

## **CHAPTER 8: DEVELOPMENT MANAGEMENT GUIDELINES & STANDARDS**



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## 8.1 Residential Development

### 8.1.1 Introduction

It is the policy of Meath County Council and Trim Town Council to encourage the establishment and maintenance of sustainable residential communities within County Meath. It is an objective of the Meath County Development Plan 2007 to prepare updated Housing Estate Design Guidelines within one year of the adoption of the County Development Plan. These Guidelines would address issues including, inter alia, traffic calming measures, parking, children's play areas, landscaping, open space design, provision and maintenance of active and passive recreational areas and community buildings etc. These guidelines will also be applicable in Trim.

### 8.1.2 Residential Density

The Planning Authorities in assessing planning applications for residential development will have regard to the policies and objectives outlined in the '*Residential Density Guidelines for Planning Authorities*' 1999<sup>1</sup>. These guidelines advocate the dispensing with the prescription of maximum residential densities. In respect of development in Trim the Residential Density Guidelines, 1999 shall apply, unless otherwise superseded by way of future Ministerial guidance on this subject. It shall therefore be the policy of the Councils subject to good design and in the absence of onerous site constraints, generally to facilitate densities of 25 units per hectare, and in general densities and house types shall be compatible with established densities and housing character in the area.

### 8.1.3 Qualitative Criteria

- In planning any new housing development regard should be had to the Department of the Environment, Heritage and Local Government publication "Quality Housing for Sustainable Communities" (2007).
- Pedestrian and vehicular movement within housing areas should be convenient, safe and pleasant. Within larger housing areas, a clear hierarchy of spaces and roads should be apparent. Movement through estates should be guided by the principles of security, with opportunities for crime and anti social behavior minimised.
- Estate design should be guided by the principle of lifetime use and recognise the role of housing areas in children's play activities and the needs of the elderly and of persons with a disability. In particular, the layout of roads, footpaths and open space, should facilitate children to move freely and safely around their neighbourhood, and to be able to play in front or within sight of their homes.
- Every effort should be made to eliminate through traffic (rat-runs); however provision should be made for public transport, pedestrian and cycle network through-routes. Long straight roads should be avoided where feasible to keep vehicular speeds to the minimum. Where long straight roads are unavoidable provision should be made for traffic management proposals. Where shared surfaces are proposed, vehicle design speeds should be at or near walking pace. This shall be achieved by design features such as curves, ramps, pinch points and other features where appropriate. Parking should generally be off the carriageway, principally within the curtilage of each house.
- In housing developments containing 15 or more units, a mix of house types and sizes should be provided. Variety in design, within a unified concept, is desirable. This may be achieved through scale and massing, roof profiles, materials and decorative details. In smaller scheme, i.e. less than 15 units, uniformity in design and finishes may be desirable and necessary.

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<sup>1</sup> Currently under review

- Public open space within residential developments should be designed so as to complement the residential layout and be informally supervised by residents. They should be visually and functionally accessible to the maximum number of dwellings. The landscape design of open spaces, including the retention of existing features such as an important stand of trees, stream or rock outcrop, must be incorporated into the initial design process. Where such features are being retained, they should be situated in open space to ensure their visual setting and protection. The design and layout of the network of public open spaces should take into account, and make provision for, the need for level areas of sufficient size to accommodate informal sports activities for children. Narrow tracts of open space, which are difficult to manage, are not acceptable.
- Good design in housing layouts, the configuration of houses and their relationship to each other, to open spaces and roads, should aim to provide layouts with adequate private open space and screening so as to achieve freedom from observation.
- New development will be encouraged to optimize usage of orientation and natural sun lighting with single aspect housing being discouraged and multiple aspects being considered an advantage in apartment type development.
- Parking requirements will normally be of the order of one or two spaces per dwelling, depending on dwelling size, access to public transport and accessibility to town centre facilities. Curtilage parking will not necessarily be mandatory with grouped parking an option subject to ensure a high degree of passive surveillance. Underground parking will also be an option subject to acceptable access, circulation and parking space dimension standards, provision of good ventilation and standards of personal safety. Proper provision must always be made in all layouts for access by fire appliances and refuse freighters.

#### 8.1.4 Houses

- All houses should have an area of private open space, exclusive of car parking, to the rear of the building line. Minimum rear garden size shall conform to the recommendations of the Residential Density Guidelines for Local Authorities,
- A minimum of 22 metres, between directly opposing windows shall be observed. Where sufficient private open space is provided and privacy is maintained, this depth may be reduced for single storey dwellings.
- Screen walls, 2.0 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house design.
- A minimum distance of 2.3 metres shall be provided between dwellings for the full length of the flanks in all developments of detached, semi-detached and end terrace houses. This area shall be equally divided between the dwellings so separated. Where garages are provided as single storey annexes to houses, the above separation distance may be reduced, providing a direct through access from front to rear of the dwelling is maintained.
- Public open space shall be provided for in residential development at a minimum rate of 15% of total site area. Where residential developments are close to existing facilities or natural amenities or where in the opinion of the Planning Authority that it would be in the interest of the proper planning and sustainable development of the area, the Planning Authority may require a financial contribution towards the provision of public open space

or recreational facilities in the wider area in lieu of public open space within the development.

- The use of hard landscaping elements such as paving, cobbled areas, etc. should play an increasingly important role in the design and presentation of open space concepts. Hard play areas such as all weather surfaces should also be taken into account when assessing new proposals.

### 8.1.5 Apartments

- Apartment development should have a high quality of building design and site layout and have due regard to the character of the adjoining streetscape or landscape. They will not normally be permitted on sites surrounded by or gaining access through family occupied suburban housing estate development. They may be acceptable within housing developments when planned or constructed as part of such development but will only be permitted where a satisfactory degree of separation from standard suburban housing, in terms of design, height and layout is achieved to the satisfaction of the Planning Authority.
- The maximum heights of apartment developments in residential zones or in areas with a suburban residential character will be determined on a site by site basis by the Planning Authority. A significant consideration will be the manner in which the adequacy of the site area allows the building to be sited, such that they will not adversely interfere with the scale, amenities or visual quality of existing development. To this end, it will be necessary to have adequate open space in addition to parking space and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- In the case of apartment blocks, particular attention must be paid to the location of communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in such a fashion to provide for ease of maintenance. Secluded sunny areas and shade should be provided by a careful choice of planting. Public open space shall be provided at a minimum provision of 15% of the total gross area of the site. Fuel and bin storage areas shall be provided.
- Car parking should be broken up by planting and located where they do not obtrude onto the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and the road boundary.
- Car parking space will be calculated on the basis of 1.5 – 2.0 spaces per residential unit. Where development is likely to involve significant letting, an innovative car-parking layout should be proposed to accommodate increased car parking within the cartilage of the site above the standards outlined above. Visitor car parking will be calculated on the basis of 1 space per 2 apartments.
- The Planning Authority will generally seek apartment units larger than the minimum standards set out in the DoEHLG Planning Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (2007 or as may be superseded).

### 8.1.6 Family Flat Extensions

The creation of a family flat, generically referred to as granny flats, to be occupied by a member of the occupant family is generally acceptable, provided it is not a separate detached unit, and it is possible to provide direct access to the remainder of the house. There shall be no permanent sub division of the garden/private amenity space. The flat shall not be let or sold, other than as part of the overall property and shall revert to being part of the original house when no longer occupied by

the family member. The design should ensure that the flat forms an integral part of the main dwelling unit capable of reintegration for single family use.

### 8.1.7 Extensions

In assessing an application for a house extension, the Planning Authority will have regard to the following:-

- The 'Residential Density – Guidelines for Planning Authorities' in considering the existing site density and remaining private open space;
- The need for high quality designs for extensions that respect and integrate with the existing dwelling in terms of height, scale, materials used, finishes, window proportions etc;
- The need for pitched roofs except on some single storey rear extensions. Flat roof extensions visible from public areas will not normally be permitted;
- Impact on amenities of adjacent residents, in terms of light and privacy. Care should be taken to ensure that the extension does not overshadow windows, yards or gardens or have windows in the flank walls which would reduce a neighbour's privacy;
- Effect on front building line - extensions will not generally be allowed to break the existing front building line. However a porch extension which does not significantly break the front building line will normally be permitted. In terrace and semi-detached situations, extensions which significantly protrude beyond the front building line and/or along the full front of the house will not be permitted;
- In the case of single storey extension to the side of a house, the extension should be set back at least 150mm from the front wall of the existing house to give a more satisfactory external appearance;
- In some circumstances a gap of 1m to be retained between the extension and the neighbouring dwellings so as to prevent dwellings which were intended to be detached from becoming a terrace;
- Dormer extensions should not obscure the main features of the existing roof, i.e. should not break the ridge or eaves lines of the roof. Box dormers should be avoided;
- Front dormers should normally be set back at least three-tile courses from the eaves line and should be clad in a material matching the existing roof;
- Proposed side extensions must retain side access to the rear of the property where possible;
- Ability to provide adequate car parking within the curtilage of the dwelling house.

### 8.1.8 Conversion of Existing Houses in Existing Residential Schemes

Conversions of houses and apartments to other uses will not normally be permitted. The conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. The conversion of houses to apartments in predominantly single family dwellings will not normally be permitted as such conversions would lead to a deterioration in the residential amenities of these areas. However, in the subdivision of large houses and houses on primary traffic routes in the town centre may be permitted under certain circumstances, where such factors as the extent of open space within the site boundaries, tree planting, car parking spaces, etc. would permit satisfactory conversions. Design considerations include that the internal space accords with the DoEHLG Planning Guidelines on Sustainable

Urban Housing: Design Standards for New Apartments (2007 or as may be superseded). Individual units should be self contained with their own bathroom facilities and refuse bin storage areas and washing/drying facilities which are accessible to the occupants of that unit.

### **8.1.9 Home Based Economic Activity**

Home based economic activity is defined as small scale commercial activity carried out by residents of a house which is subordinate or ancillary to the use of the dwelling as a place of residence. In dealing with applications for such developments, the Planning Authority will have regard to the following:

- The nature and extent of the work.
- The effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance.
- The anticipated level of traffic generation.
- The generation, storage and collection of waste.

Permissions for such partial change of use will be restricted to use by the applicant and may be temporary, for a three year period, in order to enable the Planning Authority to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

### **8.1.10 Childcare Facilities**

Applications for childcare facilities in a residential area will be assessed on the basis of their impact in terms of noise, loss of residential amenity, traffic generation and general disturbance. In general, the factors to be considered in determining a planning application for a childcare facility are as follows:

- Compliance with the Child Care (Pre School Services) (No.2) Regulations, 2006 and Child Care (Pre School Services) (No.2) (Amendment) Regulations 2006.
- The suitability of the site and building.
- The size and nature of the facility proposed (i.e. sessional or full day care).
- The effects on the amenities of neighbouring residents.
- The availability of easy access to public transport and the availability of a safe and convenient arrangement for the dropping off and collecting of children and for staff car parking.
- The adequacy of the local traffic circulation system and the prevailing local traffic conditions.
- The adequacy of outdoor play areas, separated from car parking and service areas.
- Ease of access for all.

Large detached properties, at/near the entrance to housing estates, with off street parking, provide the most suitable properties for conversion. Alternative sites may be considered subject to proposals adhering to proper planning criteria.

The Planning Authorities will consider proposals for purpose built or converted childcare facilities within residential estates, where they are suitably located and are of a scale appropriate to the area. Where a large housing development is proposed, i.e. 75 or more dwelling units, the Planning Authority may require the designation of an appropriate house or the provision of a purpose built unit for childcare facilities and in deciding whether to do so shall have regard to the existing level of childcare provision in the area.

### **8.1.11 Parking in Front Gardens**

The cumulative effect of removal of front garden walls and railings damages the appearance of suburban streets and roads. Consequently, proposals for off street parking need to be balanced against loss of amenity. Where permitted, drive-ins should:



- Not have outward opening gates.
- Have a vehicular entrance not wider than 3 metres.
- Have an area of hard standing (parking space of 2.5 m x 5 m).
- Retain the balance as garden.
- Have gates, walls and railings made good.

Where adjoining householders intend to construct drive-ins, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both houses. Alterations necessary to the footpath will be carried out by Meath County Council/ Trim Town Council at the applicant's expense or by the applicant at the applicant's own expense under the supervision of the Council.

## **8.2 Residential Site Development Standards**

### **8.2.1 Services**

In general, applications for housing development on unserviced and unzoned lands within the Development Plan boundary will be regarded as premature. Where water and/or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the Planning Authority. All sewerage systems should conform with the proper planning and sustainable development of the area and public health standards. Individual and/or group schemes will be required to connect up to the public sewerage scheme when it is provided. For guidance on services associated with residential developments, refer to *Recommendations for Site Development Works for Housing Areas*, by the Department of the Environment & Local Government (1998).

### **8.2.2 Art Work**

Proposals for medium to large scale housing developments shall provide a monument/art feature or similar.

### **8.2.3 Screen Walls and Boundaries**

Screen walls, 2.0 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house design. A uniform treatment for the boundaries of individual sites shall be implemented throughout a residential development. In general front boundaries shall be defined by walls or fences at least 0.5 metres high in keeping with the house design. Open plan front gardens will only be acceptable in innovative layouts and where a high level of safety is achieved. Open plan gardens will not be allowed on main access roads.

### **8.2.4 Parking Provision**

Car parking spaces will be calculated on the basis of one/two spaces per dwelling unit depending on dwelling size, access to public transport and local facilities. These may be provided on site or on street. Appropriately designed on-street car parking will be encouraged so as to facilitate increases in residential densities at appropriate locations. This parking may be provided as a shared parking area or bay, which may be integrated into the overall development, or provided on-street where road widths are developed to adequate standards. In general, no more than 10-15 spaces will be provided in a shared parking cluster, in the interest of visual amenity. Within group parking areas, consideration will be given to the visibility of residents cars (from their homes if possible), convenience, and the need to soften the impact of group parking by landscaping. In some older residential areas, small front gardens and original features such as railings are characteristic of the

overall development scheme, and in such areas on site car parking in front gardens/patios may not be permitted. Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.

### **8.2.5 Names of Residential Developments**

The names of residential developments and roads shall reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and/or history, within which developments are located, including names of historical persons who have some association with the area. The Planning Authority shall approve the names chosen prior to the launching of any advertising campaign for a development. Name plates should be fixed to walls and buildings where they can be clearly seen. In order to assist the public and postal authorities, all houses within housing estates or in comprehensive street developments shall be provided with numbers and/or names, which, where feasible, shall be visible from the adjoining roadway. Street nameplates should be erected on all estate roads at a location that is clearly visible to the motorist. Ideally, they should be placed at junctions to be of maximum assistance to the navigating motorist, cyclist or pedestrian.

### **8.2.6 Maintenance & Management**

Section 34 (4)(i) of the Planning & Development Acts 2000-2007, provides for the inclusion of conditions attached to a planning permission regarding the maintenance or management of a proposed development. This includes the establishment of a management company or the appointment of a person or body or persons to carry out such management or maintenance. Provisions for estate management should be put in place in order to maintain the amenity, quality and visual quality of a development once the development is complete. Details of the management company, inclusive of the framework of the management company, must be agreed with the Local Authority prior to the commencement of development. There are a number of elements in good management practice, which should be adhered to, some of which are identified below:

- Establish a management agency, with a board, including representatives of the residents, to oversee estate management.
- Develop policies in relation to the maintenance of common areas, lighting, security, cleaning, etc.
- Develop policies in relation to the overall appearance of the development.
- Formulate a code of conduct for all residents in relation to issues such as noise levels, parking, conduct of business from home, etc.
- Identify costs such as estate management and levy each household appropriately. Meath County Council will make financial provisions for costs levied on social housing residents of a development.

## **8.3 Shopping & Office Development**

### **8.3.1 General**

Suburban shopping and office development is subject to control to avoid erosion of demand for town centre floorspace. Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where car parking is permitted, a reasonably attractive layout incorporating and/or screening will be required.

### **8.3.2 Office Development**

The use of vacant or under utilised upper floors for office development will be encouraged by the Planning Authority. Outside of the town centre, applications for office development will normally only be considered within the industrial and business park, on industrially zoned lands or on



appropriately identified 'Gateway' sites. All new office developments outside of the town centre will be required to provide a minimum of 10% open space. Where offices are proposed on lands zoned for industry, such development will be required to provide a minimum of 10% open space in addition to a minimum of 3m strip of and landscaped open space along all roads.

### 8.3.3 Retail Development

Having regard to the recommendations of documents such as the Retail Planning Guidelines for Planning Authorities published by the Department of the Environment, Heritage and Local Government (2005) and the Retail Planning Strategy for the Greater Dublin Area' produced by DTZ Pinda Consulting (2001), it is generally the objective of the Planning Authority to encourage central locations for new retailing activity and consider the needs of residential neighbourhoods in catering for local shopping needs.

## 8.4 Other Commercial Development

### 8.4.1 Industry, Warehousing and Business Park Developments

Industrial and commercial developments on Greenfield sites will be required to satisfy minimum requirements for design regarding location, layout, finishes, access, tree planting and landscaping, boundary treatment, water supply, drainage, and effluent disposal. In addition, sufficient space shall be reserved within the curtilage of the site for parking of all employees and visitors cars and for the loading and unloading of vehicles. It is intended that such developments should leave one-third of the site free from buildings and that adequate rear access to business premises be made. Adequately screened on-site storage shall be provided for raw materials, waste products and finished goods. A high standard of design, finish, layout and landscaping will be required for industrial, warehousing and business park development. Comprehensive landscaping plans must be prepared by a fully qualified landscape architect and shall be submitted at application stage. Where proposals for these type of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas. It is essential that each industrial/warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in area clear of the public road and preferably behind the building line. Approximately one third of the site must be kept free from buildings. In the case of development for two or more industrial/warehousing buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated.

Industrial/warehousing/business park developments should present a pleasant aspect helped by tree planting, the careful design of signage, screening of storage space and unobtrusive loading and parking space. A variety of unit size shall be provided to cater for the differing needs of potential occupants. There are also developing opportunities for enterprise in the areas of waste recycling and conservation. As part of the Planning Authority commitment to sustainable development and to positively discriminate towards such type of activities, the application of development levies for this type of activity will be reviewed in individual circumstances. The Planning Authority will require details of the nature of the proposed activities and of the means of controlling effluents, noise, light, solid waste and gaseous emissions from these activities together with ameliorative measures as part of a planning application. In assessing an application for development the Planning Authority will weigh the development against its impact on the environment.

Applications for industrial/commercial developments will be considered having regard to the following:

- Zoning of area (if applicable) more favorable consideration will be given to development in their appropriate zones having regard to the Zoning Matrix Table.

- Site coverage -. The maximum site coverage for industrial/commercial development on greenfield sites shall be no more than 40% coverage. Site coverage is determined by dividing the ground floor area by the gross site area.
- Sustainability Statement is required for all large scale industrial/commercial development above 5000sqm.
- Design of buildings/structures on site; in existing industrial estates, new developments may be required to adhere to an overall architectural theme to ensure uniformity and coordination.
- Height - the height of buildings should be no more than necessary for the operation of the business and should take account of the land-uses, character and amenities of the area.
- Neighbouring uses- Location relative to adjacent land uses - if the development constitutes a 'bad neighbour' it will not be permitted.
- Use - Nature and scale of operations. Full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used should be submitted to the Planning Authority.
- Hours of operation - particularly where the proposed development is located in proximity to residential areas.
- Services - Availability of adequate services to serve the development - water, sewerage, etc.
- Access - Traffic generation, access and road safety. Generally one vehicular access point will be permitted to serve the development with a minimum carriageway width of 7.5 metres with a 2 metre wide footpath to either side. Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the Planning Authority.
- Parking - Functional parking provision (car parking for staff/visitors, loading/ unloading areas etc.) in accordance with Planning Authority's vehicle parking standards.
- Storage – All external storage including bin storage, oil tanks etc shall be visually screened from the public areas with adequate screening by fencing or walls of not less than 2 metres in height.
- Fuel & Waste Storage - 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 2003 as amended, should be provided. All over ground oil, chemical storage tanks should be adequately bunded to protect against spillage.
- Boundary Treatment and Landscaping – Proposal should be accompanied by a survey of existing vegetation on the site and a suitable landscaping scheme using native species to screen the development from public areas. Existing trees and hedgerows of amenity should be retained where possible. No security fencing will be permitted forward of front building line of any industrial or warehouse facility other than during the construction phase of the development.

- Lighting and noise – Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required prior to the commencement of development in sensitive locations (e.g. adjacent dwelling houses, nursing home etc..) to outline probable impacts and mitigation measures. Noise level arising from any development should not exceed 55 Db (A) Leq, when measured at the site boundaries by daytime and should not exceed 45 Db (A) Leq at any other time. Lower noise limits may apply in areas where background noise levels are particularly low.

#### 8.4.2 Nursing Homes

In general, these facilities should be integrated wherever possible into the established residential areas of the urban settlements, where the residents can expect reasonable access to local services. In determining planning applications for change of use of a residential dwelling or other building to nursing/elder care home, the following factors should be considered:

- Compliance with the standards as laid down in the Nursing Homes (Care and Welfare) Regulations, 1993, as amended.
- The affect on the amenities of adjoining properties.
- Adequacy of off street car parking.
- Suitable private open space.
- Proximity to local services and facilities.
- The size and scale of the facility proposed – the scale must be appropriate to the area.

#### 8.5 Car Parking Standards (Table 8)

Land Use- Residential	Car Parking Requirement
Dwellings	2 per conventional dwelling
Flats/ Apartments	1.25 per 1 & 2 bedroom unit, 2 per 3 - 4 bedroom unit, In all cases, 1 visitor space per 4 apartments
Hotel Accommodation (excluding bars, functions rooms, etc.)	1 per bedroom
B&B / Guesthouse	1 per bedroom
Motel Accommodation	1 per bedroom
Hostel Accommodation	1 per bedroom or 1 per 10 bed
Self-Catering Accommodation	1 per unit
Institutions	1 per employee Land Use - Employment
Land Use- Employment	Car Parking Requirement
Manufacturing Industry	1 per 50 sq.m. gross floor area
Warehousing	1 per 100 sq. gross floor area
Offices	1 per 25 sq. gross floor area
Land Use- Commercial	Car Parking Requirement
Shops/Shopping Centres and Retail Warehousing	1 per 20sq.m. gross floor area
Cash and Carry	1 per 50 sq.m. gross floor area
Banks	1 per 20 sq.m. gross floor area
Restaurants	1 per 5 sq.m dining area
Bars, Lounges, Function Rooms incl. such spaces in hotels	1 per 4sq.m. of public area
Night Club	1 per 4sq.m. of public area
Land Use- Commercial	Car Parking Requirement

Service Garages	To be determined by the Planning Authority
Retail Outlets within Service Garages	1 per 10 sq. m of net floor area Land Use - Health and Education
<b>Land Use- Health and Education</b>	<b>Car Parking Requirement</b>
Hospitals	1 per bed
Surgeries	2 per consulting room
Nursing Homes	1 per 3 beds and one space per employee
Schools	3 per classroom
Colleges	To be determined by the Planning Authority
<b>Land Use- Community facilities</b>	<b>Car Parking Requirement</b>
Churches	1 per 4 seats
Libraries	1 per 20 sq.m. gross floor area
Cultural Buildings	To be determined by the Planning Authority
Crèches	1 per employee & dedicated set down area 1 per 5 children
Funeral Homes	1 per 5 sq. m. gross floor area
Cinemas/Theatre	1 per 3 seats
Community Centres / Halls	1 per 5 sq. m. gross floor area
Sport Clubs-swimming pools-tennis courts	2 per court, 5 per 100 sq.m.
Golf / Pitch & Putt courses	3 per hole
Golf driving ranges	1 per 2m of base line/per trap
Bowling Alleys	5 per lane
Stadia	1 per 3 seats

### Notes

In the case of any specific uses not listed in the table above, the Planning Authority will specify its requirements in relation to parking.

- Parking facilities for mobility impaired drivers and their vehicles shall be provided at the general rate of 2 per 100 spaces, such spaces shall be proximate to the entry points of the proposed buildings.
- The parking standards shall be proximate to the entry points of the proposed buildings.
- The parking standards for residential development will be reviewed in town centre locations and where innovative design principles are adopted. In such cases grouped parking will be encouraged.

### Loading and Unloading

In addition to the general car parking requirements, service parking space may be required for cars or other vehicles necessary involved in the operation of the business or a particular building, e.g. delivery and collection of goods. In all major developments of an industrial/commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements:

### Design Criteria

- Each required space shall be not less than 3.7m in width, 6m in length and 4.3 m in height exclusive if drives and maneuvering space and located entirely on the site being served.
- Loading spaces may be enclosed within a structure and must be enclosed if located within 15m of the curtilage of the residence where the use involves regular night operation.
- There shall be appropriate means of access to a street or road as well as adequate manoeuvring space.
- The maximum width of driveway openings at the street boundary shall be 6 metres and the minimum width shall be 3.6 metres. Loading facilities shall be provided and maintained so

long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to assure availability of required facilities to the delivery and pick-up vehicles that they are designed to serve. However, the Planning Authority may modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interest of the proper planning and sustainable development of the areas to do so.

### **Heavy Vehicles**

The indiscriminate parking of heavy commercial vehicles or machinery in residential areas detracts greatly from the amenities of these areas. It is the intention of the Planning Authorities to protect and improve residential amenities in all areas of the town. The Planning Authorities will co-operate with all other bodies that exercise control over this type of parking, to eliminate the nuisance created.

### **Cycle Parking**

Secure cycle parking facilities shall be provided in new office, residential, retail and employment generating developments. Bicycle racks shall be provided in all cases where the Planning Authority deems bicycle parking necessary. Such facilities should be within 25 metres of a destination for short-term parking, (shops) and 50 metres for long term parking (school, college, and office). Where stands cannot be provided on site, a contribution will be required towards the provision of public cycle stands by the Local Authority at the rate of 100 Euro per space required. The number of stands required will be a third of the number of car spaces required for the development, subject to a minimum of one stand. All long-term (more than three hours) cycle racks shall be protected from the weather. From a security viewpoint cycle racks should not be located in out-of-the-way locations. All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicle traffic. Cyclists should also have designated entry and exit routes at the car park. Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well posted. Weather protected facilities should be considered where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible.

## **8.6 Petrol Service Stations**

Proposals for petrol filling stations shall comply with the requirements of the Foras Forbatha document RT 181 Geometric Design Guidelines (Intersections at Grade) (1986) and the document Design Manual for Roads and Bridges National Roads Authority (2000) as well as the Dangerous Substances (Retail and Private Petroleum Stores) Regulations 1979 to 2006. Ancillary retail uses may be permitted but having regard to the impact of excessively scaled retail uses on established urban retailing areas and the considerations of public and traffic safety, it will be a requirement that any retailing component shall not exceed 100 square metres of retailing area. In assessing individual planning applications for new or refurbishment to existing petrol service stations, the following standards shall apply, where appropriate:

### **8.6.1 Design & Layout**

- A minimum frontage of 30 metres shall be provided inside a 60 kmh (37 mph) speed limit zone and this frontage must be kept clear of any structure (apart from boundary fence) for a depth of not less than 4.5 metres from the roadside boundary of the site.
- Every new petrol filling station must be laid out in such a manner that vehicles are re-fuelled, and can wait to be re-fuelled, clear of the adjoining roadway. The means of access should be designed to give best visibility.

- The layout of new or redeveloped petrol filling stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.25 metres in length, and an adequate off road area shall be provided for parking these vehicles safely without obstructing access to pumps while fuel is being delivered to petrol filling stations.
- The scale of buildings contained in a petrol filling station shall be related to the scale, character and form of adjoining structures to ensure an attractive development that integrates with and complements its surroundings.
- Car washing and vacuuming facilities are to be sited so as not to interfere with residential amenities or other adjoining sensitive land uses.
- Landscaping, including trees or shrub planting and suitable screening, shall be required to protect the amenities of the surrounding area and enhance the appearance of the development. A comprehensive landscaping scheme shall be prepared by a fully qualified landscape architect and submitted as part of the planning application.
- The surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the Planning Authority. A petrol interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the storage and removal of refuse and waste material.

#### **8.6.2 Location**

- Such facilities will generally be required to locate within the 60 kmh (37 mph) and 50 kmh (31 mph) speed limit areas and they shall not be permitted where the amenities of nearby properties will be affected and or obstruction of traffic flows would arise.
- Petrol service stations will not generally be permitted 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. Hours of operation will be limited in residential areas.

#### **8.6.3 Advertisements**

- Standard corporate designing will have to be modified as required by local circumstances.
- Signs should be limited in number and design and located so as to generally form part of the buildings or other structures on the site.
- The placing of signs of any description on footpaths, grass verges or any part of a public roadway will not be permitted. No advertisements or other structures whether temporary or permanent shall be placed on the forecourt which would interfere with the sight lines of motorists.
- A proliferation of illuminated and non-illuminated signs, flags and bunting will not be permitted as this leads to clutter and detracts from the visual amenities of the area.

#### **8.6.4 Lighting**

Forecourt lighting including canopy 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.

#### **8.7 Advertising**

The Planning Authority recognise the role of well located and sympathetically designed advertising, whether attached to a building or free standing, to contribute to the character and vitality of commercial areas, particularly at night. However, whether by design, scale, location, proliferation or ancillary issues such as manner of lighting, advertising has the capacity to seriously injure the visual qualities of an area and on occasion, pose a hazard to motorists through distraction. The Planning



Authority will seek the removal of such advertisements and permit only advertisements which are used sensitively and sympathetically and which enhance the appearance and vitality of an area. It will be an objective of the Planning Authority to limit advertising to commercial areas where it is already a feature and within such areas, the following considerations will arise:

- The size and scale of signs should not conflict with existing structures in the vicinity.
- Large scale commercial advertisement structures are not acceptable on or near buildings of architectural or historical importance, in parks, Architectural Conservation Areas and in areas of high amenity.
- Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety.
- Free standing signs will generally be resisted.
- Signs should not interfere with windows or other façade features or project above the skyline.

An advertisement is an accepted part of commercial shopping activity, it can normally be allowed in commercial centres. Control shall be exercised to prevent an impression of clutter in any location. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building façade. The design should be simple and related to features of the building such as fenestration, cornices, string courses, etc. Ideally, the sign should be an integral part of the elevational design of the building. As with shopfront design, the Planning Authority will require commercial interests, especially chain outlets, to restrain the use of their corporate image advertising where these are considered to be too dominant.

### **8.7.1 Advertising Hoardings**

Advertising hoardings, including tri-vision and three-dimensional signs, inappropriately located can constitute one of the most obtrusive elements of all forms of outdoor advertisement. They rely for their impact on size, scale and location and are thus usually detrimental to the character of the area in which they are situated and in some cases contribute to a traffic hazard. However, they can help to screen derelict or obsolete sites awaiting re-development, in certain circumstances.

- Outdoor advertising shall not be permitted on proposed or existing protected structures or within the vicinity of such, in such a way as to detract from the visual quality of their setting.
- In all other cases, regard to the visual impact of a proposed advertising hoarding and potential of traffic hazard arising from same will be imperative.
- The scale of display panels must be related to the scale of the buildings and streets in which they are located.
- Where illuminated hoardings are proposed, their effect on the streetscape during the hours of darkness and on the amenities of the area will be considered.
- Display panels may form part of the visual screening around building sites or sites awaiting redevelopment. In such cases, temporary permissions will be considered where appropriately sized panels form an integral part of an overall boundary treatment and do not comprise more than half of the total surface area of such treatment.
- As a general rule, planning permissions for outdoor advertising will be limited to a maximum of three years in the first instance, to enable the position to be reviewed by the Planning Authority in light of changing circumstances at the end of that period.
- The number and scale of hoardings in the vicinity of the site will be a material consideration.

### **8.7.2 Fingerpost Signage**

The erection of fingerpost signs may require a license or planning permission from the Planning Authority and should comply with the following:

- Directional signs for major tourist attractions and community purposes will be considered but product advertising will not be permitted.

- Signs must have a standard size and colour and where permitted will be provided by the licensee but will be erected by the Local Authority.
- Signs which interfere with the Local Authority's directional signs or which contribute to visual clutter will not be permitted.

### **8.7.3 Bus Shelters as Advertising Shelters**

In considering applications for bus shelters, the Planning Authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and the streetscape. Care must be taken with the location of shelters and attached advertising panels so that the public footpath, road traffic signs, pedestrian and wheelchair access and vehicular entrances are not obstructed. As priority is intended to be given to public transport, the desirability of adequate provision of bus shelters is not in question. However, poorly designed shelters, with excessive amount of advertising can have a very unfavourable visual impact. Care must be taken with the location of shelters so that the public footpath, pedestrian and vehicular entrances are not obstructed.

### **8.7.4 Illumination**

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

### **8.7.5 Illuminated Signs**

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. The following guidelines will apply:

- The type of illuminated signs, internally or externally illuminated individual letter/neon tubes, should be determined by consideration of the design of the building and its location.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed. It should not obscure architectural features such as cornices and window openings in the area. On new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered.
- Sky lines i.e. signs, which project in any part above the level of a building parapet or obtrude on the skylines, are regarded as objectionable in principle and will not be permitted.
- Neon tubular strip lighting is generally not acceptable.
- The number of illuminated signs in the area.

## **8.8 Commercial Site Development Management Standards**

No maximum density or site coverage is specified in this development Plan. Each application will be considered on its merits. In town centre locations, in order to encourage and facilitate the development of a compact business district, and to achieve desirable massing and heights of buildings, a plot ratio and site coverage of 1.5 and 70% respectively will generally be the norm. Moreover, for a development to be acceptable, it must not be prejudicial to the amenities of adjoining properties and must show appropriate provision for access, parking, storage and space for off loading and air circulation.

Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where surface car parking is permitted, a reasonably attractive layout incorporating landscaping and/or screening will be required. 2
- Covered bicycle parking provision will be required, where appropriate, to facilitate visitors and employees. Where bicycle parking is provided for employees, adequate ancillary facilities, to include showers and locker storage space, shall be provided for.

- It is not intended to place undue restriction on individual innovative design possibilities and the Planning Authority will endeavour to accommodate same, where it is appropriate.

### 8.9 Telecommunications

In considering location requirements, the Planning Authority will take the following factors outlined in the Department of the Environment and Local Government's *Planning Guidelines for Telecommunications Antennae and Support Structures* (1996):

- Telecommunication installations will not be favoured in residential areas, on land on where development may be restricted or prevented for amenity reasons or in parts of the town centre which are architecturally important.
- Nor will they be favoured unless it is clear that the developer has made reasonable efforts to share with other existing users or proposed sites in the vicinity of the proposed mast. Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industrial use or in areas already developed for utilities.

If the proposal is contrary to the above, the Planning Authority will need to be satisfied that the installation is of strategic importance if permission is to be granted. The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure. Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure, unless such structures have a clear and / or simple design or alternatively where it is judged by the Planning Authority to incorporate high sculptural design quality. Sharing of installations (antennae support structures) will be encouraged where it is deemed to lead to a reduction in the visual impact on the landscape or townscape. All applicants must satisfy the Planning Authority that a reasonable effort to share the installations has been made. Where it is not possible to share a support structure, the applicant should, where possible, share a site or site adjacent, so that the antennae may be clustered. As part of a planning application for antennae, operators will be required to furnish a statement of compliance with the *International Radiation Protection Association (IRPA) Guidelines* or the equivalent European Pre-Standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Communications Marine and Natural Resources and to furnish evidence that an installation of the type proposed complies with the above guidelines.

### 8.10 Archaeological Investigations

It is the policy of the Councils to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites or to protect them in-situ. Where archaeology is likely to be encountered or impacted upon by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994.

- Within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.
- Outside the zone of archaeological potential, where in the opinion of the Planning Authority, developments involve major ground disturbances; conditions relating to archaeology may be applied.
- The Local Authority will require that archaeological investigations be undertaken by a licensed archaeologist prior to the commencement of development.
- The developer will be liable for the cost of archaeological investigations.
- The Local Authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development.

The Planning Authority may impose conditions requiring:

- Professional archaeological supervision of site excavations.
- Funding by the applicant for archaeological monitoring, testing and/or assessment.
- Preservation of all or part of any archaeological remains.
- Conditions may be imposed which modify the development in order to facilitate archaeological investigation or preservation.
- Developers will be encouraged to supply an archaeological assessment and method statement outlining construction procedures as part of their planning application.

#### **8.10.1 Zones of Archaeological Potential.**

It is the policy of the Planning Authority to ensure that all planning applications for new development, refurbishment and restoration works within identified Zones of Archaeological Potential and within close proximity to individual Recorded Monuments or Sites, are submitted to the Department of Environment, Heritage and Local Government (DoEHLG). On receipt, the DoEHLG shall provide advice and recommendations regarding treatment of archaeology as an integral part of the development process. The planning decision made by the Planning Authority will have due regard to the recommendations made by the DoEHLG. Under the National Monuments (Amendment) Act, 1994, it is necessary for the owner and/or occupier of a monument or place, which has been recorded by the DoEHLG to give notice in writing to the DoEHLG of their proposal to carry out work within the vicinity of these sites. The proposed works shall not commence for a period of two months after having given this written notice, unless authorised within this period by the DoEHLG. The applicant may be formally requested, as part of the request for further information or as a planning condition attached to the grant of permission, to have a report prepared by an archaeologist on the archaeological implications, if any, of the proposed development. The archaeologist shall be employed by the applicant/developer. These archaeological reports shall be submitted to the Planning Authority, the National Museum and the DoEHLG as appropriate, for their consideration prior to the making of the planning decision in the case of requested additional information, and prior to the commencement of site preparation and/or construction works in the case of archaeological reports requested as a condition attached to the grant of planning permission.

### **8.11 Community Development**

#### **8.11.1 Schools**

Sites required for new schools shall comply with the requirements of technical guidance documents published by the Department of Education and Science in 2007 or as may be superseded on school design and site suitability. Developers should consult the Department's website ([www.education.ie](http://www.education.ie)) for the most up-to-date technical guidance. The documents state that it is important that allowance is made for future expansion of school buildings and facilities to cater for population growth and to minimize future development costs. Provision must be made within the site for adequate car parking for staff and visitors (at a rate of 3 per classroom), bus parking, pick-up/drop off areas, informal hard surface play area, and areas for organised sport activities. The Councils in association with the school authorities will endeavour to provide pedestrian crossings, road markings and footpath provision where required. Provision should be made in secondary schools for all forms of organised sporting facilities and for car parking at a rate of 3 spaces per classroom.

#### **8.11.2 Access for the Disabled**

All new buildings which provide for public access must conform with the design guidelines set out in National Disability Authority's "Building for Everyone" and the Technical Document – Part M of the Building Regulations, 1997-2006. In particular, reasonable provision should be made to enable disabled persons and mobility impaired persons to have safe and independent access to a building and to those parts of the building to which it is appropriate to have access to and are usable by

people with disabilities or mobility impairments. It is also a requirement that new dwellings are visitable and accessible by people with disabilities or mobility impairments and ensures that houses are designed as 'Lifetime Homes' for an ageing population. The main features of these requirements include:

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

Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for disabled persons and the mobility impaired. In the case of community centres and buildings which are commonly used by disabled persons, the mobility impaired or the elderly for social activities, the Planning Authority will require at least one WC compartment in the building be usable by wheelchair bound people.

Access considerations will be spread to the public realm with the position of street furniture, dished footpaths at junctions, tactile paving surfaces, pedestrian crossings and other elements being assessed on an ongoing manner. Car parking provision shall be provided for the disabled and mobility impaired in all car-parking developments and should be located in the most convenient locations for ease of use. The minimum criteria for such parking provisions are detailed in Building for Everyone, published by the National Disability Authority (2002).

## **8.12 Site Development Standards**

### **8.12.1 Building Height Control**

A high building is a building that is significantly higher than neighbouring or surrounding development. The following considerations will be taken into account in deciding an application for a high building:

- The degree of overshadowing and consequent loss of light caused to surrounding property.
- The degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises.
- The extent to which there is a disruption of the scale of an existing streetscape.
- The extent to which the building detracts from structures or spaces of architectural or historic importance or special visual quality.
- The extent to which the building detracts from important landmarks
- Any attractive views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- The scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space.
- The area of the site, and whether it is large enough to provide a visual transition from the scale of surrounding development.
- Whether the purpose or civic importance of the building would justify its prominence.
- Where, in the opinion of the Planning Authority, a location for a high building is acceptable under the above criteria, a high standard of design and finish will be required, commensurate with the location and civic importance of the site. Where a high building is likely to lead to a concentration of pedestrians seeking access to the public street, the design of the building must ensure the safety and convenience of pedestrians and other road users.

### **8.12.2 Building Lines**

In considering the proper planning and sustainable development of its area when dealing with applications to carry out development, the Planning Authority will normally seek to ensure that development is not carried out in front of established lines, or in a position which would be in conflict with a building line which may be determined, where the proper planning and sustainable

development would show such to be desirable. In deciding where a building line should be located, the form of development to which it is related will be considered. Where drive in space for a car is required in residential areas in front of a house, an absolute minimum building line of 7 metres is necessary. In particular cases, reduction in the building line may be permitted where such reduction is part of the overall design for the area and constitutes a desirable design feature and does not constitute a traffic hazard. Such cases will be decided on their merits. Where located along roads of traffic importance, increased building lines may be determined to provide for greater amenity and safety of road users and residents. On existing roads, building lines may be required for future road widening. In such cases, building lines will be required to allow for future road requirements.

### 8.12.3 Proportioning

Structures shall have a vertical emphasis. Where a proposed structure is excessively wide, it should be broken into a number of vertical units by the use of detailing and structural elements.

### 8.13 Employee Mobility Plans

Where significant developments are proposed by employers in certain locations, it is considered desirable that significant consideration be given to limiting traffic generation as far as possible. Planning permission may be made subject to agreement on an employee mobility plan, whereby measures are set out to reduce dependency on private car use for journey to work.

An Employee Mobility Management Plan is a management tool that brings together transport with other staff and site management issues in a co-ordinated manner. A successful plan can help competitiveness by reducing transport costs for both the employer and staff and provide a more conducive working environment. It normally brings together a package of measures tailored to the needs of an individual work site or a collection of work sites. This package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these as alternative to drive-alone journeys to work. It can consider all travel associated with the work site, including business travel, fleet management, customer access and deliveries. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an on-going basis.

The impact of these measures will be reviewed by the Planning Authority and businesses against a set of agreed targets, principally in relation to:

- A reduction in car journeys from the work site
- An increase in the number of people who share journeys by car
- A reduction in the need to travel especially in rush hour periods
- Enabling staff to use alternative modes of transport

Mobility management plans will be required for developments, which the Planning Authority considers, may generate significant trip demand. Development for which mobility management could be applied includes:

- Office
- Office-based industrial
- Other industrial
- Retail (large one-off stores and town/district centre developments)
- Retail warehousing and distribution
- Places of education

Mobility management is considered to be a suitable mechanism by which new developments can support objectives of sustainability and the achievement of reduced car dependency.

### 8.14 Securities

The completion of development in compliance with the terms of a planning permission is a basic expectation of the Planning Authorities and those immediately affected by a proposal. In the case of a larger development, such as housing estates or extractive or other industries, it is a requirement



that adequate securities are offered to the Planning Authority as a safeguard against serious breaches of the planning code and to permit intervention by the Authority itself in extreme cases to address these breaches.

To ensure that development undertaken by private developers is satisfactorily completed, the local authorities will impose, as a condition, of the planning permission, that a financial cash deposit, security bond or other acceptable security be lodged with them. This security is to ensure that all roads, footpaths, open spaces, lighting and other services within a development be completed to an acceptable standard. The Planning Authorities will continue this policy and require an adequate security calculated upon the estimated cost of the development works be lodged. This security shall remain in place until all prescribed works are satisfactorily completed or until the development has been taken in charge of by the relevant Local Authority.