



Comhairle Contae Thiobraid Árann  
Tipperary County Council

# Draft Tipperary County Development Plan 2022 – 2028

## Appendix 6 Development Management Standards



# 3

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# Shaping Our Future

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## 1.0 Introduction

The Development Management Standards set out standards and controls for the achievement of consistent, high quality and sustainable development in Tipperary. These standards should be read in conjunction with the policies and objectives of the Draft Tipperary County Development Plan 2022 – 2028 (the Plan), as they relate to new development. Regard should also be had to the relevant Section 28 Guidelines issued by the Minister under the Planning Acts as outlined in Appendix 7, and as available on the Government Website at <https://www.gov.ie>.

### 1.1 Habitats Directive Assessment

Habitats Directive Assessment (HDA), also known as Appropriate Assessment (AA), is a requirement under the Habitats Directive 92/43/EEC. Plans and projects which have potential to impact on Natura 2000 designated sites must be screened for AA, and a full AA must be carried out, unless it can be established through screening that the plan or project in question will not have a significant effect on any Natura 2000 Site(s).

The Council will require, as appropriate, AA to be prepared in accordance with Article 6(3) and Article 6(4) of the Habitats Directive, and in accordance with the 'Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities' (DEHLG, 2009) and relevant EPA and European Commission guidance documents. AA shall be carried out in respect of any plan or project likely to have a significant effect on a European site(s), either individually or in combination with other plans or projects, in view of the site's conservation objectives.<sup>1</sup>

### 1.2 Environmental Assessment

The Environmental Impact Assessment Directive (Directive 2011/92/ EU as amended by 2014/52/EU on the assessment of the effects of certain public and private projects on the environment) requires an assessment of the environmental impact of certain projects. An Environmental Impact Assessment Report (EIAR) is required to accompany a planning application for development of a class set out in Schedule 5 of the Planning Regulations which exceeds a limit, quantity or threshold set for that class of development. Environmental Impact Assessment (EIA) is the process by which the anticipated effects on the environment of a proposed development or project are measured, and if the likely effects are unacceptable, design measures or other steps can be taken to avoid, reduce or mitigate against those effects.

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<sup>1</sup> Refer to the website of the National Parks and Wildlife Service at [www.npws.ie](http://www.npws.ie)

An EIA may be required for development proposals below statutory thresholds outlined in the Regulations. If the proposed development is sub-threshold, and the Council considers that the proposal is likely to have significant effects on the environment, then an EIA must be submitted to the Council. The Council will have regard to Schedule 7 of the Planning Regulations, and the associated ‘Guidelines for Planning Authorities, and An Bord Pleanála on carrying out EIA’ (DHPLG, 2018), in deciding whether a proposed development is likely to have significant effects on the environment along with ‘Environmental Impact Assessment Guidance for Consent Authorities’ (DEHLG, 2003) (and any amendment thereof) regarding sub threshold development. Prospective developers are advised to have regard to the supporting ‘Guidelines on the Information to be contained in EIAs’, (EPA, 2002) (and any amendment thereof) for further details on Schedule six of the Planning Regulations.

### 1.3 Pre-Planning Consultation

In accordance with Section 247 of the Planning Acts, applicants may engage in discussions with the Council prior to making a planning application. The Councils policies in relation to particular areas of the county and the considerations taken into account in dealing with particular classes of applications e.g. housing, retail, commercial etc are outlined at such consultations, including any requirements of the permission regulations.

It should, however, be noted that such discussions will not prejudice any subsequent decision made by the Council. Details with regard to the process of making an application for a pre-planning consultation can be found at <https://www.tipperarycoco.ie/planning/pre-planning-meetings>.

### 1.4 Sustainability Statement

A Sustainability Statement is a statement submitted to the Council by a planning applicant outlining a development proposal and how it aligns with the Core ambitions of the County Development Plan, its policies and objectives. In particular, a Sustainability Statement shall, using an evidence-based approach, illustrate how the proposed development:

- meets the needs of the population and settlement structure in which it is proposed,
- is appropriate in terms of infrastructure, amenities and connectivity,
- ensures the protection of the environment, and,
- incorporates Climate Action measures.

Applicants are invited to prepare a Sustainability Statement to support their development; however a Sustainability Statement will be required in the following cases:

- Residential development of 10 or more housing units.
- Non-residential development of more than 1,000 square metres gross floor space or 20 or more employees, as the case may be,
- Where the Council considers it appropriate.

## 1.5 Development Contributions

The Planning Authority when granting planning permission may include conditions requiring the payment of a financial contribution in respect of public infrastructure and facilities benefiting development in the area and provided by, or that it is intended to be provided, by or on behalf of the Council. The Tipperary County Council Development Contribution Scheme, 2020, was adopted by the Elected Members of the Council on the 9th December 2019, and came into effect from the 01st January 2020. The provisions of the Development Contribution Scheme (or any review thereof) shall apply, as appropriate, to development permitted under the Plan.

<https://www.tipperarycoco.ie/planning/development-contribution-schemes>

## 1.6 Taking in Charge

When a new housing development is fully completed, and in compliance with its planning permission, a developer, or the majority of owners, may apply for it to be 'taken in charge' by the Council.

In order to facilitate this process, the Council will require by condition attached to a grant of planning permission, the submission of information, after the completion of the development, to demonstrate that the development is fully in compliance with the planning permission. Such details may include "as constructed" drawings and Closed Circuit TV (CCTV) surveys for multi-unit, medium and large-scale developments. The development will be taken in charge after it is demonstrated that satisfactory compliance with planning permission and associated conditions have been achieved.

## 1.7 Bonds

To ensure the satisfactory completion and maintenance of residential developments undertaken by private developers, the Council will require, as a condition of all planning permissions for such developments, a cash deposit or security bond to be lodged with the Council prior to commencement of development which must be maintained until released in writing by the Planning Office.

## 2.0 Land Use Zoning and Settlement Plans

### 2.1 Zoning

Volume 2 of the Plan sets out a 'Guidance Document' for settlement plans along with the individual settlement plans for each of the rural towns and villages in Tipperary. Each settlement plan is accompanied by objectives and guidance regarding the planning and development of the settlement and should be read in conjunction with Volume 1 Written Statement, and these Development Management Standards.

The standards set out in this document apply to all development in County Tipperary, including development proposed in settlements already addressed by Town Development Plans, LAPs and any review thereof.

### 2.2 Flooding

The Council will require proposals for development to comply with requirements of the Planning System and Flood Risk Assessment Guidelines (DEHLG and OPW, 2009) and any up-dated thereof) including providing detailed design specifications as may be required to facilitate the impact of development.

- (a) Extensions of existing uses or minor development within flood risk areas will be supported, provided they do not: obstruct important flow paths; introduce a number of people into flood risk areas; entail the storage of hazardous substances; have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities; or increase the risk of flooding elsewhere.
- (b) Applications for development on previously developed lands within Flood Zones A or B, shall be subject to site specific flood risk assessment and shall provide details of structural and non-structural flood risk management measures, to include, but not be limited to specifications of the following:

#### 2.2.1 Floor Levels

In areas of limited flood depth, the specification of the threshold and floor levels of new structures shall be raised above expected flood levels to reduce the risk of flood losses to a building, by raising floor heights within the building structure using a suspended floor arrangement or raised internal concrete platforms.

When designing an extension or modification to an existing building, an appropriate flood risk reduction measure shall be specified to ensure the threshold levels into the building are above the design flood level. However, care must also be taken to ensure access for all is provided in compliance with Part M of the Building Regulations.

Where threshold levels cannot be raised to the street for streetscape, conservation or other reasons, the design shall specify a mixing of uses vertically in buildings - with less vulnerable uses located at ground floor level, along with other measures for dealing with residual flood risk.

### **2.2.2 Internal Layout**

Internal layout of internal space shall be designed and specified to reduce the impact of flooding [for example, living accommodation, essential services, storage space for provisions and equipment shall be designed to be located above the predicted flood level]. In addition, designs and specifications shall ensure that, wherever reasonably practicable, the siting of living accommodation (particularly sleeping areas) shall be above flood level.

With the exception of single storey extensions to existing properties, new single storey accommodation shall not be deemed appropriate where predicted flood levels are above design floor levels. In all cases, specifications for safe access, refuge and evacuation shall be incorporated into the design of the development.

### **2.2.3 Flood-Resistant Construction**

Developments in flood vulnerable zones shall specify the use of flood-resistant construction aimed at preventing water from entering buildings - to mitigate the damage floodwater caused to buildings. Developments shall specify the use of flood resistant construction prepared using specialist technical input to the design and specification of the external building envelope – with measures to resist hydrostatic pressure (commonly referred to as “tanking”) specified for the outside of the building fabric.

The design of the flood resistant construction shall specify the need to protect the main entry points for floodwater into buildings - including doors and windows (including gaps in sealant around frames), vents, air-bricks and gaps around conduits or pipes passing through external building fabric. The design of the flood resistant construction shall also specify the need to protect against flood water entry through sanitary appliances as a result of backflow through the drainage system.

### **2.2.4 Flood-Resilient Construction**

Developments in flood vulnerable zones that are at risk of occasional inundation shall incorporate design and specification for flood resilient construction which accepts that floodwater will enter

buildings and provides for this in the design and specification of internal building services and finishes. These measures limit damage caused by floodwater and allow relatively quick recovery. This can be achieved by specifying wall and floor materials such as ceramic tiling that can be cleaned and dried relatively easily, provided that the substrate materials (e.g. blockwork) are also resilient. Electrics, appliances and kitchen fittings shall also be specified to be raised above floor level, and one-way valves shall be incorporated into drainage pipes.

### 2.2.5 Emergency Response Planning

In addition to considering physical design issues for developments in flood vulnerable zones, the developer shall specify that the planning of new development also takes account of the need for effective emergency response planning for flood events in areas of new development.

Applications for developments in flood vulnerable zones shall provide details that the following measures will be put in place and maintained:

- Provision of flood warnings, evacuation plans and ensuring public awareness of flood risks to people where they live and work;
- Coordination of responses and discussion with relevant emergency services i.e. Local Authorities, Fire and Rescue, Civil Defence and An Garda Síochána through the SFRA; and
- Awareness of risks and evacuation procedures and the need for family flood plans.

### 2.2.6 Access and Egress during Flood Events

Applications for developments in flood vulnerable zones shall include details of arrangements for access and egress during flood events. Such details shall specify that: • flood escape routes have been kept to publicly accessible land; • such routes will have signage and other flood awareness measures in place, to inform local communities what to do in case of flooding; and this information will be provided in a welcome pack to new occupants.

Further and more detailed guidance and advice can be found at <http://www.flooding.ie> and in the Building Regulations.

## 3.0 Low Carbon and Climate Resilient Development

### 3.1 Sustainable Building Design

The Council will encourage the energy efficient design of buildings and their layout and orientation on site and will seek to ensure that all new residential, commercial, industrial and other developments are designed to obtain maximum energy performance ratings during their construction, operation and lifetime use.

Applications for large buildings over 1,000m<sup>2</sup>, will need to demonstrate that due consideration has been given to the technical, environmental and economic feasibility of installing alternative energy systems in the proposed building, and that the use of such systems has been considered, as far as practicable, in the design of that building<sup>2</sup>. This shall also apply to all new planning application for housing schemes of ten or more units.

The Urban Design Manual - A Best Practice Guide (DECLG, 09) sets out how sustainable energy considerations should be incorporated into all stages of the design process.

The Building Regulations, Part L – Conservation of Fuel and Energy – set out the requirements for dwellings and for buildings other than dwellings<sup>3</sup>. In order to ensure that the Building Regulations are fully taken into account in the design of any proposed dwelling, it will be a requirement that all planning applications be accompanied by a provisional BER cert stating that the proposed dwelling is in accordance with the current Technical Guidance Document L - Conservation of Fuel and Energy.

### 3.2 Construction Environmental Management Plans

Construction Environmental Management Plans (CEMP) outline how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area. CEMPs shall focus on waste minimisation and optimise waste prevention, re-use and recycling opportunities. CEMPs shall be submitted with:

- All planning applications for Industrial, Office, Retail, Warehousing and Business Park Development on sites in excess of 0.5 hectares;

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<sup>2</sup> [S.I. No. 666 of 2006](#)

<sup>3</sup> Department of Environment, Community and Local Government, [Building Regulations 2011 Technical Guidance Document L Conservation of Fuel and Energy – Dwellings](#)

- All development proposals of five or more residential units; or
- As required by the Council.

### 3.3 Sustainable Urban Drainage Systems (SUDS)

SUDs are systems designed to efficiently manage the drainage of surface water in urban environments. SUDS works like natural drainage systems in slowing run-off and allowing natural processes to break down pollutants.

Applications for new developments shall include details of how SUDS have been satisfactorily incorporated into the design of the scheme. SUDs are not generally acceptable as a substitute for public open space. Development proposals will be required to be accompanied by a SUDs assessment that addresses run-off and its impact on the existing habitat and water quality. Guidance is available from the SUDS manual, CIRIA C753 2015 (updated from the SUDS manual C697 published in 2007). It incorporates latest technical advice and adaptable processes to assist in the planning, design, construction, management, and maintenance of high-quality SUDS.

### 3.4 Urban Greening

Proposals for developments within the settlement boundaries should include carefully planned urban greening initiatives to enhance the quality of green space across an urban landscape. Examples of initiatives include, implementing site specific planting proposals consistent with the National Pollinator Plan and designed to utilise natural drainage; other SUDS measures such as swales and rain gardens; and incorporating Nature-Based Solutions such as green roofs, green walls and street trees.

### 3.5 Lighting

All new public lighting shall be designed and installed in accordance with the Council's current Public Lighting Policy and Public Lighting Standards I.S. EN 13201- 2:2015 (CEN/CENELEC, 2016) while observing the latest ETCI regulations and ESB Networks distribution system interface requirements.

Proposals for new development including or likely to require external lighting shall include details of lighting schemes to comply with minimum standards and best practice in energy efficient design<sup>4</sup>. All new multi-unit residential and commercial development shall identify the following on a site layout plan to an appropriate scale at planning application stage:

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<sup>4</sup> Including national guidance prepared by the SEAI and the Department of Environment, Climate and Communications and the Council

- The appropriate lighting specification to perform the lighting task necessary to the most energy efficient standard.
- Include measures to minimise light spillage and pollution through design, layout and specification.
- Avoid dazzle or distract of drivers on nearby public roads to the standards of TII.

### **3.6 Noise**

The Council may require new commercial and industrial developments to submit a Noise Impact Assessment and appropriate mitigation measures as part of their planning application. This provision will apply to the following:

- a) For new developments that are likely to generate noise nuisance or an unacceptable impact on sensitive receptors;
- b) For new developments proposed within the current Action Planning Area as set out in the Tipperary County Council Noise Action Plan, 2018; or
- c) For developments proposed near major roads (i.e. traffic volumes in excess of 3 million vehicles per annum or otherwise on a case by case basis).

Where developments are planned adjacent to major roads, the planning application shall incorporate acoustical planning into the development design e.g. designing the development so that the access road is adjacent to the major road noise source (subject to an analysis of the potential traffic safety implications). It may also involve the use of buffer zones and/or noise barriers and traffic calming measures.

In permitting new development outside of the Action Planning Areas identified in the Noise Action Plan 2018, the Council will refer to the appropriate regulations and guidance in place, and where a proposed development may result in excessive noise levels or, by virtue of its proximity to a noise sensitive receptor may result in a loss of amenity to that receptor or result in general nuisance, a Noise Impact Assessment may be required. The Council may apply conditions at planning permission stage to manage noise emissions from new developments.

### **3.7 Biodiversity and Ecological Corridors**

In preparing plans for new developments, the loss of wildlife habitats and natural vegetation should be avoided so far as practicable to minimise any impact on biodiversity. Landscaping plans should be submitted in support of planning applications for multi-unit developments or for new commercial and industrial developments. Landscaping plans should provide for:

- The retention of existing trees, hedgerows, ponds and other ecosystems where feasible and their replacement where possible.
- A planting schedule of native trees, shrubs and plants; additional planting should be included in plans where there is an unavoidable impact on biodiversity.
- Existing and proposed areas of open space shall, where possible, be linked with adjoining areas thus providing green linkages for wildlife habitats and improving walking and cycling permeability throughout the site.

### **3.8 Riparian Zones**

It is through the conservation of ecological infrastructure such as hedgerows and riparian corridors that we protect bio-diversity. The preference will be to retain and protect existing riparian habitats while providing parks in waterside locations to maximise the potential linkages between landscape, natural heritage and recreational assets.

A riparian buffer strip of a minimum 10 metres either side of all watercourses (measured from top of bank) should be preserved free of development and of adequate width to permit access for river maintenance.

### **3.9 Electric Vehicles Infrastructure**

Provisions for electric vehicle charging points shall be made in housing developments in excess of 10 units; and all commercial and industrial development that facilitate car parking as per the standards set out below in Section 9.5 or per future Ministerial Guidance.

### **3.10 Supporting Sustainable Transport**

The provision of good quality, safe and attractive walking and cycling facilities shall be a central element of all new developments.

New developments shall prioritise walking and cycling and shall include permeable, connected streets with access to all surrounding amenities. Provision for bicycle parking shall be included in plans as per Section 7.5. Individual site layouts for new developments should demonstrate clearly how enhanced accessibility will be provided both within the site and in terms how the site relates to adjoining developments. The development should indicate key desire lines and destinations and ensure that users of the development can easily access destinations i.e. schools, public transport, town centres, green and blue infrastructure etc.

Mobility Management Plans (MMP) will be required for the development of workplaces with over 100 employees (Section 8.4). MMPs shall set out the plans for the quantity and quality of on-site facilities including lockers, covered cycle parking and associated showers and changing rooms.

Proposals shall consider “Permeability Best Practice Guide” (NTA, 2015), which outlines the key principles for creating and maintaining connections within settlements are as follows:

- Origins and destinations such as schools, shops, bus stops and train stations, should be linked in the most direct manner possible for pedestrians and cyclists;
- Greater priority should be given to pedestrians and cyclists;
- The physical design of links should be fit for purpose in terms of capacity and security; and Junctions in urban and suburban areas should cater for pedestrians and cyclists safely and conveniently.

New developments adjacent to existing and potential greenways and dedicated walkways and cycle corridors shall, where possible and with the agreement of the Planning Authority, facilitate connections to the corridor.

### **3.11 Working from Home**

A detached habitable room can provide useful ancillary accommodation such as a playroom, gym, or study/home office for the main residence. The floor area of such a development shall be modest in scale, relative to the main house and remaining rear garden area and shall not exceed 20sqm. The applicant will be required to demonstrate that neither the design nor the use of the proposed structure will detract from the residential amenity of adjoining property or the main house. Any such structure shall be for the use of the occupant of the main dwelling and shall not provide residential accommodation for a family member/ granny flat nor shall the structure be let or sold independently from the main dwelling.

### **3.12 Waste Management**

All development shall include proposals for appropriately sited and designed, secure, sustainable waste management measures to be provided accessibly with screening from public view and wind.

### **3.13 Water**

The provision of a safe and reliable water supply is a requirement of development. Where a site is served by mains water, a connection must be made to the mains rather than a bored well, the applicant shall contact Irish Water for a pre-connection enquiry prior to lodging a planning application. If the water is supplied by a group water scheme, any planning application must be accompanied by a letter of consent to connection from the scheme.

## **4.0 Residential Development**

### **4.1 Rural Residential Development**

The design, orientation, landscaping and other features of all new one-off houses outside designated settlements shall comply with the relevant policies of the Plan and the Rural Design Guideline for one-off houses in the open countryside set out in Appendix 5 of the Plan.

### **4.2 Replacement Dwellings**

The Council supports the refurbishment of structurally sound, habitable dwellings as opposed to demolition and replacement unless a strong justification in respect of the latter has been put forward by the applicant.

The Council will apply the following minimum standards to proposals for the replacement of rural dwellings:

- a) The structure was last used as a dwelling and is substantially intact and this is demonstrated by the existence of features such as roof, internal and external walls, entrance doors, windows, chimney, fireplace etc. In the assessment of whether a house which it is proposed to replace is habitable or not, the Planning Authority will rely on the definition of a “habitable house” as defined in section 2 of the Planning Acts
- b) Existing access on to the public roadway can meet the minimum standards for domestic entrances or can be upgraded to meet the satisfaction of the Council and,
- c) The on-site wastewater disposal system meets the minimum standards of the EPA Code of Practice for Domestic Wastewater Treatment Systems (EPA 2021), or can be upgraded to meet these standards.

### **4.3 Wastewater Treatment Systems**

#### **4.3.1 New Rural Houses**

Connections to public services shall be made where available. For an on-site wastewater disposal system, the standards, guidance, design and orientation of the EPA Code of Practice for Domestic Wastewater Treatment Systems (EPA 2021), shall be met. A report prepared by a qualified site assessor in accordance with the standards.

### 4.3.2 Extensions to Dwellings

In cases where living accommodation is to be substantially upgraded and/or extended to accommodate additional occupants, the applicant will be required to demonstrate that the wastewater treatment system is adequate and does not present a risk to human health or the environment. The applicant will be expected to demonstrate to the Council that the wastewater treatment system is fit for purpose, operating and maintained appropriately and is not causing damage.

As part of the planning application for such a development a report prepared by a qualified site assessor should be submitted confirming:

- a) the type of system in place (i.e. septic tank or other),
- b) the capacity of the tank (approximate),
- c) the design and layout of the percolation area or polishing filter,
- d) that it can be accessed and maintained, (location shown on site layout drawings)
- e) it is demonstrated that clean roof/surface water is not entering the system and
- f) there is no visible evidence of it causing a risk to human health or the environment, i.e. no ponding on the ground in the vicinity of the system, no effluent break-out at slopes, no “bypass” pipe to a nearby drain, and that any drains in the vicinity are clear with no build-up of sewage fungus etc.

If an upgrade to an existing system is required, it shall comply with the EPA Code of Practice, 2021.

### 4.3.2 Waste Water Treatment Systems for Commercial Developments

For onsite wastewater treatment proposals involving a P.E. in excess of 10, additional advice and guidance is provided in the EPA Wastewater Treatment Manual; Treatment Systems for Small Communities, Business, Leisure Centres and Hotels (EPA 1999).

## 4.4 Residential Sustainability Statement

In accordance with the policies set out for residential schemes in Chapter 4 and the standards set out above, a Sustainability Statement shall be submitted by the applicant in support of their planning application<sup>5</sup>, to facilitate the Council in assessing the impact of the development.

The applicant shall address each section below in detail and submit same as part of the planning application. The applicant is invited to discuss the development proposal with appropriate bodies

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<sup>5</sup> Multi-unit residential development of > 10 units (inclusive of apartment schemes).

i.e. the Housing Section, Community and Enterprise Section, the County Childcare Committee, Irish Water, local schools, etc. prior to preparation of the SS. Where such discussions have taken place, evidence of same and their outcome should be indicated.

### Settlement Form and Character

Does the proposal comply with a 'sequential approach' to the development of lands in the settlement?

Having consideration to the existing character of the settlement how is your proposal appropriate in scale, form and character? (Please provide details of how the design and finishes of dwellings, boundaries etc. are appropriate to and will enhance the character of the settlement.)

Does the development ensure pedestrian and cyclist connectivity?

Have appropriate phasing arrange with specified timescales been determined?

### Housing Need Demand Assessment, Housing Mix and Part V

Has the proposal considered the existing housing vacancy rate in the settlements and identified the housing needs in the area? Does the house mix proposed reflect those needs? Does the proposal align with the Housing Needs Demand Assessment contained in Appendix 1 and if not can a justification be made?

Has the proposal been supported by a 'Statement of Housing Mix' outlining how the scheme has been designed for the needs of older people/persons with a disability and or lifetime homes.

Has the proposal identified how the requirement of Part V (if applicable) is addressed in a manner that best suits social and community needs?

### Capacity of Community/Public Facilities

Has an assessment of community facilities / public amenities been undertaken?

Where deficiencies are projected as a result of the proposed development, have options for the provision/expansion of facilities as part of the development been set out?

Has the current capacity of schools been established? (Please provide a letter from the school regarding capacity/copy of enrolment policy)

Has the County Childcare Committee been consulted in relation the requirements for childcare facilities in the area?

### Retail/Commercial/Service Uses

Where an application site includes village centre/town centre zoning has an audit of existing retail/commercial uses with the settlement been completed?

Where deficiencies have been identified in relation to such services has it been indicated how the proposed development has attempted to address same, where appropriate?

Has an assessment of compatibility with adjoining land uses been undertaken?

### Waste Water and Water Services Infrastructure

Has the capacity of the municipal/public waste water infrastructure been established? If the capacity of water services is deficient what proposals are in place to address infrastructural improvements? (Please provide evidence of discussions with Irish Water)

### Climate Action

Have provisions for walking and cycling been demonstrated in the design?

What measures are included to encourage biodiversity, promote natural drainage and include green infrastructure?

What renewable energy sources have been considered?

## 4.5 Cluster Housing Schemes / Serviced Sites

Proposals for cluster housing schemes will be required to demonstrate compliance with the Councils 'Design and Best Practice Guidelines for Cluster Housing Schemes in Rural Villages' (2018)

The delivery of dwellings as serviced sites requires a three-step approach:

- I. Full planning permission must be sought for the site layout, accompanied by a design brief for individual houses, a landscaping brief for the entire site, and details of communal site development works i.e. masterplan
- II. The communal site development infrastructure including footpaths, services, landscaping and lighting etc shall be:
  - a) provided before planning applications are submitted for individual houses.
  - Or
  - b) Delivered prior to occupation of any unit in the scheme, where the scheme is delivered in one phase
  - Or
  - c) delivered on an agreed phased basis as the development proceeds.

- III. Individual site and house planning applications shall be made in conformance with the agreed design brief and after communal site development works are in place and/or agreed.

The following minimum standards apply to planning applications for serviced sites in addition to the General Residential Design Standards:

- a) The site shall be laid out with single shared access onto the public road and shared public open space.
- b) The design brief shall identify house and boundary design standards including style, heights, layouts, materials and finishes and landscaping details of entire site.
- c) Public open space shall be capable of passive supervision.

## 4.6 General Residential Design Standards

Applications for residential development will be assessed against the design criteria set out in the Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities, (DHLGH, 2009) and the Urban Design Manual: A Best Practice Guide, (DHLGH, 2009). This section applies to all new residential development in settlements, including serviced sites and should be addressed at planning application stage to the satisfaction of the Council.

Table 1 Minimum Design Standards for Residential Schemes	
<b>Phasing</b>	Phasing of construction shall be identified and thereafter adhered to. The Council will require the completion of services, amenities and infrastructure before the occupation of dwellings in each phase and progression to the next stage. Each phase will need to be served by adequate infrastructure and open space provision.
<b>Public Open Space</b>	At least 15% of total site area shall be allocated for public open space. Public amenity areas shall be capable of passive supervision and shall provide a safe area for play. Pedestrian and cycle linkages shall be a predominant feature of the layout. Existing vegetation such as hedgerows, trees and natural features shall be retained and incorporated where practicable. Where tree removal must take place, the developer will be required to provide replacement semi-mature native trees on site
<b>Private Open Space</b>	All housing units shall have an area of private open space behind the front building line in line with the minimum size requirements: <ul style="list-style-type: none"> <li>● 48 sqm for 1-2 bedroom houses</li> </ul>

	<ul style="list-style-type: none"> <li>● 60 sqm for 3-5 bedroom houses</li> <li>● 75sqm for 5 plus bedroom houses</li> </ul> <p>Private gardens shall be top-soiled, graded and seeded prior to occupation of the dwelling.</p>
<b>Separation Distances</b>	A minimum separation distance of 22m between directly opposing windows at first floor level shall be provided. In the case of high quality and innovative designs these minimum requirements may be reduced subject to the satisfaction of the Council.
<b>Road Layouts, Walking and Cycling</b>	Road safety, including vehicle speed management shall form an intrinsic part of the road design and layout of residential developments and shall be a central element of the design and layout of a new development. The DMURS places an emphasis on designing new urban roads and streets in a way that discourages excessive speeds. The principles of the DMURS and requirement for Road Safety Audit, where necessary, shall be integrated into new proposals.
<b>Public Infrastructure</b>	The provision of satisfactory public infrastructure and other services in compliance with this plan and prior to the occupation of units.
<b>Waste</b>	A waste management plan shall address: <ul style="list-style-type: none"> <li>a) the construction phase of the development, and,</li> <li>b) details of the provision of visually discreet and easily accessible waste storage facilities to accommodate current domestic waste disposal and recycling needs for the proposed development.</li> </ul>
<b>Natural and Built Heritage</b>	The protection of all existing historical monuments, buildings, building fragments, archaeological material, trees and hedgerows shall be provided for where appropriate.
<b>Maintenance and Management</b>	Developers will be responsible for the maintenance and management of new residential developments where management companies are not employed and where the development has not yet been taken in charge. Management companies are only acceptable for multi-unit residential buildings.
<b>Density</b>	Please refer to the relevant settlement plan for guidance.

## 4.7 Apartments

Applications for apartments will be assessed against the Design Standards for New Apartments, (DSFNA), (DHLGH, 2018) and any amendment thereof.

## 4.8 Living over the Shop

Proposals for the residential development of upper floors in town centre commercial, office and retail properties will be encouraged where they are deemed to contribute positively to the renewal of areas and where any proposed modifications will not have a negative impact on visual amenities or the existing streetscape. Subject to the design quality of the development, there may be circumstances where private open space and car-parking standards can be relaxed. In such cases a high level of residential amenity shall be provided ensuring natural light in living rooms and bedrooms, and minimum standards are met in relation to overall floor areas and storage space requirements as set down in the Sustainable Urban Housing: Design Standards for New Apartments (DoHPLG, 2018), and guidance set out in Bringing Back Homes: Manual for the reuse of existing buildings, (DoHPLG, 2018).

Residential development may also be considered at ground floor level in certain circumstances or locations where there has been a sustained level of vacancy over a prolonged period. This will normally be on lands outside the Core Retail Area of town centres.

## 4.9 Waste Storage and Collection

Adequate refuse storage, recycling and composting areas, and future expansion of separated waste disposal for residential developments shall be adequately catered for. In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents.

## 4.10 Back-land and Infill Development

Back-land residential development relates to small scale development located to the rear of or adjacent to existing buildings in built-up areas. To make the most sustainable use of existing urban land, the Council will consider the appropriate development of back-land/infill housing on suitable sites on a case by case basis. Backland/infill housing should comply with all relevant development plan standards for residential development, however, in certain limited circumstances; the planning authority may relax the normal planning standards in the interest of developing vacant, derelict and underutilised land.

Proposals should:

- Align with the prevailing density and pattern of development in the immediate area including plot sizes, building heights, and proportions;

- Not impact negatively upon the residential amenities of surrounding properties such as the potential loss of daylight or increased overlooking;
- Take cognisance of the potential of adjacent infill/backland sites being developed and shall not prejudice the development potential of such lands.
- Ensure adequate amenity is afforded to the existing and proposed development.

#### **4.11 Naming of Residential Development**

Names chosen for private residential developments shall reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and/or history. Care should be taken not to duplicate names or place names already in use in the locality. The name chosen for a new development shall be agreed in writing with the Council prior to the marketing of the development.

#### **4.12 Domestic Extensions**

The Council will seek to implement the following guidelines in respect of extensions.

- a) A ground level extension shall be subordinate to the main dwelling in scale and design. There are, however, circumstances where an existing property is limited in size (e.g. a single bedroom cottage) and a large extension is required to allow it to be brought up to modern living standards. Such developments will be considered on a case-by-case basis and will require a sensitive design to ensure that the proposal will not dominate the local streetscape and a plot size that can absorb the development.
- b) The extension shall integrate with the primary dwelling, following window proportions, detailing and finishes, including texture, materials and colour.
- c) The design and layout of extensions to houses shall have regard to the amenities of adjoining properties. The Council may require the submission of a daylight, sunlight and overshadowing assessment, if considered necessary.
- d) Where a dwelling is served by an on-site waste water treatment system and where the extension increases the potential occupancy of the dwelling, the applicant shall demonstrate that the system complies with the standards of the EPA Code of Practice 2009 (or any amendment thereof), see section 1.10.2 for standards.

### 4.13 Provision for Ancillary Family Accommodation

Consideration can be given to building ancillary accommodation as an extension to an existing house where it can be shown that such is required for a family member. Proposals for such development will be required to meet the following design requirements:

- a) There shall be direct internal access to the principle dwelling and the structure shall not form a permanent separate self-contained unit from the principle dwelling.
- b) The extension shall be modest in size and shall not provide more than one bedroom (2 bedrooms in exceptional circumstances).
- c) The extension shall not exceed a gross floor area of 50 square metres.
- d) There shall be no subdivision of the garden or entrance.
- e) The design should ensure that the extension forms an integral part of the main dwelling unit capable of integration for single domestic use when no longer required and shall not be sold or leased separately.

### 4.14 Domestic Garages

The scale and detail of domestic garages shall be subordinate to the main dwelling and their use shall not impact on adjoining residential amenity. Detached garages should be less than 70sqm and should be discreetly located on the site to compliment the appearance and finish of the dwelling.

### 4.15 Light and Overshadowing

New residential development should be designed to maximise the use of natural daylight and sunlight. Innovative building design and layout that demonstrates a high level of energy conservation, energy efficiency and use of renewable energy sources will be encouraged.

Care shall be taken in the design of residential developments to ensure adequate levels of natural light can be achieved in new dwellings and unacceptable impacts on light to nearby properties are avoided.

The Building Research Establishment (BRE) guidelines ‘Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2011) and BS 8206-2008 –‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’ and any updates thereof, provide useful guidance on avoiding unacceptable loss of light and ensuring developments provide minimum standards of daylight for new units.

Where taller buildings are proposed adjoining/adjacent to lower buildings, the Council may require that the developer submit daylight and shadow projection; diagrams by a suitably qualified person(s) to appropriately demonstrate that the adjoining/adjacent properties will not be unduly affected by the proposed development.

#### **4.16 Student Accommodation**

All proposals for student accommodation should comply with the Department of Education and Science Guidelines on Residential Development for Third Level Students (1999), the subsequent supplementary document (2005), the provision of the 'National Student Accommodation Strategy' (2017), and circular PL8/2016.

All permissions for student accommodation shall have a condition attached requiring planning permission for a change of use from student accommodation to other type of accommodation. These applications will only be permissible in cases where it is demonstrated that an over-provision of student accommodation exists in the area.

#### **4.17 Public Art**

Public Art in a development can positively contribute to the design quality of a development and assist in creating a sense of place. In residential developments in excess of 100 units, developers will be encouraged to include proposals for a piece of art that reflects the heritage of the area.

## 5.0 Commercial & Employment Development

### 5.1 Sustainability Statement for Commercial and Employment Development

Where indicated, a Sustainability Statement shall be submitted by the applicant in support of their planning application, to facilitate the Council in assessing the impact of the development.

#### Form and Character

Is the intensity and nature of the development in keeping with the surrounding uses?

Will the development result in an increase in traffic and how will this be addressed?

Has a waste management plan been included with plans for sustainable waste management and screening of receptacles?

#### Biodiversity and Landscaping

What measures have been incorporated to minimise loss of biodiversity?

What measures are included to encourage biodiversity, promote natural drainage and include green infrastructure?

What renewable energy sources been considered?

#### Sustainable Transport

Has a Mobility Management Plan/Statement (Section 6.4) been provided?

Have provisions for walking and cycling been considered in the design?

Have adequate bicycle storage, lockers, showers, drying room been proposed?

Have dedicated car-pooling spaces been marked on the drawings as per the mobility management plan?

Have electric vehicle spaces been specified on the drawings?

#### Design & Climate Action

Has the National Energy Efficiency Action Plan (NEEAP) been considered in developing a high-quality, sustainable design?

Will the development result in heat generation and if so, has Heat Loss' Assessment and Recovery plan been incorporated?

Have sustainable design practices been incorporated into development (SuDS, rainwater harvesting, green roofs, swift bricks etc.)?

Has the car-park been designed with adequate screening and landscaping to minimise visual impact?

## Waste Water and Water Services Infrastructure

Has the capacity of the municipal/public waste water infrastructure been established? If the capacity of water services is deficient what proposals are in place to address infrastructural improvements? (Please provide evidence of discussions with Irish Water)

## 5.2 Shopfronts and Advertising in Town Centres

The principles of good design will be taken into consideration as part of proposals to alter existing shop fronts or where new shopfronts are proposed. Particular consideration shall be given to buildings of special merit or historic interest on the Record of Protected Structures (RPS), buildings located within Architectural Conservation Areas (ACAs), buildings on the NIAH and buildings located within Primary Retail Areas (PRAs).

Where possible, original traditional shop fronts should be retained and repaired sympathetically. Proposals for new shop fronts will only be considered where it can be demonstrated that the existing shop front is without merit or beyond repair.

The following criteria will apply when considering proposals for new shopfronts:

- a) Shop-front advertisements should be restricted to fascia signs placed immediately above the shop window. Fascia lettering and logos are best hand-painted in a style and colour that harmonises with the shop and helps to portray its use. Long continuous fascia signs, stretching full-width across a frontage or straddling across 2 or more buildings should be avoided. Signs that extend higher than the sill of first floor windows are not encouraged.
- b) Hanging signs can have a place in the streetscape, however, they should not be mounted higher than first floor windows. There should not be more than 1 hanging sign to each property frontage, and the bracket should not extend more than 80cm from the wall face and the lowest part of the sign a minimum of 2.5m above pavement level.
- c) In the case of properties with multiple tenancies, the ground floor shop may have a fascia sign and 1 additional projecting sign may be permitted to the first-floor premises. A plaque located at the front door should serve all additional tenants.
- d) Where there is insufficient fascia space decorative lettering can be painted directly onto the display window, provided it is of an appropriate form.
- e) Brand advertising is not acceptable on fascia's and fascia's should not link buildings of different styles.
- f) Separate entrances to upper level residences shall be retained and/or reinstated.
- g) Murals require planning permission and applications for wall painted advertising will be assessed against the visual impact on the character of the area, particularly within an ACA.

- h) Internally Illuminated box signs are particularly inappropriate in ACAs and in visually sensitive locations, and will only be permitted in exceptional circumstances.

### 5.3 Roller/Security Shutters

The external fitting of security shutters does not constitute exempt development and can affect the character and appearance of the property to which they are fitted and the overall streetscape. Within ACAs in towns and villages, on structures on the RPS and within PRAs, new security shutters shall be located internally; external security shutters will not be permitted due to their visual impact.

### 5.4 Advertising Structures and Signs

In general, new advertisement signs shall be sensitively designed and not be excessive in terms of scale, size and number. In particular, free-standing advertisements on forecourts, signs or advertisements above fascia level, and more than one projecting sign per commercial/retail unit need careful design and consideration. The Council recognises the importance of providing appropriate tourist signage on various routes and will facilitate same subject to compliance with the policies of this Plan and the technical satisfaction of the TII and having consideration to road safety and visual amenity. The Council will permit advertising and support structures where the following guidelines are met:

- I. The proposed development would not adversely affect public/traffic safety,
- II. The proposed development is appropriate in terms of scale and mass to the principal structure and its use,
- III. Visual clutter is avoided in urban and rural locations.
- IV. The proposal will not detract from visual amenity or the visual appearance of approach roads to towns and villages.

### 5.5 Street Furniture, Canopy and Awnings

The provision of street furniture will require either a licence under Section 254 of the Planning Acts, or planning permission (including street furniture erected on private landings). In both instances, the Council will require details of the location, design, specification and quality of the proposed elements of street furniture.

Planning applications for canopies and awnings should be accompanied by full details of the canopy structure i.e. materials proposed, canopy size (open and closed), blind box location and arm design. The following basic standards will be applied to proposals for such features:

- a) Canopies of traditional design and materials will be favoured i.e. canvas canopy, wrought iron arms, timber blind box etc. Appropriate contemporary designs and finishes may be acceptable where they enhance the streetscape.
- b) The use of plastic and/or uPVC will not be permitted. Curved or Dutch canopies will not be permitted.
- c) Canopies and awnings shall not be used for advertising purposes other than the name of the premises.
- d) Canopies shall be positioned to avoid covering any distinctive architectural elements such as fascia or pilasters. They will not be permitted where they detract from the character of the shopfront or buildings of special architectural interest.

In considering applications for outdoor tables and chairs under Section 254, the Council shall have regard to the following:

- a) Size and location of the facility.
- b) Concentration of existing street furniture in the area.
- c) The visual impact of the structure, particularly in relation to the colour, nature and extent of advertising on all ancillary screens.
- d) Impact on the character of the streetscape.
- e) The effects on the amenities of adjoining premises, particularly in relation to hours of operation, noise and general disturbance.
- f) Impact on access and visibility.

## 5.6 Satellite Dishes & Telecommunications Apparatus

Satellite dishes and telecommunications apparatus can affect the character and appearance of historic buildings and important townscapes. Satellite dishes are not normally acceptable on a Protected Structure, on the front of structures within PRAs or town centre areas or the front or side of a building within an ACA save for exceptional circumstances.

## 5.7 Industrial Development

The standards set out in Table 2 shall apply for industrial developments;

Table 2: Minimum Standards for Industrial Developments	
Access	Multi-unit developments shall have a single access. Access roads shall have a minimum carriageway width of 7.5m with 1.3m wide grass strip and 2m wide footpath(s). Cyclists should be accommodated in proposed multi-unit developments either through the provision of

	appropriate traffic calming measures or dedicated cycling lanes.
<b>Site Layouts</b>	Adequate space shall be provided for the loading and unloading of goods and the manoeuvring of vehicles within the site. Turning space shall be provided for 15 metre articulated vehicles and 9 metre fixed axle vehicles. A building line set back of at least 12 metres from estate roadside boundaries shall be provided. The layout shall prioritise ease of movement for pedestrians, cyclists and vehicles.
<b>Design Scheme</b>	Multi-unit industrial proposals shall submit a detail design scheme; to set out proposed design approach and materials and finishes to be applied throughout the entire scheme. The design scheme shall ensure that the overall development implements a uniform/complimentary approach to design and finishes.
<b>Heat Loss and Recover</b>	Where significant amounts of waste heat are to be generated by a development, its efficient capture and use as part of the development, or in a neighbouring development, will be required. New developments that generate a significant amount of waste heat may be required to submit a 'Heat Loss' Assessment, where practical, to demonstrate effective reuse of waste heat
<b>Boundary Treatment/Landscaping</b>	A comprehensive boundary treatment and landscape plan providing for details of uniform approach to boundary treatment and planting shall accompany applications. Existing trees and hedgerows shall be incorporated where practicable and new planting shall utilise trees and shrubs that are indigenous to the area. All services shall be laid underground.
<b>Use</b>	Full details of the proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used, shall be submitted with the planning application if known. Changes in use may require the grant of a new planning permission in accordance with the Planning Regulations.
<b>Storage of Goods and Fuels</b>	Goods, including raw materials, manufactured goods, packaging, crates etc., shall be stored or displayed only within the enclosed factory or industrial unit area behind the front building line. All over-ground oil, chemical storage tanks shall be adequately banded to protect against spillage. Adequate storage to facilitate the segregation & storage of waste materials at source shall be provided.
<b>Signage</b>	Within the curtilage of industrial estates, signage shall 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 the Council considers such necessary.
<b>SuDS</b>	Proposals should incorporate SuDS and other measures to address climate change including rainwater harvesting, green roofs, bioretention cells, swales, renewable energy etc.

## 5.8 Motor Fuel Stations

In accordance with the Guidelines for Planning Authorities: Retail Planning (DEHLG 2012) or any amendment thereof, the Council will generally require that net retail floor space shall not exceed 100 sqm associated with vehicle service stations.

The Council will require that proposals for Motor Fuel Stations comply with Dangerous Substances (Retail and Private Petroleum Stores) Regulations, S.I. 311 of 1979, as amended, and made under the Dangerous Substances Act, No. 10 of 1972. The Act requires that all petrol storage facilities must be licensed the Council will require the following:

- I. A minimum frontage of 30 m within a 50/60 KPH area and 45 m in other speed limit areas.
- II. All new petrol stations and refurbished existing stations will require a high standard of design and layout. Forecourt canopies should be integrated into the overall design and sited to minimise visual impact.
- III. Forecourt lighting, including canopy lighting, should be limited to that which is necessary for the safe operation of a petrol station and should not interfere with the amenities of adjoining premises.
- IV. A minimum distance of 7 m from the pump island to the road boundary.
- V. access points, between 7-9 m wide, with a minimum junction radius of 10.7 m.
- VI. A minimum distance of 50 m from entrance to nearest major junction and 25 m to nearest minor junction.
- VII. A footpath of 2 m wide with 0.5 m high wall along the front boundary.
- VIII. High quality boundary treatment and use of materials and finishes such as natural st1 cladding, railings and planting/landscaping.
- IX. A petrol/oil interceptor to the surface water drainage.
- X. Adequate facilities for storage of refuse and waste on site; Reference should be made to the Health and Safety Authority Petrol Storage Information note.
- XI. EV Charging points for electric cars shall be provided with every new/extended service station.

## 5.9 Tourism and Recreation

Proposals for tourism related developments shall be accompanied with a Development Impact Assessment where indicated to include the following:

- An overview of the proposal setting out how the concept for the project was initiated and why it is suited for the location chosen;
- Projected growth of the facility in the short, medium, and long term;
- How the design and scale of the development will integrate into the landscape;
- How the proposal would complement the natural and cultural heritage of the area;
- The potential impacts of the proposal on local infrastructure in particular roads and water services;
- Connectivity with surrounding amenities for pedestrians and cyclists; and
- Any planned signage.

Proposals for caravan and camping developments shall be supported by plans and details to address:

- A high standard of design and integration with its surrounding area.
- Permeability and sustainable transport links to surrounding amenities.
- A detailed landscaping plan.
- A wastewater treatment plan.
- Compliance with the Regulations for Caravan and Camping Parks (Board Fáilte 2009).

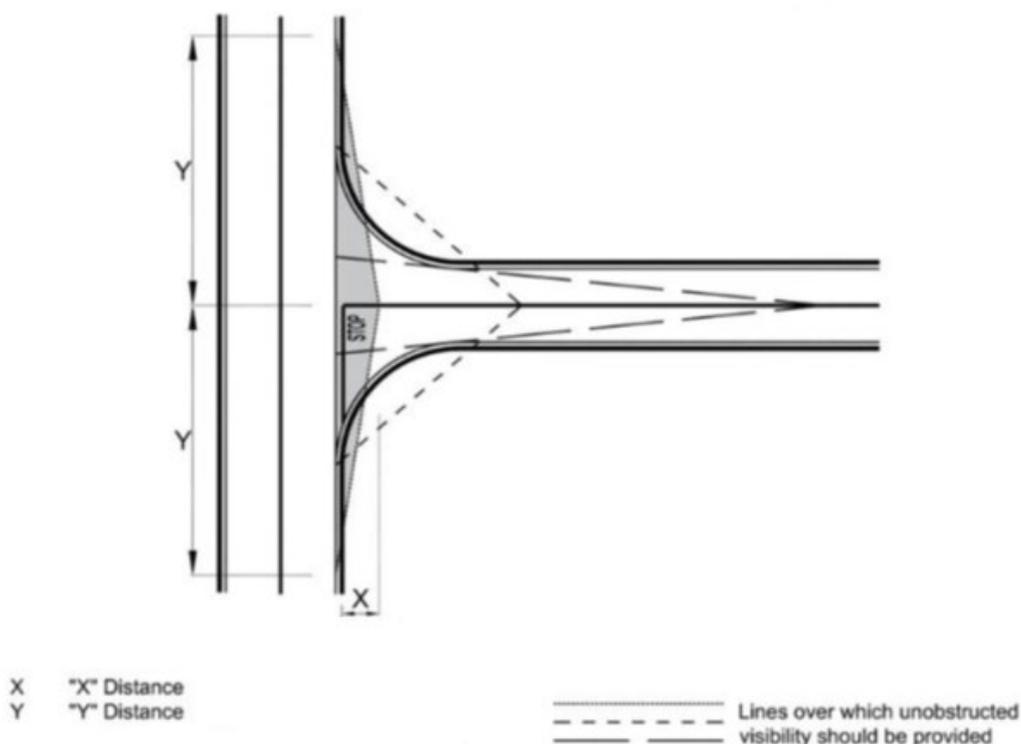
## 6.0 Parking, Traffic and Road Safety

### 6.1 Road Design & Visibility at a Direct Access

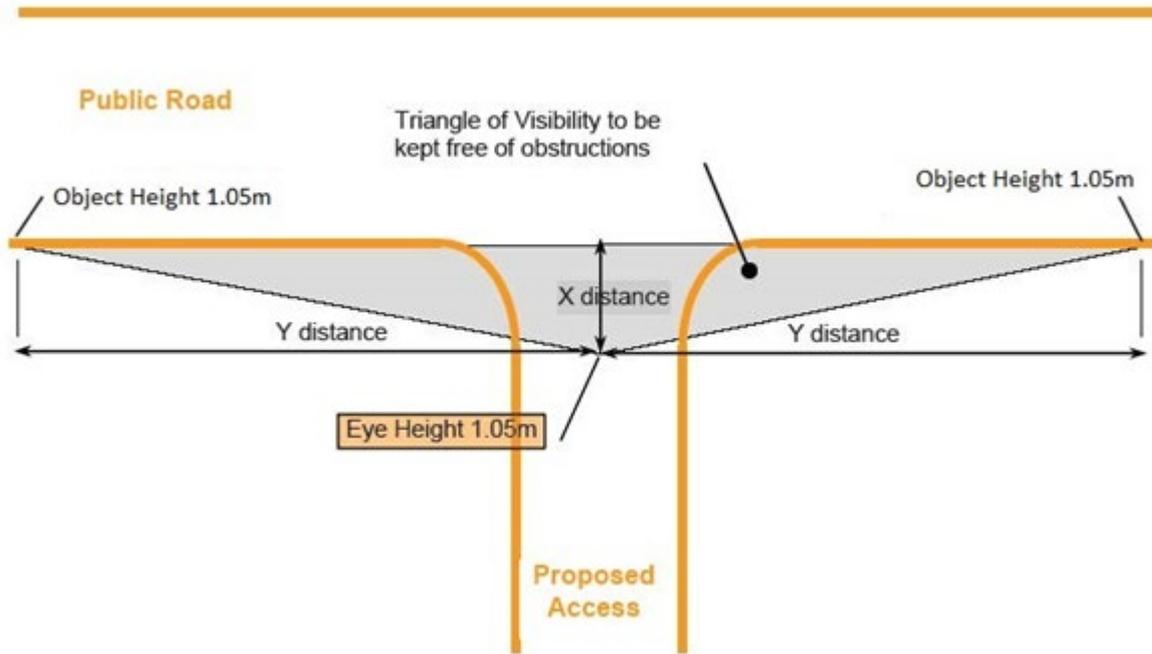
A direct access is a vehicular access from any residential, commercial or agricultural property to and from a public road. New direct accesses shall not be permitted within 90m of the exit of a roundabout on a National Road, or within 50m of the exit on a non-National Road.

Any direct access to a rural National Primary or rural National Secondary Road shall comply with the visibility parameters contained in Section 5.6.3 of TII Publication DN-GEO-03060, Geometric Design of Junctions, which is available for download from the TII Publications website (<https://www.tiipublications.ie/>).

Any direct access to an urban National Primary or National Secondary Road shall comply with the visibility parameters contained in Section 4.4.5 of the Design Manual for Urban Roads published by the Department of Transport, Tourism and Sport, which is available for download from the following website (<https://www.gov.ie/en/publication/3360b1-design-manual-for-urban-roads-and-streets/>).



**Figure 1: Visibility Parameters**



**Figure 2: Forward Visibility Requirements**

On all National and non-National roads the full ‘Y – Distance’ shall be to an object height of 1.05m above the road surface level measured at the near edge of the travelling lane (the yellow line, or if none exists, the edge of the paved surface). Forward visibility equal to the Y-Distance shall also be provided along the public road on the approaches from each side of an access.

The distance back along the minor road or direct access from which the full visibility is measured is known as the ‘X-Distance’. It is measured back along the centreline of the minor road or direct access from the continuation of the line of the nearside edge of the paved surface (including hardstrip or hard shoulder) of the major road. The ‘X-Distance’ on the minor road for visibility measurements shall be as defined in Table 3 below.

Table 3: X-Distance Requirements		
Major Road Use	Minor Road use/Direct Access	X-Distance
National Roads	Simple Junctions, Stop control	2.4m
Regional and Local Roads	All junctions and accesses, Stop control	2.4m

<b>Regional and Local Roads</b>	All junctions and accesses, Yield control	3.0m
<b>National Roads, Regional and Local Roads</b>	Multiple residential, Commercial, Agricultural or other	4.5m
<b>Regional and Local Roads</b>	Accesses lightly trafficked (single residence)	2.0m

For direct access to a non-National Road, the same principles apply as for National Roads. Where posted mandatory speed limits are provided the Design Speeds and associated Y-Distances in Table 4 shall apply:

<b>Table 4: Design Speeds and associated Y-Distances</b>			
Mandatory Speed Limit	Design Speed (operational Speed)	Rural Non-National Road	Urban Non-National Road
km/h	km/h	Y-Distance (m)	Y-Distance (m)
30	40	N/A	33
40	50	70	45
50	60	90	59
60	70	120	72
80	85	160	N/A
100	100	215	N/A

On non-National Roads, in cases of particular difficulty, the use of a lower Design Speed for a given Mandatory Speed Limit in the above table may be accepted by the Council. Where the applicant can demonstrate that the operational speed is measured to be less than the Design Speed, then the Council may accept the use of the lower speed in column 2 of Table 4 above.

The operational speed shall be determined by measurement of actual speeds between 07:00 am and 07:00 pm over a period of three days, excluding weekends or public holidays. It represents the 85<sup>th</sup> percentile speed of the traffic travelling on that section of road during that period. The 85<sup>th</sup> percentile speed is the speed at or below which 85% of the traffic is travelling.

As an alternative, the applicant may use the methodology described in Section 10.2 of TII publication DN GEO 03031: Rural Road Link Design to determine a design speed based on the physical characteristics of the road section.

The minimum Design or Operating Speed that will be allowable under any circumstances for a rural non-National Road shall be 50kph, and for an urban non-National Road it shall be 40kph. The Council's decision on the appropriate Design or Operating Speed shall be final.

## 6.2 Traffic and Transport Assessments

The Council in accordance with the Traffic and Transport Assessment Guidelines, NRA, 2014, and any amendment thereof, will require the submission of a Traffic and Transport Impact Assessment (TTIA) for large scale developments or developments that may impact on the carrying capacity or public safety of the road network.

The following are the minimum thresholds of developments which will require a TTIA:

- Residential Development over 200 dwellings
- Retail and Leisure Developments over 1000 sqm.
- Industrial Developments over 5000 sqm.
- Office, Hospitals and Educational Developments over 2500sqm.
- Distribution and Warehousing Developments over 10000 sqm.

TTIAs will also be required where there is a 10% increase in traffic (or a 5% increase in congested areas). Where the Council considers that a development may have an impact on the carrying capacity of the surrounding network, a TTIA may also be required for sub threshold development. Such a decision will be based on an evaluation of the proposal against Table 2.2 and 2.3 of the Traffic and Transport Assessment Guidelines 2014, and any amendment thereof.

## 6.3 Road Safety Audits

A Road Safety Audit is an evaluation of the road's element of a development proposal from preliminary design to post-construction stage with a view promoting the highest standard of safety for all road users, but especially vulnerable road users such as pedestrians, cyclists and children, to identify potential road safety issues, and to suggest measures to eliminate or mitigate concerns.

The Council will require a Road Safety Audit where a development is likely to have a significant impact on road safety and where it is necessary to ensure that housing proposals comply with the

Guidelines on Sustainable Residential Development in Urban Areas and the Design Manual for Urban Roads and Streets (DMURS). Road Safety Audits shall be carried out independently by assessors approved by the NRA in accordance with the NRA guidance publication, Road Safety Audit, March 2015 (as may be amended) and in the case of new residential development (of 20 units or more) with the DMURS.

## 6.4 Mobility Management Plans

A Mobility Management Plan is a package of measures aimed at supporting sustainable travel for work-related journeys. It comprises actions to promote walking, cycling, public transport, carsharing, the use of technology instead of travel, and flexible working practices.

Mobility Management Plans are required for larger sized developments and for all new schools or for existing schools where 20% or greater expansion in classrooms is proposed. Table 4 demonstrates the thresholds for the submission of a Mobility Management Plan in line with National Transport Authority guidance: *Achieving Effective Workplace Travel Plans – Guidance for Local Authorities*

Table 4 Mobility Management				
Land Use	MMP Statement	Indicative no. of jobs	Standard MMP	Indicative no. of jobs
Offices/Financial	>500sqm	25-100	2,000sqm	>100
Retail/Shops	>600sqm	25-100	2,500sqm	>100
Industrial	>2,500sqm	25-100	6,000sqm	>100
Leisure		25-100		>100 or >100,000 visitors/annum
Hospitals/Medical Centres		25-100		>100 or >100,000 visitors/annum
Warehousing	>2,500sqm	25-100	10,000sqm	>100

The Council will require Mobility Management Plans and Statements to be prepared in accordance with the National Transport Authority's Workplace Travel Plans – A Guide for Implementers. An updated MMP shall be submitted to the Planning Authority on the first, third and fifth anniversaries of the first occupation of the development.

## 6.5 Parking and Cycling Provision

All new developments will normally be required to provide adequate off-street car parking facilities, cycle facilities and suitable manoeuvring space. Where parking cannot be provided on site, a contribution towards car-parking may be required in line with the current Development Contribution Scheme.

Car-parking provision shall be identified on the site layout plan and the following design dimensions and criteria shall apply:

- I. Each car space shall be 4.8 m x 2.5 m with 6.1 m wide circulation aisles;
- II. Disabled spaces shall be 3m wide, with a 1 space per 20 provision. Disabled carparking spaces shall be provided as close as reasonably possible to building entrance points and allocated and suitably signposted.
- III. Surface parking areas shall be constructed using permeable materials and shall incorporate the principles of SuDS.
- IV. Motorcycle parking facilities of 10% of total car parking space shall be provided for all new development.
- V. All parking facilities shall be secure and subject to passive supervision.
- VI. For Developments with Private Car Spaces (residential and non-residential) including visitor car parking spaces e.g. office –spaces:
  - At least one parking space should be equipped with one fully functional EV charging point in accordance with IEC 61851 Standard for Electric Vehicle Conductive Charging Systems. This should be capable of supplying 32A 230V single phase AC electricity and be equipped with Mode 3 protection. It should be fitted with a Type 2 socket as defined by IEC 62196.
  - It should be possible to expand the charging system at a future date (e.g. by installing appropriate ducting now) so that up to 10% of all spaces can be fitted with a similar charging point.

For Developments with Publicly Accessible Spaces (e.g. supermarket car park, cinema etc.)

- I. At least one parking space should be equipped with one fully functional EV charging point in accordance with IEC 61851 Standard for Electric Vehicle Conductive Charging Systems. This should be capable of supplying 32A 230V single phase AC electricity and be equipped with Mode 3 protection. It should be fitted with a Type 2 socket as defined by IEC 62196.

- II. It should be possible to expand the charging system at a future date (e.g. by installing appropriate ducting now) so that up to 10% of all spaces can be fitted with a similar charging point.
- III. The Charge Point Parking space(s) should be clearly marked as being designated for electric vehicle charging.
- IV. Appropriate signage indicating the presence of a charge point or points should also be erected.
- V. All charge points fitted in publicly accessible areas should be capable of communicating usage data with the national charge point management system and use the latest version of the Open Charge Point Protocol (OCPP). They should also support a user identification system such as RFID.
- VI. All other parking spaces including those associated with residential developments should provide at least one parking space equipped with one fully functional EV charging point. It should be possible to expand the charging system at a future date (e.g. by installing appropriate ducting now) so that up to 10% of all spaces can be fitted with a similar charging point.

<b>Table 5 Minimum Car Parking Standards</b>	
<b>Land-Use</b>	<b>Minimum Parking Space Provision</b>
<b>Churches/Theatres/ Cinema/Auditoriums</b>	1 space per 5 seats
<b>Bars/Restaurant</b>	0.5 per staff member plus 1 per 15 sq.m public area
<b>Clinics/Surgeries/ Small medical practices</b>	1 per staff member plus 2 per consulting room
<b>Caravan Park (Mobile Homes)</b>	1 per staff member plus 2 per unit of accommodation
<b>Campsite</b>	1 per pitch
<b>Crèches</b>	1 per staff member plus 1 per 5 children
<b>Dance Halls/Discos</b>	0.5 per staff member plus 1 per 10 sq.m
<b>Dwelling (up to 2 bedrooms)</b>	1 space per dwelling unit
<b>Dwelling (3+ bedrooms)</b>	2 spaces per dwelling unit
<b>Multi Residential Unit Development</b>	1 or 2 bed – 1 space plus 2 visitor spaces per 5 units 3 bed or more – 2 spaces per unit plus 2 visitor spaces per 5 units
<b>Golf Courses</b>	0.5 spaces per staff member plus 4 spaces per hole
<b>Hotel/Motel/Guest House</b>	0.5 spaces per staff member plus 1 per guestroom Public spaces such as bars/restaurant

	as per the standard set out in this table.
<b>Leisure Centre</b>	0.5 per staff member plus 1 per 50 sq.m
<b>Light Industry</b>	1 car-parking space plus 1 HGV parking space per 35 sqm
<b>Manufacturing</b>	0.5 spaces per staff member, plus 1 space per 35 sqm, plus 1 HGV parking space.
<b>Nursing Homes</b>	1 space per staff member plus 1.5 spaces per patient bed
<b>Hospital - General Outpatient Hospital</b>	1.5 spaces per patient bed 1 space per staff member + 2 spaces per consulting room
<b>Offices (banks etc)</b>	0.5 spaces per staff member plus 1 space per 35 sq.m
<b>Retail Shops/Supermarkets</b>	0.5 spaces per staff member plus 1 space per 20 sqm Plus 1 HGV space per 750sqm GFA
<b>Schools</b>	1 space per teaching staff and 1 space per classroom A set down area and appropriate bus parking shall be provided.
<b>Colleges of further education</b>	1 per classroom plus 1 per 5 students. A set down area and appropriate bus parking shall be provided.
<b>Retail Warehousing</b>	1 space per staff member plus 1 space per 50 sq.m 1 space per staff member plus 1 space per 50 sqm
<b>Science &amp; Technology Enterprise /Business Park</b>	1 space per staff member plus 1 space per 25 sqm.
<b>Warehousing (non-retail)</b>	1 space per staff member plus 1 space per 100 sqm
<b>Playgrounds</b>	10 spaces per facility
<b>Playing Fields</b>	A playing field will generate a minimum requirement for 25 carparking spaces and 2 bus parking spaces. In cases where it is envisaged that a facility will generate significant spectator numbers, the Council will consider proposals on a case by case basis.
<b>Other cultural/recreational and leisure uses</b>	Assessed on a case by case basis and dependant on nature, scale and location of use.

## NOTES

- In the case of a development type not specified above, the Council will determine the parking requirement having regard to the traffic and movement generation associated with the development and the objectives of the Plan (as varied).
- The standard specified in the table above is applicable to the gross floor space of the proposed development save where 'public floor space' is specified.
- Where the proposed development relates to a mixed-use development the applicant may present a case and detailed justification for 'Dual Usage' to calculate the car parking requirements of the development
- Where 'staff member' is stated, this should relate to the maximum amount of staff at any 1 time.
- A reduction in car-parking requirement may be acceptable where the Council is satisfied that a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of sustainable modes will be achieved through the development. The applicant will be expected to demonstrate that the development will be strongly supported by public transport including, bus and train services.

Bicycle parking provision shall be identified on the site layout plan and shall follow the guidance of the NTA's National Cycle Manual. All bicycle parking should be easily accessible in terms of dedicated access routes, ramps and kerb dishing where appropriate. Visitor parking should consist of frame supporting stands set between 1.2m and 1.5m apart to allow access on either side and should be located close to the primary entrance. Long stay bicycle parking should be covered with secure access and located close to a functional entrance. Mobility Management Plans shall be used as a tool to ascertain and meet the needs of employees in relation to; increased parking provision and specific parking requirements for electric bikes/cargo bikes/e-scooters; lockers; showers; drying rooms; etc.

<b>Table 6 Minimum Bicycle Parking Standards</b>		
<b>Development Type</b>	<b>Bicycle Parking Requirement</b>	
	<b>Long term</b>	<b>Visitor/Short Stay</b>
<b>Residential Dwelling/Apartment</b>	1 space per unit	1 space per 5 units
<b>Student Accommodation</b>	1 space per 2 bedrooms	1 space per 5 bedrooms
<b>Shops</b>	1 space per 5 Staff	1 space per 100m <sup>2</sup> GFA
<b>Supermarkets/Large Stores</b>	1 space per 5 Staff	1 space per 250m <sup>2</sup> GFA
<b>Offices</b>	1 space per 200m <sup>2</sup> GFA	1 space per 200m <sup>2</sup> GFA
<b>Industry/Warehousing</b>	1 space per 5 Staff	To be determined by the

		Planning Authority
<b>Theatre, Cinema, Church, Stadium</b>	1 space per 5 Staff	1 space per 20 Seats
<b>Hotels, Guest Houses</b>	1 space per 5 staff	1 space per 20 beds
<b>Hostels</b>	1 space per 5 staff	1 space per 10 beds
<b>Restaurants/Public Houses</b>	1 space per 5 staff	1 space per 200m <sup>2</sup> PFA
<b>Playing Fields</b>	1 space per 5 staff	1 space per 12 per ha.
<b>Schools</b>	1 space per 5 staff	1 space per 5 Students, with a minimum of 10 spaces
<b>Nursing Homes</b>	1 space per 5 Staff	1 space per 10 residents
<b>Hospitals</b>	1 space per 5 Staff	1 space per 20 beds
<b>Multi-Storey Car Parks</b>	1 per 20 parking spaces	To be determined by the Planning Authority
<b>Bus/Train Stations</b>	2.5% of daily borders at point/station, minimum of 10 spaces	To be determined by the Planning Authority
<b>Cultural, Community Buildings</b>	1 space per 5 Staff	1 space per 200m <sup>2</sup> GFA
<b>Crèche</b>	1 space per 5 Staff	1 space per 10 children
<b>Third Level College/Further Education</b>	1 space per 5 Staff	1 space per 10 students
<b>Student Accommodation</b>	1 space per 2 bedrooms	1 space per 5 bedrooms
<b>Conference Centres</b>	To be determined by the Planning Authority	To be determined by the Planning Authority

## 6.6 Loading and Circulation

Commercial and industrial proposals shall ensure that adequate loading/unloading bays are provided and that the site can accommodate manoeuvring of vehicles including heavy good vehicles if appropriate. Loading and unloading areas shall be discreetly located and located in a manner to reduce impact on residential amenity.

- 1) Loading bays shall be generally 9 m x 5m (but at least 6 m x 3 m), and
- 2) The provision of circulation and designated loading space will be assessed on a case by case basis depending on the nature and scale of the proposed use.

## 6.7 Underpasses

The planning and design of underpasses shall be carried out in accordance with Tipperary County Council's, *The Requirements for the Planning, Design and Construction of Underpasses*. A Technical Approval (STA-5), issued by the Council or Transport Infrastructure Ireland in the instance of a National Road, will accompany the planning application.