



Comhairle Cathrach & Contae Phort Láirge  
Waterford City & County Council

# **Development Management Standards**

## **Variation No 1**

**to the**

**Waterford County Development Plan 2011-2017**

**Waterford City Development Plan 2013-2019**

**Dungarvan Town Development Plan 2012-2018**

**As adopted by the**

**Elected Members of Waterford City and County Council**

**on the 8<sup>th</sup> of September 2016**

## 1.0 Introduction

This Chapter sets out Waterford City & County Council's development management standards and requirements that are applicable to the Waterford County Development Plan 2011-2017, Waterford City Development Plan 2013 – 2019 and Dungarvan Town Development Plan 2012-2018 to ensure that development occurs in an orderly and efficient manner and that it is in accordance with proper planning and sustainable development of the entire Planning Authority area. The overall standards and criteria have been reviewed and rewritten having regard to the requirement to achieve a coherent and structured development management standard applicable throughout the City and County areas. Proposals for development will need to take account of all of the standards and criteria that apply to the particular development, in addition to being assessed for consistency with the policies and objectives set out in the preceding chapters of the Plan and compliance with relevant legislative requirements.

**POLICY DM 1** : To require that all new development proposals shall comply with the relevant standards identified in this Development Management Chapter across the entire Planning Authority area of Waterford City & County Council.

## 2.0 Pre-Planning Consultation

In accordance with the requirements of Section 247 of the Planning and Development Act 2000 (as amended) Waterford City & County Council operates a pre-planning consultation service which provides an opportunity for applicants to engage in discussions with the Council prior to the submission of a planning application. Applicants are encouraged to avail of this service particularly for larger, more complex development proposals.

In order to avail of the pre-planning service, prospective applicants are required to complete the pre-planning application form which can be downloaded from the Council's website [www.waterfordcouncil.ie](http://www.waterfordcouncil.ie) or by emailing [planning@waterfordcouncil.ie](mailto:planning@waterfordcouncil.ie)

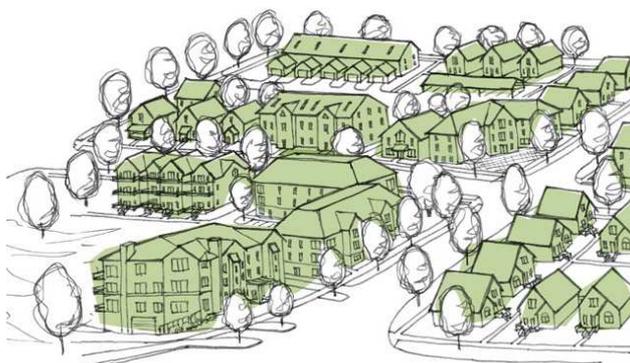
## 3.0 Residential Development

### 3.1 Residential Development

The successful design of residential development will depend on a coherent and unambiguous design brief. In dealing with applications for multi unit residential developments of 15 or more dwellings or sensitively located development Waterford City & County Council may require the submission of a **Design Statement** as part of the application documents.

The principal functions of a design statement 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 and 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 scheme. 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. Applications for residential development shall illustrate the phasing for the scheme. Phasing proposals shall ensure that open space and infrastructure to serve dwellings in a given phase e.g. public lighting, footpaths, is completed to the satisfaction of Waterford City & County Council prior to the initiation of the succeeding phase.

Applications will be required to adhere to the guidance contained in the **'Urban Design Manual - A Best Practice Guide'** (Department of the Environment, Community and Local Government, 2009). The design of schemes should promote best practice in architectural design, consistent with the aims of the 'Government Policy on Architecture 2009-2015' (Department of Environment, Community and Local Government, 2009) to support good architectural quality.

### **3.2 Development Impact Assessment**

In addition to a Design Statement, applications for all new residential development proposals for 10 or more dwelling units shall be required to submit a 'Development Impact Assessment' as part of the planning application documents. This report shall take guidance from the 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DoEHLG 2009)' and consider the overall impact of the proposed development under the following categories/headings;

- The overall character and scale of the settlement;
- Infrastructure capacity such as water/wastewater and surface water disposal available;
- Flood Plains / areas susceptible to flooding/cumulative effect of development and existing development in relation to flooding;
- Social services such as local shops/community facilities;
- Capacity of local schools/crèches/ child minding services available in the area
- The provision of open space areas / playgrounds / amenity areas;
- Car Parking / Traffic safety and pedestrian movements;
- Proposing phasing arrangements; and
- The protection of residential amenity of existing adjacent dwellings in the area;

### **3.3 Residential Density**

Waterford City & County Council recognises the benefits of increasing the density of residential development at appropriate locations in harmony with improved public transport systems and in accordance with various strategies and reports such as the 'National Spatial Strategy', the 'Sustainable Residential Development in Urban Areas Guidelines' and the 'Regional Planning Guidelines for the South East Region 2010 – 2022'.

Such an approach would encourage a more sustainable form of urban development through the avoidance of excessive suburbanisation and consumption of important greenfield lands and ensure a more economic use of existing infrastructure and serviced lands. A further benefit would be the reduction in dependence on the private motor car, facilitating and encouraging walking and cycling by reducing the distance to be travelled and improving accessibility to, and the attractiveness of, public transport. The use of zoned and serviced land to its maximum, as positioned in the core strategy through the emphasis on consolidation, will assist in achieving the objective of satisfying housing demand.

In the application of densities, it is important to recognise the settlement hierarchy of the county, with Waterford City being the Gateway City for the South East, the highest populated urban centre in the region and an important driver of not only population growth in the South East to encourage critical mass but also high value employment, retail and educational uses that will support growth across the entire region.

RPG Settlement Status	Centre
Regional Gateway Centre	Waterford City
County Town	Dungarvan
Larger Town	Tramore
District Town	Dunmore East

### 3.3.1 Sustainable Residential Development in Urban Areas Planning Guidelines (2009)

In 2007, the DoEHLG issued new Guidelines on ‘Sustainable Residential Developments in Urban Areas’, which incorporated updated guidance on residential densities to which Planning Authorities must now have regard. In summary, they advocate no upper limit on density in a City or Large town centre, subject to design safeguards. In outer suburban Greenfield sites densities of 35-50 units to the hectare net should be achieved and the same should apply for institutional lands. While they generally discourage densities of less than 30 per hectare they do acknowledge that there is limited provision required for lower densities to facilitate housing choice.

### 3.3.2 Waterford City Area

Given the Gateway City status, it is not intended to prescribe a maximum residential density for development within the development envelope of the Waterford City Development Plan boundary. Appropriate density shall be determined by the Planning Authority on a site by site basis having regard to the following criteria;

- Compliance with overall quantitative & qualitative standards set out in this Development Plan.
- Overall context having regard to existing densities in adjoining residential developments.
- Infrastructural capacity to absorb the demands created by the development.
- Existing features on the site (e.g. balancing conservation issues, etc).

### 3.3.3 Waterford County Area

Outside of Waterford City, the largest urban centres in the county are Tramore and Dungarvan. In addition there are a number of villages such as Portlaw, Dunmore East & Lismore which have populations exceeding 1,000 persons. Whilst it is important that all these centres grow in a sustainable manner for new residential development which is plan-led, the application of densities in these towns and villages should take into account location, their prevailing character and assimilate densities that are appropriate to the local context of built development. New residential

development should enhance the overall built form in these centres and not detract or take on inappropriate forms of development.

In this context, the suggested densities to be achieved across the county area should be;

- 25 units per hectare on R1 medium density residential zoned lands,
- 10 units per hectare on R2 low density residential zoned lands.

#### 3.3.4 General Density Advice

In all cases, the Planning Authority will determine the appropriate density for new residential development on a case by case basis taking into account location, context with neighbouring development, overall layout & design, access to public transport and proximity to services in accordance with the '*Sustainable Residential Developments in Urban Areas*' Planning Guidelines issued by DoEHLG. The above densities should be interpreted as indicative only however they will act as a guide for new development in the county area.

In assessing applications for residential development, the Planning Authority will seek to implement the density standards set out in the ministerial guidelines '*Sustainable Residential Developments in Urban Areas*' (DoEHLG 2009), where practical to do so, which in turn will take into account:

- Proximity to public transport bus stops
- Proximity to neighbouring and district centres
- The extent to which the design and layout follows a coherent design brief resulting in a high quality residential environment
- Compliance with qualitative and quantitative criteria
- The extent to which the site may, due to its size, scale and location, propose its own density and character, having regard to the need to protect the established character and amenities of existing adjoining residential areas
- Existing topographical, landscape or other features on the site
- The capacity of the infrastructure, including social and community facilities, to absorb the demands created by the development.

The same criteria will be applied to development proposals involving an increase in density on existing housing sites.

### **3.4 Part V Housing Requirements**

Through social housing schemes and capital investment programmes the Council will seek to ensure that all persons have affordable accommodation suitable to their social and personal needs and in line with the policies set out in '*Delivering Homes - Sustaining Communities*' (DoEHLG 2007). Social housing will also be required to be delivered as part of new private housing in line with the provisions of Part V of the Planning and Development Acts 2000-2015, (as amended).

Under the new Urban Regeneration and Housing Act 2015 (commenced on 1<sup>st</sup> September 2015), Part V of the Planning & Development Act has recently be amended with a requirement that not more than 10% of land zoned for a residential use or a mixture of residential and other uses shall be reserved for the provision of social housing. Section 97 of the Planning & Development Act has also been amended whereby a Part V agreement shall not be required in the following instances for new development;

- Consisting of the provision of 9 or fewer houses, or

- For housing on land of 0.1 hectares or less

An applicant/developer before applying for planning permission in respect of a residential development in accordance with the above Part V exemption threshold may apply to the Planning Authority for a Part V Certificate of Exemption from the requirements of Section 96 of the Act.

Where Part V - Section 96 of the Act does apply to a particular development, new provisions are now in place for applicants/developers in meeting their Part V requirements. Planning legislation no longer allows for the provision of an agreed monetary payment to the Planning Authority for Part V compliance or the transfer of land or serviced sites at other locations to the Planning Authority as a mechanism for Part V agreements.

Applicants/developers are advised to consult with the Housing Department of Waterford City & County Council prior to making a planning application in order to assess the Part V requirement in their specific case.

## 4.0 Residential Development Design Standards

### 4.1 Mix of Dwelling Types

The overall dwelling mix in residential schemes should provide for a balanced range of dwelling types and sizes to support a variety of household types. On smaller infill sites, the mix of dwellings should contribute to the overall dwelling mix in the locality. With the exception of student accommodation, proposals that include a high proportion of one bedroom dwellings (more than 10%) shall be required to demonstrate a need for such accommodation, based on local demand and the demographic profile of the area. Design Statements for residential or mixed use development proposals with a residential element will be required to address the mix of dwelling types.

### 4.2 General Residential Development Design Standards

The design and layout of individual dwellings should provide a high quality living environment for residents. Designers should have regard to the targets and standards set out in the Quality Housing for Sustainable Communities Guidelines, DCHLG (2007) with regard to minimum room sizes, dimensions and overall floor areas when designing residential accommodation. Dwellings should also be designed to provide adequate room sizes that create good quality and adaptable living spaces. Open space should be located behind the front building line of the house and be designed to provide for adequate private amenity.

**Table 1.0 – General Standards for New Residential Development in Urban Areas**

General Standards for new Residential Development in Urban Areas	
<b>Pedestrian &amp; Vehicular Movement</b>	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.
<b>Estate Design</b>	Guided by the principle of lifetime use and recognise the role of housing areas in children's play activities and the needs of older people 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.
<b>Movement</b>	Every effort should be made to eliminate through traffic (rat-runs); however provision should be made for public transport, pedestrian and cycle network through routes. Long straight roads should be avoided where feasible to keep vehicular speeds to the minimum. Provision should be made for traffic management proposals in all developments. 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.
<b>Housing Mix</b>	In housing developments containing <b>15 or more units</b> , a mix of house types and sizes should generally be provided. Variety in design, within a unified concept, will generally be required. This may be achieved through scale and massing, roof profiles, materials and decorative details. In smaller scheme, i.e. less than 15 units, uniformity in design and finishes may be acceptable, depending on the site context.
<b>Public Open Space</b>	<p>Public open space should be provided at a minimum rate of <b>15% of total site area</b>. The open space should be designed so as to complement the residential layout and be informally supervised by residents. The spaces should be visually and functionally accessible to the maximum number of dwellings. Incidental pieces of unusable land shall not be considered to fulfil or partially fulfil the 15% requirement.</p> <p>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, should not be acceptable.</p> <p>Waterford City &amp; County Council shall require that areas dedicated for public open space in a planning application are transferred to the ownership of the Council where the development is taken in charge by the Council.</p> <p>A detailed Landscaping Plan, prepared by a suitably qualified professional, is required to</p>

	accompany any new housing scheme proposal.
<b>Private Open Space</b>	<p>All houses should have an area of private open space, exclusive of car parking, to the rear of the building line. The minimum area of private open space to be provided shall be in accordance with Table 2.0.</p> <p>It should be noted that housing developments which provide private open space at the minimum standard throughout the scheme will be discouraged.</p>
<b>Privacy</b>	<p>Privacy 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.</p>
<b>Maximum Site Coverage</b>	<p><b>50%</b> - Site Coverage is determined by dividing the total area of ground covered by buildings by the total ground area within the site (i.e. footprint of development/Area of site)</p>
<b>Maximum Plot Ratio</b>	<p>1:1 – The plot ratio expresses the relationship between the total gross floor area of the building with the gross area of site (i.e. gross floor area/gross site area)</p>
<b>Minimum Separation Distance</b>	<p>Between the gables of non-adjoining dwellings, the minimum separation distance shall be 4 metres. This minimum separation distance shall only apply to proposed developments located in the Waterford County Development Plan 2011-2017 area &amp; the Dungarvan Town Development Plan 2012-2018 area.</p> <p>For residential development proposed in the Waterford City Development Plan 2013-2019 area, a minimum separation distance between gables shall be 2.3 metres.</p> <p>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.</p> <p>Between directly opposing above ground floor windows – 22 metres</p>
<b>Screen Walls</b>	<p>Screen walls constructed of brick/stone/</p>

	rendered blockwork, 2.0 metres in height and constructed in accordance with current standards and regulations shall be provided to enclose private open space and where the boundaries of the house sites abut roads, pedestrian ways or open spaces. The walls shall be capped and the design and finish should be consistent with the design/finish of the house design. Post and wire or timber panel fencing shall not be permitted.
<b>Boundary Treatment</b>	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 generally be discouraged and 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.
<b>Waste Management</b>	An appropriately designated and screened refuse storage and collection points should be provided. Access to these areas and roads within the estate should be suitable for waste collection vehicles.
<b>Phasing</b>	The Council will require a detailed phasing plan to be submitted with any planning application for residential or mixed use development. The Phasing Plan shall indicate how each phase shall be completed satisfactorily, in terms of roads/lighting/landscaping, etc. prior to an additional phase commencing.
<b>Services</b>	Provision shall be made for the location of all services underground. Water mains, foul and storm sewers shall be laid, where possible, under the estate roadways. 10m wayleaves shall be provided for underground public services in private areas.
<b>Construction Waste Management Plan</b>	A management plan for the reuse, recycling or disposal of Construction & Demolition waste will be required to be submitted as part of an application for permission.

<b>House Type located within the Waterford County Development Plan &amp; Dungarvan Town Development Plan areas only</b>	<b>Minimum Private Open Space</b>
<b>Terraced House</b>	<b>90 sq.m</b>
<b>Semi-Detached House</b>	<b>120 sq.m</b>
<b>Detached House</b>	<b>150 sq.m</b>
<b>Housing for the elderly/sheltered housing, etc</b>	<b>40 sq.m</b>

House Type located within the Waterford City Development Plan area only	Minimum Private Open Space
Terraced House	Not less than 50 sq.m
Semi-Detached House	50-75 sq.m (2 to 5 bed house)
Detached House	120 sq.m
Housing for the elderly/sheltered housing, etc	40 sq.m

**Table 2.0: Minimum Private Open Space Requirements for Dwelling Units**

The Planning Authority shall require the provision of private amenity space in accordance with Table 2.0 above for all new residential units. The prescribed private amenity space will allow for a private amenity area, the storage of bins/garden shed etc and the provision of an area for vegetable growing, etc. In certain circumstances, the standards hereunder may be reduced for smaller houses if the Planning Authority considered it acceptable, however the area may not be less than 40 square metres.

#### **4.3 Waste Water Treatment Infrastructure**

A significant number of settlements in County Waterford have wastewater treatment systems that require upgrading before they can cater for any additional loading. There are some settlements that do not have any existing wastewater treatment systems. A database of the wastewater treatment facilities and capacities in each of the settlements is set out in Appendix A4 of the Waterford County Development Plan 2011-2017. Therefore the further expansion of some settlements may be dependant on infrastructural upgrades over the life time of the Plan.

Prospective developers should note that since 1<sup>st</sup> January 2014 Irish Water took over the responsibility for public water and wastewater services from all Local Authorities. Irish Water is now responsible for the operation of public water and wastewater services. Accordingly, developers are advised of the need to engage in discussions with Irish Water in order to ascertain the acceptability or otherwise of any given wastewater proposal to service any proposed multi unit development.

As a matter of guidance, the following are a list of potential wastewater options for multi-unit development listed in the Waterford County Development Plan 2011-2017;

##### **4.3.1 District Service Centres**

The Council will prioritise investment in the upgrading of wastewater treatment facilities in District Service Centres. Where development is proposed prior to the implementation of upgrading works the Council shall require the developer to comply with Option 1 or 2 as set out below:

##### **Option 1 – Upgrade of Existing Facility**

The developer will pay 100% of the cost of the upgrade of the existing municipal wastewater treatment facility and/or network where this is possible for use by the development. This option would provide for the opportunity for a developer to finance the upgrade of the facility. However, the developer is required to frontload and carry the full 100% cost initially and will be reimbursed through development contributions as and when subsequent development occurs.

##### **Option 2 – Temporary Treatment Facility**

This option will be appropriate only where Option 1 is considered impractical by the Council and where the size of the development will not cause any detrimental effect on the operation of the municipal waste water treatment plant or the quality of the receiving waters. A temporary treatment facility may be considered for the development where the effluent was treated on site to an agreed standard and then disposed of through the public sewer network.

A temporary treatment facility will only be considered where the contracts for the upgrading of the public wastewater treatment facility and/or network have been awarded or are at an advanced stage of planning. The temporary waste water treatment plant would be decommissioned by the developer and removed from site once the new upgraded municipal facility was provided. The developer must also provide for an eventual connection to the municipal facility. The developer shall pay the full standard development contribution and connection charges. The developer shall maintain the treatment facility until decommissioning takes place and may be subject to a licence or a legal agreement.

#### **4.3.2 Local Service Centres/Settlement Nodes**

Within Local Service Centres/Settlement Nodes the Council will facilitate appropriate sustainable development by requiring developers to provide enabling wastewater treatment infrastructure for a new development subject to the agreement of the Council and the following provisions:

##### **Option 1- Upgrade of Existing Facility**

The developer will pay 100% of the cost of the upgrade of the existing municipal waste water treatment facility and/or network where this is possible for use by the development. This option would provide for the opportunity for a developer to finance the upgrade of the facility. However, the developer is required to frontload and carries the full 100% cost initially and will be reimbursed through development contributions as and when subsequent development occurs.

##### **Option 2- New Waste Water Treatment Facility**

Where no existing facility exists or where the existing facility is not at the optimum location the developer will locate a new wastewater treatment facility on a site identified and/or purchased by either the developer or the Council on a site which meets the necessary standards as set out by the Council.

Where developers are proposing the provision of a new permanent wastewater treatment facility (WWTF), or the replacement of existing insufficient WWTF, the following considerations shall apply:

- Low tech solutions with low maintenance costs will be favoured;
- At locations where low dilution capacity of receiving waters or environmental designation of receiving water requires higher effluent standards, the sustainability and cost efficiency of high tech solutions may be a planning consideration;
- Developer-led wastewater treatment solutions and their cost should not influence the density of development permitted in any settlement, which shall have regard to the Sustainable Residential Development in Urban Areas Guidelines (DoEHLG, May 2009); and
- The developer shall enter into a legal agreement with the Council for the provision of the WWTF.

In all cases, it is recommended that prospective developers would enter into pre planning discussions with the Planning section and would liaise with the Water Services Section to ensure that their proposals for wastewater treatment are acceptable to the Council.

On R1 (Medium Density) zoned lands, connection to the existing municipal wastewater treatment facility and/or network is preferred.

On R2 (Low Density) zoned lands, where connection to the existing municipal wastewater treatment facility is not practical, proposals for grouped waste water treatment facility serving a clustered development will not be allowed.

It is preferred that individual on-site effluent treatment systems for each dwelling are used or that connection to the municipal wastewater treatment facility is made (where residual capacity exists).

#### 4.4 Unserviced Areas

Where the development of a single house is proposed outside of a designated settlement the Planning Authority will require that the applicant provides an on-site waste water treatment system in accordance with the EPA Codes of Practice in force at the time of making the application.

Applications for planning permission for every individual dwelling in unserviced areas must conduct a site suitability assessment using the methodology set out in the EPA Code of Practice and the site assessment must fully comply with the required standards, as overseen by an appropriately trained, qualified and accountable assessor and designer. The Council has established an approved panel of competent assessors to carry out site characterisation (percolation testing) and since 1<sup>st</sup> January 2010 all site characterisation tests must be carried out and completed by a competent person listed on our panel of Approved Site Suitability Assessors. This panel is updated as appropriate.

#### 4.5 Front Garden Areas

In some more established residential areas, small front gardens and original features such as railings are characteristic of the overall development scheme, and in such areas on site car parking in front gardens/patios may not be permitted. Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.

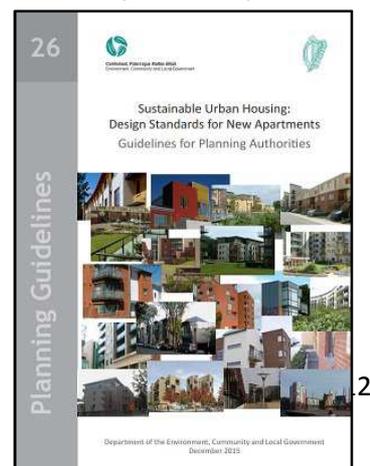
The cumulative effect of removal of front garden walls and railings can damage the appearance of suburban streets and roads.

Where permitted, drive-ins should generally:

- 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, and;
- Permeable paving should be used in the interests of sustainable drainage.

#### 4.6 Apartment Standards

In December 2015, the Department of the Environment, Community & Local Government published new apartment guidelines titled '*Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities*'. These effectively update the previous 2007 Planning Guidelines for New Apartments. All Planning Authorities are legally required to comply with these new national standards for apartment development notwithstanding any local objectives and requirements of Local Area Plans and SDZ Planning Schemes.



An apartment for the purposes of the guidelines is defined as “a residential unit in a multi-unit building with grouped or common access”

Private open space for apartments shall be provided in the form of patios, balconies or roof gardens, with patios and balconies forming an integral part of the scheme design. High quality communal open space should also be provided in schemes that include apartments. Communal open spaces should form an integral part of scheme design, be screened from full public view and public access, and should be restricted through design and/or formal barriers. Waterford City & County Council consider that appropriate levels of well designed apartment development can make a strong contribution to providing housing in central urban areas particularly in Waterford City and other higher order settlements in the county.

Applicants/developers of apartment schemes should take cognisance of the Multi Unit Developments Act 2011 (or as otherwise amended).

### Minimum Space Requirements for Apartments

The size of a dwelling is a key determinant of its liveability and its adaptability to new household requirements and needs and therefore fulfilling “lifecycle” needs. Table 3.0 below specifies minimum apartment size standards.

Type of Unit	Floor Area	Private Open Space	Storage Space	Communal Amenity Space
Studio Apartment	40 sq.m	4 sq.m	3 sq.m	4 sq.m
One Bed Unit	45 sq.m	5 sq.m	3 sq.m	5 sq.m
Two Bed Unit	73 sq.m	7 sq.m	6 sq.m	7 sq.m
Three Bed Unit	90 sq.m	9 sq.m	9 sq.m	9 sq.m

**Table 3.0: Minimum Floor Area Requirements**

It is a specific planning policy requirement of the new ministerial guidelines for apartment development (2015) that the majority of all apartments in a proposed scheme of 100 or more apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%).

Type of Unit	Minimum bedroom Width	Minimum Floor area
Studio	5m <sup>1</sup>	30 sq.m <sup>2</sup>
Single Bedroom	2.1m	7.1 sq.m
Double Bedroom	2.8m	11.4 sq.m
Twin Bedroom	2.8m	13 sq.m

**Table 4.0: Minimum Bedroom Widths**

Provision should also be made for general storage particularly for bulky items not in daily use e.g. suitcases/vacuum cleaners etc. and these storage areas should be additional to kitchen presses and bedroom furniture.

<sup>1</sup> Note: Minimum floor areas exclude built-in storage presses.

<sup>2</sup> Note: Combined living/dining/bedspace

### Dual Aspect Requirements

Under the New Apartment Planning Guidelines (2015), the following is required;

- Dual aspect apartments should be provided where possible as they provides for a more attractive, usable and adaptable living space, better views and also cross-ventilation and better sunlight / daylight.
- In urban locations the **minimum number of dual aspect apartments that may be provided in any single apartment scheme shall be 50%.**
- In certain circumstances, usually inner urban sites, near to city or town centres, including SDZ areas, where it is necessary to ensure good street frontage and subject to high quality design, this may be further reduced to an **absolute minimum of 33%.**
- Where single aspect apartments are provided, **the provision of south facing units should be maximised, with west or east facing single aspect units also being acceptable.** Living spaces in apartment should provide for direct sunlight for some part of the day. North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings.



## 5.0 Sustainable Travel

A workplace travel plan is an effective instrument used within the planning process to promote and support sustainable travel patterns at work at a site specific level. It consists of a package of actions and measures to promote more sustainable and cost-effective travel habits among employees, clients and visitors. Workplace travel plans are applicable to all workplaces, colleges and hospitals as measures can be applied to staff, students and visitors.



Workplace travel plans can help to provide the impetus for modal change. They involve limited capital expenditure and concentrate on improving on-site facilities and more sustainable travel.

- As a guideline threshold, a Standard Workplace Travel Plan will be required if an existing or proposed development has the potential to employ **over 100 persons**. This is generally in line with the thresholds indicated in government policy documents. Appropriate developments requiring such a plan may include office and commercial buildings, industrial, warehousing and wholesale, retail, leisure, medical or educational facilities.

The National Transport Authority (NTA) has published a step by step guidance document on the preparation of Workplace Travel Plans, and A Guide for Implementers. These can be downloaded from [www.smartertravelworkplaces.ie](http://www.smartertravelworkplaces.ie)

- A workplace Travel Statement may also be required by the Planning Authority for developments which employ less than 100 persons.

The content of a Workplace Travel Statement are less onerous and should include basic detail such as the following:

- A clear statement setting out a commitment to actively encourage and support sustainable transport.
- Provision of suitable supporting physical measures, appropriate to the site and development proposal; and
- An Action Plan containing a package of measures and initiatives which will promote and support sustainable travel patterns.

## 6.0 Car Parking Standards

### 6.1 Car Parking Standards

Car parking should be provided in accordance with the standards set out in Table 5.0. Spaces may be provided on site or on street. Appropriately designed on-street car parking will be encouraged 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.

#### 6.1.1 Parking Requirement for Changes of Use

Where an application for change of use is made the parking requirements will be the difference between the new use parking requirement and the existing use parking requirement. In Waterford City Centre, with a few to encouraging utilisation of upper floors the parking requirement will be reduced by 50% for first floor change of use, where applicable, and there will be no parking requirement for second floor and subsequent floors.

**\*Note for Reader:** In certain categories, different car parking standards apply to Waterford City Centre from other locations in the County. The car parking standards that apply to Waterford City Centre also apply within 250m of a Public Transport Route within the Waterford City Development Plan 2013-2019 area.

**Table 5.0 – Car Parking Standards**

Land Use – Residential	Car Spaces
House	2 per conventional dwelling  In multi unit applications, 1 visitor car space per 4 dwellings may be required.
Flat/Apartments	1 car space per unit Waterford City Centre*  In all suburban locations in Waterford City

	and other main urban centres in the county the requirement is 1.5 spaces per unit.  In all cases, 1 visitor car space per 4 apartments
Hotel Accommodation (excluding bars, function rooms, etc)	1 per 2 bedrooms in Waterford City Centre*  1 per bedroom in all other locations
B&B/ Guesthouse	1 per 2 bedrooms in Waterford City Centre*  1 per bedroom in all other locations
Motel Accommodation	1 per 2 bedrooms in Waterford City Centre*  1 per bedroom in all other locations
Hostel accommodation	1 per 8 bed spaces
Self Catering Accommodation	1 per unit
<b>Land Use – Employment</b>	
Manufacturing Industry	1 per 80 sq.m gross floor area
Light Industrial Use	1 per 50 sq.m gross floor area & 1 HGV space per 2,300 sq.m gross floor area.
Warehousing	1 per 100 sq.m gross floor area
Office Use	1 per 100 sq.m gross floor area in Waterford City Centre*  In all other locations 1 per 50 sq.m gross floor area  Parking for visitors may also be provided at the discretion of the Planning Authority.
<b>Land Use – Commercial</b>	
Retail Shops and Supermarkets 1. Waterford City Centre (Gateway Centre)	1 per 50 sq.m net floor space.
2. All areas in the county outside of Waterford City Centre	1 per 25 sq.m net floor area.
Non Food Retail	1 per 25 sq.m net floor area
Retail Warehousing	1 per 50 sq.m gross floor area
Cash and Carry	1 per 50 sq.m gross floor area
Banks	1 per 100 sq.m gross floor area
Restaurants	1 per 30 sq.m net floor area in Waterford City Centre*  In all other locations 1 per 15 sq.m net floor area
Bars, Lounges, Function Rooms including such spaces in Hotels	1 per 30 sq.m in Waterford City Centre* 1 per 20 sq.m net floor area in all other locations

Night Club/ Dance Hall	1 per 20 sq.m of public area
Retail Outlets within Service Garages	1 per 10 sq.m of net floor area
Caravan Park	1 space per unit
<b>Land Use – Health and Education Facilities</b>	
Hospitals	1 space per bed 1 space per doctor/consultant 1 space per 3 nursing & ancillary staff
Medical Clinics & Surgeries	1 per consulting room in Waterford City Centre* & 1 per employee.  In all other locations 2 per consulting room & 1 per employee.
Nursing Homes/Residential Institution	1 space per 4 beds and 0.5 space per employee
Primary School	1 per classroom + dedicated set down area
Secondary School	1.25 per classroom
Colleges/ Third Level Institutions	1 per staff member, + 1 per 15 students
<b>Land Use – Community Facilities</b>	
Place of Public Worship	1 per 10 seats
Libraries	1 per 32 sq.m gross floor area
Conference Centre	1 per 50 sq.m gross floor area in Waterford City Centre* 1 per 20 sq.m gross floor area in all other locations.
Crèche	1 per employee & dedicated set down area, and 1 per 4 children
Cinema/Theatre	1 per 10 seats, + 1 per staff member
Funeral Home	1 per 20 sq.m gross floor area
Community Centre/Hall	1 per 10 seats
Leisure Centre	1 space per 50 sq.m, + 0.5 space per staff member
<b>Land Use – Sports Facilities</b>	
Sports Clubs – including tennis courts, swimming pools, etc.	2 per court, 5 per 100 sq.m
Golf/ Pitch & Putt courses	2 per hole
Golf Driving Range	1 per 3m of base line/per trap whichever is the less
Stadia	1 per 15 seats, + 1 coach space per 500 spectators

#### **Advisory Notes**

- (1) In the case of any specific uses not listed in the above table, Waterford City & County Council will specify its requirements in relation to parking.

- (2) The above car parking standards shall be applied at the discretion of Waterford City & County Council having regard to the availability and adequacy of on street parking, existing or proposed off street parking to serve the development and the overall locational context of the proposed development.
- (3) Non-residential car parking standards are set down as “maxima” standards.
- (4) 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.
- (5) Adequate car parking bays should be provided within the confines of the public areas of residential areas to address public needs.

### **6.2 Loading & Unloading**

In addition to the general car parking requirements, service parking spaces may be required for cars or other vehicles necessary 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:

- Each required space shall be not less than 3.7m in width, 6m in length and 4.3m in height exclusive of driving 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 manoeuvring space;
- The maximum width of driveway openings at the street boundary shall be 6 metres and the minimum width shall be 3.6m

### **6.3 Cycle Parking**

Secure cycle parking facilities shall be provided in new office blocks, apartment blocks, shopping centres, hospitals, employment generating developments etc. Bicycle racks shall be provided in all cases where Waterford City & County Council consider such parking facilities necessary.

Such racks should be located within 25 metres of a destination for short-term parking (shops) and within 50 metres for long-term parking (school, college, office).

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 cycle facilities in multi-storey car parks shall be at ground floor level and 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. All long-term (more than three hours) cycle racks shall be protected from the weather.

## **7.0 Residential Miscellaneous**

### **7.1 Naming of Residential Developments**

The names of residential estates should reflect the areas in which they are located and shall have a geographical, historical or cultural influence. The naming of residential developments shall be approved by the Planning Authority following consultation with the place naming committee. Agreement on naming shall be reached prior to the launching of any advertisement campaign/signs, etc.

### **7.2 Taking in Charge**

The Planning & Development Act 2000 (as amended) outlines the basis for taking in charge of residential estate developments by Local Authorities. Section 180 provides that when a development has been completed in accordance with planning permission, the Planning Authority shall initiate procedures under Section 11 of the Roads Act 1993 to take it in charge when requested to do so by a developer or if the majority of residents request it. Waterford City & County Council have a Taking in Charge Policy Document (2008) for such requests of private housing developments. The policy document outlines the general conditions and time frames for the taking in charge process.

### **7.3 Development Contributions**

In February 2015 Waterford City & County Council adopted a new Development Contribution Scheme to cover the period 2015 – 2021 for the new amalgamated City & County area. Under Section 48 of the Planning & Development Act 2000 (as amended) this sets the statutory basis for the calculation of development contributions applicable to new development in Waterford City and County seeking planning permission and that benefit from public infrastructure and facilities. Applicants and developers are advised to make themselves aware of the terms and levies associated with new development within this scheme.

### **7.4 Bonds**

Developers shall be required, prior to the commencement of any development, to give security by way of a cash deposit to ensure the satisfactory maintenance and completion of a residential development. The Planning Authority, may where it is deemed appropriate, allow for a combination of a cash deposit/insurance bond. This bond shall remain in force until such time as all the work has been completed to the satisfaction of the Local Authority and taken in charge by Waterford City & County Council.

The Council may require Tree Bonds, where appropriate, to ensure that trees are protected and maintained in good condition during construction of developments. Where trees are damaged during development part or all of the bond be retained by the Council.

### **7.5 Replacement Dwellings**

It is a policy of the Council to retain vernacular architecture and to preserve, where possible cottages and traditional outbuildings. The Council may allow, in limited circumstance, a replacement dwelling where it is deemed that the existing habitable<sup>3</sup> dwelling is of little or no architectural or historical merit. This assessment shall be made during the Development Management Stage of any prospective application and may require specialist reports if deemed necessary by the Council.

### **7.6 Conversion of Outhouses**

Where the Planning Authority considered out houses to be of architectural merit, consideration may be given to the restoration of same for appropriate and sympathetic residential/cottage industry type development.

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<sup>3</sup> A habitable structure is defined as a dwelling that is serviced by electricity and water, has four intact walls and a roof, and the last use of which was residential

Full planning permission is required for the conversion of outbuildings. Where a sensitive renovation proposal is presented, a genuine rural housing need will not be required by the Council, however, normal development management standards should be adhered to (e.g. safe access, acceptable wastewater provision, etc).

### **7.7 Non Habitable Dwellings/ Unused Cottages**

Sensitive restoration of non habitable vernacular stock will be considered where an unused cottage or dwelling is considered of architectural, visual or historical merit. Where a sensitive renovation proposal is presented, a genuine rural housing need will not be required.

### **7.8 House Extensions**

The design and layout of extensions to houses should have regard to the amenities of adjoining properties particularly as regards sunlight, daylight and privacy. The character and form of the existing building should be respected and external finishes and window types should match the existing.

Extensions should:

- Follow the pattern of the existing building as much as possible;
- Be constructed with similar finishes and with similar windows to the existing building so that they will integrate with it;
- Roof form should be compatible with the existing roof form and character. Traditional pitched roofs will generally be appropriate when visible from the public road. Given the high rainfall in Waterford the traditional ridged roof is likely to cause fewer maintenance problems in the future than flat ones. High quality mono-pitch and flat-roof solutions will be considered appropriate providing they are of a high standard and employ appropriate detailing and materials.

### **7.9 Granny Flats**

The creation of a 'granny flat' 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 subdivision of the garden. 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 a 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.

### **7.10 Holiday Homes**

Clustered Holiday Home Developments shall only be considered in areas zoned for such purposes or where associated with an Integrated Rural Tourism and Recreational Complex (please refer to Volume 3, Appendix A7 of the Waterford County Development Plan 2011 – 2017)

### **7.11 Caravan Parks**

All planning applications for caravan parks will be assessed in accordance with Fáilte Ireland's publication '*Caravan & Camping Parks Classification Matrix*'. Regard should also be had to the 'Waterford County Council revised Schedule of Conditions to be attached to licences' issued under Section 34 of the Local Government (Sanitary Services) Act, 1978, for the use of land as a mobile home/caravan park or camping site.

### **7.12 Tourism Activities**

Waterford City & County Council will require that planning applications for tourism development should demonstrate that the proposal complies with the following:

- Does not place unsustainable demands upon existing or planned infrastructural capacity for the area;
- Does not conflict with the maintenance of the neutral and cultural heritage of the area;
- Is located within a designated settlement node, on zoned land for tourism development or is compliant with the IRTTC policy (please refer to Volume 3, Appendix A7 of the Waterford County Development Plan 2011 – 2017).
- Reinforces the provision of non-residential tourism facilities in the County either through integration with established facilities or by the provision of new facilities; and
- Minimise the need for additional vehicular journeys to/from visitor facilities in the immediate environs.

## 8.0 Non- Residential Development

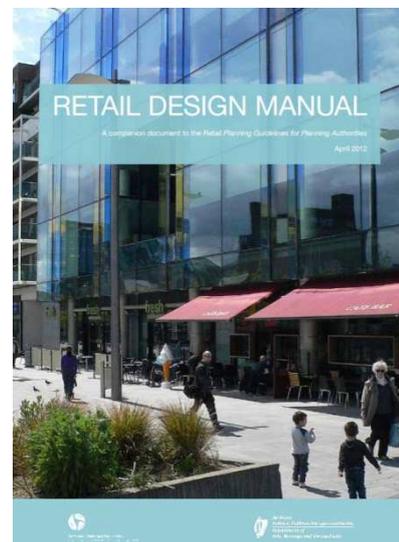
### 8.1 Retail Development

The provision of new retail development in Waterford should accord with the recommendations of the Waterford City Retail Strategy (2012) or Waterford County Retail Strategy (2006) depending on the location of such development.

#### Major Retail/Shopping Centres

It is a requirement of Waterford City & County Council that proposals for major retail centres such as shopping centres and retail outlets are accompanied by specific measures to address the following issues:

- 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, telephone, seats, litter bins, etc, and;
- The provision of residential uses as an integral part of the centre, 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 for which must be prepared by a fully qualified landscape architect.

Shopping centres must conform to the highest urban design standards. The design must ensure that the proposed centre will be integrated with, and be complimentary to, the streetscape where it will

be located, or in accordance with the detailed urban design framework. Applicants should have regard to the 'Retail Design Manual' – A Companion Documents to the Retail Planning Guidelines for Planning Authorities (April 2012), for guidance on best practice principle for urban design relating to retail development.

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 a detailed urban design framework.

Elements to be addressed include:

- The scale, design and enclosure of pedestrian space
- The provision and design of street furniture including public art, telephones, seats, litter bins, etc.
- The provision, within the overall design of the centre, of public facilities, e.g. toilets, childcare areas, advice centres, pedestrian routes to schools, health clinics, etc. The centres, where appropriate, should also include offices, medical and related consultants.
- Activities and uses that keep the centre alive both during the day and evening, e.g. stalls, cafes and public houses.
- The inclusion of residential uses, particularly flats and maisonettes, as an integral part of the centre, in order to increase the evening activity and security of the centre.

The overall design strategy will normally reflect variety (by the use of differing shop fronts, set back, signs, etc.) within a unified design.

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 area. Tree planting and landscaping must form part of the overall design of the shopping centre, plans of which must be prepared by a fully qualified landscaping architect.

#### 8.1.1 Retail Impact Assessment

Retail Impact Assessments (RIA's) should not necessarily be required for developments less than **1,000 sq. metres – net area**, unless it is considered that they would have a material impact on the vitality and viability of an existing retail centre. Furthermore retail impact statements will generally not be required for retail developments that are located within defined Development Plan retail centres namely city centre, district centres and neighbourhood centres and for those that generally accord with the relevant city or county retail strategy.

All applications for large retail developments in out of centre or edge of centre locations (in excess of 1,000 sq. metres – net area) should be subject to a sequential test. Where an application for a large comparison retail development (in excess of 1,000 sq. metres – net area) outside of the City Centre or Town Centre is lodged to the Planning Authority, the applicant should demonstrate that all City/Town Centre options have been assessed and evaluated and that flexibility has been adopted by the retailer in regard to the retail format.

#### 8.1.2 Traffic & Transport Assessment



Traffic & Transport Assessments (TTA) will be required to be submitted where a proposed development may significantly impact on the capacity of the surrounding road network. The Traffic & Transport Assessment shall be prepared in accordance with the Traffic Management Guidelines Manual 2003 published by the Department of Transport (2003) and the Traffic and Transport Assessment Guidelines (2014) published by the NRA.

In terms of retailing, a TTA will generally be required for such new development exceeding 1,000 sq.m gross floorspace.

As an indicator for all roads, the following are the National Guideline thresholds above which a Transport Assessment is automatically required for different categories of development.

### National Roads

Due to the strategic role of national roads and the need to ensure that the carrying capacity, efficiency and safety of the network is maintained, the management of development will require tighter control as indicated in the DOECLG’s Spatial Planning and National Roads Guidelines for Planning Authorities. Where applications affect national roads a Transport Assessment may be requested if the advisory thresholds as set out in the in NRA/TII Traffic & Transport Guidelines (2014) are exceeded.

Traffic to and from development exceeds 10% of the traffic flow on the adjoining road.
Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive. <sup>4</sup>
Residential Development in excess of 200 dwellings
Retail & Leisure Development in excess of 1000 sq.m
Office, Education & Hospital Development in excess of 2,500 sq.m
Industrial Development in excess of 5,000 sq.m
Distribution and Warehousing in excess of 10,000 sq.m

### 8.2 Retail Warehousing

Retail warehousing comprises of a large single-level store specialising in the sale of bulky household goods such as carpets, furniture and electrical goods, and bulky DIY items, catering for mainly car borne customers.

<sup>4</sup> In locations that experience particularly heavy congestion and when traffic flows from a proposed development are less than 5% of the traffic flow on the adjoining road, A Transport Assessment may still be required. When in doubt, the requirement for a Transport Assessment should always be scoped with the Local Authority.

The most recent Retail Planning Guidelines for Planning Authorities was published in 2012 which indicate that 700 sq.m (net) is the minimum size floorspace that should be permitted for any individual retail warehouse unit which predominately consist of bulky household goods for sale. The maximum floorspace of an individual retail warehouse unit is indicated to be 6,000 sq.m (net). The subdivision of units will not generally be permitted as it may result in unit sizes less than the minimum recommended size.

In relation to Waterford City, the Guidelines indicate that given its Gateway Role within the current National Spatial Strategy (NSS), consideration could be given for a retail warehouse unit store greater than the 6,000 sq.m cap on a case by case basis if the proposed development is to serve a retail warehouse function on a regional or national catchment level and will be subject to the assessment criteria set out in the Retail Planning Guidelines.

It should be noted that the Retail Planning Guidelines highlight that there should be a general presumption against large out-of-town retail warehouse parks in particular those located adjacent or close to existing, new or planned national roads/motorways. Retail development must follow the settlement hierarchy of the State and retail development should be appropriate to the scale and function of the settlement or part of the settlement in which it is located as designated by the NSS, relevant regional planning guidelines and Development Plan Core Strategies.

Retail impact assessment and transport impact assessments may be required for significant retail development which due to their scale and/or location may impact on the vitality and viability of city and town centres.

### **8.3 B&B's/Guest Houses/Hotels**

In determining planning applications for both new and for change of use to bed and breakfast, guesthouse, hotel or hostel in residential areas, the Planning Authority will have regard to the following:

- Size and nature of facility;
- The effect on the amenity of neighbouring residents;
- The standard of accommodation for the intended occupiers of the premises;
- The availability of adequate, safe and convenient arrangements for car parking and servicing;
- The type of advertising proposed;
- The effect on listed buildings and/or conservation areas;
- The number of existing facilities in the area.

### **8.4 Take-Aways, Amusement Centres, Night Clubs/Licensed Premises/Public Houses, Off-Licences, Betting Offices, Casino's/Private Member Clubs**

In order to maintain an appropriate mix of uses and protect night time amenities in a particular area, it is the objective of the 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

- The amenities of nearby residents, i.e. noise, general disturbance, hours of operation, litter and fumes.
- The need to safeguard the vitality and viability of shopping areas in the city and county and to maintain a suitable mix of retail uses.
- Traffic considerations
- The number/frequency of such facilities/events in the area.
- The operators come to a satisfactory arrangement with the Council in relation to litter control.
- The larger leisure complexes which contain a mix of uses, e.g. cinema, bowling, and restaurant will be treated on their merits.

### **8.5 Childcare Facilities**

The provision of childcare facilities is subject to the Child Care Act and the Child Care (Pre-School Services) Regulations 1996.

In terms of planning guidance Waterford City & County Council will have regard to the guidance provided in the '*Childcare Facilities - Guidelines for Planning Authorities*' (2001) published by the DoEHLG or any update of same. When considering multi residential development proposals in excess of 10 dwelling units, a Development Impact Assessment will be required as part of the planning application documents which should investigate the capacity of local childcare facilities available in the area as one component of its overall assessment.

### **8.6 Petrol Filling Stations**

Applications for petrol stations including refurbishments to existing premises will be required to have a high standard of design and layout. To take account of same, standard corporate designing may need to be modified as required. Consideration will be given to the following:

#### a) Location

The preferred location for petrol filling stations is within the 50-60kph speed limit of all settlements.

#### b) Road Frontage & Access

In general a minimum road/street frontage of 30 metres shall be required. This may be reduced where the development can demonstrate compliance with the required sight distances for various road categories at the entrances/exits of the proposed development.

- A low wall of an approximate height of 0.6 metres shall be constructed along the frontage with allowance for two access points each 8 metres wide;
- The pump island shall generally be not less than 7 metres from the footpath/road boundary.

#### c) Lighting and Signage

- All external lighting should be directed away from the public road and a proliferation of large illuminated signs will not be permitted;
- No signage cluster shall be permitted.

#### d) Car Wash

Any car wash proposals will require a discharge licence.

#### e) Retail Element

Any shop being provided shall be ancillary to the principal use of the premises as a filling station and shall be a maximum floor space size of 100 sq. m. excluding storage;

f) Opening Hours

Late night opening will only be permitted if it does not impact adversely on nearby residences.

g) Permissions

All petrol filling station applications including improvement or extension will require Autotrack Analysis, TTA and Safety Audit.

### **8.7 Nursing Homes**

In general, nursing home and care facilities should be integrated wherever possible into established settlement centres, where there is adequate wastewater capacity and where residents can expect reasonable access to local services. In certain circumstances the Council may also consider locations adjacent to good quality public transport corridors or adjacent to existing social and community facilities. In determining planning applications for a nursing home development and for change of use of a residential dwelling or other buildings to nursing/elder care home, a range of factors will be considered including:

- Whether the facility will be located within an appropriate location such as a settlement centre with established local services in place.
- Compliance with the standards as laid down in Care Settings for Older People in Ireland 2009 (or any updated or superseding document);
- The effect on the amenities of adjoining properties;
- Adequate off street parking;
- Suitable private open space;
- Proximity to local services and facilities;

### **8.8 Office Development**

Office development, where appropriate, should aim to provide a level of public open space to serve the development at an indicative rate of at least 10% of the overall site area. A reduction to this standard may apply in the Waterford City Centre area where there are already acceptable levels of public amenity space available in the area. The overall design and layout of new office development should aim to be high quality with a design statement being submitted providing a rationale for the overall design concept proposed for the site location and context.

### **8.9 Telecommunications**

In evaluating application for telecommunications installations, Waterford City & County Council will have regard to "Telecommunications Antennae & Support Structures Guidelines for Planning Authorities (1996)". Co-location of such facilities on the same mast or cabinets by different operators is favoured to discourage a proliferation.

### **8.10 Electricity & Other Cables**

The Council will require that all cables in built up areas be placed underground. In rural areas, particularly in areas of high visual amenity, the Planning Authority may require that cables be placed underground for all or part of their length, or be re-routed in order to avoid injury to amenity. The destruction of hedgerows and trees, which has become a feature of cable route maintenance, will be discouraged.

### 8.11 Warehouses, Industrial Uses & Business Parks

For Industrial type development there shall be a presumption that only industrial processes of appropriate size and whose nature will not cause nuisance or injury to the predominant residential environment of towns and villages, shall be permitted. Industrial development shall be subject to the proper planning and development of the area.

The following table outlines the general site development standards for new Industrial, Warehousing & Business development proposals;

**Table 6.0 General Standards for new Industrial, Warehousing & Business Development**

<b>General Standards for new Industrial, Warehousing &amp; Business Development</b>	
<b>Design</b>	<p>A high standard of design, finish, layout and landscaping will be required for warehousing, industrial and business park development</p> <p>A good standard of site layout and quality of urban design will be expected. Building design should include precise detail on materials and reflectivity.</p>
<b>Loading &amp; Unloading</b>	Each proposed warehouse/industrial/business park unit must be provided with adequate space for loading and unloading goods (including fuels) in areas clear of the public road
<b>Car Parking</b>	Car Parking requirements shall be demonstrated to be in accordance with those set out in Table 5.0 of this chapter.
<b>Unit Mix</b>	Where possible, a variety of unit size shall be provided to cater for the differing needs of potential occupants.
<b>Hours of Operation</b>	The hours of industrial operation will be controlled where they are likely to result in harm to environmental amenities including residential amenity.
<b>Site Coverage</b>	Site coverage shall not normally exceed 75% nor shall plot ratio exceed 1:2
<b>Waste Management/Storage</b>	Provision shall be made on site in a screened compound for short-term waste and segregation storage pending collection and disposal. There must be adequate provision for storage of segregated waste (bio-waste/dry recyclables/residual waste) pending collection.
<b>Advertising</b>	Advertising signs shall be confined to the name of the establishment being painted on or affixed to the façade of the building and illuminated, if required, from an external light source so as not to cause glare to road users or intrusion to adjacent property owners.
<b>Landscaping</b>	A comprehensive professionally prepared planting scheme for the site shall be necessary.

The Planning Authority shall also consult relevant Local Area Plans where appropriate that may relate to industrial/commercial/enterprise and retail sites including the site coverage, plot area ratio and public open space requirements.

### **8.12 Shop Fronts & Commercial Façades**

Shop fronts and façades are one of the most important elements in determining the character, quality and image of retail streets in the City Centre as well as in smaller centres located throughout the city & county.

As such:

- Original traditional shop fronts, pub fronts & façades shall be retained, preserved or restored where appropriate and practical, inclusive of ACA's.
- Contemporary shop/ pub fronts will be considered on a case by case basis;
- The Council will aim to reduce visual clutter and control the number and type of signs that are displayed;
- Generally the use of external roller shutters/security screens shall not be permitted on the front of shops. If required they should be placed internally.
- The design of the shop front/façade should include the street number of the premises;
- The applicant shall submit proposals for the removal of external signage in the event the unit ceases trading.

#### **8.12. 1 Canopies**

Planning permission is required for the erection of canopies. Canopies of traditional design and retractable materials will be favoured.

#### **8.12. 2 Shop Storage**

In the case of retail development, adequate on site storage space should be provided at the discretion of the Planning Authority to reduce the frequency of deliveries and consequent traffic congestion.

## **9.0 Rural Development**

### **9.1 Rural Development**

In visually sensitive areas, the Planning Authority will require that agricultural buildings be sited as unobtrusively as possible and that appropriate materials and colours are used. The use of dark colours, notably, dark green/reds and greys are most suitable for farm buildings. The planting of shelter belts will be required to screen large scale sheds and structures.

Any proposals for farm yard developments must be make provision for runoff and where there is a danger of groundwater or surface water contamination, the Council will require appropriate treatment of runoff. The Council shall have regard to the European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2009 (S.I 101 of 2009) in relation to acceptable agricultural practice standards.

### **9.2 Micro Enterprises/Rural Diversification**

Waterford City & County Council will consider rural micro-enterprises in areas outside of designated settlements where the following criteria are adhered to:

1. The business is a start up, micro enterprise and there are intrinsic links between the proposed development and its location and/or cottage industry;
2. All applicable development control standards are satisfied;

3. The proposal does not adversely affect traffic safety;
4. The proposal shall be limited to manufacturing, production or processing;
5. For cottage industries limited retailing may be provided for;
6. The proposed building/use does not impact negatively on adjoining land uses;
7. The proposal is accompanied by a business plan; and
8. The proposed building/use would not detract materially from the rural character or residential amenity of the area.

### **9.3 Home-Based Economic Activity**

Linked to the above, the Council also recognises the role for home based economic activity. Such activity is defined as small scale commercial activity carried out by residents of a house, being subordinate to the use of the house as a single dwelling unit and includes working from home. The home-based activity should be ancillary to the main residential use and the resident continues to reside in the house. The proposal shall not have any adverse impacts on the amenities of neighbouring dwellings. In determining applications involving working from home the planning authority will have regard to the following considerations:

- The type of business proposed;
- The nature and extent of the work;
- Reason for its location (e.g. why it is not in a designated neighbourhood/district centre etc.);
- The proposed times of operation;
- Anticipated levels of traffic generated by the proposal, accessibility, and car-parking;
- The effects on the amenities of the adjoining occupiers particularly in relation to hours of work, noise and general disturbance;
- Members of the public in terms of numbers coming and going from the premises; at what times; car-parking/traffic/noise generated from visiting members of the public;
- Whether the proposals requires deliveries to be received & how this will be dealt with;
- Arrangements for storage and collection of waste.

### **9.4 Mineral Extraction**

The Council recognises that with appropriate care in initial site selection, process design and environmental monitoring, mineral extraction can be compatible with a wide range of appropriate adjacent land uses and habitats. Section 261 of the Planning & Development Act 2000 (as amended), provided for the registration and control of quarries. All new applications for quarries shall be assessed having regard to DoEHLG Guidelines such as the "Quarries and Ancillary Activities, 2004".

Mineral extraction including rock, sand and gravel can have a serious impact on the landscape in terms of noise, dust, vibration, impact on residential amenity, visual intrusion, loss of groundwater supplies, water pollution, loss of habitat, traffic generation and adverse impact on road network. Planning applications for mineral extraction will therefore be considered on their merits in terms of the environmental capacity of the receiving environment and potential impacts on certain environmental designations. Particular constraint will be exercised in areas of archaeological importance, recorded monuments, areas of ecological importance and other environment designated areas such as Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Natural Heritage Areas (NHAs). Any application will be assessed in line with the advice contained in the DoEHLG (2004) ' Planning Guidelines on Control of Quarries'. Environmental Impact Statements (E.I.S) will be required with a planning application where the defined thresholds outlined in the Planning & Development Regulations 2001 (as amended) are exceeded for certain types of development. In cases where thresholds are not exceeded the Planning Authority may still exercise its powers under Article 103(1) of the Regulations 2001 (as amended) and require an E.I.S for sub

threshold development where it considers the effect of the proposed development on the environment is likely to be significant.

Developers should consult the Guidelines for Environmental Management in the Extractive Sector as published by the Environmental Protection Agency, 'Planning Guidelines on Control of Quarries' 2004 DoEHLG and the Archaeological Code of Practice prior to making a quarry related planning application.

### **9.5 Forestry**

The Council will ensure that all afforestation is carried out in compliance with the Code of Best Forest Practice – Ireland (2000) as issued by the Department of Communications, Energy and Natural Resources. Initial afforestation is exempted under the Planning and Development Regulations 2001 (as amended) while an Environmental Impact Assessment is only required for afforestation exceeding areas of 50ha. Forestry should not obstruct existing rights of way, traditional walking routes and recreational facilities. The Council require that the following standards are adhered to:

- Avoid planting in geometric shapes, particularly in upland areas;
- Felling shall be phased rather than clear felling;
- The edge of the afforestation shall relate to landscape features and not to contours or straight lines;
- The convergence of the forest edge and the skyline shall be avoided; and
- On steep slopes above the 300m contour line new afforestation will be strongly discouraged and where possible existing areas under forestry will be reduced and / or redesigned following clearfell.

To protect the safety of operations at Waterford Regional Airport, forestry plantation proposals should have regard to Appendix A6 of the Waterford County Development Plan 2011-2017 (Waterford Regional Airport & Business Park Masterplan), which contains details of Airport Control Zones. It is recommended that applicants should also consult with Waterford Airport plc and/or the Planning Authority prior to the advancement of forestry proposals.

### **9.6 Wind Energy Development**

All applications for wind farm and wind energy developments should be compatible with the County Waterford Wind Energy Strategy (refer to Appendix A8 of the Waterford County Development Plan 2011-2017) and the 2006 Wind Energy Development Guidelines issued by the DoEHLG (or any updated revision of same).

The impacts of wind energy developments will vary depending on the location of the individual site together with the number of turbines, layout, size, design and colour. The Planning Authority will take a flexible approach to the location within the County of one-off small scale wind turbines, i.e. where the proposal is marginally above the thresholds specified for exemption as set out in the Planning & Development Regulations 2001 (as amended). The location of such developments within settlements and even in areas in the Wind Energy Strategy Map (Appendix A8 of the Waterford County Development Plan 2011-2017) deemed unsuitable for wind energy development will be open for consideration for small-scale wind turbines. In assessing proposals for micro-wind turbines which due to their height or number are just above the limits of exemption, the developer will be expected to remain below most if not all of the other thresholds specified in the aforementioned Regulations, e.g. in respect of distance of rotor blade from ground, and noise standards.

To protect the safety of operations at Waterford Regional Airport, wind farm development proposals should have regard to Appendix A6 of the Waterford County Development Plan 2011-2017

(Waterford Regional Airport & Business Park Masterplan) which contains details of Airport Control Zones. It is recommended that applicants should also consult with Waterford Airport plc and/or the Planning Authority prior to the advancement of such proposals.

### **9.7 Micro Renewables**

The Planning & Development Regulations 2001 (as amended) have been amended to allow for the provision of micro-renewable energy in residential, agricultural and industrial areas. The Planning Authority shall facilitate, where possible the provision, of micro-renewable technologies. Proposals for wind turbines within the Airport Control Zones as set out in Appendix A6 (Waterford Regional Airport & Business Park Masterplan) of the Waterford County Development Plan 2011-2017 shall not be permitted in areas that will affect air travel.

## **10.0 Road Access Policy**

### **10.1 National Roads**

National policy in relation to access to national roads is set out in the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012).

There has been considerable financial investment in National Primary and National Secondary Routes in recent years, to increase their carrying capacity and to improve safety for road users. A multiplicity of entrances onto these routes would create a traffic hazard and reduce the carrying capacity of the routes significantly. Therefore, it is a policy of the Council to avoid the creation of any additional access points from new development to which speed limits greater than the 60kmh apply in accordance with Government Policy as outlined within the Spatial Planning and National Roads Guidelines for Planning Authorities (2012) issued by the DoECLG. This provision applies to all categories of development including houses in rural areas, regardless of the housing circumstance of the applicant.

#### **Transitional Zones**

Where the plan area incorporates sections of national roads on the approaches to or exit from urban centres that are subject to a speed limit of 60 kmh before a lower 50kmh limit is encountered – otherwise known as transitional zones – the plan may provide for a limited level of direct access to facilitate orderly urban development. Any such proposal must, however be subject to a road safety audit carried out in accordance with the NRA's requirements and a proliferation of such entrances, which would lead to a diminution in the role of such zones, must be avoided.

#### **Lands adjoining National Roads within 50kmh speed limits**

Access to national roads will be considered by the Planning Authority in accordance with normal road safety, traffic management and urban design criteria for built up areas.

There will be a presumption against development within road reservation corridors, identified for National Road development.

### **10.2 Regional Roads**

Regional roads carry large volumes of traffic and have received considerable investment in recent years, which has improved both the carrying capacity and the traffic safety on these roads. It is important that new housing in rural areas that is located along Non National Routes is located in such a manner as to avoid endangering public safety by way of a traffic hazard. New proposals for housing along Regional Roads will be considered with a view to:

- Avoiding premature obsolescence of Regional Roads through creating excessive levels of individual entrances, and
- Securing recent investment in upgrading/realigned Regional Roads by minimising the provision of new entrances onto realigned stretches of these roads.

In this regard, no development that would require direct access onto a Regional Road shall be permitted except where;

1. The applicant has a minimum landholding of 15 acres which was purchased prior to the adoption of the 2005 County Development Plan and there was no alternative suitable suites within the landholding which have an access onto a local county class road;

OR

2. A person that the Planning Authority is satisfied is engaged in full time farming and has a landholding not greater than 15 acres but has land leased prior to the adoption of the 2005 County Development Plan, in excess of 100 acres, that is adjoining or in close proximity to his/her landholding. The applicant shall have to satisfy the Planning Authority, with relevant documentary evidence, that the land has been continuously leased since the adoption of the 2005 Waterford County Development Plan.

All normal development management standards shall also apply. All application for new one-off houses in rural areas on Regional Roads must also comply with the Rural Settlement Strategy as set out in Chapter 4 of the County Development Plan.

Any new developments along these routes will preferably be located not less than 25 metres from the public road boundary fence, but in any event, shall not be less than 18 metres from the road fence. Any new developments along the Tramore /Waterford Road must be located not less than 30 metres from the road fence. It is the policy of Waterford City & County Council to restrict new development along the Waterford City to Waterford Regional Airport route.

On all County roads, the general set back of development from the road fence shall be 18 metres.

### **10.3 Road Safety Audit & Traffic Impact Assessment**

The Council shall require Road Safety Audits for development requiring the provision of a new vehicular access, or the alteration of an existing vehicular access point, onto a National Primary and National Secondary Route. Exemptions for the carrying out of Road Safety Audits for development requiring for single house developments may be made where Transport Infrastructure Ireland<sup>5</sup> deem it unnecessary. A road safety audit may also be required for development with access onto non-national routes where the council deems it necessary. The current standard with regard to the submission of a Road Safety Audit is the National Road Authority publication DMRB HD19/09.

A Traffic Impact Assessment will be required to be submitted together with any development application, for developments likely to significantly impact on the road safety or significantly increase traffic movements in the general area.

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<sup>5</sup> In August 2015 Transport Infrastructure Ireland was formed following the merging of the previous National Roads Authority & Railway Procurement Agency into one single transport entity.

All significant development proposals will be required to have transport and traffic assessments carried out in accordance with the publication Traffic Management Guidelines and the Traffic and Transport Assessment Guidelines (where the development affects a national road).

#### 10.4 Sightline Requirements

Waterford City & County Council will require that all new developments proposing a new entrance or a significantly intensified existing access point onto the county’s road network comply with the latest NRA Design Manual for Roads & Bridges Standards. Listed in the table below are the general minimum sightline requirements the Council will require to be provided;

Category	A	B	C	D	E
Speed Limit Km per Hr	100km/h	80km/h	60km/h Built Up Areas	50km/h Built Up Areas	80km/h Local Roads
Minimum Sight (Y) Distance	215m	160m	90m	70m	55m
Sightlines of 30 metres shall be required for dwellings accessing onto a cul-de-sac (serving not more than 3 dwellings). Where the cul-de-sac meets the major road, sightlines pertaining to that road must also be achieved.					

**Table 7.0 – Minimum Sightline Requirements**

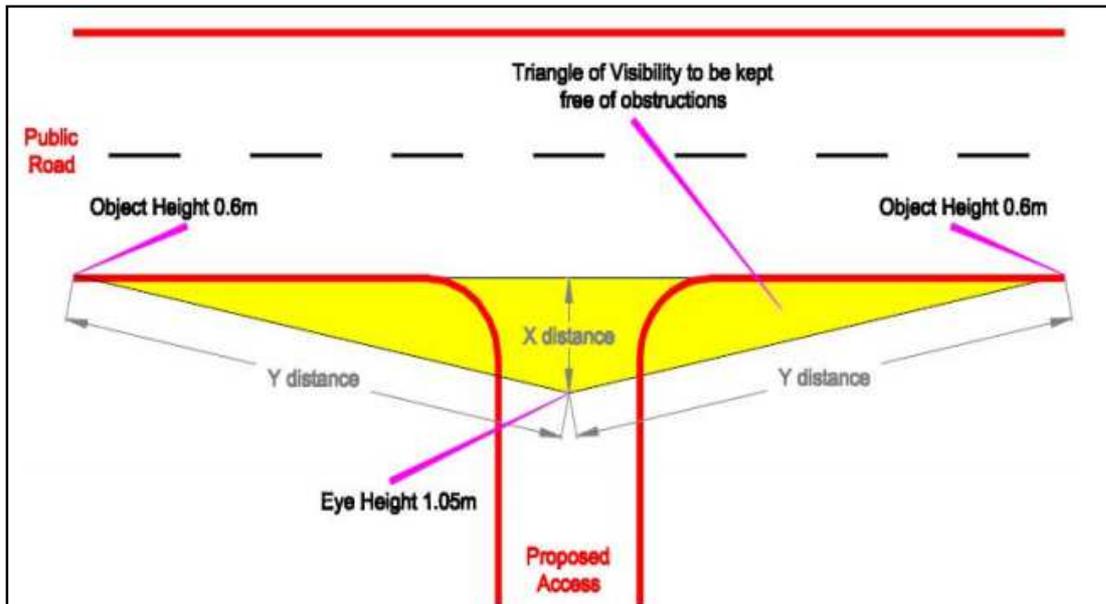
#### 10.5 Sightline Provision

Clear and unobstructed sightlines (as denoted by Y in the above diagram) shall be provided, in each direction, from a point:

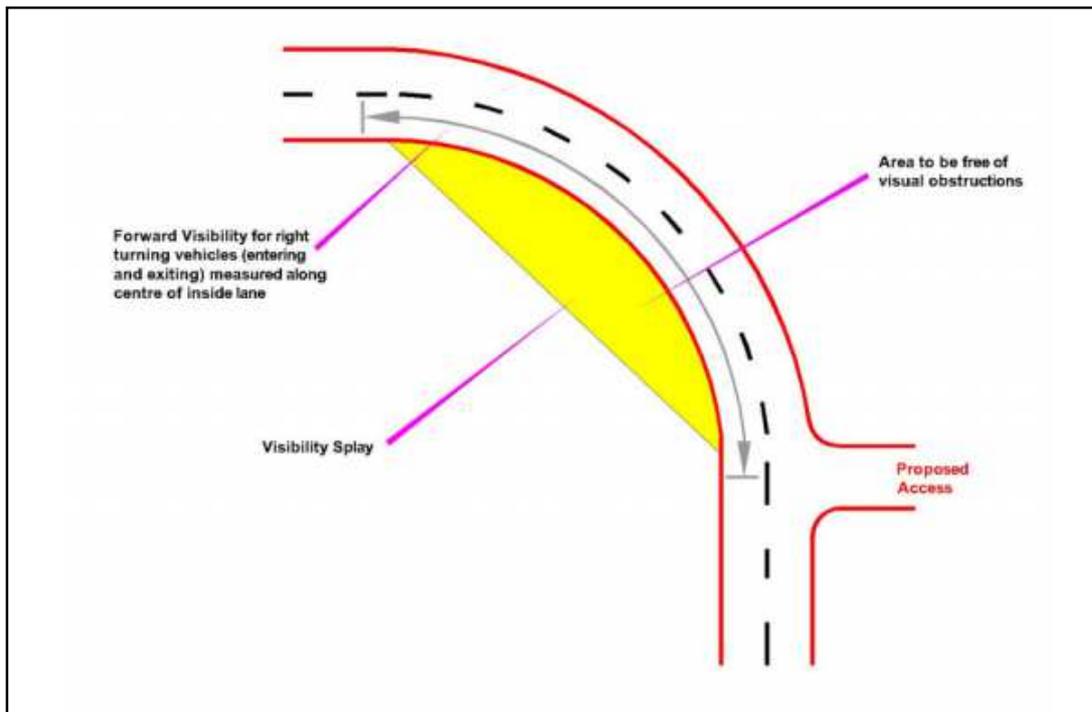
- a) 4.5m (housing estates/commercial or industrial developments); or
- b) 2.4m (single dwellings).

Back from the nearside edge of the roadway at the centre of the entrance to a point to the left and right on the nearer edge of the major road running carriageway (which includes the hard shoulder), at a distance given in Table X above. For the distance outlined in this table, the road boundary fence shall be set back behind the sightlines so as to accommodate this requirement.

Sightlines should allow for similar inter-visibility between vehicles entering or approaching the site or other vehicles on the road. Should it be necessary to modify roadside boundaries outside of the designated site area, a letter of agreement in this regard will be required from the relevant landowner. The appropriate eye (1.05m and 2.0m) and object heights of 0.26m and 2.0m respectively, above road surface shall be used.



Sightline Configuration



Forward Visibility Configuration

### 10.6 DMURS

In urban areas inside the 60km/h urban speed limit, developers should also have regard to the best practice standards set out in the Design Manual for Urban Roads & Streets (DMURS) issued by the Dept. Of Transport, Tourism & Sport and Department of Environment, Community & Local Government (2013).

The design of urban streets in Ireland is overseen by DMURS which is mandatory for all urban roads and streets within the 60 km/h urban speed limit zone except for:

- Motorways; and

- In exceptional circumstances, certain urban roads and streets with the written consent of the relevant Sanctioning Authority.

DMURS highlights how in recent times the car has become the dominant force in determining how street networks and streets are designed, which led to the implementation of standards that are not suited for use in urban areas. This approach has had a negative impact on more vulnerable users, such as pedestrians and cyclists, and on how streets are perceived as places.

DMURS seeks to provide well-designed streets at the heart of sustainable communities and supports broader government policies relating to the environment, place making, planning and transportation. DMURS focuses on highlighting issues and providing a range of practical and innovative approaches to best practice solutions. These solutions are applied from the macro (street network) to the micro (detailed street design)

level via a range of design processes and strategic plans. There are roads throughout the County that are not fronted with development. Whilst the Planning Authority will implement the appropriate geometric standards from DMURS, where applicable, many of these roads are unlikely to significantly change due to the constrained nature of the road-side environment. In such cases a range of secondary measures shall be applied to ensure that an attractive boundary is provided. Harsh measures such as bare concrete walls will not be permitted, and alternative landscape measures such as street trees, screen planting and planted verges should be provided

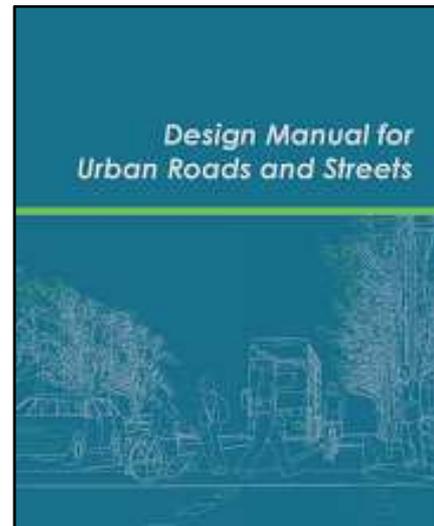
The Council will require that all new development onto the county's road network is provided in a safe manner in accordance with current Transport Infrastructure Ireland requirements.

### **10.7 Hedgerow Protection**

To protect the integrity of hedgerows, the Council will require that where there is a break in a hedgerow to facilitate a new road entrance, connectivity should be provided by the planting of new hedgerows to all remaining site boundaries. All new hedgerows should consist of a 1m by 1m wide earthen embankment with native hedgerow species planted on top in a staggered pattern at minimum 5 plants per metre. The raised earthen embankment increases the viability of the newly planted hedge and may be created with excavated material from the site. Planting should be carried at the earliest stage of any development from late November to March immediately following the removal of existing hedgerow. The newly planted hedgerow should be kept free from weeds and grass and protected from grazing animals. A 1m setback from livestock is recommended. The hedgerow should be maintained at a minimum height of 2m a minimum width of 1.5m over its lifetime to maximise its habitat value.

Where possible, the removal of roadside ditches and hedges should be avoided. Where there is no alternative and hedgerow removal is unavoidable to provide sightlines, the Council will require that the roadside boundary is replaced with a new hedgerow, formed from indigenous species.

Replacement of natural hedgerow boundaries by ornamental shrub planting is discouraged as it suburbanises what was a rural area and exposes new development to loss of natural screening and also causes loss of biodiversity. To adhere to the provisions of the Wildlife (amendment) Act 2000, hedge cutting shall not be carried out during the bird nest season from March 1<sup>st</sup> to August 31<sup>st</sup>.



## 11.0 Other Development Considerations

### 11.1 Ribbon Development

Dwellings which give rise to ribbon development shall not be permitted. Ribbon development is defined as in excess of 3 dwellings in a row or 5 dwellings on either side of the road located on any 250m stretch of road.

### 11.2 Wastewater Treatment – Unserviced Areas

Where the development of a single rural house is proposed outside of a designated settlement, the Planning Authority will require that the applicant provide an on-site wastewater treatment system in accordance with the EPA Code of Practice (Wastewater Treatment Systems for Single Houses).

Percolation values where the T value is  $50 < T\text{-Value} < 10$  indicates that the site is unsuitable for development of any on-site domestic effluent treatment discharging to ground. For new builds, the effluent treatment system (including septic tank and percolation/filtration system) should be located as shown hereunder:

- Minimum of 30m from a private groundwater source that is up-gradient of the effluent treatment system.
- Minimum of 100m from a private ground water source that is down gradient; and
- Minimum of 18m from any dwelling.

Greater separation distances may be required from sources of Public & Group Water Supplies

### 11.3 Flooding

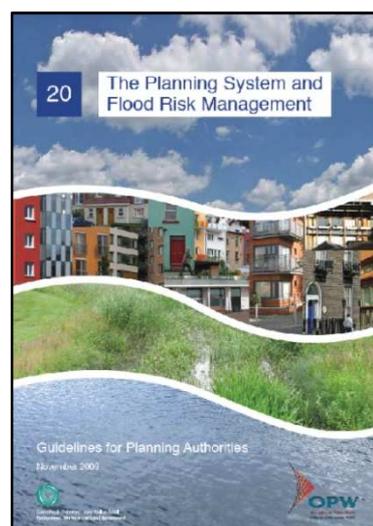
Flood risk management will be carried out in accordance with the Flood Risk Management Guidelines for Planning Authorities, DOECLG (2009) and Circular PL2/2014.

Site Specific Flood Risk Assessments are required for all new planning applications in areas identified in areas at risk of flooding. The level of detail required for such a flood risk assessment will depend on the level of risk at the overall scale of development proposed. A detailed Site Specific Flood Risk Assessment should quantify the risks and the effects of proposed mitigation measures and detail any measures required to manage the residual risks.

#### 11.3.1 Flood Risk Mitigation of Developments

Any new developments in the areas at risk of flooding (zoned lands within the Flood Zones A and B that passed a Justification Test) must demonstrate that appropriate mitigation measures can be put in place and that residual risks can be managed to acceptable levels. The Planning Guidelines identify the core principles in planning and designing for flood risk as:

- Locating development away from areas at risk of flooding where possible;
- Substituting more vulnerable land uses with less vulnerable land-uses (as identified in the flood risk management guidelines)
- Identifying and protecting land required for current and future flood risk management such as conveyance routes, flood storage areas, flood protection schemes.



Site layouts, landscape planning and drainage of any new development must be closely integrated to play an effective role in flood reduction. The key elements include:

- The use of higher risk 'low lying' ground in waterside areas for recreation, amenity and environmental purposes.
- Clear conveyance routes free of barriers such as walls or buildings.
- Ease of access to higher land in the event of a flood - signing to identify safe access routes.
- Land raising of area at high risk of flooding accompanied by compensatory provision of flood storage elsewhere on the site.
- The use of Sustainable Urban Drainage Systems (SUDS) to manage surface water run-off.

For further detail on the above refer to Appendix B of the Planning Guidelines – The Planning System and Flood Risk Management Guidelines for Planning Authorities – Technical Appendices, November 2009.

#### **11.4 Archaeological Sites**

In considering developments that have the potential to impact on archaeology, Waterford City & County Council will consider the following;

- To seek archaeological impact assessments as part of the planning submission when a proposed development could affect a Recorded Monument, a Zone of Archaeological Potential or as yet unidentified elements of archaeological heritage, and;
- Require that a licensed archaeologist carries out all necessary archaeological works when permission is granted for development that requires mitigation of impacts on the archaeological heritage.

#### **11.5 Tree Preservation Orders**

In recognising the visual and ecological value of trees in some locations in the County, Waterford City & County Council will continue to make tree preservation orders where appropriate to do so.

The Waterford City Development Plan 2011 identifies 3 no. Tree Preservation Orders. These are located at;

- (1) The Grounds of the Glanbia plant at Maypark Lane
- (2) Ballindud House
- (3) Chistendom, Ferrybank.

In addition to these, Schedule 4 of the Waterford City Development Plan identifies a number of trees/tree groups which are considered to be of Special Amenity Value and worthy of protection.

The Waterford County Development Plan 2011- 2017 identifies in Appendix A12 Tree Preservation Orders in place for 16 no. locations across the county plan area.

#### **11.6 Seveso Sites & COMAH Regulations 2015**

Major industrial accidents involving dangerous substances pose a significant threat to humans and the environment; such accidents can give rise to serious injury to human health or serious damage to the environment, both on and off the site of the accident. In Europe, a catastrophic accident in the Italian town of Seveso in 1976 prompted the adoption of legislation on the prevention and control of such accidents.

The so-called Seveso Directive (Directive 82/501/EEC) was later amended in view of the lessons learned from later accidents resulting in the Seveso II Directive (Directive 96/82/EC). In 2012, the Seveso III (Directive 2012/18/EU) was adopted taking into account, amongst other factors, the changes in EU legislation on the classification of chemicals and the increased rights for the public to access information and justice.

The COMAH Regulations apply to any establishment that presents a major accident hazard because of the presence of dangerous substances in quantities that exceed specified thresholds.

The Central Competent Authority (CCA) being the Health & Safety Authority in Ireland will advise the relevant Planning Authority of a consultation distance for an establishment, following the receipt of a notification from the operator.

The Health & Safety Authority shall provide technical advice in response to a notice sent by a Planning Authority under Part 11 of the Planning & Development Regulations 2001 (as amended) requesting technical advice on the effects of a proposed development on the risk or consequences of a major accident in relation to such sites. The final planning decision rests with the Planning Authority.

While there are no existing Seveso sites currently in County Waterford, there is one Upper Tier establishment located in Christendom, Ferrybank, Co. Kilkenny on the north bank suburb of the River Suir in Waterford City. The site is operated by Trans Stock Cold Storage and Warehousing Ltd. A 700 metre consultation zone is currently operational around this Seveso site where planning applications received for development should be referred to the Health & Safety Authority for technical advice to the Planning Authority.

### 11.7 Advertising

Waterford City & County Council recognises the role of well located and sympathetically designed advertising, whether attached to a building or free standing, to contribute to the character and vitality of commercial areas, particularly at night. However, whether by design, scale, location, proliferation or ancillary issues such as manner of lighting, advertising has the capacity to seriously injure the visual qualities of an area and on occasion, pose a hazard to motorists through distraction. Waterford City & County Council will seek the removal of such advertisements and permit only advertisements which are used sensitively and sympathetically and which enhance the appearance and vitality of an area. It will be an objective of Waterford City & County Council 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, and;
- Signs should not interfere with windows or other façade features or project above the skyline.
- Signs attached to buildings are preferable to those on freestanding hoardings;
- Signs should not exceed 5.4 sq.m

Specifically in relation to Waterford City, it is intended to preserve the frontage to the River Suir on the south bank from Scotch Quay to Bilberry and on the north bank from Sallypark to Dock Road, free from all advertising hoardings. The N25 By-Pass, the Outer Ring Road, the Inner Relief Road, Tramore Road, Browns Road, Cork Road, Dunmore Road and the Killure/Airport Road will also be kept free of advertising structures.

Advertising structures are an accepted part of commercial shopping activity, and as such they 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, Waterford City & County Council will require commercial interests, especially chain outlets, to restrain the use of their corporate image advertising where these are considered to be too dominant.

In general, the following criteria shall be used in assessing applications for signage:

1. Signs will only be considered where an advertising “need” can be demonstrated. In this context the term “need” relates to the requirements of the travelling public and not the desire of the applicant to advertise as widely as possible. Each such need will be assessed on its merits. In relation to public institutions, Waterford City & County Council will determine the necessity for directional signs;
2. Fingerpost signage is the preferred type of advertisement structure. Other types of advertisement structures will be discouraged unless a “need” can be demonstrated;
3. Applications for advertisement structures will be refused where they give rise to a potential traffic hazard. In general, advertisement structures will not be permitted at roundabouts, at traffic signalised junctions, at locations where they obstruct sight lines, compete with other traffic signs, give rise to confusion for road users or endanger traffic safety;
4. Applications for advertisement structures along national routes and along approach roads to towns and villages will generally not be permitted except for tourist attractions of national or regional importance. All such signage will require the written consent of the National Roads Authority, where appropriate;

5. The number of advertisement structures for any one premises shall be kept to a minimum and will generally be restricted to a maximum of two in the local area. In exceptional cases this maximum may be exceeded at the discretion of Waterford City & County Council;

6. The number of advertisement structures that will be permitted on any one pole will be strictly limited by Waterford City & County Council. In the event of multiple applications for advertisement structures at any particular location, priority will be given to approved applicants on a first come first served basis;

7. Applications for advertisement structures shall comply with the requirements of the "Traffic Signs Manual" published by Department of the Environment, Community and Local Government and the "Policy on the Provision of Tourist and Leisure Signage on National Roads" published by the National Roads Authority (or any such other relevant standards and legislation that may be enacted). All lettering, logos and symbols are subject to the approval of Waterford City & County Council. In general, the use of the standard brown background and white lettering will be preferred. Furthermore the Planning Authority will have regard to the provisions set out in Section 3.8 'Signage' of the 'Spatial Planning & National Road Guidelines (2012)' in relation to signage proposals affecting national roads in particular the requirement to control the proliferation of non-road traffic signage on and adjacent to national roads, and;

8. The use of electronic variable messaging signs commonly known as "VMS signs", shall be reserved strictly for use in roadwork activities, hazard information and or as part of an approved event traffic management plan. Advanced written consent of Waterford City & County Council will be required prior to installation and usage of such signage.

### **11.8 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.

The practice of parking trailers or other mobile objects bearing advertisements in fields adjoining roads has become a feature of Irish roads over the past number of years. Such advertisements can be harmful to the visual amenities of the area, represent a traffic hazard by virtue of distracting motorists and could have impacts on biodiversity. Where such advertisements do not have the benefit of planning permission, Waterford City & County Council shall take appropriate enforcement action. The potential negative impacts of such development shall also be taken into account in assessing applications for such development.

- Outdoor advertising hoardings shall not be permitted where it would detract from the visual quality of the setting of protected structures;
- 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 Waterford City & County Council in light of changing circumstances at the end of that period, and;
- The number and scale of hoardings in the vicinity of the site will be a material consideration.

### 11.9 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 letters/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 or 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 signs, i.e. signs which project in any part above the level of a building parapet or obtrude on the skyline, 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.

### 11.10 Fingerpost Signs

All fingerpost signs should be erected in accordance with the following:

1. The signs shall conform with the design as illustrated in Appendix 16 of the Waterford County Development Plan 2011-2017;
2. The signs shall be made by a manufacturer approved by the Department of Environment;
3. The signs shall be left in position only for so long as the facility indicated is available or until the expiry of the licence, whichever is the shorter;
4. The signs shall be placed on existing Local Authority poles erected in the locations to be agreed with the Area Engineer and Local Authority Planner. No part of the signs shall be closer than 0.5m to the carriageway edge.
5. Any licence shall be limited to 10 years from the date of issue, at which time all signage and support poles shall be dismantled and removed from the site at the operators expense, and the site shall be restored to its natural state at that time, unless a formal application for the extension of the licence has been made to, and issued by, Waterford City & County Council, and
6. Where in the opinion of Waterford City & County Council, by reason of the increase or alteration of traffic on the roads, or the widening of the roads or any improvement of, or relating to, the roads, the structures/causes an obstruction or becomes dangerous, the Council may, by notice in writing, withdraw the licence and require the licensee to remove any of the structure(s) at their own expense.



### 11.11 Local Events

The Planning Authority will permit the advertising of local events under licence, in accordance with regulations, which shall be strictly enforced to ensure that such advertising does not become detrimental to safety or visual amenity.

**11.12 Planning Guidance for Streetscapes of Distinctive Character (Applies only to the Waterford County Development Plan 2011 – 2017)**

Under Section 8.3.4 of the Waterford County Development Plan, ‘Streetscapes of Distinctive Character’ have been identified in some of the urban centres in the county. The following planning guidance relates to buildings within these streetscapes:

<b>External Walls</b>	The majority of residential buildings within Streetscapes of Distinctive Character in County Waterford have a rendered finish. These original historic external finishes should be retained <sup>6</sup> . Therefore, any proposal for the material alteration/removal of the existing finishes or changes that affect the special character of an area will require planning permission. Likewise, in cases where historically the finish is ashlar stone or red brick, the plastering/rendering of the external walls is not acceptable.
<b>Roofs</b>	<p>Historic roofs in urban centres in County Waterford were mainly slate, usually Bangor Blue. Exceptions to this are examples of thatch in Ardmore, Dunmore East, Dunhill, Kilmeaden and Stradbally and the barrel shaped tarred calico (now felt) roofs of Portlaw. Original elements of the historic roofs should be retained where possible, and repaired and reused rather than replaced. The following works require planning permission:</p> <ul style="list-style-type: none"> <li>• The removal of original roofing material such as slate, ridge tiles and thatch. Their replacement with modern materials like fibre-cement tiles will not be considered by the Planning Authority.</li> <li>• The removal of existing chimney stacks, early terracotta or clay pots or other features of the roofscape such as cast-iron gutters and down-pipes.</li> <li>• The removal of timber bargeboards and other eaves details and their replacement in a material other than the existing.</li> <li>• The installation of a roof lights on the front elevation or otherwise prominent elevations of a structure, or on elevations visible from the public realm.</li> <li>• The erection of, or alteration to, externally mounted signs and advertisements at roof level.</li> <li>• The erection of solar panels or TV satellite dishes on the front elevation of buildings, and the erection of communication antennae and/or support structures which are visible from the public realm. Where existing aerials have become redundant, they should be removed.</li> </ul>
<b>Windows &amp; Doors</b>	Many of the historic buildings within settlements in County

<sup>6</sup> The removal of render can significantly alter the architectural character of the structure and affects the visual integrity of the building, particularly in a terrace or streetscape, but is also exposes the building to decay and damage, once its protective layer is removed.

	<p>Waterford retain a number of original windows and doors. However, in some areas, these features have been replaced with u.P.V.C aluminium or timber windows of inappropriate design. This has the potential to significantly alter the architectural character or the structure and affects its visual integrity, particularly in a terrace or streetscape.</p> <ul style="list-style-type: none"> <li>• Original elements should be retained where possible, and repaired and reused rather than replaced.</li> </ul> <p>The following works require planning permission:</p> <ul style="list-style-type: none"> <li>• The alteration or enlargement of original openings;</li> <li>• The removal of original timber and metal windows, and their replacement with modern, artificial materials such as u.P.V.C and aluminium;</li> <li>• The removal of stone sills and doorsteps.</li> <li>• The removal of fanlights and original timber doors, and their replacement with modern, artificial materials such as UPVC and aluminium; and</li> <li>• The erection of porches and front facades.</li> </ul>
<p><b>Vernacular Houses and Alterations</b></p>	<p>Traditional terraced houses, such as the single storey workers house in New Street, Lismore, or the two/three storey houses of Passage East are built of simple materials in modest style and are an important component of urban streetscapes. In some cases, the front elevations have been compromised by the modification of original openings or the replacement of historic materials with inappropriate u.P.V.C and aluminium substitutes.</p> <ul style="list-style-type: none"> <li>• The raising of eaves levels, alteration of roof pitches or insertion of dormer windows can negatively impact on the character of vernacular.</li> <li>• Alterations or extensions to provide modern facilities should be carried out in a sympathetic manner which respects the form and function of the existing building.</li> <li>• The ridge height of extensions to the rear should not extend over the existing ridge height of the original building.</li> <li>• Reinstatement of traditional vernacular features such as thatch roofs, lime-washed external walls, timber-sheeted doors and sash windows will be encouraged and should conform to correct historic detail in form, material and technique.</li> </ul>
<p><b>Shop Fronts and Commercial Buildings</b></p>	<p>Many traditional shop fronts still remain, mainly in towns such as Cappoquin, Lismore and Tallow. Planning permission is required for the material alteration of commercial frontages whether the structure is within a streetscape of distinctive character or not. Advice on repairs to traditional shop fronts can be obtained from the Planning Department of Waterford City &amp; County Council.</p>

	<ul style="list-style-type: none"> <li>• Separate access to the upper floors of the buildings should be maintained where existing. Reuse of the upper floors is encouraged;</li> <li>• Lighting detail, i.e. type of fitting, fixing method and type of light, should be specified in any application for permission and should be designed such that it does not result in light pollution or negatively impact on the building or other structures in the streetscape.</li> <li>• The design of new shop fronts should endeavour to reinforce the unity and integrity of the whole elevation of the building and the streetscape in general.</li> <li>• New signage should not detract from the special character and visual amenity of the streetscape.</li> </ul>
<b>Demolitions</b>	<p>Planning permission will be required for the demolition of habitable dwellings, protected structures and any structures within the Streetscape of Distinctive Character Area which is on the NIAH Minister's List (<a href="http://www.buildingsofireland.ie">www.buildingsofireland.ie</a>). Where planning permission is sought for demolition of a structure on the grounds of structural defects or failure, a report containing photographs and drawing(s) either captioned to clearly identify the location, or cross referenced to plans, prepared by a suitably qualified and experienced professional regarding the existing condition should be submitted. The applicant will have to demonstrate why repairs/remedial works are not possible.</p> <ul style="list-style-type: none"> <li>• Where buildings have a negative impact on the character of a Streetscape of Distinctive Character, demolition of existing and replacement with buildings of more appropriate design may be desirable, and will be encouraged.</li> <li>• Where the poor condition of a building is due to lack of maintenance renovation will be encouraged.</li> </ul>
<b>Replacement Dwellings</b>	<p>Where replacement buildings are deemed acceptable in towns or villages, new buildings should take into account existing plots, where possible, in order to retain the existing grain, character and setting of the streetscape.</p>
<b>New Buildings</b>	<p>All new buildings should contribute to the visual enhancement of the area while respecting its physical character.</p> <ul style="list-style-type: none"> <li>• Pastiche or replication of historic design is not always appropriate and high quality contemporary architectural design is acceptable in some cases.</li> <li>• The elevational treatment of the new development should be well proportioned and built having respect to its context.</li> <li>• Buildings should follow the eaves heights, roof pitches and building lines which predominate in the streetscape and should employ windows of matching proportions and</li> </ul>

	alignment. Materials should be of good visual quality & durability.
<b>Developments Within Long Gardens or Curtilages</b>	New development within these sites should retain the predominance of the main building on the site and should respect the pattern of the historic urban grain.
<b>Boundary Walls</b>	Historic boundary walls are an integral part of many of the villages and towns in County Waterford such as those in Lismore, Dunmore East, Stradbally and Tramore and add to their special character. Their removal can be detrimental to the character and therefore is discouraged. Planning permission will be required for their removal or interference with same.

### 11.13 Minor Works Within Streetscape of Distinctive Character

Certain works that are minor in nature or do not affect the character of these historic areas do not require planning permission

<b>Internal Alterations</b>	Internal changes or re-arrangements to structures which are not listed as protected structures, or buildings which are not RMPs (protected under the National Monument Act 1930 – 2004) do not require planning permission provided that these changes do not impact on the exterior of the structure.
<b>General Maintenance</b>	Planning permission is not required for regular maintenance works and genuine repairs to buildings. These works include repairs on roofs, rainwater goods or window repairs provided original materials are retained where they exist, or where replacement is necessary, that is on a like for like basis.

#### Guidelines

Development Control, Chapter 6 of *Architectural Heritage Protection – Guidelines for Planning Authorities, DoEHLG, 2004.*

Architectural Heritage Impact Assessment, Appendix B of *Architectural Heritage Protection – Guidelines for Planning Authorities, DoEHLG, 2004.*

### 11.14 Planning Guidance for Architectural Conservation Areas in the Dungarvan Town Development Plan 2012 – 2018

<b>External Walls</b>	The majority of buildings within the Architectural Conservation Area in Dungarvan have a rendered finish. Many of the 19 <sup>th</sup> Century buildings have robust plaster work detailing around the window and door opens. The original historic external finishes should be retained. Where historically the finish is ashlar stone or red brick, the council would not be favourably disposed to the plastering/rendering of the external wall.
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	<p>The following works require planning permission:</p> <ul style="list-style-type: none"> <li>• Any proposal for the material alteration/removal of the existing finishes or changes that affect the special character of an area.</li> <li>• The erection of, or alterations to, externally mounted signs and advertisements.</li> <li>• The erection of solar panels or TV satellite dishes on the front elevation of buildings, and the erection of communication antennae and/or support structures which are visible from the public realm.</li> <li>• Where existing aerials have become redundant, they should be removed.</li> </ul>
<b>Roofs</b>	<p>Historic roofs in urban centres in Dungarvan were mainly pitched slate roofs, usually Bangor Blue slate. Original elements of the historic roofs should be retained where possible, and repaired and reused rather than replaced. The following works require planning permission:</p> <ul style="list-style-type: none"> <li>• The removal of original roof and roofing material such as natural slate, paraging, clay ridge tiles and thatch. Their replacement with modern materials like fibre-cement tiles will not be considered by the Planning Authority.</li> <li>• The removal of existing chimney stacks, early terracotta or clay pots or other features of the roofscape such as cast-iron gutters and down-pipes.</li> <li>• The removal of timber bargeboards and other eaves details and their replacement in a material other than the existing.</li> <li>• The installation of a roof lights on the front elevation or otherwise prominent elevations of a structure, or on elevations visible from the public realm.</li> <li>• The raising of eaves levels, alteration of roof pitches or insertion of dormer window.</li> <li>• The erection of solar panels on the front elevation or areas visible from the public roadway.</li> </ul>
<b>Windows &amp; Doors and Ironwork</b>	<p>Many of the historic buildings within Dungarvan retain original windows and doors. However, in some cases, these features have been replaced with u.P.V.C, aluminium or timber windows of inappropriate design. This has the potential to significantly alter the architectural character of the structure and affects the visual integrity, particularly in a terrace or streetscape. Dungarvan also has some fine ironwork, in the form of railings such as those at St. Marys gate, the Bandstand in the Park, window cill guards and bollards on the quays. Original elements should be retained where possible, and repaired and reused rather than replaced.</p> <p>The following works require planning permission:</p> <ul style="list-style-type: none"> <li>• The alteration or enlargement of original openings;</li> <li>• The removal of original timber and metal windows, and their</li> </ul>

	<p>replacement with modern materials such as u.P.V.C and aluminium;</p> <ul style="list-style-type: none"> <li>• The removal of stone sills and doorsteps;</li> <li>• The removal of fanlights and original timber doors, pilasters and their replacement with modern, artificial materials such as uPVC and aluminium; and</li> <li>• The erection of porches on front facades</li> </ul>
<b>Streetscape</b>	<p>Around Grattan Square and some of the surrounding streets there are access/windows opening at street level, from the public footpath to a basement. These areas are usually covered by a grill. It is an objective of the council to main these access points as they are invaluable for the ventilation of the building.</p>
<b>Vernacular Houses and Alterations</b>	<p>Traditional terraced houses and single-storey workers houses such as those in Shandon Street and Abbeyside, built of simple materials in modest style, are an important component of urban streetscapes. In some cases, the front elevations have been compromised by the modification of original openings or the replacement of historic materials with inappropriate u.P.V.C and aluminium substitutes. Reinstatement of traditional vernacular features such as thatch roofs, lime-washed external walls, timber sheeted doors and sash windows will be encouraged and should conform to correct historic detail in form, material and technique.</p> <p>The following works require planning permission;</p> <ul style="list-style-type: none"> <li>• The raising of eaves levels, alteration of roof pitches or insertion of dormer windows. Such works may have the potential to negatively impact on the character of vernacular streetscape.</li> <li>• Alterations or extensions to provide modern facilities. Such work should be carried out in a sympathetic manner which respects the form and function of the existing building.</li> <li>• Proposed extensions to the rear. Such works should not extend over the existing ridge height of the original building.</li> </ul>
<b>Shop Fronts, Advertising and Commercial Buildings</b>	<p>Some traditional timber and plaster shop fronts still remain in Dungarvan. The council wish to maintain the historic character of commercial buildings whilst ensuring their economic viability. Such buildings give Dungarvan its unique character and enhance tourism potential.</p> <p>Planning permission is required for the material alteration of commercial frontages whether the structure is within an ACA or not. Advice on repairs to traditional shop fronts can be obtained from the Conservation Officer of Waterford City &amp; County Council.</p> <ul style="list-style-type: none"> <li>• Any lighting and cabling should be discreet, modest and subtle and not distract from the building. "Swan Neck"</li> </ul>

	<p>projecting lighting, illuminated projecting signs or neon and flashing lights to the interior are not considered acceptable.</p> <ul style="list-style-type: none"> <li>• Lighting details, i.e. type of fitting, fixing method and type of light should be specified in any application for permission and should be designed such that it does not result in light pollution or negatively impact on the building or other structures in the streetscape.</li> <li>• The design of new shop fronts should endeavour to reinforce the unity and relate to, the form of the building above and enhance the special character and visual amenity of the streetscape in general.</li> <li>• The tradition of signwriting and use of traditional materials in advertising is to be encouraged.</li> <li>• Large expanses of glass and long runs of horizontal facades should be broken up by elevation modelling and vertical proportioning within the ACA.</li> <li>• Advertising signs should be sympathetic in scale, design, material and colour to the building and its character, on which they are displayed.</li> <li>• The number of signs on a building shall be limited to prevent the impression of clutter.</li> <li>• Separate access to the upper floors of the buildings should be maintained where existing. Reuse of upper floors is encouraged.</li> <li>• If roller shuttering is to be provided, it should be located behind the line of glazing.</li> </ul>
<b>Demolitions</b>	<ul style="list-style-type: none"> <li>• Planning permission will be required for the demolition of habitable dwelling, protected structures and any structures within the ACA which are on the NIAH Minister’s List (<a href="http://www.buildingsofireland.ie">www.buildingsofireland.ie</a>). Where planning permission is sought for demolition of a structure on the grounds of structural defects or failure, a report containing photograph’s and drawing(s) either captioned to clearly identify the location, or cross referenced to plans, prepared by a suitably qualified and experienced professional regarding the existing condition should be submitted. The applicant will have to demonstrate why repairs/remedial works are not possible.</li> <li>• Where buildings have a negative impact on the character of the ACA, demolition of existing and replacement with buildings of more appropriate design may be desirable, and will be encouraged.</li> </ul>
<b>Replacement Dwellings</b>	<p>In the cases where replacement buildings, new buildings should take into account existing plot size and direction where possible, in order to retain the existing grain, character and setting of the streetscape.</p>
<b>New Buildings</b>	<p>All new buildings should contribute to the visual enhancement of the area while respecting its physical character.</p> <ul style="list-style-type: none"> <li>• Pastiche or replication of historic design is not always</li> </ul>

	<p>appropriate and high quality contemporary design is acceptable in some cases.</p> <ul style="list-style-type: none"> <li>• The elevational treatment of the new development should be well proportioned and built having respect to its context.</li> <li>• Buildings should follow the eaves heights, roof pitches and building lines which predominate in the streetscape and should employ windows of matching proportions and alignment. Materials should be of good visual quality and durability.</li> </ul>
<b>Developments Within Long Garden Plots or Curtilages</b>	New development within these sites should retain the predominance of the main building on the site and should respect the pattern of the historic urban grain.
<b>Boundary Walls</b>	Historic boundary walls are evident in some areas of the town and add to the special character of Dungarvan. Their removal can be detrimental to the character and therefore is discouraged. Planning Permission will be required for their removal and/or alteration of same.

#### 11.15 Minor Works Within Architectural Conservation Areas

Certain works that are minor in nature or do not affect the character of these historic areas do not require planning permission

<b>Internal Alterations</b>	Internal changes or re-arrangements to structures which are not listed as protected structures, or buildings which are not RMPs (protected under the National Monument Act 1930 – 2004) do not require planning permission provided that these changes do not impact on the exterior of the structure.
<b>General Maintenance</b>	Planning permission is not required for regular maintenance works and genuine repairs to buildings. These works include repairs on roofs, rainwater goods or window repairs provided original materials are retained where they exist, or where replacement is necessary, that is on a like for like basis.

#### Guidelines

Development Control, Chapter 6 of *Architectural Heritage Protection – Guidelines for Planning Authorities*, DoEHLG, 2004.

Architectural Heritage Impact Assessment, Appendix B of *Architectural Heritage Protection – Guidelines for Planning Authorities*, DoEHLG, 2004.

There is also a series of advice books for historic buildings and features and a Conservation Guidelines Pamphlet Series (1996) available to download from

<http://www.environ.ie/en/Publications/Heritage/BuiltHeritagePolicy>