

CHAPTER 8: DEVELOPMENT MANAGEMENT GUIDELINES & STANDARDS



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8.0 Introduction

This chapter sets out Development Management Guidelines and Standards for development.

8.1 Residential Development

It is the policy of Meath County Council and Navan 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. These Guidelines will 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 to Navan. They will be facilitated by:

- The creation and maintenance of a satisfactory residential environment which meets the needs and as far as possible, the preferences of residents and fosters the development of community;
- The integration of new housing into the natural and built environment in a manner that makes a positive contribution to the overall environment in the locality;
- The encouragement of energy efficiency both during the construction phase and during the lifetime of the development by sensitive design and layout and taking into account the topography, orientation and surrounding features of each site;
- The use of design briefs and qualitative and quantitative criteria in assessing applications for residential development.

The successful design of residential development will depend on a coherent and unambiguous design brief. In dealing with applications for residential development over 0.2 hectare (0.5 acre) or for more than 15 residential units, the Planning Authority will require the submission of a design brief as part of the application documents:

The principal functions of a design brief will be:

- To ensure that the key characteristics of the local context are taken into account from the outset;
- To establish the overall form of the development, based on the density and layout of buildings and spaces;
- To indicate how the layout of roads, streets and open spaces contribute to the spatial hierarchy, as well as linking the development to the rest of the vicinity;
- To indicate how the quantitative and qualitative criteria, which inform the design have been adhered to.

Quantitative criteria refer to density, private open space, public open space, roads, footpaths, car parking standards and internal space standards. Qualitative criteria refer to consideration of safety, privacy, sense of place, variety functions, convenience and aesthetics.

The design of residential development should not be based solely on compliance with quantitative standards. The creation of residential areas with a sense of place should be the priority. In the making of places, road layout and the movement of vehicles should not dictate the internal layout of a housing estate. The design of new residential development should provide for a network of functional and aesthetically pleasing public, semi-private and private spaces rather than merely a hierarchy of roads. It is not the road layout that should be paramount, the design should provide for a network of spaces rather than a hierarchy of roads.

8.1.1 Residential Density

The Planning Authorities in assessing planning applications for residential development will have regard to the recently published ‘*Sustainable Residential Development in Urban Areas*’ Guidelines to Planning Authorities. These guidelines supersede the Departments ‘*Residential Density Guidelines*’ (1999), which advocate the dispensing with the prescription of maximum residential densities.

8.1.2 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) and “Sustainable Residential Development in Urban Areas” Guidelines for Planning Authorities (2008).

- 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 behaviour 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 and long straight roads should be avoided. 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 schemes, i.e. less than 15 units, uniformity in design and finishes may be desirable and necessary. A strong mix of housing type allows for a greater diversity in the population profile of Navan.
- 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.
- Privacy defined as freedom from undue observation is an essential factor in residential layout. Privacy can be ensured by attention to the alignment of new residential buildings and their relationship to each other. 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.

8.1.3 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 Sustainable Residential Development in Urban Areas, Guidelines for Planning 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. In areas, which the Planning Authorities have decided that a Framework Plan should be prepared, public open space shall be provided 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 it would be in the interests 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.

8.1.4 Apartments

The Planning Authority is aware that in areas of multiple occupancy developments, there are a gather number of people. This can adversely affect the amenities of the area – increased traffic generated coupled with car-parking requirements, lack of commitment to (public and private) open space maintenance (particularly when residents may not be home owners), increased noise, nuisance and general disturbance. The subdivision of existing dwelling houses into apartments/flats will not generally be permitted within residential estates designed and developed for single family occupancy.

Planning applications for the development of apartments are subject to the following guidelines and standards:

- 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 Planning Authority will have regard to the principles as outlined in the Department of the Environment, Heritage and Local Government (2008) publication on “Sustainable Residential Development in Urban Areas” Guidelines for Planning Authorities, in considering the density and layout of housing estates. Housing densities should be appropriate to the location of the development and have regard to pattern and scale of adjoining development.
- 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 in a manner which will not 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 as 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 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 curtilage 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).

8.1.5 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.

8.1.6 Extensions

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

- The Department of the Environment, Heritage and Local Government (2008) publication on “Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities” in considering the existing site density and remaining private open space.
- The need for high quality designs for extensions will be required that respect and integrate with the existing dwelling in terms of height, scale, materials used, finishes, window proportions etc.
- Pitched roofs will be required 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 line building line and/or along the full front of the house will not be permitted.
- In the case of a single storey extension to the side of a house, the extensions 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 is 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 provided.
- 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.

8.1.7 Conversion of Existing Houses

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 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 recommended standards. Individual units should be self-contained with their own bathroom facilities and refuse bin storage area and washing/drying facilities which are accessible to the occupants of that unit.

8.1.8 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 Authorities 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 Authorities to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

8.1.9 Childcare Facilities

The provision of childcare facilities is subject to the Child Care Act and the Child Care (Pre School Services) (No.2) Regulations, 2006 and Child Care (Pre School Services) (No.2) (Amendment) Regulations 2006. The Planning Authorities recognise the need for properly run and conveniently located childcare facilities in Navan. It is the policy of Navan Town Council & Meath County Council to implement and be guided by the Planning Guidelines on Child Care Facilities, 2001.

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. seasonal or full day care);
- The effects on the amenities of neighbouring residents;
- The availability of easy access to public transport and the availability of safe and convenient arrangements for 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 conservation. 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 Authorities 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.

8.1.10 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 the Local Authority at the applicant’s expense or by the applicant at the applicant’s own expense under the supervision of Meath County 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 Authorities. All sewerage systems should conform with the proper planning and sustainable development of the area and public health standards. Septic tanks, individual and/or group schemes will be required to 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’, 1998 by the Department of the Environment & Local Government.

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 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. 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 Name of Residential Developments

The name of residential and road developments shall be in Irish and 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 as agreed by the Navan Area Committee and Navan Town Council. The names of roads shall be accompanied by an English translation, if appropriate. 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 shall be visible from the adjoining roadway. Street nameplates, in Irish & English, 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 Act 2000, 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 of 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 Planning 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. The Planning Authority will make financial provisions for costs levied on social housing residents of a development.

8.3 Rural Development

Traditional buildings in the countryside evolved in response to their setting and function on the land. They blend sympathetically with their surroundings and do not appear incongruous in the landscape. It is essential that similar care is exercised in the siting and design of new buildings to ensure they too can integrate harmoniously with their surroundings and thereby protect the amenity and character of the countryside.

The determination of whether a new building integrates into the landscape is not a test of invisibility, rather it requires an assessment of the extent to which the development of the proposed site, including necessary site works, will blend in unobtrusively with its surroundings. The main criteria against which the degree of visual impact will be considered include:

- The location of the site within the landscape, the position of the building within the site and its relationship with surrounding buildings. This will help determine whether the development will be a prominent feature in the landscape;
- The attributes of the site and its landscape surroundings and whether these provide sufficient enclosure for the new building. This includes the existence or otherwise of natural boundaries and/or a visual backdrop, and whether there is any intervening vegetation or natural features between the site and critical views; and
- The suitability of the design of the building for the site and its locality, including its form, scale and massing. The assessment of integration will be judged from critical views along stretches of the public road network, shared private lane-ways serving existing or approved dwellings, public rights of way and other areas of general public access and assembly, e.g. a car park.

New buildings that would read as skyline development or occupy a top of slope/ridge location or otherwise be a prominent feature in the landscape will be unacceptable. New buildings should be sited to take advantage of the opportunities afforded by existing mature planting, hills, slopes or other natural features to provide suitable enclosure. These features can provide a visual backdrop to development and equally where located in the foreground between the site and critical views can assist integration by filtering views of the new building. A group of existing buildings, such as a farm complex may also provide an opportunity to sensitively integrate a new building provided this does not adversely impact on rural character.

Where trees provide enclosure or a backdrop to a site they should be retained and where necessary augmented by new planting with native or other species characteristic of the area. This will assist the integration of the new building and help promote biodiversity. Care should be taken to ensure that an appropriate distance is maintained between tree root systems and building foundations, so neither is compromised.

While new tree planting for integration purposes will be considered together with existing landscape features, new planting alone will not be sufficient. A building on an unacceptable site cannot be successfully integrated into the countryside by the use of landscaping. New planting will inevitably take a considerable length of time to mature and in the interim will not mitigate the impact of new development. Similarly a new building that relies on significant earth works, such as mounding or cut and fill for integration will be unacceptable.

Due to the widespread views generally available in flat landscapes or exposed hill areas, it is all the more important to ensure that new buildings integrate well with their surroundings. In such areas, poor siting and design carries with it a greater potential for adverse impact on visual amenity and rural character. Particular care is therefore required in site selection so that new buildings will integrate into these landscapes.

Design

The form and proportions of a new building are key elements in the design and strongly influence its visual impact on the landscape. If form and proportion are wrong, then little can be done with any

other features to mitigate the impact of a poor design. Where the scale, form or massing of a building would make it dominant or incongruous in the local landscape, planning permission may be refused.

The most successful rural designs are those which use the simple shapes and forms of traditional buildings. Where a return is provided, it is normally to the rear with only a porch on the front elevation. The roof is either gable or hipped depending upon the locality and chimneys are positioned along the ridgeline.

A good relationship of solid wall to openings, such as windows and doors, is extremely important in a rural setting. Windows are traditionally small and vertical in proportion. Secluded elevations screened from public view may provide opportunities for design innovation, provided the overall design and orientation are acceptable. New houses, particularly bungalows, favour larger areas of glass usually with a horizontal emphasis out of keeping with traditional design. Unusually large horizontal windows on elevations facing roads or footpaths are not acceptable and should be avoided. Picture windows, balconies and patio doors are more effectively located on the secluded elevations where shelter and personal privacy can be guaranteed, provided the overall design and orientation are acceptable. Unequal pitched roofs reflect the traits of suburban rather than rural architecture and will normally be unacceptable. Similarly, buildings where the roof is designed to span the length, rather than the width of the structure, will normally be unacceptable.

Relative simplicity of design and discretion in the use of materials, texture and colour will greatly enhance the appearance of a building. The use of non-traditional materials such as brick, concrete and random stone-cladding tends to introduce too much diversity of colour and texture. Combinations of materials on walls, the use of feature panels and excessive ornament should be avoided. Where appropriate, applications for buildings in the countryside should include details of proposals for site works, retention or reinstatement of boundaries, hedges and walls and details of new landscaping.

Access and Other Ancillary Works

New accesses are often a visible feature of new buildings in the countryside and on occasion can be more obtrusive than the building itself, particularly if they include ornate walls, gates and fencing. Wherever possible access to a new building should be taken from an existing lane-way. Where a new access drive and services, such as electricity and telephone lines, are required, they should be run unobtrusively alongside existing hedgerows or wall lines and accompanied by landscaping measures. Access driveways should respect site contours and cross them gently, thus integrating the building with its entrance and site. Sweeping driveways which create a suburban emphasis and access arrangements, will not be acceptable. The traditional field pattern should be preserved and roadside and field boundary hedges and stone walls retained or reinstated following any access works. Retention or reinstatement of boundaries, hedges and walls is an important element in mitigating the impact of new development and where necessary will be controlled by condition.

8.4 Retail & Office Development

8.4.1 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.

8.4.2 Office Development

The Planning Authorities will encourage over counter office development to be located in the town centre. The use of vacant or underutilized upper floors for office development will be encouraged by

the Planning Authorities. Outside of the town centre, applications for office development will normally only be considered within the Industrial & 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 three metre strip of landscaped open space along all roads.

8.4.3 Retail Development

Having regard to the recommendations of the 'Retail Planning Guidelines for Planning Authorities' published by the DoEHLG in 2005, and the 'Retail Planning Strategy for the Greater Dublin Area' 2008, it is generally the objective of the combined Planning Authorities to encourage central locations for new retailing activity and consider the needs of residential neighbourhoods in catering for local shopping needs.

8.4.4 Shopping Centres

Shopping Centres must conform to the highest urban design standards. The design must ensure that the proposed centre will be integrated with, and be complementary to, the streetscape where it will be located, or in accordance with detailed urban design framework.

It is a requirement of the Planning Authorities that proposals for major retail centres such as shopping centres and food outlets are accompanied by specific measures to address the following issues;

- The scale of the proposal in relation to its planned catchment and existing floorspace provision including a Retail Impact Study on established centres.
- The ability of the proposal to be adequately serviced in relation to car parking, public transport and pedestrian and cyclist access and facilities.
- The creation, and enclosure of, good pedestrian space at an appropriate scale.
- A good mix of uses to increase activity and passive security, particularly in the evening time.
- The provision, within the overall design of the centre, of public facilities such as childcare facilities, toilets, advice centres, public telephones, etc.
- The provision and design of street furniture including public art, telephones, seats, litter bins, etc.
- The provision of residential uses, particularly apartments and maisonettes, as an integral part of the centre, in order to increase the evening activity and security of the centre.

The design and layout of buildings, including materials, should discourage graffiti and other forms of vandalism. Service areas should be out of sight of surrounding residential and pedestrian areas. Tree planting and landscaping must form part of the overall design of the Centre, plans of which must be prepared by a fully qualified landscape architect.

In addition, the use of 'roll-down' or external type security screens will not normally be considered in retail development generally in central areas and where the provision of screens is considered imperative, the use of perforated external and back lit screens or translucent internal screens will be considered.

8.5 Other Commercial Development

8.5.1 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 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 an 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 different needs of potential occupants. There are also developing opportunities for enterprise in the areas of waste recycling and conservation. As part of the Planning Authorities' commitment to sustainable development and to positively discriminate towards such types 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 favourable 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 5,000sq.m.
- **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 co-ordination.
- **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.
- **Neighbourhood 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 congestion, access and road safety. Generally one vehicular access point will be permitted to serve the development with a minimum carriage way 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 to 2006, 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 the 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 45 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.

8.5.2 Extractive Industry

General

The Council recognises the importance of extractive industry in the economic life of the County, and importance as a valuable source of employment in parts of the County. It is an objective of the Council to ensure that extractive developments do not adversely affect the environmental, tourism, local communities, residential qualities and/or any adjoining existing land uses in the area. In particular, the Council will seek to protect areas of geological or geomorphological interest, groundwater and important aquifers, important archaeological features and Natural Heritage Areas from inappropriate development. The Council will facilitate the exploitation of the County's natural resources where there is a proven need for a certain mineral/aggregate. Control will be exercised over the types of development taking place in areas containing proven or potential extractive

deposits in the interests of proper planning and sustainable development. In such areas, only development compatible with mining or quarrying activities will be permitted in areas being or likely to be used for these purposes.

In appropriate circumstances the Council shall seek the safeguarding of deposits of minerals from permanent development that would prevent or hinder their subsequent extraction. Transportation of minerals on public roads must be done in such a manner as not to cause nuisance to other road users. Such extractive operations should have good access to the National and/or Regional road network. A contribution towards the improvement of public roads serving a proposed and/or existing extractive development which are considered to be inadequate in width, alignment or structure to carry the size and weight of loads proposed as are necessary to safely accommodate such traffic, will be required by the Council as a condition of any permission granted. Where improvements cannot be achieved the proposal will be refused.

It is an objective of the Council to ensure that all worked-out pits be rehabilitated to suitable land uses and screened appropriately as part of an aftercare programme. To this end, bonds or levies and a comprehensive restoration/rehabilitation and landscaping plan will be required by the Council as a condition of any permission granted to ensure satisfactory reinstatement on completion of extraction. The need for a full Environmental Impact Assessment shall be investigated by the Applicant/Developer's legal advisors with direct consultation with the Planning Authority.

Permissions will normally be granted for a temporary period, usually for five years, allowing a development's impact to be assessed.

Rehabilitation

All extractive sites shall be subject to rehabilitation and landscaping programmes in phase with the extraction.

Bonding

Operators will be required to submit bonds, to secure proper rehabilitation of extraction sites. The past record of the operator will be taken into account.

8.5.3 Forestry

The Council recognises the economic and recreational potential of forestry. Forestry as a land use and its ancillary development will be encouraged in suitable areas subject to such development not interfering with significant views or prospects or being unduly obtrusive in the landscape. The Council will co-operate with the Forest Service in promoting greater recreational use of state forests in the County. In cases where forestry development is likely to adversely affect public roads, charges will be levied on developers to defray the improvement/maintenance costs of such roads. In order to avoid acidification of our soils and water courses from coniferous plantations and to promote biodiversity in so far as it is possible, the Council will actively promote the planting of deciduous trees.

Given the need to restructure agricultural practises the Council will assist the development of forestry particularly deciduous forestry as an alternative agricultural land use. The Council will endeavour to protect residential amenities of rural dwellers by the establishment of an appropriate area free from afforestation. The Council will endeavour to ensure that linear felling of trees is not encouraged in exposed or scenic areas.

8.5.4 Wind Energy

The Council is committed to assisting in the development of alternative energy sources for environmental as well as energy policy reasons. Regard will be had to guidelines in dealing with wind energy proposals in so far as they impact on the proper planning and development of the area, as detailed in 'Wind Energy Development – Guidelines for Planning Authorities' (DOEHLG, 2006), and any subsequent publication. Regard will also be had to the 'European Best Practise Guidelines for Wind Energy Development', (European Wind Energy Association). Guidelines are also published by the Irish Wind Energy Association (1997), NGO's (Irish Peatland Conservation Council,

Bridwatch Ireland, Earthwatch, An Taisce, Irish Wildlife Trust and Mountaineering Council of Ireland, 1996) and Friends of the Earth (1997). It is the policy of the Council to facilitate the development of the natural resources and renewable energy potential of the County to envelope the prime objectives of:

- A framework for Local Agenda 21 (Part 2. Management of Natural Resources);
- The National commitments of the Earth Summit 1992, and future commitments at Kyoto, Earth Summit, Dec. 1997;
- National and EU targets for renewable energy generation (30% of total electricity capacity by renewable resources by the year 2020), (Government white paper on energy).

Any proposals for the development of wind power will need to be supported by both a technical and an environmental statement prepared to an acceptable standard. In this regard applicant's applying for wind energy development are advised to consult with the Planning Authority before detailed proposals are drawn up. Consultations should also be held with the appropriate bodies, such as Department of Transport, Energy and Communications, The Irish Energy Centre and the ESB. In addition, potential applicants are advised to consult with the Department of Arts, Culture and the Gaeltacht, Forestry Service, Irish Aviation Authority and other appropriate statutory and non-statutory bodies in areas which may require special protection. In general the Council will encourage wind energy in so far as such developments would not have an adverse affect on residential amenities, views or prospects, Special Areas of Conservation, NHAs, SPAs, Protected Structures, aircraft flight paths, by reason of noise or visual impact.

The following conditions will apply where Wind Farms are permitted:

- (a) Blades must rotate in the same direction;
- (b) Layout should be compact;
- (c) Skylining should be avoided;
- (d) Three-bladed machines should be deployed;
- (e) Solid towers should be used;
- (f) Towers and blades should be finished in matt grey colour;
- (g) All grid connection within the site to be underground;
- (h) This may also be a requirement further afield in certain circumstances;
- (i) No fencing to be permitted on any part of the site;
- (j) Access roads to be unsurfaced;
- (k) Structures must be decommissioned at the life expiry of the farm and the site reinstated.

8.5.5 Agriculture

The design, scale, siting and layout of agricultural buildings should respect, and where possible, enhance the rural environment.

In visually sensitive areas, the Council will seek to group together and site buildings in an appropriate manner, and require the use of harmonious external materials to minimise obtrusion on the landscape. The use of dark coloured cladding, notably dark browns, greys, greens and reds are most suitable for farm buildings, and roof areas should be darker than walls.

The Council will require that agricultural developments comply with the Department of Agriculture's 'Guidelines on Control of Pollution and Farmyard Wastes', 1985, and as they may be amended. The Council will exercise its powers under the Planning Acts and under the Water Pollution Act to ensure that agricultural development will not cause pollution to watercourses. All new and existing agricultural developments will be required to ensure that all effluent, including yard run-off, is collected and stored within the confines of the development.

When assessing the adequacy of effluent handling facilities the following will be considered to be soiled waste:

1. Slurry;
2. Soiled water run-off;
3. Milk washings;

4. Silage effluent, and;
5. Dungstead.

New piggery developments exceeding 3,000 pig units (1 sow litter = 10.p.u, 1 pig = 1 p.u.) shall preferably be sited a minimum distance of 5 km from existing population centres exceeding 200 persons. The following shall be taken into consideration:

- (a) Where considered warranted by the Sanitary Authority, a treatment plant shall be provided for piggery developments;
- (b) The developer shall have all lands available for spreading in their ownership;
- (c) Management controls for slurry spreading shall have regard to:
 1. Spreading rates based on assessment of lands concerned;
 2. Storage tank capacities with at least 6 months winter storage;
 3. Time of spread;
 4. Distance from water-courses, with a minimum distance of 30 m in all cases, and;
 5. Distance from houses and public buildings, with a minimum distance of 100m except with the consent of the owner.
- (d) Band spreading or soil injection of all slurries shall be a prerequisite for all piggery developments. Slurry spreading by splash plates shall not be permitted. The use of odour masking agents when slurry spreading shall be required in appropriate developments;
- (e) Where other than the public water supply is being utilised as the source of water supply, the applicant shall satisfy the Planning Authority as to adequacy of source.

Where an application for an intensive piggery development is made the following will generally be the council's requirements:

1. Prior scoping with the developer of a comprehensive E.I.S. covering all relevant impacts both physical and socio-economic, and;
2. Acceptance of the E.I.S. only on the basis of proper treatment of all impacts on a multidisciplinary basis and inclusion of technological mitigating measures, where appropriate.

8.5.6 Automatic Teller Machines

The provision of Automatic Teller Machines (ATM's) will be strictly regulated, having regard to the following:

- The need to protect the character of the building or shopfront that they are incorporated into and in particular, Protected Structures including Proposed Protected Structures and within Architectural Conservation Areas.
- The design and location must be such that they are accessible to all.
- There should not be more than one ATM in any one shopfront so as to avoid the creation of a dead shop-front.
- The need to control the amount of litter generated by these machines.
- Signs and logos shall be discreetly incorporated into the overall design.
- The avoidance of a traffic hazard.
- The operators coming to a satisfactory arrangement with Navan Town Centre & Meath County Council in relation to litter control.

8.5.7 Takeaways, Amusement Arcades, Night Clubs & Licenced Premises

In order to maintain the appropriate mix of uses and protect night time amenities in a particular area, it is the objective of Navan Town Council & Meath County Council to prevent an excessive

concentration of the above uses and to ensure that the intensity of any proposed use is in keeping with both the scale of the building and the pattern of development in the area.

The provision of any of the above will be strictly controlled, having regard to the following, where appropriate:

- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents must be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes.
- New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection.
- The number and frequency of such facilities in the area.
- The need to safeguard the vitality and viability of shopping areas in the town centre and to maintain a suitable mix of retail uses.
- An important consideration for the Local Authorities is the number and frequency of events in such facilities.
- Façade design will be carefully controlled by the Planning Authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.
- Locations for larger scale night-time uses, such as super-bars or night clubs, should, wherever possible, have good access to public transport at closing time. An efficient and regular public transport service should be encouraged to serve the town centre late into the night and contributions towards funding this can be sought from developers via appropriate conditions.
- The operators coming to a satisfactory arrangement with Navan Town Council or Meath County Council in relation to litter control prior to the opening of the premises.

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

8.5.8 Nursing Homes

There is a continuing and growing need for nursing homes in Navan. In general, these facilities should be integrated wherever possible into the established residential areas of the town, 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 Statutory Instrument No. 226 of 1993 i.e. Nursing Homes (Care and Welfare) Regulations, 1993, as may be 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.

Lands have been reserved in Johnstown Village to provide a retirement complex to include associated housing comprising of assisted living units, nursing home and associated medical facilities.

In terms of nursing homes, it is an objective of Meath County Council and Navan Town Council:

DM OBJ 1 To provide a retirement complex to include associated housing which shall comprise of assisted living units, nursing home and associated medical facilities. Development of the subject site shall comply with the above objective. Any planning application for the development of this site must deliver the following;

- Design concept for the overall layout of the proposal;
- Assisted living units;
- Dedicated area of public open space;
- Details on the access arrangements and parking arrangements;
- Pedestrian linkages throughout the site;
- Provision of footpaths and lighting linking the development site to Johnstown Village;
- Careful consideration of the neighbouring residential units should be addressed in the layout of the proposed development.

8.6 Shopfront Design

Traditional shopfronts are frequently based on classical architectural features, adapted to the practical needs of shops and by changing fashions. A typical shopfront would comprise a display window, often divided with decorative glazing bars or mullions and transoms, surrounded by a stall riser below, pilasters on each side and a fascia, for signage, above. The door was often recessed beside the window. Decorative corbels or consoles were used at each end of the fascia. Good proportions and attractive designs were achieved by following these principles. The style of decoration has varied over the years and at different periods, classical, gothic, art nouveau and other styles have been used.

In the case of modern shopfronts, creative interpretation of traditional design principles can create innovative designs so generating visual interest whilst not detracting from the property or area generally. The Planning Authorities accept that retailers wish to trade on the basis of house colours and styles. However, a retailer's corporate identity should be balanced against the need to enhance the quality of an individual property or shopping area.

The following is a set of guidelines to ensure that all shopfronts are of a high quality design and that they do not detract from the appearance of the street scene. It is not intended to stifle original design principles which, if followed, would result in attractive well designed frontage.

8.6.1 Shopfront Framework

It is important to create a good visual frame for the shopfront. This will generally be formed by the pilasters, fascia and stall riser. A successful framing helps to contain the shopfront and provides a context for composing the shopfront elements within.

8.6.2 Materials

The choice of materials should complement the architectural character of the building and integrate with the overall visual unity of the street scheme. The decision to build a traditional shopfront or a modern one will, to a large extent, dictate the type of material used. Timber is the most appropriate material in historic buildings but a high level of attention to detail and standard of craftsmanship is required. The overuse of reproduction styles is not recommended by the Planning Authorities who encourage more examples of well designed, imaginative, modern shopfronts.

Some materials, including plastics, reconstituted stone and aluminium, can look visually bland, especially when used in a single plane. They can be improved with the introduction of effective modelling, detailing and the use of appropriate features. Modern style shopfronts tend to use a severe framing combined frequently with a simple glass screen or butt jointed glass planes. Existing stone fascias and pilaster provide excellent framing, within which a modern treatment can be inserted, the older traditional materials providing a good foil for modern display and lighting.

8.6.3 Corporate Images

Commercial interests which have adopted a 'Corporate Image' will not necessarily be permitted to use their standardised design, 'corporate colours' and materials. Compatibility with individual buildings and with the street scene will be considered more important than uniformity between the branches of one company.

8.6.4 Street Number

The Planning Authorities will require that well designed street numbers be provided on shop-fronts.

8.6.5 Stall Risers

It is desirable to provide a stall riser on shopfronts of at least 300 – 600 millimetres in height for visual reasons and to provide protection from fouling by dogs and splashing from the feet of passers by. This should be carried out in a durable material. The use of the public footpath for security stanchions or roller shutter fittings / fixtures is not acceptable.

The stall riser frequently aligns with the plinths of the pilaster. A stall riser also increases security, reducing the likelihood of the shopfront being rammed by vehicles in order to gain access to the goods on display. Timbers should never run directly to the ground. If timber stall risers or pilasters are preferred, a small stone recessed plinth should be provided between the timber and the ground.

8.6.6 Fascia

The design of the fascia is a key element in shopfront design. In traditional shopfronts, the depth of the fascia, i.e. from the cornice to the top of the window, is always quite small. In the main streets of the town centre, the overall height of the shopfront is frequently between 3 and 5 metres. The potential for elegance and verticality can be exploited by running the window high up to the underside of a narrow fascia band.

8.6.7 Window Frames, Doors and Entrances

Timber window frames are appropriate in traditional context and also work well when combined with stone. Modern materials such as plastic coated aluminium can be acceptable depending on the situation and the colour used. In a modern shopfront, door handles can be creatively used to introduce a feature. Shop doors are always required. The size of a door opening in a shopfront depends on the relationship of the opening to the width of the shopfront. In any case, a minimum window element parallel to the street and on the building line will be required.

8.6.8 Colour

Strong colours are a feature of traditional shopfronts. The colouring of a shop should be determined by the need to harmonise with the rest of the building and the streetscape. Generally timber work should be painted, with detailing picked out in a contrasting colour. The use of stain and varnish finishes should be avoided, as the high quality finish is seldom achieved and there is a continual problem of maintenance.

8.6.9 Projecting Signs

When projecting signs become over used in a locality, they become counter productive and in the process destroy the streetscape. In general, they will be severely limited to protect the environmental quality of the streetscape and the character of individual buildings. Where they are appropriate they should be of a high quality material and design. Hand painted timber (or stove enamelled metal) signs

are superior to the general plastic style signs. In Architectural Conservation Areas and on buildings of major architectural character, projecting signs on a black background with gold lettering and containing a limited amount of primary colour will be more sympathetically considered than signs based on mass produced products. The use of banner type projecting signs will be discouraged where they would lead to clutter and/or be out of scale or character with the building on which they are proposed to be erected.

8.6.10 Security Screens

Planning permission is required for the erection of roller shutters. External roller shutters will not normally be permitted within the town centre and will normally only be considered in industrial type settings.

8.6.11 Canopies

If sun canopies are required, they should be incorporated into the design of the shopfront with the blind box recessed. Only traditional style canvas, open-ended blinds are acceptable.

8.7 Car Parking Standards

Table 10; Car Parking Standards

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 Guesthouses	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	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/Dance Club	1 per 4sq.m. of public area
Service Garages	To be determined by the Planning Authority
Retail Outlets within Service Garages	1 per 10sq. m of net floor area
Land Use- Health and Education Facilities	Car Parking Requirement
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

Land Use- Community Facilities	Car Parking Requirement
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
Cinemas/Theatre	1 per 3 seats
Funeral Homes	1 per 5 sq. m. gross floor area
Community Centres	1 per 5 sq. m. gross floor area
Land Use: Sports Facilities	Car Parking Requirement
Sport Clubs-including swimming pools, tennis courts, etc.	2 per court, 5 per 100 sq.m.
Golf/ Pitch and 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

- (1) In the case of any specific uses not listed in the above table, the Planning Authority will specify its requirements in relation to parking.
- (2) Non-residential car parking standards are set down as “maxima” standards.
- (3) 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.
- (4) The parking standards shall be proximate to the entry points of the proposed buildings.
- (5) 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 4.3m in height exclusive if drives and manoeuvring 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 maneuvering 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 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.

8.8 Petrol Service Stations

New petrol filling stations and refurbished existing stations will be required to have a high quality of overall design and architectural layout to ensure an attractive environment which integrates with and complements or enhances its surroundings. 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 (DMRB)” National Roads Authority (2000) as well as the Dangerous Substances (Retail and Private Petroleum Stores) Regulations 1979 to 2008. 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:

8.8.1 Design & Layout

- A minimum frontage of 30 metres shall be provided inside a 60 km/h (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-fueled, and can wait to be re-fueled, 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.

8.8.2 Location

- Such facilities will generally be required to locate within the 60 km/h (37 mph) and 50 km/h (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.

8.8.3 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.

8.8.4 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.

8.9 Advertising

The Planning Authorities 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 of Navan, 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.

Advertisements also have the capacity to damage the character of individual buildings and streets and have a detrimental effect upon the historic, and the architectural heritage of Navan. The Planning Authorities will seek the removal of such advertisements and only permit advertisements which are used sensitively and sympathetically and which enhance the appearance and vitality of an area.

In Navan, it will be an objective of the Planning Authorities 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.

8.9.1 Advertising Hoarding

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 re-development. 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 Authorities 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.

8.9.2 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.

8.9.3 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 an 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.

8.9.4 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.

8.9.5 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.

8.10 Commercial Site Standards

No maximum density or site coverage is specified in the 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.
- 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.

8.11 Telecommunications

An efficient telecommunications system is important in the development of the economy. However, 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* (July 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, Energy and Natural Resources and to furnish evidence that an installation of the type proposed complies with the above guidelines.

8.12 Archaeological Investigations

The Urban Archaeological Survey of Navan commissioned by the Office of Public Works identified three Zones of Archaeological Potential. These zones are shown on the Archaeological and Natural Heritage Map including Views & Prospects.

It is the policy of the Planning Authorities to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites 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. Developments that impact on the archaeology of Navan will be treated as follows:

- Within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.
- Outside the zone of archaeological potential, where in the opinion of the Planning Authority, developments involve major ground disturbances; conditions relating to archaeology may be applied.
- The Local Authority will require that archaeological investigations be undertaken 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.

8.12.1 Zones of Archaeological Potential

It is the policy of the Planning Authorities to ensure that all planning applications for new development, refurbishment and restoration works within the three 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, 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 Authorities will have due regard to the recommendations made by 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 DoEHLG to give notice in writing to 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 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 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.

8.13 Community Development

8.13.1 Schools

Sites required for a primary school shall comply with the requirements of the Department of Education and Science publication General Design Guidelines for Schools (Primary and Post Primary) (August 2007). Developers should consult the Department's website (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 (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 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.

8.13.2 Access for the Disabled

All new buildings which provide for public access must conform with the design guidelines set out in Building for Everyone (NDA 2002) and the Technical Document – Part M of the Building Regulations, 2000. In particular, reasonable provision should be made to enable persons with a disability 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; and
- 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 persons with a disability and the mobility impaired. In the case of community centres and buildings which are commonly used by the disabled, the mobility impaired or the elderly for social activities, the Planning Authority will require at least one W.C. compartment in the building be usable by wheelchair bound users.

Meath County Council and Navan Town Council will meet these criteria for its buildings within the period of this Development Plan. 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 (2002), published by the National Disability Authority.

8.14 Site Development Standards

8.14.1 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.

8.14.2 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.

8.14.3 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.

8.15 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 journeys to work.

An Employee Mobility Management Plan is a management tool that brings together transport with other staff and site management issues in a coordinated 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

The Planning Authority considers mobility management to be a suitable mechanism by which new developments can support objectives of sustainability and the achievement of reduced car dependency.

8.16 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.