authority seeks to create a quality business environment that encourages existing businesses to expand and that attracts new business development to the County. Existing businesses, which propose to develop existing facilities, will be encouraged to design their projects in accordance with the following design standards, to the greatest extent possible.

#### **4.1.1 Building Form & Materials**

A high quality design, finish and layout will be required for all developments. The following standards shall be applied:

- Variation in building form is recommended to reduce the mass of building walls. Overly long rectangular buildings will not generally be acceptable – the impact of these structures will be expected to be softened by breaking up the mass into appropriately stepped sections;
- Accent entry ways are recommended to create an architecturally pleasing entrance feature;
- The sides of each building on a site, particularly buildings visible from multiple street frontages, shall be consistent in design and should be compatible with other developments in the immediate vicinity;
- All external elevations should be suitably clad or fully rendered and painted, save for where brick or other similar finished material, such as fairfaced blockwork, acceptable to the Planning Authority, is proposed;
- Architecturally enhanced metal clad buildings may be permitted, however corrugated iron buildings will generally not be permitted;
- In the case of developments of two or more industrial or warehouse buildings, a uniform design, including architectural treatment, roof profiles, boundary fences and building lines is essential.
- Colour schemes that promote a sense of a unified planned business park are encouraged. Painting of buildings in repetitive bold colours, corporate liveries, or painting buildings to serve as signs will not be permitted. All

rendered buildings should be painted an appropriate colour.

#### **4.1.2 Intensity of development**

The Planning Authority will require all employment developments to be of an appropriate intensity, making best use of zoned serviced land, while ensuring the highest quality of development and the protection of the residential and visual amenities of the area.

The Planning Authority will not permit an employment development where it is considered that there is an unacceptable over development of the site.

#### **4.1.3 Building Lines**

Generally, development should not be carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Planning Authority to be appropriate for that area. The Planning Authority, in determining an appropriate building line, will examine each application on its merits and will have regard to the needs of the area in terms of maintaining a good townscape, protecting from traffic and preserving the character and amenity of the area (see also 'set backs from public roads' on Table 2.5 of this guide).

#### **4.1.4 Building Heights**

Building heights should be appropriate to the design and scale of development proposed and to that of the adjoining area. Developments that result in a significant degree of visual obtrusion or overshadowing, which is detrimental to the character of the area or to the amenity of adjoining residential properties will not be permitted. The height of buildings should be no more than is necessary for the operation of the business. Regard will be paid to the following matters in making an assessment on the suitable height of a building:

- The size and configuration of a site, and whether it is large enough to provide a visual transition from the scale of surrounding developments;
- The quality of the design;



- The requirements of the activities undertaken therein;
- Any detrimental impact to residential amenity, including overlooking or overshadowing;
- Detraction from structures or spaces of architectural or historic importance, and important landmarks.

#### **4.1.5 Boundary treatment**

In order to soften the visual appearance of buildings and to screen adjoining properties and views from roads, all new development proposals shall be accompanied by proposals for suitable boundary treatment, including walls, fencing or landscaping.

- The design, materials, finishes and colours of walls or fencing along road frontages shall be compatible with the main building and adjoining properties in the vicinity;
- Inordinately long walls or fences should be broken up by landscaping, pilasters, offsets in the alignment of the wall or fence, and/or changes in materials and colours;
- No steel security fencing with sharpened spears/pickets should be installed forward of the front building line of any industrial or warehouse facility;
- Priority should be given to the preservation of existing trees and hedgerows along site boundaries;
- Landscaped strips along public roads will normally be required.

#### **4.1.6 Landscaping**

Landscaping proposals should accompany all applications. Landscaping plans shall be prepared by a qualified landscape architect, and shall be in accordance with the following:

- A minimum of 10% of the total site area shall be for soft landscaping. The landscaped areas should generally be provided along the front of the property;
- Existing trees and hedgerows should be protected, where possible;
- Landscaping proposals should provide for planting in an informal pattern with trees and shrubs of varieties suitable to the surrounding area;
- Trees should be planted within the landscaped area along public road frontages in order to

provide screening, specified by a qualified landscape architect and be appropriate in terms of future maintenance.

- Landscaping proposals are required to include greater provision for biodiversity in the design, layout and planting of open space areas.

#### **4.1.7 Developments adjoining existing residential areas, or adjoining land that is planned or zoned for residential use**

The following particular standards shall apply to all developments, which are adjoining existing residential areas, or adjoining land that is planned or zoned for residential use:

- All exterior elevation walls and boundary walls shall have a material, finish and colour that are compatible with adjoining properties. Metal clad buildings will generally not be permitted;
- Trees shall be planted along all boundaries with existing / future residential area and within the landscaped area along public road frontages in order to provide screening;
- Particular regard shall be paid to ensuring that the height and setback of a building is acceptable, and in accordance with the standards set out above;
- The building height proposed shall provide a suitable transition between residential and employment areas.

#### **4.1.8 Access and Roads (see also Section 2)**

- Developments that results in a significant increase in traffic congestion or a hazard to road safety will not be permitted;
- Roads and facilities shall be provided in accordance with the 'Traffic Management Guidelines', the 'TII DMRB (Design Manual for Roads and Bridges) Manual' and the 'National Manual for Urban Areas: Provision of Cycle Facilities' and DMURS (Design Manual for Urban Roads and Streets);
- Generally only one vehicular access point will be permitted to serve the development;
- Pedestrian, cyclist and public transport access shall be considered in the layout of industrial areas. Where there are high volumes of HGV movements, cyclists and pedestrians should be protected from general traffic by segregated facilities;

- Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the planning authority. Turning space should be provided for 15 metre articulated vehicles and 9 metre fixed axle vehicles. In this regard, the Planning Authority may require the submission of an 'auto-track' analysis.

#### 4.1.9 Car Parking & Loading (see also Section 2)

Functional parking provision (car parking for staff/visitors, loading/unloading area etc) shall be in accordance with the Planning Authority's vehicle parking standards.

The following minimum car parking standards shall apply:

**Table 4.2 Car parking Standards**

Use	Car parking requirement
<b>Offices</b>	4-5 car spaces per 100m <sup>2</sup> gross floor area
<b>Manufacturing</b> (including science & technology based)	3 car spaces per 100m <sup>2</sup> gross floor area
<b>Distribution Warehousing</b>	1 car space per 100m <sup>2</sup> gross floor space
<b>Retail warehousing</b>	2 car spaces per 100m <sup>2</sup> gross floor area

- Parking should be provided in proximity to the main access points of the building;
- Adequate soft landscaping should be provided to soften the appearance of parking areas that are in the view of the general public;
- Parking areas that are visible from public roads should be screened from view by landscaping or walls;
- It is essential that each industrial / warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in an area clear of the public road and preferably behind the building line.

#### 4.1.10 Cycle Facilities (see also Section 2)

An appropriate amount of cycle parking facilities should be provided. Cycle parking facilities should be covered and should be located so as to maximise convenience to main entrances, and positioned so as to ensure safety, security and supervision. Cyclists'

welfare facilities shall also be included in design where practicable.

#### 4.1.11 Services (see also Section 2)

There shall be adequate availability of services to serve the development – water, sewerage, surface water drainage, waste, lighting, communications etc. All electricity and service lines should be laid underground.

#### 4.1.12 Lighting, Noise & Air emissions

Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required to be submitted as part of the application process in sensitive locations (e.g. adjacent to dwelling houses, nursing homes etc.) to outline probable impacts and mitigation measures.

Noise arising from any industrial/employment development should not exceed 55dB(A) Leq (1 hour) with a maximum peak of 65 dB(A) between 0800 to 1800 hours, Monday to Saturday inclusive, but excluding public holidays, when measured along any point along the site boundary. At all other times the noise level should not exceed 45 dB(A) Leq (1 hour) when measured at the same locations. No pure tones should be audible at any time. All noise should be measured from the point of the nearest sensitive receptor.

Regard will also be paid to the recommendations / requirements of the Environmental Protection Agency.

The proposed development shall be capable of dealing satisfactorily with any emission or effluent.

#### 4.1.13 Storage Requirements

All external storage including bin storage, oil tanks etc. shall be visually screened from the public areas with adequate screening by fencing or walls.

Proposals for and location of safe storage on site and disposal of waste is required. A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging) Regulations should be provided. All overground oil chemical storage tanks should be adequately bunded to protect against spillage.

Suitable measures shall be taken to ensure that any public area adjacent to waste storage areas are kept free from waste and that footpath and road surfaces are kept free from residual grease and contaminants.

#### **4.1.14 Advertising**

A co-ordinated signage system throughout business parks / industrial estates will be required. Within the curtilage of industrial estates, signage should be restricted to a single sign identifying all occupiers of the site at the entrance and to fingerpost signs at junctions throughout the estate where such are considered necessary by the Planning Authority.

#### **4.1.15 Use**

Details should be submitted of the nature and scale of operations, including full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used.

Details should be submitted on the hours of operation, particularly where the proposed development is located in proximity to residential areas.

#### **4.1.16 Mobility Management Plans**

The Planning Authority shall require all planning applications for large employment based developments, where the Planning Authority considers that a significant peak and/or off peak travel will be generated, to include a Mobility Management Plan. Developments for which mobility management could be applied include:

- People intensive employment developments, including office (including office based industrial) and high technology and services based developments;
- Retail (e.g. large one-off stores), including retail warehousing and distribution;
- Health, education and community based institutions.

A Mobility Management Plan is an integrated strategy designed with the common aim of addressing the total mobility requirements of the development in a sustainable way. Its aim is to shift the emphasis from car borne commuting to increased use of sustainable transportation modes. The Plan shall include aims and specific works

objectives which minimise the impact on traffic of a development through:

- Providing appropriate parking spaces;
- Optimising links with the public transport system;
- Providing facilities for cyclists and pedestrians;
- Meeting the needs of people whose mobility is impaired;
- Respecting existing public rights of way;
- Encouraging modes of transport other than personal travel by private car.

### **4.2 Petrol stations**

#### **4.2.1 Retail sales area**

- Convenience shops are part of the normal ancillary services provided within motor fuel stations. In rural areas, they can have a very important function as the local shop or small supermarket. However, such shops should remain on a scale appropriate to the location, and their development should only be permitted where the shopping element of the station would not seriously undermine the approach to retail development in the development plan.
- The floorspace of the shop should not exceed 100m<sup>2</sup> net, where permission is sought for a floorspace in excess of 100m<sup>2</sup>, the sequential approach to retail development shall apply, i.e. the retail element of the proposal shall be assessed by the planning authority in the same way as would an application for retail development (without petrol filling facilities) in the same location.

#### **4.2.2 Location**

- Limited petrol station facilities ancillary to large foodstores located in, or adjacent to Major Town Centres/District Centres, may be permitted where there is acceptable road access, and where it is considered there will be no negative impacts in terms of visual intrusion or the amenities of the adjoining area.
- A workshop for minor servicing (e.g. tyre changing, puncture repairs, oil changing) or petrol stations may only be permitted in circumstances where they would not adversely affect local amenities - particularly with regard to proximity to dwellings or adjoining residential areas. The planning authority will

generally not permit such uses in or adjoining residential areas unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obtrusion, safety considerations or fumes and smells.

#### **4.2.3 Design**

- New petrol stations and refurbished existing stations will be required to have a high standard of design. In rural areas petrol stations will not be permitted where they will have a negative impact on surrounding views, prospects, and scenery or general amenities.
- The layout of new or redeveloped petrol filling stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.5m in length. An adequate off-road area shall be provided for parking tankers safely without obstructing access to pumps while fuel is being delivered to petrol filling stations.
- For 50kph speed limit areas, a road frontage of not less than 21m is required for a new petrol station, and this frontage must be kept clear of any structure for a depth of not less than 4.6m from the street boundary of the site. This road frontage width shall increase to a minimum of 30m for 60/80kph speed limit areas.
- There shall be a minimum distance of 7m from the pump island to the road boundary.
- Only one entry and one exit point shall be permitted for vehicular traffic onto the public road, and exits onto dual carriageways shall be restricted to a single lane width. The access points shall be between 7m-9m wide, with a minimum junction radius of 10.7m. A one-way traffic routing system is preferred.
- Ramped entry treatments shall be provided at the vehicular entrance and exit, to provide for pedestrian/cyclist priority as appropriate.
- Pedestrian routes to and from retail areas shall be clearly defined.
- Short and long-term cycle parking and cycle facilities provision shall be provided.
- The location of air/water facilities and car wash facilities shall be carefully considered in relation to adjoining properties. Details in respect of noise generation and hours of use shall be submitted as part of any application.
- The location of any other ancillary structure(s) within the forecourt – such as a parcel collection/ drop off structure – shall be clearly indicated and should not interfere with

vehicular circulation or car/cycle parking within the petrol station forecourt.

- Where it is proposed to provide a fully automated filling station, the proposed use/function of any existing and/or disused kiosk/shop unit on site shall be clearly demonstrated within any planning application.

#### **4.2.4 Signage**

Signs should be limited and generally form part of the buildings or other structures.

- The use of high level signs, signs projecting over footpaths, 'fly' posters and bunting will not be permitted. Free standing signs shall be limited to one per petrol station and shall not project above the forecourt canopy and shall not impact on vehicular sightlines at the exit onto the public road.
- In visually sensitive locations, the use of standard 'corporate' designs and back-lit signage etc. for petrol stations may not be acceptable.

#### **4.2.5 Lighting**

Forecourt lighting including canopy and signage lighting should be limited to that which is necessary for the safe operation of a petrol filling station. The use of high level and powerful lighting should be avoided where possible and should not interfere with the amenities of adjoining premises or cause glare, hazard or confusion to public road users. All external lighting shall be cowled and diverted away from the public roadway to prevent a traffic hazard.

#### **4.2.6 Hours of Operation**

Consideration may also be given to the limiting of the hours of operation. Details in respect of opening hours shall be submitted as part of the planning application.

#### 4.2.7 Online and off-line Motorway areas

Online and off-line motorway service areas are not considered in these guidelines. Guidance in relation to the provisions which apply to these facilities are contained in the 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DECLG, 2012).

### 4.3 Commercial/employment development in rural areas (including agriculture, forestry and quarries)

#### 4.3.1 General standards

The following standards shall be applied to applications for commercial / employment developments in rural areas:

- All structures located in a rural area shall be required to satisfy the highest standards of location, siting and design, including scale, massing, orientation, choice of materials and landscaping so that they are satisfactorily integrated into their rural setting. The Planning Authority will encourage traditional building styles and avoid substandard or unsuitable building designs. Building finishes should be of the highest quality and exterior colours should be sedate and unobtrusive. Building height should be restricted to that required for the normal operation of the premises. Buildings of excessive height will not be permitted.
- Detailed landscaping proposals will be required as part of any application, with particular attention to berming, landscaping and screening on greenfield sites proposed for development. The Planning Authority will require the maintenance, where possible, of hedgerows and traditional field boundary characteristic.
- There shall be an available and adequate water and wastewater facilities to serve the development.
- There shall be an availability of adequate sight lines and safe road access for anticipated levels of traffic to be generated by the proposed development. Generally, only one vehicular access point will be permitted (see also **Section 2**).
- Adequate parking (as per development plan standards) and circulation areas shall be provided by the applicant within the site unless otherwise agreed with the Planning Authority (see also **Section 2**).

- Advertising signage will generally not be permitted.
- There shall be proposals for the safe storage and disposal of waste, in a manner that is visually and environmentally acceptable. Dry storage should generally be confined to the rear of the premises – height should be such that the materials stored are adequately screened either by the building unit or alternative screening method (see also **Section 2**).
- Lighting shall be unobtrusive and shall not adversely affect traffic safety on adjacent roads or residential properties (see also **Section 1**).
- Noise shall conform to the requirements of the development plan (see also **Section 1**).

#### 4.3.2 Re-use of redundant vernacular rural buildings

In order to preserve the rural built heritage of the County, it is the objective of the Planning Authority to promote and facilitate the suitable re-use and sensitive restoration of abandoned farm buildings, particularly those of vernacular or heritage value. The Planning Authority will therefore support proposals for the renovation and re-use of such structures for economic activity subject to the following controls:

The scale and nature of the development and the architectural treatment of proposed works are sympathetic to the character of the original structure.

#### 4.3.3 Commercial / industrial development in rural area

Where permission is sought for a commercial / industrial development in a rural area, the application shall be required to include the following information:

- Details of the ownership of the site / buildings and the intended operator of the business;
- Full details of the activity proposed to be carried out, the materials and processes involved, information of plant and machinery and any emissions / wastes arising therefrom;
- Details of staff (full / part time) required to operate the business and the proposed hours of business;
- Details of transportation requirements, the types of vehicles to be used, the estimated number of vehicle movements per day, likely



routes of vehicles to major transport routes / the market for the product and evaluation of ability of existing road network to accommodate the development;

- Where a new building is proposed, evidence that the location and design of the structure is optimal having considered both the needs of the business and the environmental sensitivities of the location and where applicable, measures that have been taken to minimise visual impact on the landscape;
- Evaluation of the proposals in terms of likely impacts on scenic value (including listed views and prospects and sensitive landscapes), heritage, local ecology / biodiversity and nearby residences;
- Detailed landscaping proposals.

In order to verify the viability of a proposed business, the planning authority may require the submission of a business plan with any application for permission.

#### **4.3.4 Agriculture**

##### **Location and design of agricultural buildings**

In assessing planning applications, the Planning Authority will have regard to the recommendations and publications of Teagasc (the agriculture and food development authority). In particular, developments shall be required to accord with the following criteria:

- A building shall be sited and shall be of a height so as to ensure that it is as unobtrusive as possible. Particular attention shall be paid to developments in sensitive landscapes as identified in this plan;
- In so far as is practical, buildings should be of unifying design and should be clustered to form a distinct and unified feature in the landscape;
- Buildings shall utilise suitable materials and colours, which are compatible with the rural area. Stone and traditional building materials will be particularly encouraged. Where cladding is used on the exterior of farm buildings, dark colours (preferably dark green or grey) with matt finishes will normally be required. Roof areas should be coloured the same or in darker shade of the colour used on the side panels;
- In order to integrate development into the landscape, buildings shall be screened or

shelter belted with principally native species of planting.

##### **Environmental control**

The suitability of a given proposal will also be determined by the following environmental factors:

- The comprehensiveness of information in relation to waste management, with particular emphasis on developments within existing farm complexes, having regard to the potential cumulative effects;
- The availability of an effective means of farm waste management to ensure nutrient balancing between application of farm wastes to land and the balanced uptake by agricultural use of land;
- The availability of measures to ensure good supervision in relation to the management of farm wastes including ownership of spread lands or control of same through agreements capable of effective enforcement;
- Whilst the Planning Authority recognises the primacy of agriculture in rural areas and that the presence of individual housing should not impinge unduly on legitimate and necessary rural activity, regard should be had to the unnecessary proximity of major new farm complexes to existing residential development.

#### **4.3.5 Forestry**

In undertaking an assessment of proposals for afforestation development the Planning Authority will have regard to environmental matters, including water quality, designated habitats, archaeology, heritage, landscape and size of area. In this regard, the Planning Authority will have regard to the Forest Service Guidelines<sup>15</sup> and the Forest Service 'Code of Best Forest Practice', published by the Department of Agriculture, Fisheries and Food' (2000).

#### **4.3.6 Extractive industry**

##### **General**

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<sup>15</sup> Guidelines are available on the following: Forestry and Water Quality, Forestry and the Landscape, Forestry and Archaeology, Forestry and Biodiversity, Forestry and Aerial Fertilisation, Forest Harvesting and the Environment, Forest Protection, Forest Recreation, Forestry and Environmental Impact Assessment (EIA).



The Planning Authority will facilitate the development of the extractive industry and permit such workings where it has been shown that the following criteria can be met; having taken into account the reduced demand for aggregates that will come about through improved recycling of construction and demolition waste:

- The environment and the landscape will be safeguarded to the greatest possible extent during all life cycle stages of the process;
- Such operations have good access to, or are within reasonable distance of, the national or regional road network and do not adversely affect the residential or tourism amenity of the area;
- Satisfactory provision will be made for a beneficial after use of the land that does not conflict with other planning objectives for the area;
- The working, landscaping, restoration and after care of the site will be carried out to the highest standards in accordance with the approved scheme.

### **Extractive industry in the Area of Outstanding Natural Beauty**

Where proposals for the working out of minerals and aggregates are submitted in the Area of Outstanding Natural Beauty, existing landscape quality shall remain the **overriding priority** and such proposals must illustrate that the benefits of the development will outweigh any adverse environmental consequences. The Planning Authority shall evaluate the need to conserve the environment, character and natural beauty of AONBs and the extent to which the proposed development would materially damage these qualities. It shall also examine the national need for that specific mineral or aggregate substance to be worked and the availability of the resource in less sensitive locations.

## **Application requirements for extractive developments**

### **Environmental Impact Assessment (EIA)**

The Planning Act and associated Regulations (as may be amended) set out the requirements and thresholds for EIAs. All applications for new extraction, or expansion of existing permitted and licensed sites, shall in the first instance have regard to this legislation to determine the requirement for an EIA.

Where an EIA is required, the applicant shall liaise with the Planning Authority to scope the contents, concerns and issues to be addressed.

### **Content of applications**

All applications shall as a minimum include the following information, regardless of information required to be included in any EIAR.

### **Land and mineral interest**

Particulars of applicant's interest in the site and in adjoining lands and of those of other interested parties in the application site.

### **Nature of development**

A full description is to be given as to the nature of the proposed development. The description must state whether the proposed development is on a new site, is an extension of existing workings or the reopening of a disused working and does the development constitute a contravention of a planning condition or permission.

### **Nature of deposit**

- The mineral or aggregate to be extracted;
- Results of any exploration or prospecting work carried out, e.g. boreholes, trial pits, etc;
- The nature, thickness and quantities of topsoil, subsoil and overburden (including reference to soil making materials as appropriate) minerals to be extracted, waste or non-saleable material;
- Results of tests undertaken to indicate quality of deposit, e.g. special physical or chemical properties;
- Geology and topography of the site, identifying where relevant, land stability, water

table, ground conditions, including surface water drainage characteristics, etc;

- Details of the proposed site and the reason for its selection over possible alternatives.

#### **Proposed method of extraction**

- Total quantity over the life of the quarry including the maximum annual quantity of material to be extracted (tonnes).
- Expected life of the excavation and anticipated timeframe for the completion of the extraction;
- Proposed method and depth of working, including details of direction of work, phasing, duration of each of the site development works, tipping and extractive operation and restoration;
- Details of plans of plant and machinery for mineral or aggregate extraction;
- Method of transporting material to processing or disposal point (e.g. roadway, conveyor, tramway, etc);
- State the length of time the operation will last from inception to final restoration.

#### **Additional information relating to underground operations**

Details of the extent and impact of any subsidence or instability likely to be caused on the surface by the proposed development.

#### **Processing of materials**

- Type and dimensions of plant, machinery (including capacity) and details of buildings to be used in processing;
- Tonnage of materials to be processed per annum;
- Details including quantities of any other materials brought onto site for processing or storage (including hazardous materials);
- A description of the nature and quantities of process waste and proposed method of disposal;
- Amount and source of water used.

#### **Ancillary operations and development**

Details and plans of any other buildings, plant and structures to be erected.

#### **Access and Transport**

- Details of the vehicles that would remove the minerals or aggregate from the site including the anticipated daily number of vehicle movements generated by the operation of the site, including weight and type of vehicle;
- Proposed route of vehicle with mineral or aggregate.

#### **Environmental effects of the proposal**

- Details of blasting, including times and predicted air and ground vibration effects and predicted noise to be recorded at the site boundaries to the nearest critical properties;
- A description of the proposed method of treatment and disposal of any water encountered during the works (including ground and surface water) both on and off the site. If the working is to take place below the natural water table level, state whether the workings are to be wet or dry;
- Details of any measures proposed for the suppression of noise and dust from the mining and quarrying operations and from the processing operation, including the treatment of any topsoil and subsoil storage heaps (background data to be included);
- Indications of the anticipated hours of mineral or aggregate working, processing and vehicular movements, experienced separately;
- Details of the measures proposed to clean vehicle wheels;
- Details of the measures of phasing of the berming and landscaping works and the proposed screening of the site;
- Visual impact assessment;
- Details of existing landscape features such as contours, trees, hedgerows, boundary walls and other items existing on site and within a quarter of a mile of the outer boundaries of the site;
- Details of all items of archaeological, historical, ecological and scientific interest present on the site or which would be affected by the proposed development;
- Details of the effects on the water table and wells in this area and proposals for mitigation;
- Where relevant, details with respect to the disposal of mine waste and its effects on surface and ground water.

### Restoration, after care and after use

- Intended after use or uses with appropriate detail on the nature, type and ownership;
- Contours of existing and intended final levels of sites;
- Use of soil materials in restoration, together with intended phasing and timescale;
- Amount, type and sources of filling materials where the reclamation envisages partial or complete filling on site;
- Details of proposed drainage of the restored land, creation of any permanent water areas;
- After-care proposals, including intended timescale to commencement and the progressive phasing of restoration and aftercare. Where it will not take place for several years, a summary of the principal items to be included in an aftercare scheme, which will be agreed at a later date or dates. For short-term workings, full details will be required including an agreement to maintain the site for an appropriate number of years until the desired use has been established. If it is intended to landfill the excavated area, this should be detailed in the application.

### Plans & drawings

In addition to location and site plans, plans may be requested to show the following:

- Existing contour level over the area of extraction and the land in the immediate vicinity;
- General method of working, including details and direction of phasing, both of the extraction and the restoration;
- Proposed level of the worked out areas;
- Proposed surface area, height and location of stockpiles, topsoil and overburden mounds;
- The levels and extent of screening berms.

### Conditions attached to permission

Where planning permission is granted for the development of a quarry, the following matters may be addressed through application of conditions:

1. Permissions may be limited to a specified number of years, in order to enable the planning authority to monitor the impact of the development.
2. Conditions to control the extent of development on the site.

3. The planning authority will require the developer to lodge a cash deposit as security for the satisfactory restoration of the site.
4. Conditions pertaining to the following:
  - Financial matters;
  - Measures to prevent environmental pollution and to protect the amenity of areas in respect of surface water / ground water, gaseous emissions, dust, noise, subsidence, blasting, traffic and roads, transportation impact; archaeological/historical heritage, geological / geomorphological heritage, rights of way;
  - Measures to protect residential and visual amenity;
  - Measures to protect public health and safety.

### Reclamation and restoration of quarries

Where it is proposed to reclaim, regenerate or rehabilitate old quarries (that were not subject to restoration as part of the grant of permission or licence) by filling or re-grading with inert soil or similar material, or to use worked-out quarries as disposal locations for inert materials, the acceptability of the proposal shall be evaluated against the following key criteria:

- The impact of the proposal on the landscape;
- Any possible loss of biodiversity that may have developed in the worked-out quarry;
- The impact such proposals may have on natural ground and surface water flows or networks in the area and the potential to give rise to flooding or new surface water flows onto adjoining lands or roads;
- the suitability of the road network in the area to accommodate the traffic flows of heavy vehicles that may be generated.

## **5.0 Tourism & Recreation**

### **5.1 General criteria for tourism and recreation developments**

Tourism and recreation developments shall be assessed against the following criteria:

- The nature, scale and use of a development shall be appropriate to the character of the area in which it is to be located and shall be visually sympathetic to its surroundings. This shall apply to matters such as the type of use, number of employees, hours of operation, amount of expected visitors, site area, building size, design, layout etc, as well as to the particular land use, and the economic and social requirements of the area and its surroundings;
- The development shall not give rise to any significant adverse environmental impact, in terms of detrimental impact on the scenic value, heritage value and the environmental, ecological, or conservation quality of the area. It shall not have a negative impact on the surrounding area in terms of nuisance, noise, odours or other pollutants;
- The development shall not be detrimental to the amenity of nearby properties, and in particular, to the amenity of nearby residential properties;
- The proposal shall be acceptable in terms of the following traffic and parking issues:
  - Car parking is required to be in accordance with the standards of the plan. Car parking shall be provided within the boundary of the site, unless the Planning Authority agrees other suitable arrangements;
  - There shall be safe vehicular access to and from the road network;
  - The capacity of access roads shall be adequate for the likely levels of traffic generated by the proposal;
  - There is adequate provision for pedestrians, cyclists and public transport providers.
- The proposal shall be acceptable in terms of water supply, wastewater disposal and surface water drainage;

- All developments in rural areas must be capable of being satisfactorily screened and assimilated into the landscape;
- Developments should generate economic and social benefits for local people and enhance the well-being of host communities.

All planning applications should include details of the nature and scale of the proposed operation, and include opening hours and anticipated traffic levels. A business plan should also be submitted, where appropriate.

Applications for tourism and recreation developments in rural areas shall be accompanied by the following information, in addition to that required to be submitted under the Planning Regulations:

- Comprehensive justification of need for the development;
- Overall master plan for the development;
- Evaluation of compliance of the proposed development with the other requirements of the County Development Plan here set out;
- Evidence that, where feasible, existing ruinous or disused buildings have been re-used to maximum potential.

### **5.2 Overnight accommodation**

1. Applications will be considered on the basis of the particular characteristics of the proposed scheme. Proposals that have a detrimental impact on the amenity, character and environmental quality of the area will not be permitted. In this regard, the Planning Authority will have regard to the following matters in the evaluation of planning applications for accommodation, in addition to those set out above:

- Compliance with Objectives 11.10 – 11.19 of the County Development Plan (Chapter 11)
- The size, scale, design and nature of the accommodation;
- The availability of existing accommodation facilities in the vicinity;
- The standard of accommodation for the intended occupiers of the premises (including indoor and outdoor space and amenity requirements, noise

insulation, parking provision, access, etc.)

2. The scale of overnight accommodation allowable on any site may be restricted according to the amenities proposed to be provided for guests and the impact of the facility on the amenities of the area.
3. Adequate information will be required to be submitted to satisfy the Planning Authority that the design, size and nature of a proposed facility are such that no doubt exists regarding the intended use of the facility as tourist accommodation. In particular, the Planning Authority shall be satisfied that the development is to be retained for visitor accommodation use and will not be used for long term, permanent residential use or other non-tourist use.
4. The Planning Authority will only permit the development of static caravans / mobile homes, touring caravans and camping sites in areas where the local environment can absorb such development. Sites should have significant existing natural screening. All proposals should be accompanied by comprehensive planting schemes. In particular, the Planning Authority will discourage touring caravans from locating on the actual amenity which attracted them to the area in the first instance in order to protect the interpretation and tourist value of the site in question.

### 5.3 Holiday homes

Where the principle of holiday homes has been accepted at a particular location the layout and design of the development shall accord with the following standards:

- The design of holiday homes should be of a high standard, incorporating imaginative layouts, well laid out communal open spaces, significant and appropriate landscaping, sufficient private space and parking facilities for both occupants and visitors;
- The design of units themselves should be imaginative, of a high quality and respect the character of the area in which they are located. Favourable consideration will generally **not** be given to detached suburban type

developments - courtyard type developments will be particularly encouraged;

- Sites features such as hedgerow, trees etc shall be maintained wherever possible;
- A management company will be required to maintain and manage the upkeep of holiday home developments in particular with respect to landscaping and the maintenance of communal buildings / services and letting / occupancy. A management company will also be required to maintain and repair any private effluent treatment plant or water supply

### 5.4 Caravan & camping developments

Where the principle of static / touring caravans or camp sites has been accepted at a particular location, the layout and design of the development shall accord with the following standards:

- Design and layout should be of a high standard ensuring adequate safety, separation between plots and well located communal areas such as shower blocks and common open spaces;
- A grant of permission for a caravan park will not imply, unless otherwise stated in the permission, a grant of permission for additional facilities such as a shop, café, restaurant or building of other commercial purposes;
- Sites should normally be accessible to existing local services and public utilities, but should not adversely affect them;
- The overall level of development in any one area should not detract from the amenity presently enjoyed by local residents. No such sites should be located immediately adjacent to existing residential properties or be overlooked by the same;
- High quality and extensive landscaping and tree planting will be required around all boundaries and throughout the site. Any new planting should only be necessary to reinforce existing substantial tree cover and not to compensate for a lack of existing cover. New planting should normally comprise indigenous species and a comprehensive and detailed landscaping scheme, prepared by an appropriately qualified professional, should be submitted with any application;
- Public lighting should be on low level posts and of low intensity;

- Compliance with the Regulations for Caravan and Camping Parks, (Bord Failte 2009).

## 6.0 Retail

### 6.1 General development standards for retail

In dealing with applications for planning permission for retail development, the Planning Authority shall have regard to the DoECLG 'Retail Planning Guidelines for Planning Authorities' (2012) and the accompanying 'Retail Design Manual' (2012).

The key criteria to be considered in the assessment of proposed retail / retail services developments will include:

- Extent to which the development supports the long term strategy for town centres as established in the Core Strategy, the Retail Strategy or local plan; including for example, compliance with retail hierarchy and effect on the role and function of centres, effect of the proposed development on the additional floorspace allocations, compliance with 'sequential approach', evidence of the need for additional retail evaluated against the population of the catchment area to be served by the proposed retail development and the availability of existing retail within that zone etc.
- Potential to increase employment opportunities and promote economic regeneration including impact on the rural area;
- Potential to increase competition within the area and thereby attract further consumers to the area;
- Extent to which the development responds to consumer demand for its retail offering and does not diminish the range of activities and services that an urban centre can support;
- Potential adverse impacts on one or more town centres, either singularly or cumulatively with recent developments or other outstanding planning permissions (which have a realistic prospect of implementation) sufficient to undermine the quality of the centre or its wider function in the promotion and encouragement

of the arts, culture, leisure, public realm function of the town centre critical to the economic and social life of the community;

- Impact on vacancy rates;
- Access arrangements both by public transport, foot and private car so that the proposal is easily accessible by all sections of society;
- Physical and functional links with an existing city/town centre so that there is likely to be commercial synergy;
- The quality of the design and public realm improvement; and
- Impact on residential amenity and privacy – regard shall be paid to 'Objective 6.23: Protection of Residential Amenity in Transitional Areas' of Chapter 6: Housing.

### 6.2 Take aways, fast food outlets, amusement centres, night clubs / licensed premises, betting offices, charity outlets, discount outlets, cash-for-gold shops and convenience stores incorporating off-licences etc.

In order to maintain an appropriate mix of uses and protect the amenities in a particular area, the Planning Authority will prevent an excessive concentration of the above uses, particularly within smaller centres, and will ensure that the quantum of these uses is not disproportionate to the overall size and character of the area. Each application shall be considered on its merits, having regard to the driving requirement to safeguard the vitality and viability of shopping areas in the town.

In the consideration of proposals, hours of operation, litter, fumes, noise, general disturbance, effect on amenity of nearby residents, pattern of development in the area etc. will be a key issue.

Any application for betting shops shall clearly indicate on drawings submitted the location and size of any/all satellite dishes required to serve the unit. The planning authority will generally not accept TV screens or excessive advertising (generally no more than 25% coverage) within the shop window of betting shops.

The Planning Authority will pay particular attention to ensure that a proposal does not mar the street frontage and that the nature and colour of external finishes are compatible with the surrounding properties. Designs that are fundamentally alien to



the existing character of an area or building are not acceptable.

The Planning Authority may attach conditions to any relevant permission, notwithstanding regulations exempting certain changes of use, requiring the prior granting of planning permission for the operation of the above uses.

The Planning Authority may attach conditions to any relevant permission restricting the operating hours of the business in order to protect the amenity of adjoining properties and ensure that the development does not give rise to anti-social behaviour. Hours of operation shall normally be 8am to 11pm however this may be revised subject to the nature of the business proposed.

Larger leisure complexes which contain a mix of uses, e.g. cinema, bowling and restaurant will be treated on their merits.

The number and control of some uses may be a licensing issue.

Amusement arcades and other gaming establishments will only be permitted in designated areas.

### **6.3 Taxi offices**

The Planning Authority will carefully consider the effect of a proposed taxi office on adjoining residential properties. The Planning Authority will not favour the development of taxi offices in wholly residential areas, due to the noise and disturbance, which is likely to occur.

### **6.4 Shopfront design standards**

These shopfront design standards are drawn from the '*Guidelines for Shopfront Design in Bray*' (Bray Town Planning Authority / Colm O'Broin & Partners 2007), and although this document was drawn up for the Bray, for the most part its guidance is relevant to all settlements in the County and reference should be made to this document in the designing of any new shopfronts. The function of the shopfront is two-fold; to identify a retail premises within a street by way of name, signage and window display and to express the architectural character of a building at ground floor level.

Proposals relating to shopfronts in Wicklow town should be considered having regard to 'Wicklow Town – A Gallery of Shopfronts: Inventory and guidance for the repair and renewal of town centre shopfronts' (The Heritage Planning Authority/Wicklow Town Forum, 2010).

#### **Elements of shopfront design**

##### **Shopfront style**

The shopfront is part of the building and the building is part of the street. Where a shopfront is to be installed, it should normally be of materials or finishes appropriate to the age, style and character of the building and its surrounding area.

While contemporary design is generally encouraged, in settlements or areas with very traditional shopfront formats, a traditional style shopfront may be the most appropriate solution. However, at locations where there are a range of shop front styles, and no common vernacular, a modern solution is preferred over inaccurate historical representations.

##### **Fascia**

The primary function of the fascia is to advertise the name of the shop. The fascia also gives visual support to the upper floors and helps frame the shop window.

The fascia should be of an appropriate height, in scale with the overall height of the shopfront and other elements of the building. A failing of many modern shopfronts is the application of overlarge and inappropriate fascias, superimposed on the front of originals and obscuring such detailed elements as consoles and cornices. The fascia should not encroach above first floor level or extend uninterrupted across a number of buildings.

##### **Signage**

- Signage shall generally be limited to the fascia, but may also be considered on or behind glazing and on columns or doorways;
- Lettering is to be in proper proportion to the size of the fascia and to the scale of the building. As a general rule, the lettering should be restricted to half the fascia width, taking care to leave sufficient space at top, bottom and sides. Shop lettering should convey the essential message of the retailer. The shop name alone will generally have most effect;
- Each shop should have its street number displayed. This could be included as part of the

fascia, on glazing above the door, or on the door itself;

- Generally, individually mounted lettering or handpainted lettering will be required.
- Sandwich boards will not be permitted as they can give the appearance of clutter in the townscape and can be a hazard to the disabled and visually impaired if not carefully designed and positioned;
- The illumination of shopfronts and signage is generally considered unnecessary. In certain circumstances, for example where the business is open in the evening, modest levels of discreet lighting (the purpose of which is to light the lettering and not bathe the whole façade and pavement in a pool of light) may be permitted.

### **Doors and windows**

- Shop windows should be set in the same plane as the building front with any recessed areas being confined to the entrance door;
- Frosted glazing rather than solid signage should be used where the use requires a degree of privacy (e.g. non-retail services such as solicitors, surgeries etc) or where the layout of the shop requires functional elements or shelves to be located directly behind the window;
- Access should be made easy for everybody including those in wheelchairs or with other aids to mobility; the visually impaired; parents with pushchairs and young children; the elderly and those carrying heavy bags. Shopfronts should be designed with level access at pavement level. Where this is impossible, a ramp rather than steps must be provided.

### **Canopies**

- The use of awnings will be considered provided these are not installed principally as a means of increasing advertisement space;
- New awnings are most effectively positioned below the fascia and between the pilasters as this means the shop name will not be hidden. Awnings should always be retractable and ideally made of canvas or similar materials;
- Generally the colour chosen should be subdued as bright or gaudy colours will often jar with neighbouring shops and undermine the quality of the street scene.

### **Materials**

- Materials used in shopfront construction should be of good quality, durable, and should respect the age and character of the building and adjoining street;
- Timber is an appropriate material for shopfront construction; it is versatile, durable, easily and cheaply maintained or altered. Modern materials such as aluminium and plastic may be considered for contemporary shopfronts. Other high quality materials such as marble, terrazzo, bronze or chrome might also be suitable for use in such locations;
- The number of different materials shall be minimised, as too wide a range can result in a confused or chaotic appearance;
- The integration of existing materials with modern materials is recommended, creating a balance of finish and texture and establishing a sense of permanence in contemporary design. Historic robust materials such as granite, limestone, brick, timber, cast iron, brass and copper can be integrated with lightweight contemporary materials such as stainless steel and glass.

### **Colour**

- When considering the colour of new or replacement shopfronts it is important that the selected colour scheme complements the character and style of the building, rather than conflicting with it. Shopfronts are traditionally painted in strong colours, which are slow to fade. The use of rich colours, such as dark shades of green, blue, red and black is recommended;
- Corporate colours should be restricted to the main signage of the shopfront and not the entire shopfront.

### **Security**

- Solid external shutters which completely cover the shopfront when closed have a major impact on the street scene and therefore will not be permitted;
- Where there is an obvious need for enhanced security, the use of alternative methods of protection should be considered, for example:

- Toughened / laminated glass, which incorporates a plastic interlayer and can remain intact even when broken;
- Additional glazing bars reduce glazing size, thus strengthening glass area and reducing opportunities for theft;
- Internal open-mesh window grilles, fixed inside shop windows behind glass, allow views into the shop even after hours and give a less fortified appearance than external grilles.
- Alarm boxes should be as unobtrusive as possible. If the box is to be positioned on the shopfront, then aesthetically the best position is usually at a corner of the fascia. The box must be painted to suit the shop colour scheme. Wiring should be integrated and redundant wiring removed;
- Appropriate use of lighting may reduce the likelihood of a break in. The lighting should generally not be so strong as to illuminate the area outside the shop, as this might affect the character of the area;
- The use of upper floor for residential use is an effective way of improving security. Having a constant presence over the premises is one of the most efficient ways of reducing crime and vandalism and often involves little alteration which might affect the character of the building.

## **6.5 Vacant retail units**

Vacant properties have a very negative impact on our town centres - visitors and shoppers can be discouraged from return visits, the look and feel of the town centre is one of decline, the retail offer is weakened and investment stagnates. In this regard, it will be condition of the grant of permission for any new or extended / refurbished units that at all times that the retail unit is not in active use, the street front display area will be required to be provided with an attractive temporary display or professionally designed artwork affixed to the glass frontage. The temporary use of the retail space during such times for creative, cultural or community purposes will be encouraged; however, such change of use may require planning permission, and advice will be provided by the Planning Authority on a case by case basis in this regard. The temporary display shall be adequately maintained by owner.

## 7.0 Social & Community Developments

### 7.1 Social Infrastructure Audit

Where specified by the Planning Authority, new significant residential or mixed use development proposals (of which residential development forms a component)<sup>16</sup>, may be required to provide a social and community facility/facilities as part of the proposed development or the developer may be required to carry out a social infrastructure audit, to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents. For all proposals including 100 units or more, a social infrastructure audit shall be submitted with the planning application. Where deficiencies are identified, proposals will be required to either rectify the deficiency, or suitably restrict or phase the development in accordance with the capacity of existing or planned services.

A "Social Infrastructure Audit" assesses the overall impact a new development will have on the infrastructure which is key to the functioning of the community. This is generally assessed based on the percentage increase of population that a development once completed will bring to the community where the development is planned to occur. While not an exhaustive list these generally include the following infrastructure:

- Transport (bus routes, cycle routes, green infrastructure, road networks, pedestrian pathways);
- Education (third level, post-primary, primary, crèche facilities);
- Health (primary health care, care homes, doctor surgery, G.P, dentist facilities, pharmacy);
- Community facilities (places of worship, burial grounds, community halls, Sports facilities).

The applicant shall as part of the social infrastructure audit be requested to obtain and submit supporting documentation from any social / community infrastructure providers, educational institutions,

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<sup>16</sup> Being defined as developments in excess of 50 units of housing in any settlements in Levels 1-4 in the hierarchy, 25 housing units in Levels 5-10, and **all developments** in excess of 500m distance to a public transport service, as well as other format / sizes / locations are may be deemed necessary by the Local Authority.

community organisations and other social service providers to be included as part of the audit. The audit shall detail that the potential increase in population that would arise from the proposed development, and take in account other new (permitted and proposed) developments in the area that are intended to be serviced by existing facilities.

Furthermore, in recognition of the potentially significant impacts large residential developments may have on the receiving environment the applicant must include any similar type developments to the proposed within the same locality regardless of their stage in the planning process. The cumulative impacts of these developments as well as the proposed shall be included as part of any assessment to determine the suitability of the proposed development.

In preparing a **Social Infrastructure Audit**, at an absolute minimum, the following services / facilities shall be evaluated <sup>17</sup>:

#### Education

- Evaluation of number of new students likely to be generated by the proposed development having regard to Department of Education estimates;
- Identification of existing primary and secondary facilities in the area, distance from the application site, road/cycle network/ public transport facilities between the locations;
- Details of school capacities, existing number of students and capacity for new intake to be taken cumulatively with other permitted or planned developments that will impact the intake capacity of these schools.

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<sup>17</sup> This is an indicative guide as to the type of information to be provided in a Social Infrastructure Audit. SIAs submitted should be tailored to include the varying needs of different social / demographic groups. For example, other facilities such as healthcare, adult education and training or care services may be required if groups needing such services are dominant in an area or a development is being proposed to cater for specific demographic or social groups.

## Childcare / preschools

- Evaluation of number of new pre-school age (0-5) children likely to be generated by the proposed development
- Identification of existing childcare and pre-school facilities in the area, distance from the application site, road network / public transport facilities between the locations
- Details of capacities of existing facilities, existing number of children enrolled and capacity for new intake

## Open space, play and recreation facilities

- Identification of existing public active open spaces and sports clubs in the area, distance from the application site, road network / public transport facilities between the locations
- Evaluation of suitability of these facilities to meet the needs of the projected population of the development, having regard to the following proportions:

### **2.4ha of active open space per 1,000 population, divided into:**

- 1.6ha outdoor play space
- 0.6ha casual play spaces
- 0.2ha equipped play space

If the proposed cumulative increase in population cannot be supported by the existing facilities locally, written assurance from the facility providers must be submitted confirming that there shall be sufficient accommodation to support the increased population prior to the commencement of any development.

Where this cannot be secured, the developer will be required to address these shortfalls as part of a development proposal, this may be either through:

- Remedying this shortfall through the provision of the necessary facility on the development site; or
- Proposing to restrict or phase the roll out of housing to coordinate with the delivery of new facilities.

New community facilities shall be conveniently located and accessible by both residents of the development and others that have reason to use the facility. They should be well integrated with pedestrian and cycle routes and where they serve a

wider community, located on or close to a quality public transport route.

Community facilities must be accessible to all members of society, including those with disabilities.

## 7.2 Childcare

- The location and design of new childcare facilities shall generally be in accordance with the guidance set out the 'Childcare Facilities: Guidelines for Planning Authorities' (DoEHLG) and the 'Child Care (Pre-School Services) Regulations 1996 & 1997' and any other relevant statutory guidelines which may issue during the life of this plan.
- As a general rule 20 childcare spaces shall be provided for every 75 dwelling units. A childcare facility within a residential development shall be sited at or near the entrance/exit to the proposed development so as to allow for ease of access, drop off / pick up points.
- Where a large development (or a development in conjunction with other developments in an Action Plan area) comprises more than 75 units, a single large childcare facility capable of serving all proposed units (and future units) may be permissible, subject to a ceiling of 100 places (full and part time)
- The internal layout and design of proposed childcare facilities should allow, where possible, for the dual usage of the proposed facility e.g. night time community uses.
- All applications for a childcare facility shall be accompanied by the following information in addition to those set out in the policies set out for childcare developments:
  - The need for the proposed development;
  - The nature of the facility e.g. full day care, sessional care, after school care;
  - Number and ages of children to be catered for;
  - Compliance with standards for parking, traffic impacts and turning areas;
  - Proximity to public transport/areas of employment;
  - Hours of operation;
  - Open space provision and measures for management of same;
  - Impact on residential amenity.

Childcare facilities will be required to be provided in large-scale employment zone developments. Any application for employment development with in excess of 100 employees shall include a childcare facility unless it can be shown, with regard to the demographic of the workforce or the availability of existing facilities in the immediate area that no such service is necessary.

### 7.3 Education

#### Primary & secondary schools

The appropriate location, layout and design of new public primary and secondary schools shall generally be determined by the Department of Education; new schools shall be required to comply with the guidance set out in the 'Code of Practice for Planning Authorities and provision of schools' (DoEdS, 2008) and the 'Technical Guidance Documents 025 and 027' and any other relevant statutory guidelines which may issue during the life of this Plan.

The following factors shall be key criteria in the assessment of applications for new educational facilities:

- Sites shall be well serviced by road infrastructure and in particular, shall be on or adjacent to a road network capable of accommodating existing or future public transport facilities;
- Complete foot and cycleways shall be available to the site from the residential areas that are located in the school catchment;
- Pedestrian crossings of the existing / new road network serving the site shall be provided as may be required;
- Adequate car, bicycle and bus parking shall be provided on site, including convenient short term set down area;
- Building design shall meet the highest standard possible with regard to architectural quality, visual integration with the area and minimisation of impacts on adjoining properties or residences;
- The layout and design of the school shall facilitate possible out of school hours use by other bodies / the community.

#### Temporary school structures

While certain exemptions apply for temporary classrooms at school sites, where the exemptions are

not applicable, positive consideration will be given for temporary structure subject to the following controls:

- Permission shall be granted on a temporary basis for a period of a maximum of 5 years
- The development of temporary classroom developments shall not impede traffic movements and circulation within the school premises or significantly reduce open space
- The structures shall be of a high design quality and shall be painted or coloured to integrate with any existing school structure.

### 7.4 Nursing home & 'step down' care developments

- Nursing home developments and facilities for the elderly shall be located close to local amenities and where adequate pedestrian infrastructure has been or is capable of being provided;
- Clinically managed / supervised dwelling units, such as 'step down' (i.e. post acute care) accommodation or semi-independent housing provided as part of a medical facility, nursing home or other care related facility, will be considered strictly only on the following basis:
  - The units are associated with an already developed and established medical facility, nursing home or other care related facility; the units are held in single ownership with the overall medical / nursing home / care facility; no provision is made for future sale or subdivision; and a strict management agreement is put into place limiting the use of such structures to those deemed in need of medical supervision or care;
  - The number of such units on any such site shall be limited to 10% of the total number of hospital / nursing / care home bedrooms unless a strong case, supported by evidence, can be made for additional units;
  - Such units shall be modest in scale and limited to single bedroom units only and independent facilities such as car parking and gardens shall not be provided to each unit (in order to ensure such units are not rendered suitable for standalone use as private dwellings).
- Facilities shall be so laid and designed to meet standards and obligations specified in Nursing



Homes (Care and Welfare) Regulations, (1993) and the Building Regulations, in particular Part M.

times be utilised only for accommodation for those of retirement age.

## **7.5 Care facilities**

- In accordance with the Planning & Development Regulations 2001 (as amended), change of use from residential to a care facility for more than six persons with an intellectual or physical disability or mental illness requires planning permission.
- Applications for permission for change of use to care facility or a new care facility shall be evaluated against the following criteria:
  - Care facilities shall be located close to local amenities and where adequate pedestrian infrastructure has been or is capable of being provided;
  - Adequate provision shall be made for car parking and open space facilities.

## **7.6 Retirement Villages**

- Retirement villages i.e. housing developments made up of independent housing units, with limited / no on site care facilities will be required to locate on residentially zoned land in settlements (or where no local area plan exists, within the defined boundary of the settlement).
- Subject to the Planning Authority being satisfied that an acceptable level of residential amenity will be provided and maintained, a reduction in the normal quantitative standards for car parking and private open space may be considered in retirement villages.
- The dwelling units in such villages would normally be expected to be modest in scale (generally not exceeding 2 bedrooms or 75sqm in area), single storey, low maintenance and highly accessible, to reflect the needs of the target occupants.
- The entire site encompassed by the retirement village, including all housing units, infrastructure and amenities, shall normally be required to be held in single ownership with the overall site, with lease agreements to the occupants and a management company in place to manage and be responsible for all shared facilities. Where for the viability of the project the sale of individual units is required, this shall be strictly only on the basis of a legal agreement specifying that the units shall at all

## 8.0 Open Space

### 8.1 Active Open Spaces (AOS)

In accordance with the Planning Authority's Active Open Space Policy, active open space shall be required as a rate of 2.4ha per 1,000 population divided into

- 1.6ha outdoor play space (pitches, courts, sports grounds)
- 0.6ha casual play spaces (parks)
- 0.2ha equipped play space (playgrounds and MUGAs)

Normally, public AOS in accordance with this standard will be zoned through the local plan process and individual development will be required to either deliver some or all of the space required (through an action area agreement) or via development levies. However, where such provision has not been made in a local plan, any application or Action Area Plan which would result in a resident population of 1,000 or more, compliance with this standard will be required.

#### Sports grounds

- New organised sports areas shall be located in proximity to existing or planned community or neighbourhood facilities such as neighbourhood retail centres, schools etc and opportunities for the sharing of facilities, including changing rooms shall be explored and exploited;
- Where shared indoor facilities are not available, new sports facilities shall be accompanied by a building of scale commensurate with the size and nature of the sports facility for indoor changing and administration;
- Sports areas should be located such that a suitable separation from residential properties is provided, in order to limit disturbance from noise and light;
- Sports facilities shall be provided with access to suitable roads and car parking facilities shall be required on site;
- Proposals for the development of floodlighting for playing fields/pitches shall be accompanied by details of external lighting schemes. All lighting shall comply or be so altered to comply with the *Guidance Notes for the*

*Reduction of Light Pollution* (Institute of Lighting Engineers, 2000).

### 8.2 Neighbourhood Parks

- Neighbourhood parks should be ideally located within 800 metres of the population served;
- While not specifically for the purpose of sport or organised recreation, all parks shall be so laid out, contoured and landscaped to allow for walking, jogging, cycling and casual play;
- Neighbourhood parks may be provided as part of a number of housing developments, in part delivery of residential open space requirements (see below).

### 8.3 Equipped play spaces

- The siting and location of playgrounds / mixed use games areas (MUGAs) shall take account of the surrounding environment and be sited in order to ensure passive surveillance by neighbouring residential properties;
- The layout and positioning of apparatus shall exploit existing landscape features to provide adequate shade and shelter from wind for users and create visual harmony with the surrounding area;
- Play equipment shall generally be located no closer than:
  - 10 metres from the edge of a building or major structure;
  - 20 metres from adjoining residential property lines, the edge of any local road or car park pavement area.
  - 30 metres from distributor road pavements (if proposed to be closer, a perimeter fence will be required)
  - 20 metres from hazards such as storm water drains, bike tracks and playing fields.

### 8.4 Allotments

Proposals for the development of allotments shall be evaluated against the following criteria:

- The suitability of the site location vis-à-vis the location of the population served – sites in or at the edge of the settlements will be preferred
- The adequacy of the public road serving the site

- The adequacy of car parking
- The adequacy of water supplies
- The suitability of the land to absorb the somewhat haphazard appearance of allotments, which often include randomly positioned sheds, tunnels and greenhouses.

## 8.5 Residential public open space

Public open space in residential developments shall be provided in accordance with the following standards:

- Public open space will normally be required at a rate of 15% of the site area – areas within the site that are not suitable for development or for recreational use must be excluded before the calculation is made;
- Where a public park is being provided by the same developer (or by a group of developers in a combined Action Area) in close proximity to the residential development site, the public open space provided on site may be reduced to 7.5% of the residential site area, with the remainder being made up in the park;
- The need to provide public open space in town centre developments may be waived, particularly where public amenity space such as a town park or beach is in close proximity;
- Open spaces shall be attractively landscaped through the use of both hard and soft landscaping where appropriate. Open spaces should incorporate existing features and encourage pedestrian use by suitable paving;
- In greenfield developments, subject to the size of the site, a hierarchy of open spaces shall be provided to provide for the different play needs of different age groups. In this regard, all developments shall aim to include:
  - At least one, flat space with dimensions on not less than 20m x 40m, suitable for ball games (trees should only be planted around the perimeter)
  - A number of smaller spaces immediately adjacent to dwellings, with interesting contours and natural features, suitable for play activities of younger children.
- The layout and orientation of residential developments should maximize the potential for passive surveillance of open spaces - all efforts shall be taken to ensure that all houses are in visual range of one open area.
- In larger developments (in excess of 1ha), consideration should be given to dedicating

part of the residential open space (not exceeding 25% of the total space) to community gardens; at a minimum, landscaping plans will be required to identify a suitable area (in terms of soil type, gradient, light, drainage etc) within the residential open space area that would be suitable for future community garden use by the resident community.

## 8.6 Private open spaces - gardens, terraces, balconies

- Within apartment developments, private and communal amenity space shall be provided in accordance with 'Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for planning authorities' (DoECLG, 2018). Care should be taken to ensure that such places receive adequate sunlight and meet the highest safety standards. The front wall of balconies should be made from opaque material and be at least 1m in height.
- Dwellings shall generally be provided with private open space at the following minimum rates, unless otherwise specified by the Planning Authority:

House size	Minimum private open space
1-2 bedrooms	50sqm
3+ bedrooms	60-75sqm

Own door duplexes shall generally be provided with open space at the following minimum rates:

House size	Minimum private open space
1 bedroom	10sqm
2/3/4 bedrooms	10sqm for the first bedroom and 5 sqm per additional bedroom

It will be expected that private open space provided will exceed these standards whenever possible and such minimum standards will only be acceptable for up to 50% of the units in any development.

- In certain development circumstances, the open space requirements, as set out above are not appropriate to special housing needs categories, including the special needs

requirements of certain social and affordable housing categories, such as the elderly and disabled. The open space requirements to be provided for certain special needs housing developments, (including social and affordable housing) shall have regard and be appropriate to, the special needs of those to be accommodated in any development.

## **9.0 Built Heritage**

### **9.1 Archeological Heritage**

Development in the vicinity of archaeological sites shall accord with the requirements of the Framework and Principles for the Protection of Archaeological Heritage, DAHG (1999) and shall be designed to have minimal impact on archaeological features. There is a presumption in favour of avoiding developmental impacts on archaeological heritage and of in-situ preservation of archaeological sites and monuments.

- An Archaeological Impact Assessment and Method Statement will be required to support development proposals that have the potential to impact on archaeological features.
- A Conservation Plan may be required for development in the vicinity of a site or monument, to ensure the ongoing protection of the monument and its setting.
- A Visual Impact Assessment may be required for development proposals in the vicinity of upstanding remains.

### **9.2 Architectural heritage**

#### **9.2.1 Record of Protected Structures**

Works that would materially affect on the character of a Protected Structure require planning permission. A Section 57 declaration can be sought from the Planning Authority to list the type of works that would not affect the character of a Protected Structure and do not require planning permission.

#### **Works to a protected structure**

The Planning Authority will consider proposals for development or alterations to a Protected Structure based on the conservation principles set out in the Architectural Heritage Protection Guidelines for Planning Authorities, DAHG, 2011. Development proposals for works to a Protected Structure or within the curtilage of a Protected Structure may require a method statement that describes the proposed works in appropriate detail.

An Architectural Heritage Impact Assessment may also be required in the case of applications for extensive or complex works that have the potential to have a significant impact on a Protected Structure. Assessments should be prepared by a conservation specialist in accordance with the requirements of the

Architectural Heritage Protection Guidelines for Planning Authorities DAHG, 2011 and shall assess the likely effects of the proposed development on the special character of the Protected Structure and its setting. For all works to a Protected Structure, the Planning Authority will seek to ensure that:

- Alterations and interventions do not detract from the significance or value of the structure;
- Original features of architectural and historic interest are retained and that new features are not presented as original or older features;
- Extensions are appropriately scaled, complement and are subsidiary to the main structure;
- The special interest of the structure is not compromised when adhering to the requirements of Building Regulations. Regard should be had to the Advice Series on historic buildings published by the Architectural Heritage Advisory Unit of the DAHG.

#### **Change of use**

The Planning Authority will consider proposals for the change of use or reuse of a Protected Structure based on the policies and objectives outlined in this Plan, but may operate a level of flexibility to help safeguard the ongoing use and preservation of the structure.

#### **Development in proximity to a protected structure**

Planning applications for development in proximity to a Protected Structure may require a design statement to outline how the proposal responds to the setting and special interest of the Protected Structure and its setting. Pastiche designs that confuse new features/structures with older and original features/structures should be avoided.

#### **9.2.2 Architectural Conservation Areas**

The carrying out of exterior works in an Architectural Conservation Area (ACA) can only be exempt where it is considered that the works would not materially affect the character of the area and where the works are consistent with the appearance of the structure itself and neighbouring structures.

All proposals for development within an ACA shall comply with the requirements of the Architectural Heritage Protection Guidelines for Planning

Authorities DAHG, 2011 and shall seek to protect the historic character, existing amenities, visual setting and streetscape character of the ACA.

The scale of new structures should be appropriate to the general scale of buildings within the ACA. Where it is proposed to demolish a structure or part of a structure that contributes to the character of an ACA, the onus is on the applicant to justify demolition and redevelopment as opposed to rehabilitation, renovation and re-use. All development works within ACAs should seek to limit, reduce and remove urban and visual clutter including building signage, traffic signage, bollards, utility boxes and other free standing installations. In addition to the general requirements of this Development Plan, signage proposals within ACAs shall have regard to the requirements outlined in Chapter 12 of the Architectural Heritage Protection Guidelines for Planning Authorities, DAHG, 2011.

### **9.2.3 Works to a structure of historic character or of architectural interest**




Development proposals to demolish a structure that is not a Protected Structure or in an ACA but is considered to be of historic character or architectural interest will be carefully considered. In such cases, a strong justification for the demolition of the structure will be required, addressing the potential impact on the historic character and visual setting of the area.

Proposals to extend and or renovate older structures should seek to retain original features and finishes that contribute to their architectural or collective interest.





Legend

-  Department of Defence - Glen of Imaal Training Area
-  Department of Defence - Coolmoney Camp at Knockanarrigan
-  Danger Area 5 (EI-D5) - Airspace surrounding the Glen of Imaal (for use by the Irish Defence Forces)

WICKLOW COUNTY  
DEVELOPMENT PLAN 2022-2028

Wicklow County Council  
Planning Department

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County Council

Scale 1:75,000 @ A3



Note:

Applications for development located within the zones shown on Map No. 1 at the Department of Defence Glen of Imaal training area, Danger Area 5 (EI-D5) airspace surrounding the Glen of Imaal or Coolmoney Camp at Knockanarrigan shall address possible adverse impacts arising from the development, if any, on the safe operation of these military installations, including impact on military flight operation.