



VOL **2**

Development
Management Manual

Wexford County

Development Plan

2022 - 2028

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SECTION 1

Introduction



1.1 The Role of Development Management

The purpose of this manual is to set out the development standards that will be applied, as relevant, in the assessment of planning applications for development in the plan area.

The standards set out in this manual should be read in conjunction with the other relevant chapters and strategies in the plan and the relevant guidelines issued under Section 28 of the Planning and Development Act, 2000 (as amended). Volume 10 Energy Strategy also contains specific development management standards pertaining to certain types of energy developments, and accordingly should be reviewed, where relevant.

The standards listed are not exhaustive, and the Planning Authority reserves the right to set aside, amend, update or replace the standards in this manual.

It should also not be assumed that compliance with the standards set out in this manual entitle an applicant to planning permission.

1.2 Pre-planning

In accordance with the requirements of Section 247 of the Planning and Development Act, 2000 (as amended) the Planning Authority operates a pre-planning consultation service which provides applicants an opportunity to engage in discussions with the Planning Authority prior to the submission of a planning application. Further details and the pre-planning application form are available on the Council's website.

1.3 Development Contributions and Bonds

Pursuant to the provisions of Section 48 and 49 of the Planning and Development Act, 2000 (as amended), a Planning Authority, may when granting permission for a development, include a condition requiring the payment of a contribution in respect of public infrastructure and facilities benefitting the development in the area of the local authority that has provided or that is intended to be provided by or on behalf of the local authority.

The details and basis for the determination of the contributions are set out in the Development Contribution Scheme adopted by Wexford County Council. The current scheme is available on the Council's website www.wexfordcoco.ie

Depending on the nature of the development, the Planning Authority may also require, as a condition of the planning permission, the lodgement of financial security to ensure that the permitted development is satisfactorily completed. The amount and type of the security will be determined by the local authority. The security will be held until all works are satisfactorily completed to the exacting standards of the local authority, or until the development is taken in charge by the local authority.

1.4 Planning Enforcement

The Irish planning system allows development to be lawfully carried out in either of the following circumstances:

- in accordance with the terms of the planning permission granted for it; or
- in the case of an exempted development, without planning permission but in accordance with the terms of the exemption.

Any development which requires permission and does not have that permission is unauthorised development, as is a development which is proceeding in breach of conditions laid down in the planning permission.

The carrying out of unauthorised development is an offence. The following are examples of unauthorised developments that may be subject to enforcement action by the Planning Authority:

- erection of a structure or building which requires planning permission but has been built without it;
- change of use of a structure without permission e.g. shop to office;
- unauthorised works to or demolition of a protected structure;
- non-compliance with conditions attached to a planning permission;
- unauthorised display of an advertisement;

In accordance with the provisions of Part VIII of the Planning and Development Act,

2000 (as amended), the role of the Planning Authority is to undertake enforcement action with respect to unauthorised development where necessary.

1.5 Specific Assessments of Projects

There are a number of assessments which may be required for development. This depends on a number of factors including the location, nature and extent of the development.

1.5.1 Appropriate Assessment

The Planning Authority will ensure that any plan or project and any associated works, individually or in combination with other plans and projects, are subject to appropriate assessment screening to ensure that there are no likely significant effects on the integrity (defined by structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and Article 6(4) of the EU Habitats Directive are fully satisfied.

1.5.2 Environmental Impact Assessment

The Planning Authority will carry out an Environmental Impact Assessment (EIA) for proposed development listed in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). Schedule 5 specifies mandatory thresholds above which EIA is required in relation to types and scale of development proposals.

Where it appears to the Planning Authority that a sub-threshold development proposal may be likely to have significant effects on the environment, the Planning Authority may carry out a sub-threshold EIA. Where EIA is required (either threshold or sub-threshold), the Planning Authority will require the applicant to submit an Environmental Impact Assessment Report (EIAR). The Planning Authority will have regard to the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessments (DHPLG, 2018). The purpose of these updated Guidelines is to give practical guidance on procedural issues and the EIA process arising from the requirements of Directive 2014/52/EU and to assist with the achievement of a consistency of approach in the implementation of the Directive.

1.5.3 Flood Risk Assessment

The Planning Authority will require developments to comply with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (DEHLG and OPW, 2009), the Strategic Flood Risk Assessment contained in Volume 11 and the objectives relating to flood risk management and surface water management contained in Volume 1, Chapter 9 Infrastructure Strategy.

1.5.4 Other Assessments

Depending on the nature and extent of the proposed development, other assessments may be required including, inter alia:

- Archaeological Impact Assessment
- Architectural Heritage Impact Assessment
- Landscape and Visual Impact Assessment
- Traffic and Transport Assessment.

1.6 Compliance with Building Regulations

While this is outside of the remit of the Planning Authority, applicants are reminded of their legal requirements to comply with the relevant provisions of the Building Regulations as they relate to the proposed development.

SECTION 2

Common Principles for All Developments



2.1 Access for All

The Planning Authority is a strong advocate of universal access for all and ensuring that land use planning is used to create and shape accessible environments that can be enjoyed by everyone regardless of their age or ability. In this regard, the Planning Authority will require buildings and their external environments to meet the needs of all the people who wish to use them. This is not a special requirement for the benefit of only a minority of the population. It is a fundamental condition of good design as everyone benefits when an environment is accessible, usable and convenient to use.

2.2 Place Making and Design

The Planning Authority is committed to ensuring that best practice urban design principles are applied to all new developments. Well-planned and integrated residential, amenities, shops, employment and transport facilities contribute to the development of sustainable communities, enhance sustainability and the attractiveness and quality of an area. Regard must be had to Table 2.1 which provides a summary of the 12 key urban design criteria that will be applied to new residential schemes. These criteria will also be adapted, as relevant, to other types of schemes e.g. commercial and office developments.

Table 2-1 Key Urban Design Criteria to be considered in Residential Schemes and Other Developments (as appropriate to the scheme)

Level	No.	Criteria	Key Questions	Relevant CDP Policy Areas	Positive Indicators
Neighbourhood	1	Context	<p>How does the development respond to its surroundings?</p> <p>How does it create quality and add to the sense of place?</p> <p>Where is the centre of the town / village?</p> <p>How did the settlement evolve?</p> <p>What is the existing pattern of development?</p> <p>What are the settlement's distinctive characteristics?</p> <p>Are there any landmarks or important views?</p> <p>Can the settlement absorb new development?</p> <p>How can new development enhance the characteristics of the settlement?</p>	<p>Quality architecture, density, building heights, role of local area plans in defining character, landscape and green infrastructure and the use of design statements.</p>	<ul style="list-style-type: none"> • The development seems to have evolved naturally as part of its surroundings. • Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. • Form, architecture and landscaping have been informed by the development's place and time. • The development positively contributes to the character and identity of the neighbourhood. • Appropriate responses are made to the nature of specific boundary conditions.
	2	Connections and Sustainable mobility	<p>How well connected is the new neighbourhood?</p> <p>How permeable is the development?</p> <p>How have users been prioritised?</p> <p>How does it fit into the Route Hierarchy?</p> <p>Does the scheme reflect the Place context and Route Context?</p> <p>How has the street design incorporated enclosure?</p>	<p>Design of roads and streets (DMURS), sustainable travel patterns and higher density, especially on public transport corridors.</p>	<ul style="list-style-type: none"> • There are attractive routes in and out for pedestrians and cyclists. • The development is located in or close to a mixed-use centre. • The development's layout makes it easy for a bus to serve the scheme. • The layout links to existing movement routes and the places people will want to get to. • Appropriate density, dependent on location, helps support efficient public transport

Level	No.	Criteria	Key Questions	Relevant CDP Policy Areas	Positive Indicators
Neighbourhood	3	Inclusivity	How easily can people use and access the development?	Universal design, connections and permeability, community facilities, public open space, personal safety, privacy and security and access for all.	<ul style="list-style-type: none"> • New homes meet the aspirations of a range of people and households and adaptability for varying life stages. • Design and layout enable easy access by all. • There is a range of public, communal and or private amenity spaces and facilities for children of different ages, parents and the elderly. • Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. • New buildings present a positive aspect to passers-by avoiding unnecessary physical and visual barriers.
	4	Variety	How does the development promote a good mix of activities?	Place concept, community facilities, mix of house types and tenure, ensuring compatibility of uses.	<ul style="list-style-type: none"> • Activities generated by the development contribute to the quality of life in its locality. • Uses that attract the most people are in the most accessible places. • Neighbouring uses and activities are compatible with each other. • Housing types and tenure add to the choice available in the area. • Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.
Site	5	Efficiency and Compact Growth	How does the development achieve compact growth and an efficient use of lands and resources?	Climate action, efficient use of resources, biodiversity, flood risk, SUDS, increased densities	<ul style="list-style-type: none"> • The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. • Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.

Level	No.	Criteria	Key Questions	Relevant CDP Policy Areas	Positive Indicators
Site				in main towns, suitable densities in small towns and villages, daylight, sunlight and energy efficiency in design.	<ul style="list-style-type: none"> Buildings, gardens and public spaces are laid out to exploit the best solar orientation. The scheme brings a redundant building or derelict site back into productive use. Appropriate recycling facilities are provided.
	6	Distinctiveness	How do the proposals create a sense of place?	High quality urban design and architecture, conservation of the built and natural environment, historic buildings, green infrastructure and biodiversity, landscape, culture, protecting the character of small towns and villages.	<ul style="list-style-type: none"> The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. The scheme is a positive addition to the identity of the locality. The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. The proposal successfully exploits views into and out of the site. There is a discernable focal point to the scheme, or the proposals reinforce the role of an existing centre.
Site	7	Layout	How does the proposal create people friendly streets and spaces?	Design of residential streets (DMURS), good quality architecture, quality public open spaces.	<ul style="list-style-type: none"> Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.

Level	No.	Criteria	Key Questions	Relevant CDP Policy Areas	Positive Indicators
Site	8	Public Realm	How safe, secure and enjoyable are the public areas?	Street design, public open space standards, personal safety, traffic safety, privacy and security and communal open space.	<ul style="list-style-type: none"> Traffic speeds are controlled by design and layout rather than by speed humps. Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts.
	9	Adaptability	How will the buildings cope with change?	Lifetime homes and adaptable layouts/ design, energy efficiency, climate action.	<ul style="list-style-type: none"> Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. The homes are energy-efficient and equipped for challenges anticipated from a changing climate. Homes can be extended without ruining the character of the types, layout and outdoor space. The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office. Space in the roof or garage can be easily converted into living accommodation.

Level	No.	Criteria	Key Questions	Relevant CDP Policy Areas	Positive Indicators
Home	10	Privacy and Amenity	How does the scheme provide a decent standard of amenity?	Private open space standard, orientation and dual aspect, privacy and storage.	<ul style="list-style-type: none"> • Each home has access to an area of useable private outdoor space. • The design maximises the number of homes enjoying dual aspect. • Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. • Windows are sited to avoid views into the home from other houses or the street and adequate privacy is afforded to ground floor units. • The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.
	11	Parking	How will the parking be secure and attractive?	On-street parking, communal parking areas, quality materials, bicycle storage.	<ul style="list-style-type: none"> • Appropriate car parking is on-street or within easy reach of the home's front door. • Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. • Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. • Materials used for parking areas are of similar quality to the rest of the development. • Adequate secure facilities are provided for bicycle storage.
	12	Detailed Design	How well thought through is the building and landscape design?	Quality architecture, materials and maintenance, good landscape design.	<ul style="list-style-type: none"> • The materials and external design make a positive contribution to the locality. • The landscape design facilitates access and usability by all, universal design principles, of the public spaces from the outset.

Level	No.	Criteria	Key Questions	Relevant CDP Policy Areas	Positive Indicators
Home					<ul style="list-style-type: none"> • Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. • Care has been taken over the siting of flues, vents and bin stores. • Design of the buildings and public space will facilitate easy and regular maintenance.

2.3 Design Statements

A Design Statement is a short document which enables the applicant to explain why a particular design solution is considered the most suitable for a particular site, especially for larger or more complex forms of development. The statement will usually consist of both text and graphics, but is not intended to duplicate planning application documents. It may be of special value in explaining why the context requires an exceptional – rather than a conventional – design approach. The statement should address all relevant development plan or local area plan design policies and objectives, and relate them to the site.

The use of Design Statements enables the applicant to explain why the selected design solution is the most suitable in terms of the buildings and the quality of spaces created. A building may be good architecturally but if it is inappropriate for its context it may not contribute to a quality place.

While a Design Statement can be prepared for all developments, the Planning Authority will only require all medium to large scale development proposals (50 dwellings and above and/or commercial, retail or community development of 1,000 m² and above, or as otherwise required)¹ to be accompanied by a Design Statement.

Design statements should explain and illustrate the design principles and design concept of the proposed layout; landscape; scale and mix; details and materials; and maintenance. It should show, as briefly as necessary, how these will help to achieve place-making. It should include:

- A site analysis
- A concept plan and/or a master plan
- A statement based on the design criteria set out in the relevant national planning guidance e.g. the 12 urban design criteria set out in the Urban Design Manual – A Best Practice Guide – the companion document to the Sustainable Residential Guidelines for Planning Authorities and Table 2-1 above
- A statement or quality audit addressing street design as outlined within the Design Manual for Urban Roads and Streets (DMURS)(See Section 2.2.1 below)
- A statement addressing how the Landscape Concept, green infrastructure and biodiversity have been incorporated into the design.

¹ Note: Section 5.6 The Design Process and Objective TV16 in Chapter 5 Design and Place-making in Towns and Villages also requires a Design Statement to accompany all development over 2ha.

- A statement or audit informing of/demonstrating the universal design principles applied throughout the proposed development.

2.3.1 Application of DMURS

To effectively communicate how the principles, approaches and standards of DMURS have been applied, all proposed developments, regardless of their scale, must be accompanied by documentation that provides a clear rationale for the project. The details, which can be set out within the Design Statement, include:

- A clear set of objectives for the project (see Section 5.3.2 Process).
- How context and function were determined (see Sections 3.2.1 Movement Function and 3.2.2 Context).
- Strategic drawings outlining the structure of the street network (see Section 3.3.1 Street Layouts).
- Detailed street layouts that clearly illustrate all relevant geometric standards and other treatments aimed at promoting a sense of place, sustainable forms of transportation and traffic calming.
- A comprehensive auditing process (see Section 5.4 Auditing).

To ensure that street layout plans communicate a complete picture of the design, it is recommended that the following information be presented, as appropriate (see Figure 5.5 in DMURS):

- The width of streets, footways, verges, medians and privacy strips.
- The location, type and configuration of crossings and junctions.
- Corner radii (including swept paths).
- On-street parking.
- Horizontal and vertical alignment data.
- Horizontal and vertical deflections.
- Forward visibility splays.
- Kerb lines (including heights).
- Surface materials and planting.
- Street furniture and facilities.

- Signage and line marking.
- Lighting.

2.4 Building Heights and the Development Management Process

In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.

Planning authorities must apply the following broad principles in considering development proposals for buildings taller than prevailing building heights in urban areas in pursuit of these guidelines:

1. Does the proposal positively assist in securing the National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield and infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?
2. Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?
3. Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?

Section 3.2 of the guidelines sets out the relevant development criteria that must be complied with. Where the relevant planning authority or An Bord Pleanála considers that such criteria are appropriately incorporated into development proposals, the relevant authority shall apply Specific Planning Policy Requirement (SPPR) No. 3 under Section 28 (1C) of the Planning and Development Act 2000 (as amended). It is a specific planning policy requirement that where:

- An applicant for planning permission sets out how a development proposal complies with the development management criteria in Section 3.2 of those guidelines, and
- The assessment of the Planning Authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and those guidelines

Then the Planning Authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

With regard to building heights in suburban/edge locations in towns, the guidelines set out density and design criteria in Sections 3.4 to 3.7. It outlined that where the Planning Authority or An Bord Pleanála considers that such criteria are appropriately incorporated into development proposals, the following Specific Planning Policy Requirement can be applied:

SPPR 4:

It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:

- The minimum densities for such locations as set out in the Section 28 Guidelines Sustainable Residential Development in Urban Areas (2009) or any amending or replacement guidelines;
- A greater mix of building heights and typologies in planning for the future development of suburban locations; and
- Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

2.5 Sustainable Design

The Planning Authority will require buildings and layouts to conform to the highest possible standards of energy efficiency. Buildings must be designed to minimise resource consumption, reduce water, waste and energy use. Designs should optimise

natural ventilation, minimise glare and excess solar gain, avoiding large areas of glazing and providing an appropriate balance between solid and void elements.

2.6 Amenity

All developments should be designed to protect the amenities of adjoining properties and properties in the vicinity.

Daylight, Sunlight and Overshadowing

Siting, layout and design should ensure that the development would not give rise to undue overshadowing of properties in the vicinity, in particular, residential properties such as private residences, nursing/retirement/residential care homes, schools and childcare facilities.

Daylight and sunlight levels, as a minimum, should be in accordance with Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (Bre 2011) and British Standard (BS 8206) Lighting for Buildings, Part 2 Code for Practice for Daylighting or any update on these documents.

Overlooking

The siting, layout and design should also ensure that the development does not give rise to undue overlooking of properties in the vicinity, in particular, residential properties such as private residences, nursing/retirement/residential care homes, schools and childcare facilities. In general, a minimum distance of 22m between opposing above ground floor windows will be required for habitable rooms. In cases where an innovative design solution is proposed, this standard may be relaxed.

Noise

Noise emanating from any proposed development shall not cause to be measured at the facing elevation (outside) of any dwelling in the area, during the hours 0700 – 2100 a noise level of 55 dB(A) (L_{aeq} 1 hour) and during the hours 2100 – 0700 and Sundays and Bank Holidays a noise level of 42 dB(A) (L_{aeq} 1 hour). The noise shall not be impulsive in nature or have any tonal element which is 4 dB(A) above the adjacent frequencies.

As and when required by the Planning Authority, a survey of noise levels at monitoring stations on adjacent properties (to be agreed with the Planning Authority) shall be undertaken by an agreed professional (at the expense of the developer) and the results submitted to the Planning Authority within one month of such a request.

2.7 Public Lighting

Developments should be appropriately lit to ensure a safe environment for users. This includes residential schemes, commercial, retail, employment and recreational areas. The lighting should be designed to provide appropriate levels of light whilst also ensuring that the lighting does not affect the amenities of nearby properties.

2.8 Open Space and Green Infrastructure

The provision of suitably located and quality open space is an important component of the layout and design of developments. The open space requirements for specific land uses are dealt with under Section 3, Section 4 and Section 5 of this Manual and the design of public open space is discussed in Volume 1 Chapter 14 Recreation and Open Space Strategy. In terms of green infrastructure, all developments must respect locally distinctive landscape features such as tree lines and field boundaries and enhance these as part of the proposal. Developments must also contribute to improved quality and connectivity of biodiversity, amenity and local water management. Chapter 11 Landscape and Green Infrastructure and Chapter 14 Recreation and Open Space Strategy provides further guidance on integrating green infrastructure into developments.

2.9 Boundary Treatments

Boundary treatments must be appropriate to their setting-urban and rural.

2.9.1 Roadside Boundaries in Rural Areas

New development in rural areas must respect its rural setting and ensure that it does not erode the rural character of the area. The boundary of a site to the road is very

important in this regard, as it is an important component of a rural setting and its character, in particular, hedgerows, trees and traditional stone boundary treatments.

Traditionally in Wexford, entrances were composed from simple elements - cylindrical piers, gate, wall and hedge. The simple entrance arrangements had little impact on the rural landscape. It is important that new entrances adopt a similar approach.

Accordingly, the Planning Authority will carefully consider all proposals relating to roadside boundary treatments in rural areas, in particular, any proposed removal of existing roadside boundaries and the design of replacement and/or new boundary.

The Planning Authority will apply the following considerations and standards

- Front vehicular entrance walls should be modest, generally not exceeding 1.2 metres in height. Where higher boundaries are required, a hedgerow should be planted to the rear of the wall. Concrete block work that hasn't been rendered, concrete balustrading and post and wire fencing is not considered appropriate boundary treatment for rural sites.
- The existing roadside hedgerows, trees and stone walls, where present, should be retained. However, it is noted that it will be necessary to remove some of an existing roadside boundary in order to facilitate the new or widened vehicular entrance and/or to provide the required sightlines at that entrance. The removal of the full length of a roadside boundary to achieve sightlines should be avoided. The Planning Authority will consider the acceptability of this on a case by case basis having regard to the type and quality of boundary and its contribution to the rural character at that location. Where removal of the hedgerow is permitted, it must be replaced with appropriate native hedging and trees.
- The construction of a wall along the full length of a roadside boundary (regardless of its finish) will not be permissible. The construction of a 1.2m high timber fence with appropriate native hedging planting may be considered, depending on the location.

The Planning Authority may consider deviations from these standards for non-residential developments where there are security requirements; however, the protection of the rural character of the area will remain the priority consideration.

2.9.2 Boundary Treatments in Urban Areas

Further standards on boundary treatments in urban areas, including in new residential schemes, is provided under the relevant land use section in this manual.

2.10 Naming of Developments

The names of residential, commercial and community developments including roads should reflect local placenames. Local townlands, local names, a local historical person, a local landscape and its features and/or the culture or history of the area should be reflected in the name. The name must be in English and Irish.

Where a placename condition has been attached to a planning permission, the applicant must provide the Planning Authority with a written explanation of the origin/inspiration of the name. The Planning Authority must approve the name of the development before any advertising launch.

The Council has prepared a Placenames Guide to provide assistance, which is available to view on the Council's website.

2.11 Undergrounding of Services

In order to preserve the amenity and visual character of an area and in the interests of public safety, all services including electricity, broadband, public lighting, telephone and television cables shall be provided underground in all new developments. Provision should be made for the unobtrusive siting of transformer stations, pumping stations and other necessary service buildings. Pole mounted equipment (such as transformers) will not be permitted.

2.12 Construction and Demolition Waste

Applicants/developers will be required to submit a Construction and Demolition Waste Management Plan prepared in accordance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (Department of the Environment, Heritage and Local Government, 2006) and

any updated version of these guidelines. Such plans shall include proposals to ensure that the maximum amount of waste material is reused and recycled and shall be submitted for the following proposed developments:

- Residential development of 10 houses or more.
- Developments including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,250m².
- Demolition/renovation/refurbishment projects generating in excess of 100m³ in volume, of Construction and Demolition waste.
- Civil engineering projects producing in excess of 500m³ of waste, excluding waste materials used for development works on the site.

2.13 Signage and Advertisements

Signage relates to all signs erected on the exterior of buildings, within windows, as standalone structures or attached to public utilities. Signage has the potential to give rise to visual clutter and to alter the character of an area and as such will be carefully assessed. All advertisements and advertisement structures, other than those exempted by the Planning and Development Regulations 2001 (as amended) shall be the subject of a planning application. Table 2-2 provides details on advertising signage, design criteria and appropriate locations.

Development proposals in towns and villages that include signage should take account of the following:

- In general, signs on a building should only advertise goods or services that are associated with the premises and no more than two advertising signs should be erected on any elevation.
- Signs should generally be limited to the ground floor of a building unless located directly over the entrance to a major commercial or retail building.
- No signage/advertisement or its supporting structure, including flag poles, should exceed a height of 5.2 metres above ground level.
- Signs should be simple in design and not obscure any architectural features.
- Signs should be proportionate to the scale of the building to which they are attached and sensitive to the surrounding environment.

- Signs attached to Protected Structures and in Architectural Conservation Areas should be in keeping with the character of the buildings and adhere to best conservation principles.
- Any sign or associated structure should not create an obstruction to pedestrian or cyclist movement or create a traffic hazard.
- The use of plastic, PVC, Perspex flashing, reflectorised or glitter type signs on the exterior of buildings or where they are located internally but visible from the outside will be prohibited.
- Advertisement hoardings will not normally be permitted.
- Within rural areas, permanent signs on public land along the public road network, for example finger post signs and signs for businesses are subject to a license under Section 254 of the Planning and Development Act 2000 (as amended).
- Advertising signs will not be permitted along roads in rural areas outside the boundaries of towns and villages save for a limited number, which relate to heritage or tourist attractions and which are of national interest.
- The proliferation of non-road signage on and adjoining national roads shall be controlled in accordance with the Guidelines for Planning Authorities on Spatial Planning and National Roads 2012, and Transport Infrastructure Ireland's policy statement on the Provision of Tourist and Leisure Signage on National Roads (March 2011) and any updated version published during the lifetime of the Plan.
- No advertisement hoarding (billboards) will be permitted in the open countryside.

Table 2-2 Advertising and Signage

Type of Signs	Restrictions on Use	Design Criteria
Backlit Signs	Generally appropriate	Lettering should be no more than 400mm in height.
Bus Shelters	Generally appropriate	The primary purpose of illumination should be to light the shelter.
Digital Signs	Generally not appropriate. May be considered in town centres and/or large retail precincts and at other suitable locations throughout the County. Not permitted on major roads unless signage relates to traffic management and safety.	Should make a positive contribution to the public domain, omit no sound, have a minimum dwell period of 30 seconds (with a crossfade), not result in obtrusive light that will create unacceptable glare (adjusting to environmental conditions), have limited hours of operation (especially at night), not contain dynamic content (i.e. video) and not constitute a traffic hazard.
Fascia and Box Signs	Generally appropriate	Should not be internally illuminated. Lettering should be no more than 400mm in height.
Public Information Panels	Generally appropriate	Should not obstruct footpath/cycle paths. Advertising permitted on public information panels will be restricted and should constitute not more than 50% of the total area.
Wall Panel/ Poster Board Advertisements	Generally appropriate	Should not exceed 30% of the surface of the wall or screening on which it is mounted.
Window Signs	Generally appropriate	Must not occupy more than 25% of window space.
Free Standing Advertisement Displays	Generally not appropriate. May be considered at the entrances to shopping centres/major commercial premises and service stations.	A maximum of 5.2m in height. Freestanding signs on petrol forecourts should not extend above the height of the canopy.
Projecting Signs	Generally not appropriate	Must be positioned no lower than 2.4m above pavement level (but not on upper floors). Maximum of one per unit. Should not be internally illuminated.

Type of Signs	Restrictions on Use	Design Criteria
Neon Signs	Generally not appropriate	Should not be displayed in historic village centres.
Signs above Parapet	Not permitted	
Prismatic/Moving Vane Signs	Not permitted	
Structures on Public Footpaths and Public Area	Not permitted	
Sundry Advertisement Devices	Not permitted	Includes pavement sign or sandwich boards, spotlights, flags, bunting, banners, neon moving message signs, fly posting and barrage/balloons.

SECTION 3

Residential Developments



3.1 Single Dwellings in Rural Areas

3.1.1 Design Guidance for Single Houses in Rural Areas

Siting

Rural areas are more sensitive to development and therefore require a quality design response to help assimilate development into the landscape. Buildings in the rural landscape should be sited to take advantage of shelter and existing landscape features which will help assimilate the development into its surroundings.

Shelter and Enclosure

Siting should take advantage of opportunities for shelter in the following ways:

- By locating houses away from the full force of prevailing winds;
- By creating sheltered situations through planting of trees and hedgerows;
- By using enclosing walls to create good micro-climates;
- By using the house and its outbuildings in a way which creates enclosure and shelter.

Contours

It is important to tailor the siting and layout of a development to the sloping contours of the site. Excessive excavation or the creation of artificial platforms can impact negatively on the visual amenities of the landscape and should therefore be avoided. The design and layout of the proposed development should work with the site contours. An example of this is split level dwellings or stepped levels.

Landscaping

The landscaping, garden design and boundary treatment should provide a link with the landscape and help assimilate the development into the landscape. Care should be taken to avoid suburban layouts and garden treatments in rural settings. Sites that have well established boundaries on all sides will help assimilate development. In general, a site should aim to have at least two existing boundaries. Existing trees and hedgerows should be retained to help integrate the dwelling into

its surroundings. The extensive removal of hedgerows and trees has a negative visual impact and changes the character of the countryside. Complete removal of the existing hedgerows should be avoided. Where new boundaries are proposed, these should include a selection of indigenous and naturalised hedging plants. The construction of long stretches of solid walls or fences along the front boundary is not acceptable on rural sites (See Section 2.9.1). The extent of hard landscaping around a house should also be minimised.

The environmental and visual impact of rural housing can be minimised by guiding it into coherent patterns at a suitable scale for the rural environment so that rather than competing with the landscape, houses use it to their advantage, setting themselves into its folds, using trees and hedges to shelter and complement the house design and helping the development become part of the landscape.

The position of a dwelling on a site should not be determined solely by its position relative to the road. Historically many houses were built with the gable to the road and the front garden enclosed by outhouses creating an attractive courtyard garden. The siting of a house in the middle of a landscaped lawn results in a suburban layout which can detract from the visual amenities of a rural area.

Table 3-1 Principles for Siting

- Buildings should be set into the landscape;
- Avoid exposed, elevated and prominent locations where potential for visual impact is greatest;
- Take advantage of shelter and existing landscaping / trees / hedgerows;
- Avoid altering the natural levels of the site;
- Avoid excessive cut and fill and locating dwellings on platforms;
- Orientate the house to maximise sunlight and reduce exposure to the wind.

Rural Architecture

Rural house design should deliver high quality buildings that cater for modern lifestyles while respecting and embracing their rural setting. Well-designed dwellings that achieve high energy performance will be cheaper to run and comfortable to live in. The design of new dwelling houses should be sympathetic to the surrounding landscape and where appropriate reference traditional building characteristics.

The size of the proposed dwelling should be appropriate for the size of the site in order for the site to be able to assimilate the development into the landscape. On sites that are elevated or exposed and where new development has the potential to be conspicuous, development should be restricted to single storey. New dwelling houses should try to replicate simple traditional forms and ensure that the dwelling in terms of proportion, height, scale and form is appropriate for a rural setting. Where a large dwelling is proposed, the design should include measures to break down the massing of the house in order to reduce bulk.

Traditionally in Wexford, farm buildings were used effectively to create enclosure and sheltered space. There are still examples where houses and outbuildings are used together to create both farmyards and gardens with remarkable control of space and form. Examples include gables to the road or long windowless barns placed along the roadside frontage with strong composition of wall, gable, roof and gateway punctuating the roadside. As agriculture has intensified and the scale of farm buildings has increased, this building typology is no longer common. However, it represents an excellent example of breaking down overall mass and creating an attractive collection of smaller buildings.

Table 3-2 Principles for Rural Architecture

- Restraint - A modest selection of materials and finishes reflecting the simple colour structure of vernacular architecture;
- Simple palette of quality materials;
- Composition of the buildings.

3.1.2 Standards for Single Dwellings in Rural Areas

A planning application for the development of a single dwelling in a rural area will be required to demonstrate compliance with the following development management standards:

1. The applicant must satisfy the rural housing criteria for that location as set out in Volume 1 Chapter 4 Sustainable Housing. Compliance with the rural housing criteria alone does not infer that planning permission will be granted.
2. The site must be capable of accommodating a suitably designed private wastewater treatment system which meets required current regulations and a satisfactory and safe supply of drinking water. Both the on-site wastewater system and the water supply must be located within the site edged red (save unless provided by public infrastructure).
3. The site must be capable of being safely accessed in perpetuity with the necessary sightlines for the category of road being achievable within the site edged red and with a minimal removal of existing hedgerow and natural boundaries. Where the hedgerows are required to be removed this will be assessed in accordance with Section 2.9.1 and Section 6.2. Where vehicular access is proposed from a private lane, the necessary legal consents should be in place and the lane should be in satisfactory condition to accommodate the development.
4. The development should not result in ribbon development as defined in Volume 1 Chapter 4 Sustainable Housing.
5. The development of the site should not have adverse impacts on protected structures, archaeological sites or designated sites of nature conservation value (SACs, cSACs, SPAs and pNHAs).
6. The site must be capable of accommodating the dwelling which has regard to and avoids potential adverse impacts on existing properties adjoining the site.
7. The development must not be vulnerable to flood risk (See Volume 1 Chapter 9 Infrastructure Strategy) or coastal erosion (See Chapter 12 Coastal Zone Management and Marine Spatial Planning).
8. The site should be capable of accommodating a dwelling house which blends into, and is not visually intrusive in the landscape.

9. The site must be capable of accommodating proposals to manage surface water drainage within its boundaries and without significant discharges affecting public road drainage.

In terms of siting, scale and design, the proposal should have regard to the principles of rural house design as set out in Section 3.1.1. The Planning Authority will require the following to be demonstrated and complied with:

- New dwellings in rural areas should be appropriately sited, in accordance with Table 3-1 Principles for Siting, to take advantage of shelter, topography and existing landscape features, which will help assimilate the development into its surroundings and minimise its impact on the visual amenities of the area.
- New rural dwellings must be well-designed, simple, unobtrusive, respond to the site's characteristics and be informed by the principles for rural architecture. All new rural dwelling houses should demonstrate good integration within the wider landscape. The external materials should enable the development to blend into the landscape. The visual suitability of pre-fabricated timber homes (e.g. log cabins) on rural sites will also be considered in accordance with the criteria set out in Section 4.9.6 in Chapter 4 Sustainable Housing.
- New rural dwellings must be given adequate consideration to existing neighbouring development in terms of siting, setting and design and affords adequate protection to existing residential amenity.
- New vehicular entrances in rural areas should be designed to be discreet and attractive and easily assimilated in their rural setting in accordance with Section 2.8.1.
- Landscaping and boundary treatments must be appropriate for a rural setting and should not erode the rural character of the area. The siting, scale and design should minimise adverse impacts on existing site specific landscaping, e.g. trees and hedges with medium and long term landscaping/screening value and demonstrate that Objective GI01 in Volume 1 Chapter 11 Landscape and Green Infrastructure is complied with, where relevant. The Planning Authority may request that a planning application be accompanied by a detailed landscaping plan, prepared by a suitably qualified landscape professional, which specifies all proposed landscaping of the site.
- Provisions must be made within the site for biodiversity, and in this regard, the following standards will be applied (see Table 3-3):

- For rural dwellings with a floor area of 100m² to 300m² a minimum of 20% of the site must be set aside for additional tree planting and measures to promote biodiversity.
- For dwellings over 300m² 50% of the site area must be set aside for additional tree planting and measures to promote biodiversity
- Plans for these areas must be included with any planning application for a single rural dwelling.
- The set back of the dwelling from the roadside boundary will be assessed on a case by-case basis.
- The size of the dwelling house must comply with the site size/floor area ratios set out in Table 3-3.

Table 3-3 Site Size, Dwelling Floor Area Ratio and Biodiversity Requirements

Dwelling Floor Area	Site Size Hectares	Biodiversity
<100m ²	0.2	Boundary reinforcement
100-200m ²	0.2	20% of site
>200m ² -300m ²	0.4	20% of site
>300m ²	1.0	50% of site

3.1.3 Applications for Single Houses on Backland Sites in Rural Areas

The Council recognises that lands to the rear of an existing dwelling house may afford people the opportunity to build their own dwelling house, in close proximity to their family. The Council will consider this type of development where the following is demonstrated:

- There is no undue loss of privacy to adjoining properties.
- The access arrangements, including the vehicular entrance and traffic movements associated with the new dwelling house, would not detract from the residential amenities of adjoining properties or give rise to a traffic hazard.

- The development complies with the relevant standards set out in Section 3.1.2 and other normal planning and environmental criteria.

3.2 Domestic Garages/Stores

The development of a domestic garage/store for use ancillary to the enjoyment of a dwelling house will be considered subject to compliance with the following standards:

- The domestic garage/store shall be single storey only, shall have a maximum floor area of 80m² and a maximum ridge height of 5m. In urban areas, domestic garages and stores will be assessed on the scale of the space around the dwelling and any impact on neighbouring properties.
- The design and external finishes of the domestic garage/store shall be in keeping with that of the dwelling house.
- The domestic garage/store shall only be used for purposes ancillary to the enjoyment of the dwelling house.

The Planning Authority may consider exceptions to these criteria having regard to the need for the development and the location and characteristics of the subject site.

3.3 Self-contained Residential Unit for a Family Member

The provision of a self-contained residential unit for a family member will be considered subject to compliance with the following standards:

- The applicant must demonstrate that there is a need for the unit in accordance with Section 4.9.5 in Volume 1 Chapter 4 Sustainable Housing.
- The unit must be attached to the main dwelling house and must be accessible from the main dwelling house via an internal access door.
- The unit should consist of no more than a combined kitchen/dining/living room, a WC bathroom which must be fully accessible and contain no more than two bedrooms.
- Where required, it will be necessary to demonstrate that the existing on-site wastewater treatment facilities serving the main dwelling house are adequate

and can facilitate the additional loading from the family unit. Where this cannot be demonstrated, it will be necessary for the on-site wastewater facilities to be upgraded as part of the development proposal.

- The design criteria for extensions to dwelling houses will be applied to these units.
- A condition will be applied restricting the sale or letting of the unit separate to the main dwelling house, and when use of the unit is no longer required it must be integrated into the main dwelling house.

3.4 Extensions to Dwelling Houses

The continued use of existing dwellings and the need for people to extend and renovate their dwelling houses is recognised and encouraged. Accordingly, appropriate extensions to existing dwelling houses will be considered subject to compliance with the following criteria:

- The proposed extension must be of a scale and position on the site which would not be unduly incongruous with its context.
- The design and external finishes of the extension need not necessarily replicate or imitate the design and finish of the existing dwelling. Contemporary designs and finishes often represent a more architecturally honest approach to the extension of a property and can better achieve other objectives such as enhancing natural light. It should be noted that a different approach may apply in the case of a Protected Structure or within an Architectural Conservation Area.
- The extension should not have an adverse impact on the amenities of adjoining properties through undue overlooking, undue overshadowing and/or an over dominant visual impact.
- The extension should not impinge on the ability of adjoining properties to develop a similar extension.
- Site coverage should be carefully considered to avoid unacceptable loss of private open space.
- The degree to which the size, position and design of the extension is necessary to meet a specific family need, for example, adaptations to provide accommodation for persons with a disability.

- Where required, it will be necessary to demonstrate that the existing on-site wastewater treatment facilities serving the main dwelling house are adequate and can facilitate the additional loading from the extension. Where this cannot be demonstrated, it will be necessary for the on-site wastewater facilities to be upgraded as part of the development proposal.

3.5 Sub-Division of a Dwelling

The sub-division of a dwelling which has public waste water and water infrastructure will be considered where it does not detract from the character of the property, adjoining properties and the amenities of the area. The proposal will be required to meet the minimum standards relating to residential developments including services, private open space and car parking.

3.6 Temporary Accommodation

The provision of a static caravan, trailer caravan/mobile home, motor home/camping van for use as a permanent residence will not be considered save for the exceptional circumstances outlined in Section 4.9.7 of Volume 1 Chapter 4 Sustainable Housing. Planning applications for temporary accommodation will be assessed with regard to the applicable standards for residential dwellings in urban/rural areas, in particular, traffic safety and suitable wastewater treatment and water supply arrangements.

3.7 Corner/Side Garden Sites

The development of a residential unit in the side garden of an existing residential plot or on a corner site would contribute to the efficient use of lands and can enhance a streetscape. These proposals should comply with the requirements relating to infill development as set out in Chapter 5 Design and Place-making in Towns and Villages and:

- The site should be sufficient in size to accommodate an additional dwelling and an appropriate set back should be maintained from adjoining dwellings.
- The dwelling should generally be designed and sited to match the established building line and respond to the roof profile of adjoining dwellings.

- The design of the dwelling should respond to the character of the area and adjoining dwellings and contribute to a sense of harmony. Contemporary and innovative proposals that respond to the local context will be encouraged, particularly on larger sites which can accommodate a number of dwellings.
- Corner developments should provide a dual frontage in order to avoid blank elevations and maximise surveillance of public areas.

3.8 Backland Residential Development

The development of backlands will contribute to an efficient use of land and contribute to urban consolidation. These proposals should comply with the requirements relating to infill development as set out in Volume 1 Chapter 5 Design and Place-making in Towns and Villages and:

- Avoid piecemeal development that adversely impacts on the character of the area and the established pattern of development in the area.
- Development that is in close proximity to adjoining residential properties should be cognisant of the height of adjoining dwellings and location/orientation of private open spaces, to reduce overshadowing and overlooking.
- Access for pedestrians and vehicles should be clearly legible and, where appropriate, promote mid-block connectivity.

3.9 Nursing Homes/Residential Care Homes

A residential service/care home is a designated centre where older people are accommodated or people in need of care by reason of a disability. This includes nursing homes. Volume 1 Chapter 4 Sustainable Housing sets out the objectives relating to the preferred locations for this type of development.

In considering applications for these developments, the Planning Authority will have regard to the following:

- The development should comply with the relevant standards set out in the National Standards for Residential Care Settings for Older People in Ireland (Health

Information and Quality Authority, 2016) or any updated version of these guidelines or new guidelines.

- The standard of accommodation and facilities offered, including a fully accessible en-suite shower room with WC facility for each bedroom. Additionally, assistive bathrooms/shower rooms with WC to be provided for on a proportionate basis.
- The quality, design and landscaping of external open spaces, walkways and communal areas for enjoyment by the residents and the provision of suitable exercise facilities.
- The proposal should provide accessible links to the settlement.
- The development must be served by suitable wastewater treatment and water supply facilities.
- The potential impacts of the proposed development on adjoining developments and the character of the area including traffic safety.
- The requirements relating to sightlines must comply with those set out in Section 6 of this Manual.
- In large developments or developments which are not located adjacent to local facilities the provision of pray rooms/chapels, shops and hair dressing facilities will be required.

3.10 Sheltered Housing

These are residential schemes with on-site communal facilities and allow for assisted independent living. These schemes usually have an on-site supervisor and include care supports such as the provision of meals and health care assistance. Communal on-site facilities include recreation areas, alarm system and laundry facilities. These developments shall comply with the relevant standards set out under Section 3.9.

3.11 Retirement Villages

A retirement village is an integrated residential complex containing separate and independent homes for people who have retired, and which includes a range of care needs to serve the residents of the complex. Volume 1 Chapter 4 Sustainable

Housing outlines where these developments should be located, and they should comply with the standards set out in Section 3.9, in so far as they relate to this type of development.

3.12 Multi-Unit Residential Schemes in Towns and Villages

The Council will require the development of high quality residential developments, both in respect of the home itself and with regard to its setting and context. The Council will have regard to the following guidelines in the provision of advice on and the assessment of residential proposals:

- Sustainable Residential Development in Urban Areas (Cities, Towns and Villages) Guidelines for Planning Authorities (DEHLG, 2009)
- Urban Design Manual. A Best Practice Guide and Companion Document to Sustainable Residential Development in Urban Areas (DEHLG, 2009).
- Quality Homes for Sustainable Communities: Best Practice Guidelines for Delivering Homes and Sustaining Communities (DEHLG, 2007).
- Sustainable Urban Housing: Design Standards for New Apartments. Guidelines for Planning Authorities (DHPLG, 2020).
- Urban Development and Building Heights-Guidelines for Planning Authorities (DHPLG, 2018).

Applications for multi-unit (two or more units) residential schemes will be assessed against the foregoing and the design criteria set out in Sustainable Residential Development in Urban Areas and the companion Urban Design Manual. While the Urban Design Manual is primarily focused on design issues associated with housing schemes of 30-50 units per hectare, it is also relevant to schemes of higher or lower density and mixed use development.

All multi-unit residential schemes (50 dwellings and above) should be accompanied by an appropriately detailed Design Statement which addresses, inter alia, the 12 urban design criteria which are set out in Volume 1 Chapter 5 Design and Place-making in Towns and Villages and the Urban Design Manual.

The Planning Authority will require planning applications for residential schemes

of two or more dwellings to be accompanied by a phasing schedule detailing the number of dwellings, quantum of public open space and infrastructure which will be developed as part of each phase. It will necessary for each phase to deliver the quantum of public open space commensurate to the number of dwellings in that particular phase.

The Planning Authority will require an Access Statement to be submitted with planning applications for residential schemes of five units or more and in accordance with Appendix 6 of Buildings for Everyone: A Universal Design Approach (National Disability Authority, 2012).

3.12.1 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 households. The mix of house types and sizes should provide far greater diversity than the traditional 3-bed semi-detached type housing development. Section 4.7.5 in Volume 1 Chapter 4 Sustainable Housing sets out the requirements relating to type mix in both houses and apartment developments. Design Statements for residential or mixed use development proposals with a residential element will be required to address the mix of dwelling types.

3.12.2 Dwelling House Design

The design and layout of individual dwellings should provide a high quality living environment for the future residents. Designers should have regard to the targets and standards set out in the Quality Housing for Sustainable Communities Guidelines, DEHLG (2007) with regard to minimum room sizes, dimensions and overall floor areas when designing residential accommodation. All houses must accord with or exceed the minimum floor area standards set out in Table 3-4 below. Dwellings should also be designed to provide adequate room sizes that create good quality and adaptable living spaces. The Planning Authority may consider deviations from these floor area requirements, however, at minimum the floor areas must comply with the minimum set out in the Quality Housing for Sustainable Communities Guidelines (See Section 5 of those Guidelines).

The Planning Authority will require that a minimum of 20% of dwellings in new residential developments of five dwellings or more are Lifetime Homes, suitable to accommodate or are adaptable to provide accommodation for people with disabilities and older people. Planning applications will be required to demonstrate compliance with this objective and to show an accessible route to the residential units from the boundary of the property. Proximity and access to local services must also be considered relative to the units which are accessible.

All houses must accord with or exceed the minimum private open space standards set out in Table 3-4. Private open space should be located behind the front building line of the house and be designed to provide for adequate private amenity. These spaces should be designed to maximise sunlight, privacy and shelter from winds. Narrow or awkward spaces, spaces which are not private and spaces also used for parking will be excluded from private open space calculations. In general a minimum distance of 22m should be achieved between opposing first floor windows at the rear of dwellings.

The Council will consider exceptions to these standards/allow flexibility where an otherwise high quality design solution is proposed, which has full regard to the characteristics and context of the site whilst protecting the residential amenities of existing residents in the vicinity and the future residents of the development.

Table 3-4 Minimum Floor Area and Private Open Space for Dwellings

Type of Unit	Houses	Private Open Space
One Bedroom	50 m ²	48 m ²
Two Bedroom	80 m ²	55 m ²
Three Bedroom	92 m ²	60 m ²
Four Bedroom or more	110 m ²	70 m ²

3.12.3 Apartment Standards and Design

An apartment refers to a dwelling unit that is not a house and may comprise an apartment or duplex unit. Generally, where the site permits it, each apartment should have its own door access to the external street/external communal access area. All apartments, including the new concept 'Built to Rent' and 'Shared Living' residential accommodation, must comply with the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities, DECLG (2020), in particular, the Specific Planning Policy Requirements (SPPR) set out therein. Table 3-5 provides a summary of Sections 2-5 of the Guidelines, relevant SPPRs and where they are addressed in this Plan. Table 3-6 sets out the detail of SPPRs 3-6.

Table 3-5 Incorporation of the Apartment Guidelines Specific Planning Policy Requirements into the County Development Plan.

Section	Content	SPPR No.	Addressed
2	Location of apartments, future housing need and housing mix	1 and 2	Chapter 4 Sustainable Housing
3	Apartment design standards	3 Floor Areas 4 Dual Aspect Ratios 5 Floor to ceiling heights 6 Lift and stair cores	Chapter 4 Sustainable Housing and Table 3-6 below
4	Standards for communal facilities in apartments including access and services, refuse storage, community amenity space, children's play, car parking, and bicycle parking.	N/A	Chapter 14 Recreation and Open Space and this Manual
5	Build to Rent and Shared Accommodation Standards	7, 8 and 9	Chapter 4 Sustainable Housing and this Manual.

Table 3-6 Specific Planning Policy Requirements 3-6 of the Apartment Guidelines

SPPR No.	SPPR	Requirements
3*	Minimum Floor Areas**	<p>Studio apartment (1 person) 37m²</p> <p>1-bedroom apartment (2 person) 45m²</p> <p>2-bedroom apartment (3 persons) 63m² ***</p> <p>2-bedroom apartment (4 persons) 73m²</p> <p>3-bedroom apartment (5 persons) 90m²</p>
4	Dual Aspect Ratios	<p>(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.</p> <p>(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.</p> <p>(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</p>
5	Floor to Ceiling Heights	<p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p>
6	Core	<p>A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.</p>

* The Guidelines outline that the floor area parameters set out in SPPR 3 shall generally apply to apartment schemes but **do not apply** to purpose-built and managed student housing.

** The majority of all apartments in any proposed scheme of ten or more apartments shall 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%)

*** In line with the *Quality Housing for Sustainable Communities* guidance published by the Department in 2007, for application to social housing schemes, planning authorities may also consider a two-bedroom apartment to accommodate 3 persons, with a minimum floor area of 63 square metres. This type of unit may be particularly suited to certain social housing schemes such as sheltered housing. However, no more than 10% of the total number of units in any private residential development may comprise this category of two-bedroom three-person apartment. This is to allow for potential social housing provision further to Part V of the Planning and Development Act 2000 (as amended), or, if this type of unit is not required to meet social housing requirements, that it would allow for an acceptable level of variation in housing type.

Appendix 1 of the Guidelines sets out the following standards for apartments which must be complied with:

- Minimum overall apartment floor area.
- Minimum aggregate floor areas for living/dining/kitchen rooms, and minimum widths for the main living/dining rooms.
- Minimum bedroom floor areas/widths.
- Minimum aggregate bedroom floor areas.
- Minimum storage space requirements.
- Minimum floor areas for private amenity space.
- Minimum floor areas for communal amenity space.

Requirements relating to public open space are also set out in Volume 1 Chapter 14 Recreation and Open Space Strategy.

A planning application for an apartment scheme or a mixed housing development that includes apartments must include a Schedule which:

- Details the number and types of apartments and associated individual unit floor areas.
- Identifies the proposed apartments that are at least 10% greater than the minimum floor area standard in schemes with 100 or more apartments and all those apartments that exceed the minimum floor area standard in schemes with 10-99 apartments.
- Details the private amenity and internal (and any external) storage space associated with each apartment.
- References the primary staircore/life access point to each apartment.

Floor areas should be in square metres and should be calculated from internal room dimensions. In addition to the above, planning application drawings must include the principal dimensions of each room as well as the aggregate floor area of each room.

3.12.4 Public Open Space

Public open space shall be provided as an integral part of the design of new residential and mixed use developments. Open space must provide areas to promote biodiversity by including native planting and encourage wildlife habitats. Detailed guidance on the design of public open spaces is included in Volume 1 Chapter 14 Recreation and Open Space Strategy. The Section 28 Sustainable Residential Development Guidelines and the Apartment Guidelines also provide detailed guidance on the provision of open space in new residential developments, and regard should be had to these Guidelines.

Public open spaces must be designed and laid out to a high standard and an emphasis must be placed on the quality and long term sustainability of the open space. The maintenance of open spaces will be dealt with by the condition of the planning permission. Public open spaces shall be provided in accordance with the requirements set out in Volume 1 Chapter 14 Recreation and Open Space Strategy. Areas not suitable for development or recreational use such as sloping areas or narrow pieces of open space must be excluded from the calculations.

3.12.5 Play Facilities

The Planning Authority will require the provision of suitably designed and landscaped play areas in new residential developments. Play facilities should cater for defined age groups and provide for a variety of facilities and play opportunities, and shall be provided in accordance with Objectives ROS23 and ROS24 in Volume 1 Chapter 14 Recreation and Open Space Strategy.

Play facilities should be located where they are overlooked and do not create unreasonable nuisance to neighbours. Play facilities should be fully inclusive and accessible to all children.

The applicant is advised to agree the proposed option during pre-planning. The type of option preferred will depend on the existence of play facilities in the vicinity and the proximity of the development to a Destination Park or Neighbourhood Park.

The planning application shall include details of proposals relating to the provision of play facilities. These proposals which must include the design specification shall be clearly identified with the site edged red. The maintenance of the play facilities will be dealt with by condition of the planning permission.

3.12.6 Other Design Considerations for Multi-Units Schemes

Materials

The external materials used for dwelling houses and apartments shall create an attractive and welcoming home environment. The materials shall be durable, easy to maintain, adaptable to the occupiers preferences without affecting the overall design quality of the development and all the rear and side elevations shall be of a suitable attractive and durable quality.

Boundary Treatments

The side and rear boundaries of gardens shall be 1.8-2 metres in height and shall be formed by concrete block walls. Wooden fences will not be permitted. Where existing hedgerow and/or mature trees are present, these should be retained where possible and complimented with additional boundary treatment where required.

Two metre high walls shall be provided between areas of public open space and gardens to the rear of dwellings. The public road side of these walls shall be suitably finished, such as a dashed finish, and shall not be of unpainted concrete or block work.

Energy Efficiency

All new dwellings must comply with the amendments to Part L of the Building Regulations (relating to the conservation of fuel and energy in dwellings) and which give effect to the European Union (Energy Performance Of Buildings) Regulations 2019, aiming to improve the energy performance of buildings and make an important contribution to the reduction of greenhouse gas emissions.

Comfort, Privacy and Security

Homes should be designed to be as secure and comfortable as possible. Natural light reaching internal spaces should be maximised and there should be ease of access to private amenity space. Good quality noise insulation should be provided. Durable boundary treatments should be proposed which do not adversely affect visual amenities or public safety. Where the overall design concept proposes home frontages close to a public footpath, front garden spaces of a minimum of 1m depth should be provided.

Access

The site of each home should be designed to facilitate safe and convenient access in a manner which does not adversely affect visual amenities or public safety. The Council will discourage vehicular access points in excess of 5m wide and excessive hard standing areas on home frontage. Parking areas at the side of houses should be considered for semi-detached and detached dwellings. Safe pedestrian access should be provided to the rear of terraced houses. Charging points for electric vehicles must be provided on all private parking areas.

Refuse Storage

The Council will require that all housing developments include convenient and well-designed proposals for the storage of waste and recycling receptacles (three receptacles per home). With regard to apartment schemes, the development should

comply with the refuse storage requirements set out in Sections 4.8-4.9 of the Apartment Guidelines.

3.12.7 Social Infrastructure

The Planning Authority may require developers of residential schemes, especially in some of the smaller settlement areas, to submit a report that provides an assessment of the likely impact of their development in relation to (amongst others):

- The need for community/health facilities;
- Accessibility to community facilities and services;
- Public transport facilities and services;
- Crèche/childmind facilities;
- Educational facilities and provision; and
- Recreation and sport facilities and provision.

The Planning Authority will require that all new residential development planning applications of 100 units or more on zoned land are accompanied by a Social Infrastructure Assessment (SIA) to determine if social and community facilities in the area are sufficient to provide for the needs of the future residents in accordance with the requirements of Objective SC37 in Chapter 15 Sustainable Communities and Social Infrastructure Strategy of Volume 1.

3.13 Taking in Charge of Residential Estates

The term “Taking in Charge” means that the Council assumes liability and responsibility for the roads, footpaths and public areas associated with a particular estate. When a residential development is completed in accordance with the planning permission, the developer or the majority of home owners may make a written request to the Planning Department to have the estate taken in charge.

3.14 Broadband Infrastructure in Residential Developments

All residential developments shall include infrastructure to facilitate the provision of ‘fibre to the home’ broadband.

SECTION 4

Community Infrastructure, Facilities And Services



4.1 Childcare Facilities

The Planning Authority will have regard to Childcare Facilities: Guidelines for Planning Authorities 2001, the Child Care (Preschool Services) Regulations 2006, We Like This Place: Guidelines for Best Practice in the Design of Childcare Facilities 2005, and the following in the assessment of proposals for childcare and educational facilities:

- Suitability of the site for the type and size of facility proposed.
- Availability of indoor and outdoor play space.
- Local traffic conditions.
- Access, car parking and drop off facilities for staff and customers.
- Nature of the facility (full day care, sessional, after school, etc.).
- Number of children to be catered for.
- Intended hours of operation.
- Impact on residential amenity.

The indicative standard is one childcare facility, accommodating 20 children, for approximately 75 dwellings. This standard may be modified in any particular case where there are significant reasons for doing so. Criteria that may be taken into account in such an assessment include the existing geographical distribution of childcare facilities and the emerging demographic profile of the area.

In new developments, childcare facilities should be purpose built, at ground floor level or as a standalone building. In established residential areas, the conversion to a childcare facility will only be considered where the dwelling house is detached, where there is adequate separation distances between the dwelling house and other dwelling houses in the vicinity, where the use as a childcare facility will not detract from the residential amenities of the estate, where the development will not give rise to a traffic hazard and where the car parking requirements and external play provision for the child care facility are provided in addition to the car parking requirements of housing estate.

4.2 Education Facilities

In accordance with the Sustainable Residential Development in Urban Areas

Guidelines (DEHLG, 2009) and 'The Provision of Schools and the Planning System' (DEHLG and DES, 2008) all applications for significant residential development shall be accompanied by an assessment of existing schools capacity. In this regard, applications for 100 or more residential units on zoned land must be accompanied by a Social Infrastructure Audit (see Objective SC37 in Chapter 15 Sustainable Communities and Social Infrastructure Strategy of Volume 1) which includes an assessment of school places.

Applications for new and extended primary and secondary schools must provide details of safe queuing and drop-off facilities, bicycle parking and recreational facilities as appropriate.

School travel plans should be prepared in accordance with the NTA document 'Toolkit for School Travel'.

4.3 Healthcare Facilities

Healthcare facilities will be considered on appropriately zoned lands in town and village centres. Small scale medical surgeries/practices (doctor/dentist/physiotherapist, etc.) are open for consideration in established residential areas, subject to appropriate safeguards to protect the residential amenity of the area. The applicant will be required to demonstrate a spatial rationale for the conversion of a full dwelling in the context of the availability of alternative sites in the area, the location of schools and employment and existing healthcare facilities.

Planning applications for medical surgeries/practices/centres should include details of proposed professional medical (commercial) activities, proposed number of practitioners and support staff, and intended hours of operation. In instances of partial conversion from residential to healthcare, the proposal shall be assessed as a Home Based Economic Activity.

4.4 Places of Worship

Development proposals for the habitual use of a building as a place of public worship or religious instruction will be considered in the context of the land use zoning and

the need to protect the amenities of established uses from impacts arising from traffic, noise or other disturbance. Planning applications for places of worship should be accompanied by details of the capacity of the facility (e.g. seating capacity), a traffic assessment and intended hours of operation.

4.5 Other Community Facilities

Planning applications for community facilities such as sports grounds, playing fields and community halls/centres will be considered based on:

- The need for the development and its role in the development of local facilities.
- The appropriateness of the site in terms of location, traffic, accessibility and the impact on amenities of properties in the vicinity.
- The potential for multi-use by other groups/members of the community.

4.6 Burial Grounds and Crematoria

Development proposals for new or extended cemeteries and/or crematoria will be considered in suitable locations with compatible land use zoning objectives. The applicant will be required to demonstrate a need for the development and that the proposal will not adversely impact on the amenity of adjacent existing residents or businesses, or give rise to a traffic hazard.

All proposals pertaining to cemeteries and/or crematoria should demonstrate compliance with appropriate legislative guidelines and provide details in relation to landscaping, storage, waste and groundwater. Hydrogeological surveys and monitoring of the groundwater may be required for cemeteries. The burial of bodies should be a minimum of 250m away from any borehole, spring or well used for the supply of drinking water.

4.7 Changing Places Facilities

As discussed in Chapter 15 Sustainable Communities and Social Infrastructure Strategy of Volume 1, Section 15.6.2 Universal Access and Design, standard accessible

toilets do not meet the needs of all people with a disability. People with profound and multiple learning disabilities, as well people with other physical disabilities such as spinal injuries, muscular dystrophy and multiple sclerosis often need extra equipment and space to allow them to use the toilets safely and comfortably. These needs are met by Changing Places (CP) facilities.

The Planning Authority will require CP facilities to be provided in 'any large building development' where the public have access in numbers, and or where the public might be expected to spend longer periods of time. CP facilities will be required in addition to standard accessible toilets.

The type of large building developments to which the above refers includes:

- Major transport termini or interchanges, e.g. large railway stations and airports;
- Motorway services;
- Sport and leisure facilities including large hotels;
- Cultural centres such as museums, concert halls and art galleries;
- Stadia and large auditoria;
- Shopping centres and 'shop mobility' centres;
- Key buildings within town centres, e.g. town halls, civic centres and main public libraries;
- Educational establishments;
- Health facilities such as hospitals, health centres and community practices

The current standards for CP facilities are set out in the British Standards Publication BS 8300: 2009 + A1: 2010-Design of buildings and their approaches to meet the needs of disabled people - Code of practice.

The recommended dimensions of the space are a minimum of 12 square metres (3m x 4m), with a ceiling height of 2.4m and should include, at minimum:

- Height-adjustable, adult sized changing bench
- Ceiling track hoist system
- Adequate space for the disabled person and up to two assistants
- Centrally located toilet with space both sides for assistance
- Privacy screen

- Washbasin, preferably height adjustable.
- Wide paper roll and large waste disposal bin.

In addition, while shower facilities are not required in all CP, these facilities are recommended for managed buildings such as leisure centres and transport hubs or for specific projects.

Designers/applicants are advised to contact the Planning Authority and the Council's Disability Access Officer for further information relating to CP facilities. Further information, design guidance and standards are available on www.changingplaces.ie

SECTION 5

Enterprise And Employment Developments



5.1 Requirements for all Developments

The Planning Authority will require all enterprise and employment developments to be high quality. While it is acknowledged that many of these uses have functional requirements that dictate the form and layout of buildings, the Planning Authority will require a high quality finish in terms of design and materials, site layout, car parks, signage and boundary treatments. These developments should be attractive places to work and positively contribute to the visual amenity and public realm.

The Planning Authority will consider the following when assessing these developments:

- The proposal must comply with the relevant economic development objectives land use policies as set out in Volume 1 Chapter 6 Economic Development Strategy, Volume 3 Settlement Plans and Specific Objectives or the respective local area plan, where relevant.
- The existing road network must be able to safely cater for the additional vehicular traffic generated by the proposed development. This may include developer-led improvements as part of the proposal to address any identified traffic issues.
- The proposal must provide suitable and safe access arrangements, sufficient car parking for the vehicles using the site, manoeuvring and servicing areas.
- The proposal should also include safe and direct access routes for pedestrians and cyclists and suitably designed cycle parking areas.
- The site layout, building design, associated infrastructure and landscaping arrangements must be accessible, propose high quality design and sustainability including energy efficiency and the protection and enhancement of biodiversity and green infrastructure.
- Appropriate boundary treatments and means of enclosure are provided and any areas of outside storage proposed are adequately screened from public view.
- In the case of proposals in the countryside, the siting, layout and design should respect and enhance the rural setting and provide for satisfactory measures to assist integration into the landscape.

Within towns/villages, it is important to avoid abrupt transitions in scale and use

in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous areas, it will be necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting 'residential areas' or abutting residential development within mixed-use zones, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

5.1.1 Details to be submitted with Planning Applications

The following information should be submitted as part of planning applications for employment and enterprise developments:

- Details of the nature and scale of the proposed operation, opening hours and anticipated traffic levels.
- Details of proposed water and wastewater usage and servicing arrangements.
- Details to address potential impacts on water, air and noise quality arising from the development both during the construction phase and/or operational phase.
- Proposals to provide safe access which can cater for the anticipated volume and nature of traffic movements associated with the development. Proposals shall be submitted to provide adequate sightlines at the access.
- Proposals for the provision of adequate parking and circulation areas within the site of the proposed development, unless otherwise agreed with the Council.
- Proposals for the provision of electric vehicle charging points on 20 % of new car parking spaces and infrastructure to provide for the installation of charging points on the remainder of the parking spaces.
- Proposals for the safe storage and disposal of waste in a manner which is visually and environmentally acceptable. Storage shall generally be confined to the rear of the development and should be screened by the building or an alternative method of screening. The location of waste and recycling facilities should be shown on the site layout plan.
- Details of advertising signage shall be submitted. These details shall include the proposed size, scale, design, material and colour of the proposed signage.

- Proposals shall be submitted to incorporate Sustainable Drainage Systems (SuDS) into the development proposals.
- New developments on greenfield sites will be required to provide a minimum of 10% open space.
- Developments on brownfield/infill sites should make provision for external open space(s) that employees can use during the working day.

5.2 Industry and Warehouse Developments

These developments will be required to present a high quality appearance, assisted by landscaping and careful placing of advertisement structures and should have regard to the following:

- Individual buildings should exhibit a high quality of modern architectural design and finish, including the use of colour.
- Buildings >500m² in floor area are required to provide south-facing solar panels.
- In the case of two or more industrial/warehouse units, a uniform design will be required for boundary treatments, roof profiles and building lines and signage.
- Areas between the building(s) and the road boundary may include car parking spaces provided that adequate screen planting is incorporated into the design proposal. Adequate provision shall be made on site for the parking of vehicles, storage and stacking spaces. Storage and stacking areas shall be located to the rear of building, or where such facilities can only be provided to the side, provision for screening shall be made.
- The front building line shall be as determined in consultation with the Planning Authority and, where required, the existing roadside boundary shall be set back, subject to appropriate boundary treatments for the particular location being proposed.
- The proposed use shall not be injurious to the residential amenity of adjoining properties.
- A landscaped buffer zone (minimum 10-15 metres wide) will be a requirement of planning permissions for any industrial/warehousing development where it adjoins another land use zoning or where it may impact on the amenities of adjoining land uses.

- In the case of proposals in the countryside, there are satisfactory measures to assist integration into the landscape.

5.3 Office Developments

The Planning Authority will encourage office development to take place in town centres. The use of vacant or under-utilised upper floors for office development will be encouraged (except where this would result in the loss of residential development in the primary retail area). All new office development over 200m² shall be fully accessible.

The Planning Authority will consider office development outside of the town centre in the following circumstances:

- (a) Offices will be permitted on land otherwise zoned where it is ancillary to a use permitted under the proposed use class;
- (b) Extension to existing premises of industrial/business parks.
- (c) In areas served by public transport and subject to a mobility action plan to reduce dependency on private transport.

A change of use from ground floor shops to offices on primary retail streets will only be permitted where the change of use would not detract from the retail vitality and viability of the town centre.

5.4 Home Based Economic Activities

This is considered to be a small-scale commercial activity carried out by the resident of a dwelling generally being service based, where such use is subordinate to the use of the dwelling as a main residence.

The Planning Authority will facilitate individual small scale start up enterprises which include a change of use and/or new development to grow from residential dwellings which would not unduly impact on residential amenities.

The Planning Authority will have regard to the following when assessing these planning applications:

- Maximum of one employee and not visited by members of the public.
- The nature of the proposed use to be carried out and the hours of operation.
- The effects on the amenities of adjoining properties.
- The level of traffic generated by the proposed development,
- The generation, storage and collection of waste.

Permission for such partial change of use will only be granted to the resident of the dwelling and will be restricted to use by the applicant. The change of use should not exceed 25% of the total floor area of the dwelling. Permission will not normally be granted for such changes of uses in apartments.

5.4.1 Remote Working

As a result of the move towards remote working the development of a home office for use by the occupiers of the dwelling will be considered in addition to a detached garage or store where:

- The unit is located within the curtilage of the dwelling;
- The unit does not exceed 15 sqm and is single storey;
- The design and external finishes are compatible with the dwelling and the external materials are durable;
- The unit would not adversely impact on existing effluent treatment systems;
- The unit would not result in any significant loss of privacy or amenity to any adjoining property; and
- The unit is only used for remote working associated with the occupants employment.

5.5 Agriculture Developments

5.5.1 Agricultural Buildings

The Planning Authority will facilitate agriculture developments at appropriate locations. The Planning Authority recognises the need for agricultural buildings and acknowledges that there is often a requirement for these structures to be significant

in scale. Notwithstanding this, these buildings will be required to be sympathetic to their surroundings in terms of scale, materials and finishes. The building should be sited as unobtrusively as possible and the finishes and colours used must ensure the building will blend into its surroundings and landscape. The use of appropriate roof colours of dark green and grey will be required. Where cladding is proposed it shall be dark in colour also.

The Planning Authority will give consideration to the following during the assessment of planning applications:

- It should be demonstrated that there are no suitable redundant buildings on the farm holding to accommodate the proposed development.
- The proposal should not detract from the character and visual amenities of the immediate and surrounding area.
- The proposals should not detract from the residential amenities of properties in the vicinity.
- The traffic movements associated with the proposed development must not give rise to a traffic hazard.
- All waste associated with the proposed development must be stored and disposed of in accordance with the relevant legislation and guidelines and not impact on public health.

5.5.2 Farm Diversification

Proposals for farm diversification that involves the development of sustainable business initiatives that are subsidiary to, and directly linked to the primary use of a property for agriculture will generally be favourably considered. Developments in excess of this threshold will be assessed as independent enterprises.

The development of new rural enterprises will be considered on lands where:

- The scale and nature of the proposed development and associated buildings are appropriate to the rural setting, and are in areas of low environmental sensitivity,
- It is demonstrated that the proposed enterprise is required to be located in a rural area,

- The proposal will not adversely affect the character and appearance of the landscape,
- The local road network and other essential infrastructure can accommodate any extra demand generated by the proposal,
- Where possible, the proposal involves the re-use of redundant or underused buildings that are of value to the rural area, and
- Where safe access to the public road network can be achieved.

5.7 Tourism

The Planning Authority recognises the role of tourism in the economic development of the county. However, it is also aware of the need to control the type and scale of such developments in rural areas to ensure that the character and quality of the county's tourism product is not eroded.

5.7.1 Tourist Attractions

The development of tourist attractions can assist with rural economic growth when linked to existing and proposed attractions such as the greenways. Consideration will be given to permitting a limited number of such developments provided they do not conflict with other strategic objectives in the Plan including Section 7.6.2, Section 7.7.4 and Section 7.7.5 in Volume 1 Chapter 7 Tourism Development and the associated objectives and meet the following minimum requirements:

- The development consists of a well-researched, justified and imaginative integrated project.
- The development does not contravene the landscape and coastal zone management objectives in the Plan.
- The development relates sympathetically to the scale and level of activity in the locality.
- The development will not result in a detrimental impact on road safety or the free flow of traffic and will not require improvements which would detract from the character of rural roads.

- The development will not have adverse impacts on sites of nature conservation value or archaeological importance or structures of architectural or historic interest.
- Any accommodation is of good design standard and sympathetic to the landscape in terms of its siting and materials.

5.7.2 Holiday Home Parks

Where the principle of a holiday home scheme has been accepted at a particular location (as set out in Volume 1 Chapter 7 Tourism Development) the layout and design of the development should have regard to the following standards:

- The design of holiday home schemes should be of a high standard, incorporating imaginative layouts, well laid out communal open spaces, significant and appropriate landscaping, sufficient private open space and parking facilities for both occupants and visitors.
- The design of units should be high quality and respect the character of the area in which they are located.
- Walking and cycling routes to and within the development shall be provided.
- Parking areas must be separate from the dwellings and well screened.
- The units should not have private gardens or sheds, small sun terraces would be acceptable.
- Bio-diversity areas consisting of 15% of the site must be provided.
- Site features such as hedgerows and trees shall be maintained wherever possible.
- The scheme must be retained in single ownership.

Where connection to the public wastewater network is not possible it must be demonstrated that the proposed wastewater treatment system is suitably designed to cater for the development without negatively impacting on water quality and consideration should be given to the selection of a wastewater treatment system that can adequately deal with periods of inactivity, that is, when houses are unoccupied for long periods such as outside the summer period.

The minimum separation distances from holiday homes to onsite Wastewater Treatment Systems shall comply with Table 4 of the EPA's Wastewater Treatment

Manual - Treatment Systems for Small Communities, Business, Leisure Centres and Hotels.

Where required a development must hold a Section 4 discharge licence for the discharge of treated effluent to either surface or groundwater in accordance with the Local Government (Water Pollution) Acts 1977-1990.

5.7.3 Caravan, Camping and Glamping Developments

Where the principle of a static/touring caravan development has been accepted at a particular location (as set out in Volume 1 Chapter 7 Tourism Development), the layout and design of the development should have regard to the following standards:

- The design and layout must be of a high standard with an emphasis on innovation to provide an integrated design concept linking pitches to well-located communal areas, on site facilities and amenities.
- Sites should normally be accessible to existing local services and public utilities, but should not adversely affect them.
- The overall level of development in any one area should not detract from the privacy and amenity presently enjoyed by local residents. No such sites should be located immediately adjacent to existing residential properties and sites should be developed so that residential properties are not overlooked.
- High quality and extensive landscaping and tree planting will be required around all boundaries and throughout the site. A comprehensive landscaping scheme must form an integral part of the site development. New planting should be designed to reinforce existing landscape features including hedgerows, woodlands, trees and shrubs. Landscaping proposals should provide for generous planting in groups and zones using indigenous species. The landscaping scheme should be prepared by an appropriately qualified professional.
- Development should be provided with adequate roads and parking areas with at least one parking space per pitch and an appropriate number of additional spaces for visitors. Reception/entrance areas should be provided with adequate parking and turning facilities.
- Public lighting should be on low level posts and of low intensity.

² Government Policy on Architecture 2009-2015, 2009

³ Places for People, National Policy on Architecture – Discussion Document, 2019

- Compliance with the Registration and Renewal of Registration Regulations for Short-Term Tourism Accommodation Rental (Fáilte Ireland, 2018)
- Where connection to the public wastewater network is not possible it must be demonstrated that the proposed wastewater treatment system is suitably designed to cater for the development without negatively impacting on water quality. The capacity of the system should be designed in accordance with Table 3 of the EPA's Wastewater Treatment Manual - Treatment Systems for Small Communities, Business, Leisure Centres and Hotels. Consideration should be given to the selection of a wastewater treatment system that can adequately deal with periods of inactivity (i.e. when unoccupied for long periods such as outside the summer period).
- The minimum separation distances from caravans and other habitable structures to an onsite Wastewater Treatment System shall comply with Table 4 of the EPA's Wastewater Treatment Manual - Treatment Systems for Small Communities, Business, Leisure Centres and Hotels.

Where required a caravan and camping development must hold a Section 4 discharge licence for the discharge of treated effluent to either surface or groundwater in accordance with the Local Government (Water Pollution) Acts 1977-1990.

5.8 Aggregate Resources and the Extractive Industry

As outlined in Volume 1 Chapter 6 Economic Development Strategy the Planning Authority will assess each planning application on its merits having regard to environmental capacity, landscape, natural and built heritage, residential and visual amenity and available infrastructure such as the appropriateness of the road network which would be used by quarry traffic. There should be an emphasis on extraction in locations which avoid impacts rather than locations where significant mitigation and restoration is required.

All planning applications shall be subject to screening for Appropriate Assessment under the EU Habitats Directive and Environmental Impact Assessment (EIA) under the EU Environmental Impact Assessment Directive.

It is to be noted that the granting of planning permission does not imply that

subsequent permissions for further quarrying at the site, especially widening and deepening, will be granted planning permission.

Planning permissions will be subject to conditions requiring the monitoring of noise, dust, vibration and impacts on waters etc. by suitably qualified persons, with action required to rectify in the event of any breaches etc.

All planning applications shall clearly identify the horizontal and vertical extent and volume of extraction proposed and supporting information/reports submitted shall be prepared by suitably qualified persons.

The proposed development and associated operations shall be in accordance with industry best practice and shall have regard to the following guidance documents and information (as may be updated /added to):

- Environmental Management in the Extractive Industry (EPA, 2006)
- Quarries and Ancillary Activities: Guidelines for Planning Authorities (DEHLG, 2004)
- Wildlife, Habitats and the Extractive Industry (Notice Nature/ Irish Concrete Federation / NPWS 2010)
- The Environmental Code (ICF, 2006)
- Geological Heritage Guidelines for the Extractive Industry (ICF and GSI, 2008)
- Archaeological Code of Practice (ICF and DEHLG, 2009)
- Mapping information as may be produced by the GSI.

Planning applications must demonstrate that:

- (a) The proposal would not generate significant adverse impacts on existing and proposed designated sites of natural heritage (ecological and geological) including SACs, cSACs, SPAs, NHAs, CGS and pNHAs whether or not a significant and/or important resource is identified at the proposed site.
- (b) The proposal can be satisfactorily accessed from a roads network which can cater for the type and volume of traffic likely to be generated, in a manner which would not generate public safety hazards, will not detract significantly from residential amenities, and/or would not generate other adverse impacts for other road users. Details regarding intended haul routes, which should avoid roads which are of

unsuitable width, condition and alignment, and/or roads with extensive housing development and/or schools, should be submitted. It should be demonstrated that adequate sightlines will be available at the access point to the site from the public road (including where access is proposed via a private laneway). Measures to prevent the deposit of mud, stones, water and other material which can endanger public safety should be detailed. Planning conditions which restrict haul movements at certain times and on certain days may be attached to any grant of permission.

- (c) The development is sited and designed to use existing landforms to prevent significant adverse visual impacts on the landscape. Proposals which rely on extensive mitigation works to address an adverse visual impact will not be favourably considered. All quarry-related structures, plant and stockpiles should be appropriately sited within the site to avoid adverse visual impacts.
- (d) The potential impacts of the activity on the environment including ground and surface water, can be prevented and/or mitigated to an acceptable degree through careful siting and design and on-going considerate management and compliance with planning conditions.
- (e) The proposal would not give rise to significant adverse impacts on adjoining residential and agricultural amenities, through noise, dust, vibration, or other disturbance. Buffer zones of appropriate size shall be established at the boundaries of the site with third party land having regard to the site specific potential for impacts. Existing landform features and exposed faces etc. should be used to provide further dust and noise screening. Whilst each site and proposal will be assessed on its particular merits and contexts, a minimum buffer zone of 100m shall normally be required between activities likely to give rise to dust generation, e.g. exposed sand faces, sand stockpiles and residential properties, unless the written consent of the owner/occupier of that residential property(s) is obtained for a lesser buffer. All quarry-related structures, plant and stockpiles should be appropriately sited within the site to avoid adverse impacts on adjoining amenities.
- (f) The proposal would not give rise to significant adverse impacts on cultural heritage such as protected structures and archaeological sites.
- (g) The site would be secured to prevent unauthorised, inadvertent or accidental entry.

- (h) The proposal has been designed to protect and encourage biodiversity.
- (i) The proposed quarry will be subject to an orderly closure process at the completion of quarrying and processing, to include matters such as the removal of plant, structures and stockpiles, the retention of landscaping where appropriate and site security.
- (j) The proposals for the after-use of quarried sites. Any proposals for importation of material to facilitate such a use, shall be the subject of a separate planning application for the site to be quarried.
- (k) The proposal would not be contrary to other objectives of this Plan.
- (l) In the case of proposals to extend existing quarries, it should be demonstrated that the existing quarry has been operated responsibly in compliance with previous planning permissions and conditions attached to such. Proposals to extend existing quarries will not be favourably considered in advance of the regularisation of any unauthorised extraction which has been undertaken at the site.

The above criteria will also apply in the assessment of proposals for alternative uses of extractive industry sites, including concrete and tarmac manufacture.

5.9 Facilities for Disposal of Inert Materials

Having regard to the Southern Regional Waste Management Plan 2015-2021, the Planning Authority will facilitate development proposals/planning applications to deposit clean infill-type waste onto land subject to the below criteria.

It should be noted that a proposal for disposal of more than 25,000 tonnes of waste per year would require mandatory EIA. The Planning Authority will consider the total volume of waste material and the timescale over which it is proposed to import that material in the determination on this matter and the determination as to whether a sub-threshold EIA is required.

Development of this nature will also require authorisation under the provisions of the Waste Management Act(s) through the Environment Department of Wexford County Council or the Environmental Protection Agency.

The Planning Authority will have regard to the following when considering applications for developments of this nature:

- Detailed information, prepared by an appropriately qualified person, should be submitted which clearly establishes the nature and extent of the development proposed, to include details on the type and volume of material to be imported; the area of land over which it would be deposited, cross sections indicating the depth of deposits and slopes, phasing, anticipated time scale for completion, sources of material, site management arrangements, after-use and restoration.
- It should be demonstrated that the proposed development can take place without the loss or significant adverse impacts upon significant landscape features such as hedges and trees at field boundaries, riparian habitats and wetlands¹. Culverting of watercourses will not be acceptable. Measures to prevent the importation of invasive species to the site should also be demonstrated.
- It should be demonstrated that the proposed development would not give rise to a risk of pollution of ground and surface waters. Suitable buffer zones and barriers should be proposed where appropriate to prevent discharges to surface water courses.
- It should be demonstrated that the proposed development can be carried out without having significant adverse impacts from noise and/or dust generation on the amenities of adjoining lands and development.
- It should be demonstrated that adequate sightlines will be available at the access point to the site from the public road (including where access is proposed via a private laneway). Measures to prevent the deposit of mud, stones, water and other material which can endanger public safety should be detailed.
- It should be demonstrated that the public roads network from which access is proposed can cater for the type and volume of HGV traffic likely to be generated, in a manner which would not generate public safety hazards, significant residential dis-amenity and/or other impacts on other road users. Details regarding intended haul routes, which should avoid local roads with unsuitable widths, horizontal and/or vertical alignments and with extensive housing development and/or schools, will be required to be submitted.
- It should be demonstrated that the proposed development would not give rise to flood risks on the land or on land up- or downstream of the site. In this regard a Site

¹ 'Wetlands' means natural or artificial areas where biogeochemical functions depend notably on constant or periodic shallow inundation, or saturation, by standing or flowing fresh, brackish or saline water (Inserted by article 3 of S.I. No. 454/2011 – Planning and Development (Amendment)(No. 2) Regulations 2011).

Specific Flood Risk Assessment shall be submitted on sites where there is a risk of flooding.

- It should be demonstrated that the proposed development would not adversely impact on Recorded Monuments or Protected Structures.
- It should be demonstrated that the proposed development would not give rise to adverse impacts on Natura 2000 / European Sites. All proposed developments will be subject to Appropriate Assessment screening.

5.10 Retail and Commercial Uses

5.10.1 Retail

Applications for new retail development shall accord with the Retail Planning Guidelines for Planning Authorities (2012), and the requirements outlined in Volume 8 Retail Strategy and the following standards:

- Retail development should be in accordance with the role and function of the retail centre and accord with the scale and type of retailing identified for that location.
- Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre and must demonstrate compliance with the sequential approach. Proposals to amalgamate retail units will be carefully considered.
- Provide safe and easy access for pedestrians, cyclists and people with specific design needs.
- Be accessible by public and private transport.
- Be of a high design standard and satisfactorily integrated with the surrounding built environment.
- The development should not negatively impact on the flow of vehicular traffic either in the immediate vicinity or the wider area of the development.
- Be designed to ensure access for all, including parking, level access and internal layout.
- Include changing places facilities for shops or retail developments that exceed 3,000m²

- Include public toilets including equal access facilities for all retail developments over 1,000m².

The Planning Authority will require a Retail Impact Assessment (RIA) to be carried out for proposed retail developments outside of the zoned town centre areas:

- Greater than 1,000 m² of net floor space for both convenience and comparison type developments in the four main towns.
- Greater than 500m² of net floor space for convenience and comparison type developments in Service Settlements and other settlements.
- Or where the Planning Authority considers the development may impact on the vitality or viability of the town centre.

The RIA shall include, at minimum, the criteria set out in the Retail Planning Guidelines (2012) and that referred to in Volume 8 Retail Strategy.

5.10.2 Retail Warehousing

No further bulky goods retail parks are considered to be required given the level of vacancy and occupancy of non-compliant retail which requires continuous enforcement. Individual stores will only be considered in exceptional circumstance but will require detailed assessment and retail impact assessment, outside of zoned areas for floor areas above 1,000m².

The range of goods sold in existing and future authorised bulky goods retail parks will be strictly controlled and limited to bulky goods or goods which are not portable by customers travelling by foot, bicycle or bus². Ancillary products should not exceed 20% of the total net retail floor space of the relevant unit, and such space should be clearly delineated on the planning application drawings.

In town and village centres, the size and scale of all new retail warehousing developments should be in accordance with the character of the area. Due to the proximity of local and district centres to surrounding residential areas, regard must also be had to the impact of retail warehousing on residential amenity. Within core retail areas, the Planning Authority will apply a level of flexibility in allowing types of stores where a mix of bulky and non-bulky goods are sold.

² Retail Warehouse: A large single-level store specialising in the sale of bulky household goods such as carpets, furniture and electrical goods, and bulky items, catering mainly for car-borne customers (Appendix 1 Glossary of Terms, Retail Planning Guidelines for Planning Authorities, DECLG, 2012).

5.10.3 Shop Fronts

Shopfronts are one of the most important elements in determining the character, quality and image of retail streets. The Planning Authority will promote a dual approach to shopfront design:

- Protecting traditional and original shop fronts;
- Encouraging good contemporary shop front design where appropriate.

The following are the key guiding principles:

- Existing traditional shopfronts should be maintained or restored where possible.
- New shopfront design on existing traditional buildings in the town and village centres should reflect traditional proportions showing fascia, pilaster, stall riser etc. They do not have to be traditional in design but must maintain traditional proportions and materials. They should respect plot width. If a shopfront extends over two buildings then the shop front must reflect the two plots. The design must also reflect fascia levels of adjoining buildings.
- Window display areas should be installed with LED lighting to encourage “window shopping” and security in the evenings.
- New shopfronts on infill sites should, in general reflect traditional plot width dimensions and floor to ceiling heights/fascia heights of adjoining buildings. While they do not have to be traditional in design they should reflect the traditional elements of composition.
- External roller shutters will not be permitted and such security shutters should be mounted inside behind the window display of the shop or set back at least 1 metre. Traditional grills or railings to the entrance door would also be acceptable. Alterations to shop fronts will require improvements to ensure level access to ensure access for all.

5.10.4 Restrictions on Uses

An over-concentration of certain uses will be discouraged in town and village centres due to an overriding need to maintain the integrity, quality and vibrancy of centres. In particular, the Planning Authority will seek to ensure that the quantum of amusement

arcades, betting offices, public houses, off-licences, nightclubs and fast food/hot food takeaway outlets is not disproportionate to the overall size and character of the area. In areas defined as retail core in the Local Area Plans for Enniscorthy, Gorey, New Ross and Wexford only retail uses would be permitted on the ground floor of the property.

5.10.5 Betting Offices and Off Licences

The Planning Authority will seek to ensure that the quantum of off-licence and betting offices, particularly within smaller centres, is not disproportionate to the size and overall character of the area and that development would not have a negative impact on the amenity of the area due to noise, general disturbance, hours of operation and litter. Shopfronts must be provided on active frontages with window displays at least 1 m in depth from the front of the window. The provision of a small section of a convenience shop for an ancillary off-licence is generally acceptable.

5.10.6 Fast Food/Hot Food Take Away Outlets

The development of fast food/hot food takeaway outlets will be strictly controlled and a proliferation of this use will not be encouraged. This type of development will generally only be considered in town, village and neighbourhood centres.

Proposals for this type of development will not be permitted where:

- It is likely to prove detrimental to the amenities of nearby residential properties, the visual amenity of the area and/or give rise to traffic or car parking hazards.
- It would result in noise or odour problems for the occupiers of nearby properties.
- There is an existing residential unit above.
- It would give rise to a proliferation of this use in a particular area.
- It is within 400m radius of educational establishments. Consideration may be given to such uses in villages if the school pupils are not permitted to leave during lunch and the use is restricted to hours in the evening.

Stringent controls will be applied with regard to bin provision, litter collection, car parking and façade design. The latter may necessitate the alteration of corporate

images in order to assimilate into the character of the area. The Planning Authority may also impose restrictions on opening hours as a condition of planning permission.

5.10.7 Amusement Arcades

Proposals for amusement arcades will not be permitted in the primary retail areas of the four main towns or in residential areas and a proliferation of amusement arcades will not be permitted. The protection of the character of the area and the amenities of adjoining residential properties and businesses will be taken into consideration when assessing planning applications for this type of development.

5.10.8 Public Houses and Nightclubs

In order to maintain an appropriate mix of uses and protect night-time amenities, the Planning Authority will not allow an excessive concentration of public houses and nightclubs in a particular area or in areas with residential development. The following issues will be taken into account during the assessment of planning applications for such uses:

- The potential effects of the development on the amenity of nearby residents.
- Noise at the boundaries will have to be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. The number and frequency of events will also be considered.
- Proper litter control measures shall be in place prior to the opening of any premises.
- Façade design will be carefully controlled, in particular, the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.

5.10.9 Motor Fuel Stations

Motor fuel stations, while necessary, have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Motor fuel stations will not generally be encouraged within the core retail area of urban centres.

The Planning Authority will have regard to the following when considering planning applications for this type of development:

- It must be demonstrated that noise, traffic, visual obtrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development.
- Motor fuel stations should be of high quality design and integrate with the surrounding built environment, and must not detract from the historic or architectural character of the area. In this regard, the use of standard corporate designs and signage may not be acceptable. The design and layout should have regard to the urban design guidance and requirements outlined in Volume 1 Chapter 5 Design and Place-making in Towns and Villages.
- Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.
- The forecourt shop should be designed so as to be accessible by foot and bicycle, with proper access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be fully considered. Retailing activities should be confined to the shop floor area, except in the case of sales of domestic fuel, where some external storage may be permissible. The external storage of gas cylinders and solid fuel, should be limited in area and confined to strictly defined specifically designed compounds adjoining the shop/forecourt and be subject to adequate measures being taken for visual appearance, security and safety.
- The sale of retail goods from motor fuel stations should be restricted to convenience goods and only permitted as an ancillary small scale facility. The net floorspace of a motor fuel station shop shall not exceed 100m². Where permission is sought for a retail floorspace in excess of 100m², the sequential approach to retail development shall apply, that is, the retail element shall be assessed as a proposed development in its own right.
- Workshops for minor servicing, e.g. tyre changing, puncture repairs and oil changing may be permitted in circumstances where they would not adversely impact the operation of the primary motor fuel station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.
- Motor fuel stations and service areas in proximity to the National Road network will be assessed with regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (DECLG, 2012).

- Accessible toilets shall be provided in all developments. Changing Place facilities shall be provided for in major service stations in excess of 500m² of floor space.
- Accessible parking shall be provided adjacent to the main entrance to the forecourt building.
- All parking spaces, including parking spaces for people with disabilities, shall be provided with Electric Vehicle charging points.

All planning applications for motor fuels stations will be required to have regard to the standards set out in Table 5-1.

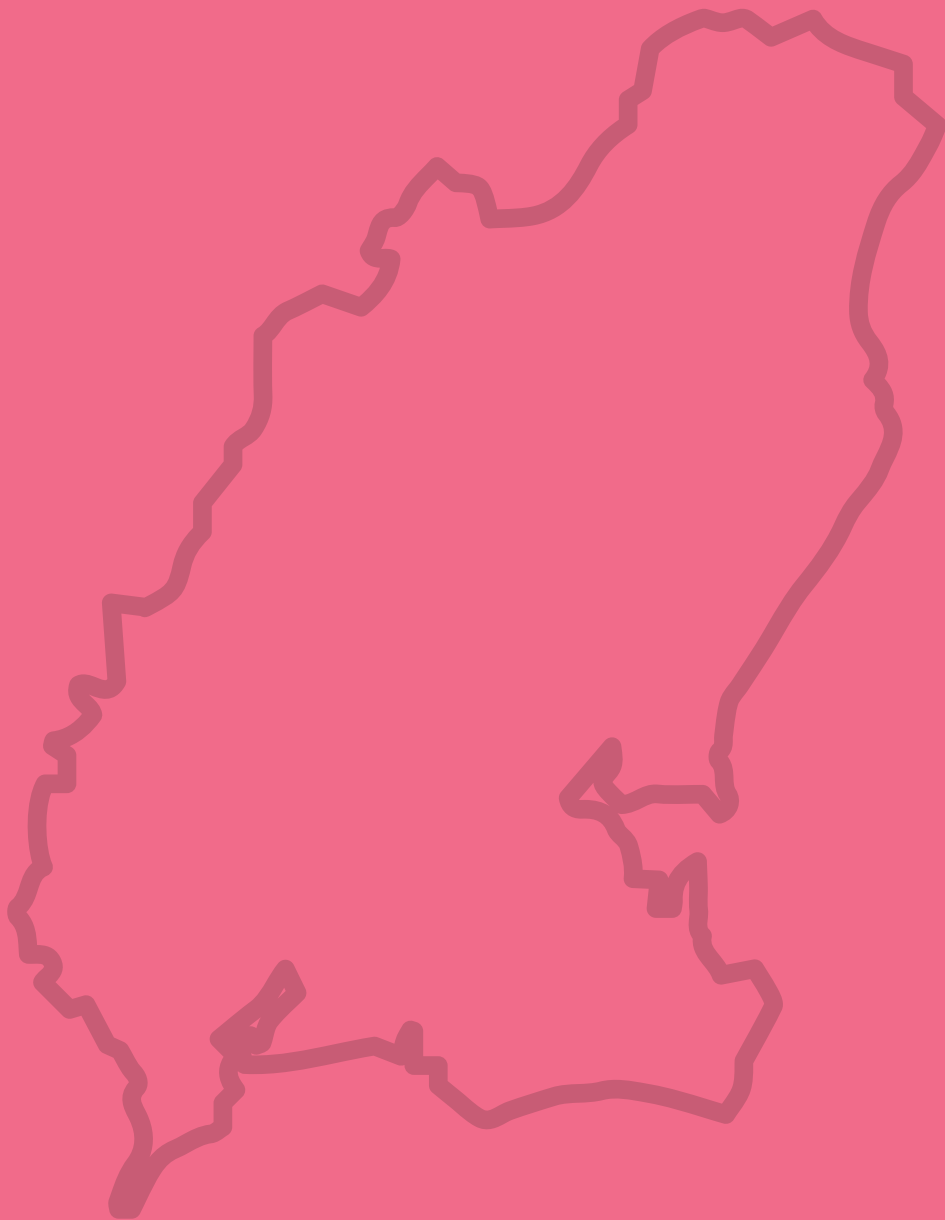
Table 5-1 Motor Fuel Station Requirements

Overall Design	A high standard of overall design will be required, in particular in relation to the scale, design and position of buildings, canopies, signage and advertisements. The overall design should take into account the location of the site and standard canopy forms should be avoided. A detailed landscaping scheme, prepared by a suitably qualified person, should be submitted with the planning application.	
Access	<p>The width of the accesses shall be not less than 6m and not more than 9m. The radii of the kerbs at the entrance and exits shall be not less than 10m. The minimum distance from the entrance (access way) to the nearest road junction or traffic lights shall be as follows:</p> <ul style="list-style-type: none"> • Major roads: 50m • Minor roads: 25m <p>Safe and convenient access arrangements for pedestrians and cyclists should be provided and maintained with clear demarcation of pedestrian routes. Convenient and secure cycle parking facilities should be provided.</p>	
Frontage	Minimum 31m. The site shall be clearly demarcated from the public road with a low wall not exceeding 0.5m in height constructed along all of the front boundary line. A footpath shall also be provided outside the boundary wall.	
Location of Structures	The centre island containing the pumps shall in no case be nearer than 7m to the edge of the road curtilage. No obstruction, other than the pump island, shall be located within 15m of the road boundary. No structures, whether permanent or temporary, shall interfere with the sightlines of drivers or obstruct pedestrians.	
Sightlines	<p>Speed Value of Road</p> <p>Less than 80km/h 80km/h or greater</p>	<p>Minimum Visibility Distances Required</p> <p>160m 215m</p>

Parking	Parking bays/aisles must be located so as to minimise pedestrian/vehicular conflict. Adequate parking, screened from general view, to be provided to cater for vehicles being serviced. Adequate parking for disabled persons shall be provided.
Lighting	Lighting and illumination shall be sited and designed to prevent glare hazard, enhance security, avoid confusion to road users, avoid negative impacts on visual amenities of the area and avoid negative impacts on adjoining/adjacent properties.
Signage and Canopies	Signage and advertisements should be sited and designed to: <ul style="list-style-type: none"> • Prevent hazards to public safety; • Avoid negative impacts on visual amenities of the area. No signage/advertising structure shall exceed 5.2m in height and signage/advertising should not give rise to visual clutter; • Avoid negative impacts on adjoining/adjacent properties; and • Have regard to the character of the area.
Drainage / General Facilities	The surface of the forecourt shall be graded, surfaced with bitumen tarmacadam or other suitable material and drained to the satisfaction of the Planning Authority and maintained in that condition. A petrol/oil interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the appropriate storage and removal of refuse and waste material and these shall be shown on the site layout plan.
Uses	The size of the convenience retail component/range of goods for sale may be limited having regard to location, retail facilities available in the vicinity, adequacy of parking and traffic safety. The Planning Authority may prevent other uses, consumption of food on the premises, where it is considered that such uses would give rise to hazardous parking and traffic turning movements.
Public Facilities	Equal access public toilets including a baby changing facility shall be provided. Changing Places facilities will be required in motorway service stations.

SECTION 6

Transport and Mobility



6.1 Urban Route Concept and Structure

The Design Manual for Urban Roads and Streets recognises the different 'movement functions' or roles which particular routes play and sets out a hierarchy of route types and characteristics. It identifies three route types: **Arterial, Link and Local Routes**.

Chapter 5 Design and Place-making in Towns and Villages details the crucial role of network and route design in the urban structure and place quality in our County's towns and villages. Route type will inform the design of the street, which forms the most significant part of the public realm of our towns and villages. Route type therefore will also inform and guide building lines, quality, landscaping, building type and density, landscape and land use.

The road design guidelines set out in Section 6.1.1, 6.1.2 and 6.1.3 provide design guidance for each road typology in the hierarchy of routes. Guidance is also provided on a Wexford County Council derivation - Country Roads which are typically rural in character at the town or village fringe where they protect and enhance their landscape character and biodiversity function and provide for new and improved pedestrian and cycle facilities.

DMURS provides detailed guidance on the detailed design of radii, carriageway width, surfaces, junction design, visibility and splays, alignment and curvature and deflections and parking. The planning and design of all streets and roads in the plan area should comply with the objectives and guidelines included in DMURS.

6.1.1 Arterial Routes³

Arterial Routes are the main streets and roads and are the highest level routes within the street and road hierarchy of towns and villages. This typology is diverse as it includes existing routes and planned new routes.

Arterial routes are the major strategic routes that connect major centres and nodes. They may also include orbital routes. Pedestrians, cyclists and public transport should be prioritised on these routes but they may also need to convey a volume of individual traffic movements. The routes have a higher design speed and greater width.

³ Refer to as Main Streets and Roads in Gorey Local Area Plan 2017

On new routes a more consistent and integrated approach to design will be required. On existing routes, more bespoke approaches will be needed to take account of existing constraints and opportunities.

Indicative sections and plans for this road type are illustrated in Figure 6-1. DMURS provides guidance on the detailed design of radii, carriageway width, surfaces, visibility and splays, alignment, curvature and deflections and parking. In particular, careful consideration must be given to junction design. All junctions must meet DMURS standards and there will be a presumption against roundabouts and in favour of standard junctions (either signalised, priority or uncontrolled).

Existing large-scale roundabouts should be retrofitted or replaced by standard junctions along the existing main routes in the towns and villages, to achieve better provision for cyclists and pedestrians and to provide for the redevelopment of key corner locations.

6.1.2 Link Routes

These routes are at the second level in the hierarchy and they provide links to Arterial routes, or between centres, neighbourhoods or suburbs. The movement function of Link routes will be significant but they will have a lesser volume of traffic with a destination outside the town. They cater for shorter journeys and the design, width and design speed is lower.

Like Arterial routes, through traffic will be attracted to Link routes where trips are more direct and are designed to cater for more moderate speeds (i.e. up to 50km/h). For this reason, public transport provision should also focus on Link routes.

These routes can accommodate building height which shall be proportionate to the road width to ensure appropriate enclosure. There should be particular attention to the different characteristics of the areas through which they pass. A higher standard of design will be expected in places with more important 'place' function. Some access may also be allowed to frontage along Link routes.

Indicative sections and plans for this road type are illustrated in Figure 6-2. DMURS provides guidance on the detailed design of radii, carriageway width, surfaces,

visibility and splays, alignment, curvature and deflections and parking on Link routes. In particular, careful consideration must be given to junction design. There will be a presumption against roundabouts on Link routes in favour of standard junctions (signalised, priority or uncontrolled).

As with Arterial routes, existing large-scale roundabouts on Link routes should be retrofitted or replaced by standard junctions so as to achieve better provision for cyclists and pedestrians and to provide for the redevelopment of key corner locations and a sense of enclosure.

6.1.3 Local Streets and Roads

Local streets and roads are the most common and lowest level of route in the hierarchy of routes. Although important from an access point of view, they generally (although not always) carry low levels of traffic. They are particularly important as places in their own right, often acting as social spaces for interaction, children's play, recreation, business and other activities. Rear access lanes in town and village centres provide important local level connections and should be upgraded and utilised where possible.

A more consistent and integrated approach to design will be required on new local streets and roads. On existing local routes more bespoke approaches will be needed to take account of existing constraints and opportunities, particularly where retrofitting is appropriate to calm traffic or achieve new local connections.

Uncontrolled junctions (cross-roads) may be suitable for many junctions in new residential areas.

Careful design will be required to balance the access and place functions of local streets and roads. Indicative sections and plans for this road type are included in Figure 6-3. DMURS provides guidance on the detailed design of local streets and roads. Measures should focus on managing traffic speeds and optimising safety measures within a high quality urban context. It will be very important to combine smaller dimensions in street design with smaller scale urban design for building scale and setback. Junction size and design should emphasis pedestrian and cyclist needs and priority.

6.1.4 Country Roads/Green Routes

Country roads provide important radial connections from the surrounding and suburban areas to the town and village centres. They are also important access routes for many existing developments. The routes are typically rural in character at the town fringe, but have been altered and provided with a variety of new boundary types, set-backs and splays. Pedestrian facilities are intermittent in places.

The overall approach will be to bring greater coherence to the protection and enhancement of the country roads as green routes by retaining as much of their landscape character and biodiversity function and providing for new and improved pedestrian and cycle facilities. Approaches will need to be bespoke given the individual character and the characteristics of existing country roads. Green routes will transition to more urban character and configurations as they approach town and village centres, however, their essential functions will be consistent.

Careful design of the country roads/green routes will be required to achieve good movement characteristics, along with active frontage. Indicative sections and plans for this road type are included in Figure 6-4.

The emphasis, where possible, should be on improving rather than significantly realigning or widening the existing country road. Additional pedestrian and cycle facilities should be provided behind the retained hedgerow and tree line. Visibility and splay distances at new junctions must be carefully considered to minimise the impact on the existing hedgerow and tree line.

Figure 6-1 Indicative Arterial Route

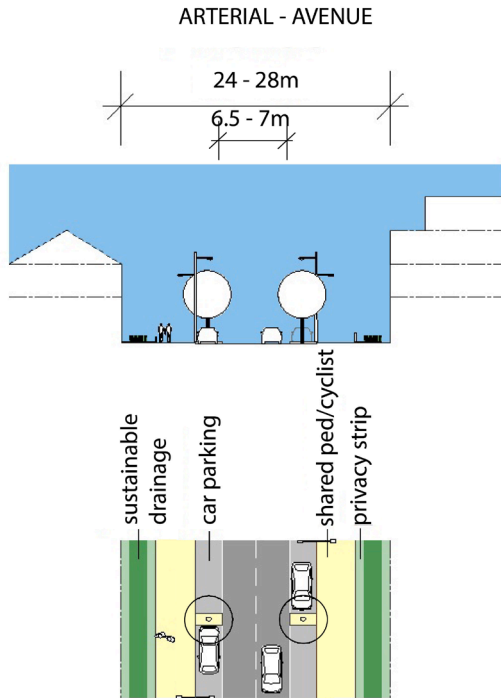


Figure 6-2 Indicative Link Route

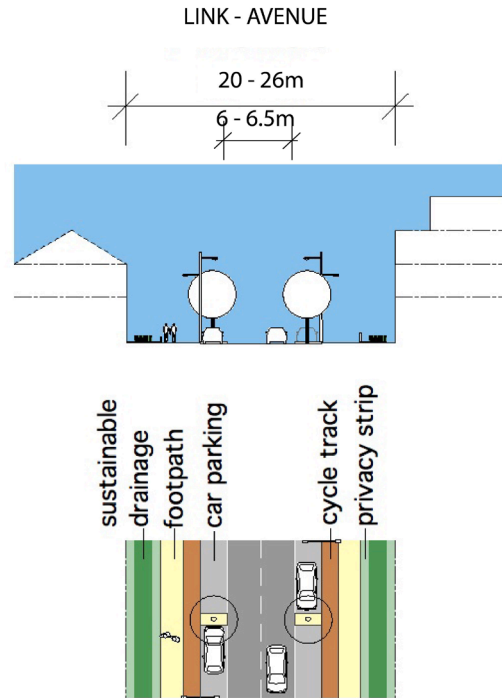


Figure 6-3 Indicative Local Streets and Roads Layout

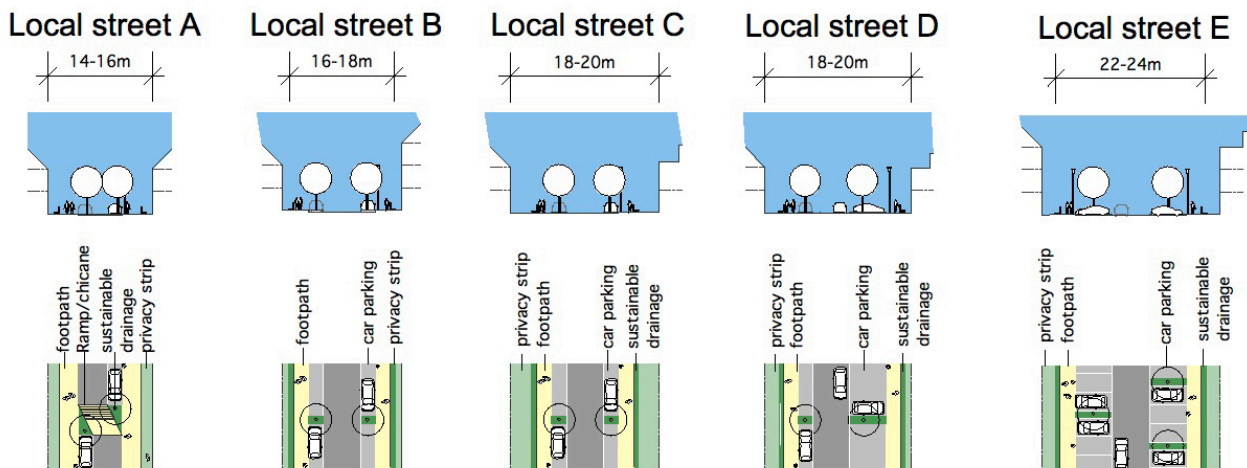
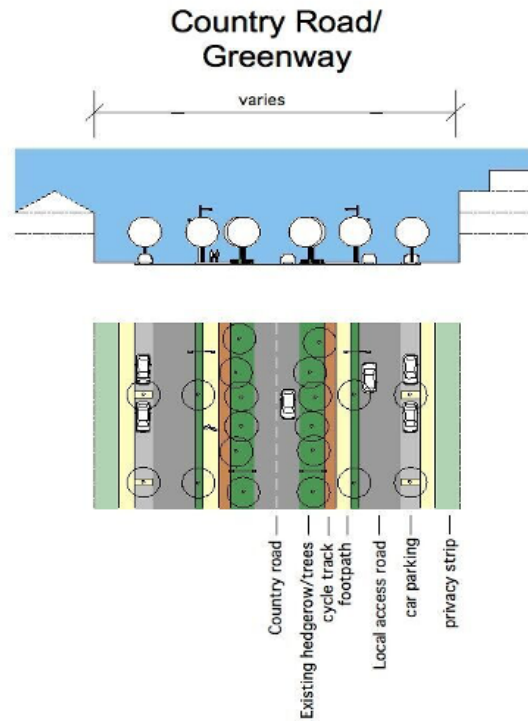


Figure 6-4 Indicative Country Road/Green Route Layout

6.2 Assessment of Road Traffic Safety

All developments with potential impacts on public roads will be assessed on their merits having regard to the following issues:

- The protection and promotion of public safety.
- The avoidance of unnecessary congestion and obstruction on the roads network.
- Safeguarding the function, carrying capacity, structural stability, and investment in the roads network.

6.2.1 Traffic and Transport Assessment

The Planning Authority will ensure that a Traffic and Transport Assessment (TTA) is carried out for all categories of roads where a development listed in Table 6-1 is proposed.

A TTA will be required for all development on National Roads where a development reaches a threshold identified in Table 6-2. TTA may also be required for developments which are sub-threshold but which the Planning Authority or TII consider may have a negative impact. In such cases the Planning Authority will use the criteria in Table 6-3 to assess whether a TTA must be submitted.

As well as the general requirement for TTA for all roads under Table 6-1 and Table 6-2, in certain instances TTA may be required on Regional or Local roads using the criteria in Table 6-3. This will be reviewed on a case-by-case basis.

Table 6-1 Mandatory Thresholds for Traffic and Transport Assessments

Traffic to and from the 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*
Residential development in excess of 200 dwellings
Retail and leisure development in excess of 1,000 m ²
Office, education and hospital development in excess of 2,500 m ²
Industrial development in excess of 5,000 m ²
Distribution and warehousing in excess of 10,000 m ²

* In locations that experience particularly heavy congestion and when traffic flows from a proposed development are less than 5% of the traffic flows on the adjoining road, a TTA may still be required. When in doubt, the requirement for a TTA should always be scoped with the local authority.

Table 6-2 Advisory Thresholds for Traffic and Transport Assessments-National Roads

Vehicle Movements	100 trips in/out combined in the peak hours for the proposed development	
	Development traffic exceeds 10% of turning movements at junctions with and on National Roads	
	Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive	
Size	Retail	1,000 m ² gross floor area
	Leisure facilities including hotels, conference centres and cinemas	1,000 m ² gross floor area
	Business	2,500 m ² gross floor area
	Industry	5,000 m ² gross floor area
	Distribution and Warehousing	10,000 m ² gross floor area
	Hospitals and education facilities	2,500 m ² gross floor area
	Stadia	1,500 person capacity
	Community facilities including places of worship, community centres	1,000 m ² gross floor area
	Housing	50 dwellings within urban areas with a population of less than 30,000. 100 dwellings within urban areas with a population equal to or greater than 30,000.
Parking	100 on-site parking spaces	

Table 6-3 Sub-Threshold Criteria for Traffic and Transport Assessments

Vehicle Movements	The character and total number of trips in/out combined per day are such so as to cause concern.
Location	The site is not consistent with national guidance or local plan policy or accessibility criteria in the County Development Plan.
Other Considerations	The development is part of incremental development that will have significant transport implications.
	The development may generate traffic at peak times in a heavily trafficked/ congested area near a junction with a main traffic route.
	The development may generate traffic, particularly heavy vehicles in a residential area.
	There are concerns over the development's potential effects on road safety.
	The development is in a tourist area with potential to cause congestion.
	The Planning Authority considers that the proposal will result in a material change in trip patterns or raises other significant transport implications.

6.2.2 Road Safety Audits

Road Safety Audits (RSA) will be required on National Roads in accordance with the requirements of the TII Publication Road Safety Audit (GE-STY-01024) and for projects of a similar nature. Appendix A provides a representative sample of types of Schemes and guidance on the requirement for an Audit for each type of Scheme, and also on the relevant Audit Stages to be carried out if an Audit is required.

An RSA will also be required in all cases where a TTA has been requested on national and non-national roads and may be requested in other cases on non-national roads (the standards of GE-STY-01024 apply).

6.2.3 Road Safety Impact Assessment

Road Safety Impact Assessment (RSIA) shall be carried out in accordance with the TII publication PE-PMG-02001 (December 2017). RSIA is required only where the

anticipated effect on the national network is substantial. Smaller projects will not require assessment.

RSIA shall be done for:

- Any major new road project.
- Road realignment of which a continuous section is greater than 2km.

Projects which do not meet the above criteria may also benefit from RSIA. If there is any doubt the Safety (Roads and Tunnels) section of TII will be consulted in order to determine the requirement for RSIA for each specific scheme.

6.2.4 Workplace Travel Plans

A Workplace Travel Plan or Mobility Management Plan outlines a series of measures to encourage sustainable travel modes and reduce car borne traffic within a development. Workplace Travel Plans are required for larger sized developments as defined in Table 6-4 in accordance with the Achieving Effective Workplace Travel Plans – Guidance for Local Authorities published by the National Transport Agency (NTA).

Workplace Travel Plans are required for all new schools or for existing schools where 25% or greater expansion in classrooms is proposed.

Table 6-4 Thresholds for the Submission of a Workplace Travel Plan



Land use	Workplace Travel Plan Statement	Indicative number of jobs	Standardised Workplace Travel Plan	Indicative number of jobs
Offices/ Financial	>500 m ²	25-100	>2,000 m ²	>100
Retails/ Shops	>600 m ²	25-100	>2,500 m ²	>100
Industrial	>2,500 m ²	25-100	>6,000 m ²	>100
Leisure		25-100		>100 or >100,000 visitors per annum

Hospitals/ Medical Centres		25-100		>100 or >100,000 visitors per annum
Warehousing	>2,500 m ²	25-100	>10,000 m ²	>100

6.2.5 Design Speed

Table 6.5 which is derived from DMURS illustrates the broader application of design speeds according to context and function. Designers should refer to this table when designing urban streets and roads to align speed limits, design speeds and road function. When applying these limits designers must also consider how effectively they can be implemented, as the introduction of more moderate and/or lower speed limits out of context and/or without associated speed reduction measures may not succeed.

Table 6-5 Design Speed Selection Matrix

		 Pedestrian Priority	 Vehicle Priority			
Function	Arterial	30-40 km/h	40-50 km/h	40-50 km/h	50-60 km/h	60-80 km/h
	Link	30 km/h	30-50 km/h	30-50 km/h	50-60 km/h	60-80 km/h
	Local	10-30 km/h	10-30 km/h	10-30 km/h	30-50 km/h	60 km/h
		Centre	N'hood	Suburban	Business/ Industrial	Rural Fringe
		Context				

6.2.6 Siting and Design of Access/Egress Points

The Planning Authority will only permit the formation of a new, or the material intensification of use of an existing, vehicular access/egress to a public road (including to/from a private laneway) where it has been demonstrated that:

- The principle of a new/intensified access point to/from that category of road satisfies the criteria for such as set out in the Roads section of Volume 1 Chapter 8 Transportation Strategy.
- The detailed siting and design of the access/egress point is acceptable having regard to:
 - a) The characteristics and features of the public road and private lane at that location;
 - b) The availability of the required sightlines at the access/egress point to the public road, to allow for safe intervisibility of vehicles, cyclists, motorcyclists and pedestrians;
 - c) The design and construction of the access/egress point;
 - d) Surface water management arrangements;
 - e) Impacts on existing mature trees and existing built features such as stone walls at the road frontage.

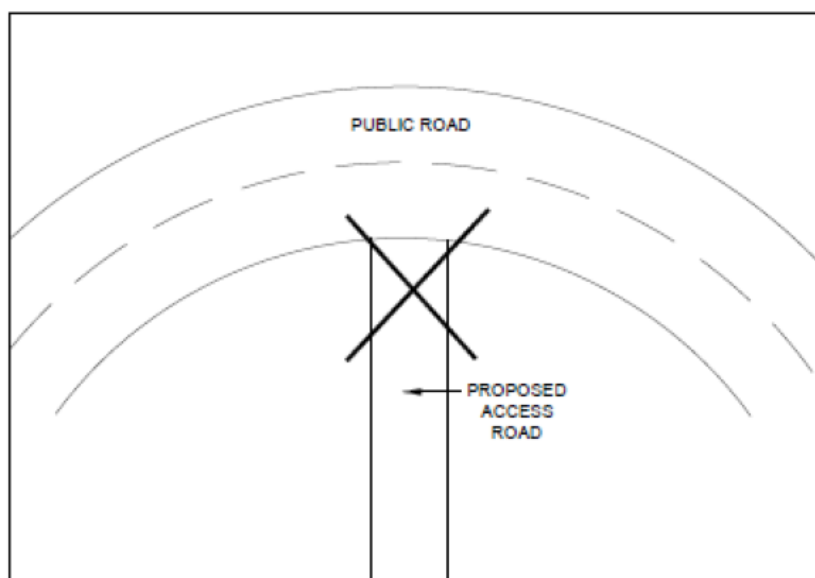
It should be noted that the Planning Authority will assess each application for a proposed new or the material intensification of an existing, access/egress point on its particular merits and will have regard to relevant TII Guidelines (including Rural Road Link Design and Geometric Design of Junctions, as may be updated) in that assessment.

A. Characteristics and Features of the Public Road and Private Laneway

The Planning Authority will assess the width, condition and horizontal and vertical alignment of the public road to determine if it is suitable in respect of its safety and capacity for a proposed new, or the material intensification of an existing, access/egress point at the proposed location. New or material intensified access/egress

points on the inside of sharper bends on roads with higher traffic levels and/or higher general speeds will generally be discouraged as indicated on Figure 6-5 below.

Figure 6-5 Junction located on the inside of a sharp curve.



The Planning Authority will discourage the provision of new, or the material intensification of existing, access/egress points in locations where there is potential for public safety hazards arising from its close proximity to existing junctions, an existing multiplicity of existing access/egress points, pedestrian crossing points and/or other traffic calming features (existing or proposed).

The Planning Authority will consider if the proposed new or the material intensification of an existing access/egress point would represent a public safety improvement over an existing access/egress point which would be closed on formation of the new access/egress point.

In towns and villages, where there is no existing footpath at the road edge, the design and position of the access/egress point and frontage of the site shall facilitate the possible future construction of a footpath.

For proposed development on private laneways, the Planning Authority will consider:

- The availability of passing places on the laneway;

- The condition and alignment of the laneway which should be of a suitable standard to facilitate ease of access to the site, including by emergency service vehicles.
- Evidence that the applicant has the legal right to use the private lane as an access/egress to/from the proposed development.

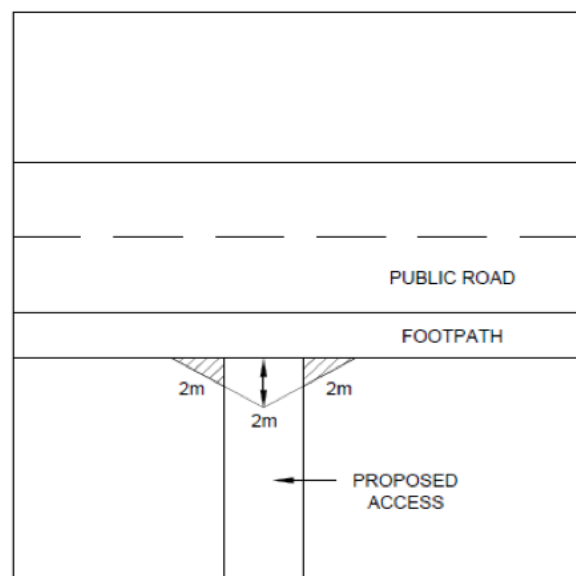
B. Sightlines

Road speed limit of less than 60 kph

The Planning Authority will have regard to the principles, approaches and standards of DMURS in the assessment of appropriate sight distances where a new or materially intensified access/egress point is proposed to a public road where a speed limit of less than 60 kph applies.

Where the proposed access/egress point crosses an existing or potential future footpath (generally in towns and villages) the access/egress point shall be designed to facilitate visibility of and by pedestrians, and other road users. This may require limits on the height of boundary walls/fences and/or landscaping where the boundary treatment directly adjoins an existing or potential future footpath as detailed on Figure 6-6 below. This requirement is in addition to vehicle intervisibility sightline considerations.

Figure 6-6 Visibility at Back of Footpath Crossing



Road speed limit greater than 60 kph

Where the proposed new or materially intensified access/egress point is to a road with a speed limit of greater than 60 kph, it should be demonstrated that the following sightline requirements can be achieved:

- National Roads 230m
- Class 1 Regional Roads 220m
- Class 2 Regional Roads 135m
- Local /County Roads 65m

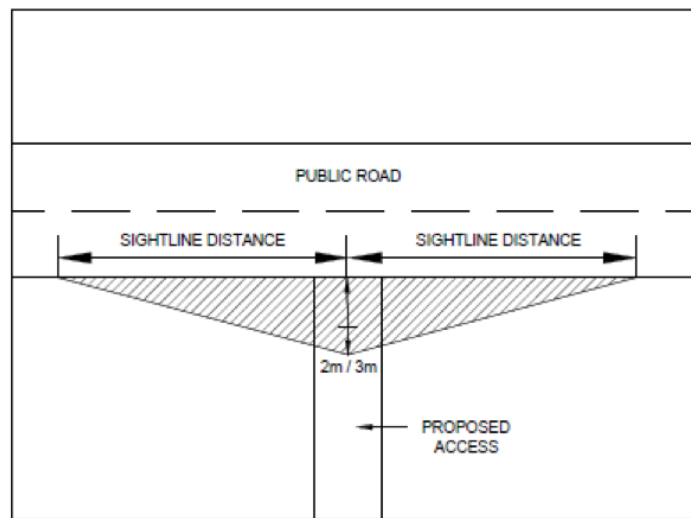
Table 6-6 sets out the sightline requirements for Class 1 and Class 2 regional roads.

Table 6-6 Class 1 and Class 2 Regional Roads

Class 1 Regional Roads	Class 2 Regional Roads
<ul style="list-style-type: none"> • R714 Mountgarret Bridge – Corcoran’s Crossroads • R723 Ballymacar Roundabout – New Ross • R725 Gorey to Carnew • R733/R770 from Wexford – Arthurstown - Ballyhack • R739 N25 junction to Kilmore Quay • R741 from Wexford to Gorey • R772 (former N11) from Oilgate –Wexford Wicklow Border • Current national roads to be by-passed by future national road proposals. 	<ul style="list-style-type: none"> • R702 Enniscorthy – Kiltealy • R704 Rosbercon • R729 New Ross – Poulmounty • R700 between New Ross and R714 • R730 Wexford – Kiltealy • R731 Ballynabanogue – Killanne • R733 Arthurstown – New Ross • R734 Ballinteskine – Hook Head • R735 Gussurane – Clonroche • R736 Rosslare – Ballynaboola • R737 Haggard –Duncannon • R738 Barntown – Baldwinstown • R740 N25 – Rosslare • R742 Wexford – Kilmuckridge – Courtown – Gorey • R744 Enniscorthy – Blackwater • R745 Ferns – Ballindaggan • R746 Wheelagower – Bunclody

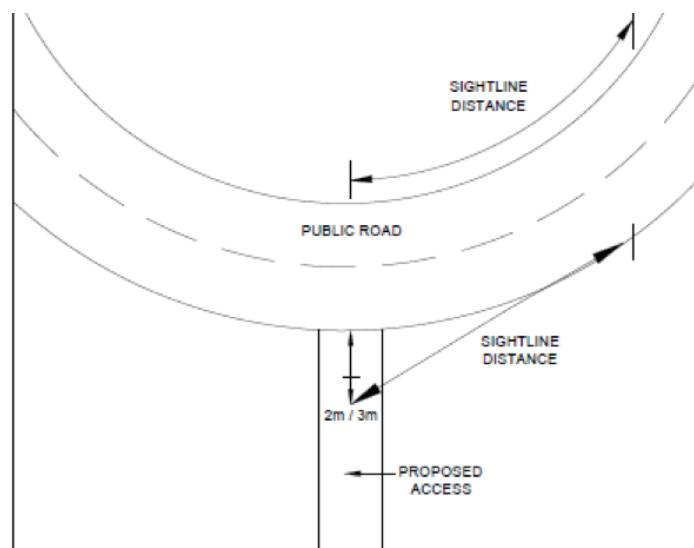
Sightlines shall be measured from a point 3 metres back from the edge of the public road (2 metres in the case of a proposed access/egress to be used for a single dwelling house), at the centre point of the proposed access/egress to points generally on the near side of the public road in both directions (see Figure 6-7 below).

Figure 6-7 Measuring Sightlines



Where the access/egress point would be on the outside of a bend, sightlines will be measured on to the far side of the road also (Figure 6-8 below).

Figure 6-8 Visibility Standards with a Curved Major Road



The formation of sightlines to all new or materially intensified access/egress points

The provision of sightlines must comply with the relevant objectives in Chapter 8 Transportation Strategy. The required sightlines shall be formed prior to first use (including by construction traffic) of the new or materially intensified access / egress point to the satisfaction of the Planning Authority, and retained thereafter in perpetuity. Nothing shall be constructed or allowed to grow within the sightline envelope to a height which would obstruct sightlines.

Development on Private Laneways

All of the above requirements for the provision of safe sightlines, including those relating to ownership of land on which works are required to form sightlines, will also be applied to proposed development on a private laneway where the private laneway meets the public road and where the access to the site meets the private lane.

C. Design and Construction of Access / Egress point

The access/egress point shall have suitable splays, generally to 45 degrees, to facilitate safe access and egress. Walls and gateposts at/adjacent to the access/egress point shall be such as not to obstruct sightlines. Gates shall be positioned to facilitate safe parking whilst the gate is being opened and closed.

The gradient of the access drive shall not exceed 3% for the first 7m adjacent to the carriageway of the public road and the carriage of the public road is not raised, lowered or otherwise altered where the proposed access meets it.

The access/egress point shall be constructed to a standard such that no mud, stones dust etc. is brought from the site onto the public road.

D. Surface Water Management

It shall be demonstrated, using the principles of Sustainable Drainage Systems, that the proposed new/intensified access/egress point would not result in surface water being brought onto the public road and that existing roadside drainage would not be adversely affected.

E. Impacts on Existing Mature Trees and Existing Built Features at the Road Frontage

It shall be demonstrated that the formation of the access/egress point and its required sightline arrangements would not result in the undue loss of mature trees, or built features such as stone walls and piers, where such natural or built features contribute significantly to the amenity and character of the area. Alternative safe access/egress points should be sought if such a significant undue loss is likely. If the Planning Authority considers that the loss of such features is acceptable, replacement/relocated landscaping or built features shall be provided on land which is demonstrated to be in the ownership of the applicant.

6.2.7 New or widened vehicular parking area on the frontage of existing development

Where a new or widened access/egress point is proposed to facilitate the provision of a new or widened parking area on the frontage of an existing development, the Planning Authority will also have regard to the following:

- Existing road conditions, including an assessment of whether on-street parking gives rise to safety hazards and/or undue obstruction of other road users.
- The potential impact of the new/widened access, boundary treatment removal and new/enlarged hard standing area on the visual amenities of the area and on surface water drainage.
- The degree to which the proposal would establish a precedent for similar development in the vicinity and an assessment of the cumulative impacts which may be generated from further similar development.

Stopping Sight Distances

Guidance for both stopping distances and visibility splays at junctions and accesses in rural areas is set out in the Design Manual for Roads and Bridges. Guidance on both stopping distances and visibility splays at junctions and accesses in urban areas is set out in Chapter 4 of DMURS. In summary, the Planning Authority considers that the design of streets in urban areas should determine vehicular speeds and that lower

vehicular speeds should be encouraged in all cases (See Chapter 5 Design and Place-making in Towns and Villages for further guidance).

6.2.8 Road Re-Instatement

Any damage to public roads occurring as a result of a development shall be repaired to the satisfaction of the Local Authority, and where deemed necessary, a cash security may be required to guarantee the satisfactory repair of damage.

In certain circumstances the road network may be deficient in carrying capacity and it may be appropriate to facilitate the development subject to a requirement that road strengthening works be undertaken by the Local Authority at the expense of the developer. In such circumstances a development contribution shall be levied or in appropriate circumstances a condition may be imposed requiring works to be undertaken by the developer to Council specifications, including indemnification of the Council.

6.3 Car Parking

6.3.1 Car Parking Standards

The Planning Authority will require car parking to be provided at the rates set out in Table 6.7. The number of parking spaces to be designated for people with disabilities will depend on the building type as detailed in Table 6.8. Each car parking space shall be clearly marked and delineated. As a measure to tackle urban decline and promote investment into the town and village centres reduced parking standards shall apply. Where parking cannot be accommodated in the urban areas a planning contribution may be required. The development of the central urban areas will ensure that existing public infrastructure is maximised.

Table 6-7 Car Parking Standards

Type of Development	Maximum Standard	Maximum Standard in Town Centre or Village Centre
Residential		
House	2 per house	0
Apartment	1 per apartment	0
Hotel	1 space per bedroom plus 1 space per 25m ² of function room/ bar/ restaurant/ meeting room space	1 space per 3 bedrooms 1 space per 50m ² of function room or conference room
Guest House/B&B/hostel	1 space per bedroom or 1 space per 10 bed dormitory	1 space per 3 bedrooms 1 space per 100m ² of function room or conference room
Caravan/Camping/Glamping Site	1 space per pitch	N/A
Commercial		
Shopping: general retail floor space (open to the public)	1 space per 20m ²	1 space per 100m ²
Offices: gross floor space	1 space per 25m ²	1 space per 100m ²
Public houses/ function rooms/ restaurants	1 space per 25m ²	1 space per 100m ²
Hot Food Takeaways	5 spaces	5 spaces
Cinemas, theatres, stadia	1 space per 3 seats	1 space per 100m ²
Conference centres: Public Areas	1 space per 25m ²	1 space per 100m ²
Churches/ Church hall	1 space per 10 seats	1 space per 100m ²
Nursing homes	1.5 spaces per bed	1 space per 3 beds
Other medical	3 spaces per consultants room	1 spaces per consultants room
Manufacturing light industry	1 space per 50m ² (gross floorspace)	1 space per 50m ²
Industry General	1 space per 50m ²	1 space per 50m ²

Type of Development	Maximum Standard	Maximum Standard in Town Centre or Village Centre
Car showrooms	1 space per 50m ²	1 space per 50m ²
Car repair business	1 space per 25m ²	1 space per 25m ²
Warehouse: Gross floorspace	1 space per 100m ²	1 space per 50m ²
Community		
Sports clubs and grounds, swimming pools	1 space per 15m ² . 6 spaces for each pitch, 2 spaces for each court	1 space per 100m ²
Funeral home	15 spaces	5
School	1.5 spaces per classroom	0
Crèche/Childcare	1 space per 4 children plus 1 space per employee	1 space per 10 children and 1 space per employee
<p>Note:</p> <ol style="list-style-type: none"> 1. This list is not exhaustive. In the case of a type of development not specified, the Planning Authority will determine the parking requirements having regard to the likely demand for parking associated with the proposed development and the characteristics of the road system in the locality. 2. The requirements for car parking associated with apartment developments will be calculated based on the recommendations set out in Sections 4.18-4.27 of the Sustainable Urban Housing: Apartment Guidelines for Planning Authorities (DHPLG, 2020). 3. When dealing with planning applications for change of use or for replacement buildings, an allowance will be made for the former site use when calculating the car parking requirements generated by the new development. 4. The Council will require that convenient, safe and secure parking be provided for coaches and buses where the developments are likely to generate significant demand for coach parking. The Council will advise applicants on the required quantum, design and position on a case-by-case basis having regard to the nature of the development proposed and its location. <p>Where the provision of on-site parking is not possible or desirable for design reasons, the Council may, where appropriate, consider the payment of a financial contribution towards the provision of car parking nearby.</p>		

Table 6-8 Accessible Car Parking Standards

Building Type	Car parking requirement
Buildings not normally visited by the public	At least 5% of the total number of spaces with a minimum provision of at least one such space.
Shops and other buildings to which the public has access	Minimum one space of appropriate dimensions in the first 25 standard spaces; minimum three in 25–50 standard spaces; minimum five in 50–100 standard spaces; and an additional three per every 100 standard spaces in excess thereof.
Premises used by a high proportion of people with disabilities will require a larger than average number of designated spaces.	The parking requirement for such building types should be calculated in relation to the anticipated demand.

6.3.2 Location of New Car Parks

The location of car parks will require detailed consideration. Parking areas in the wrong location can add to congestion in the town centres which results in pedestrian conflict, increased pollution and reduced functionality in the public transport system. In town centres surface level car parking is an extremely poor use of valuable public infrastructure and can sometimes, due to the income stream from charges, be an impediment to the redevelopment of the sites in which they are located.

Parking areas within town centres will be required for those who have mobility issues but in general large parking areas must be located on the edge of the centre and, if possible adjacent to public transport routes with good pedestrian and cycle facilities nearby.

The location of urban car parks shall be identified in the Local Area Plans for the four main towns in the county.

6.3.3 Car Parking Design and Layout

The following should be considered when designing car parking areas:

- Parking and services should be located with regard to the safety and security of all and the amenities of adjoining properties.
- The location of parking and service spaces should have regard to ensuring the security of all users and the amenities of adjoining properties.
- Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated services.
- Large, unbroken areas of hard standing for parking and servicing should be avoided; hard and soft landscaping should be used to break up and/or screen such areas.
- Access, parking and servicing areas should be designed to allow for safe and direct pedestrian and cycle access to and from the entrance to the development from the car park and the public road and footpath. This can be achieved, if necessary, by segregated and/or demarcated pedestrian/cycle routes.
- In addition to the general car parking standards, space will be required to be included in the development design for vehicles involved in the operation of business including the delivery and collection of goods, the carrying out of repairs and maintenance.
- Safe, secure and convenient spaces for motorcycle parking should be provided within large parking areas. Parking areas shall provide bike racks that can accommodate parking for bikes at the rate of 20% of the cars that are accommodated in the car parking area (e.g. if car park is proposed for 100 car parking spaces then 20 bicycle parking spaces must be provided).
- Schools, crèches, recreational facilities and other such facilities will be required to make provision for adequate and safe vehicular drop off facilities, in addition to the car parking requirements. Developments with large parking areas should be designed to facilitate safe and convenient pick up and collection of visitors, including by taxi.
- Electric vehicle charging points must be provided on 20% of the parking spaces and the remainder of the spaces must have the necessary infrastructure installed to enable the future provision of charging points.

6.3.4 Dimensions of Parking Spaces and Loading Bays

The required dimensions for parking and loading bays are set out in Table 6-9 and should be incorporated into the design of developments.

Table 6-9 Dimensions of Parking Spaces and Loading Bays

Type of space	Dimension
Parallel parking to kerb	6.0m x 2.4m
Perpendicular parking (not including minimum 0.3m footpath overhang). Use only on roads with low traffic volumes and speeds	5.0m x 2.4m
Angled parking. On wider roads or one-way streets, parking spaces can be angled according to the available road width.	4.2m x 2.4m for 60° angle 3.6m x 2.4m for 45° angle
Disabled parking bay including transfer hatching to side and rear	6.0m x 3.7m
Loading bay for vans (facilities for larger vehicles should be off street)	6.0m x 2.8m
Circulation Aisles	6.0m in width

NOTE: The dimensions do not include the hatch marking around the spaces of standard 50mm.

6.3.5 Electric Vehicle Charging Points

The ESB is responsible for the roll out of electric car charge points in Ireland. There are three charging point options available: home charge points, public charge points (in places such as on-street and shopping centre car parks) and fast charge points (along inter-urban transport routes). The Planning Authority will facilitate and encourage the provision of charge point infrastructure, to achieve a comprehensive network of public and domestic charge points with open systems and platforms accessible to all supply companies and all types of electric cars in accordance with the following standards:

Developments with Private Car Spaces

These standards will apply to residential developments including visitor car parking spaces:

- (a) All residential off street parking space should be equipped with one fully functional EV charging point.
- (b) All on street parking areas on new residential estates shall have the necessary infrastructure installed to accommodate charging points.

These standards will apply to all other developments:

- (a) At least 20% of parking spaces should be equipped with EV charging points.
- (b) The necessary infrastructure shall be installed to accommodate charging points in the remaining spaces to accommodate charging points.
- (c) The Charge Point Parking space(s) should be clearly marked as being designated for EV charging.
- (d) Appropriate signage indicating the presence of a charge point or points should also be erected.
- (e) All charge points fitted in publicly accessible areas should be capable of communicating usage data with the national charge point management system and use the latest version of the Open Charge Point Protocol (OCPP). They should also support a user identification system such as RFID.
- (f) Charging points shall be designed and located to ensure access for people with disabilities.

The Planning Authority will keep these requirements under review, particularly as the use of electric vehicles continues to increase. It may require an increase in the number of parking spaces to be equipped with fully functional charge points in either of the above cases.

6.4 Cycling Infrastructure

6.4.1 Designing for Cyclists

The National Cycle Manual (NCM) (NTA, 2011) seeks to encourage cycling by promoting a safe environment for all road users with a focus on cyclists. It offers guidance on integrating the bike in the design of urban areas through five basic principles:

- **Safety:** Designers of transport infrastructure must seek to maximise road safety for all road users, including cyclists.
- **Coherence:** Cycling routes within the network should be logical and continuous.
- **Directness:** Cycling infrastructure should be as direct as possible, minimising any delays or detours.
- **Attractiveness:** The cycling environment along a route should be pleasant and interesting. This is particularly important for beginners, tourists and recreational cyclists.
- **Comfort:** Cycling infrastructure should be designed, built and maintained for ease of use and for comfort.

The Planning Authority will apply the NCM when designing new cycle facilities (including tracks, lanes, paths and storage facilities), and in the assessment of those that form part of any new development proposals.

6.4.2 Bicycle Facilities and Storage

The provision of convenient, safe and secure bicycle parking facilities will be required for new retail, employment and leisure developments. Apartment complexes will be required to provide communal cycle storage facilities in accordance with the requirements of the Sustainable Urban Housing-Design Standards for New Apartments (DHPLG, 2020). The Planning Authority will have regard to the National Cycling Manual (National Transport Authority, 2011) in its assessment of required cycle parking facilities.

In general, all bicycle parking facilities should be capable of performing the basic functions of supporting the bicycle from falling over, protecting it against theft and allowing the cyclist room to position/ lock / unlock the bike. Consideration should also be given to lighting, protection against the weather, ease of access, and requirements at public transport nodes.

Table 6-10 gives guidance on the minimum number of spaces which should be provided. However, more generous provision should be considered in town and village centres, education campuses and around public transport hubs.

Table 6-10 Bicycle Parking Standards

Location	Guideline Minimum Number
Apartments/Duplexes	1 private secure bicycle space per bed space 1 visitor bicycle space per two housing units
Offices	10% of employee numbers, (subject to minimum of 10 bicycle places or one bike space for every car space, whichever is the greater)
Schools	20% of pupil registration numbers, minimum 10 places Separate teacher/employee parking should be considered.
Shops	1 stand* per till/check-out
Other developments	1 bike space per car space, or 20% of employee numbers in general
Off-street car-parks (incl. Multi-storey) Park and Ride locations	20% of total car-spaces. Consider sheltered parking at Park and Ride.
Events	5% of forecast attendees

*One bicycle stand is the equivalent to five units

SECTION 7

Heritage and Landscape



7.1 Archaeology

Items of archaeological value which are finite, non-renewable resources must be protected and maintained. The Planning Authority will play its role in the protection of our archaeological heritage. The importance and value of the wider historic landscape and environment, including battlefields is also recognised.

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

The following assessments will be used to inform the planning applications for development in the vicinity of archaeological sites:

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

In appropriate circumstances, the Planning Authority, if granting planning permission for a development, may impose conditions requiring the following:

- Professional licensed archaeological supervision of site excavations.
- The funding by the applicant of an archaeological assessment, monitoring, testing or excavation of the site and the submission of a report thereon prior to the commencement of development.
- The preservation of all or part of the archaeological remains on site.

7.2 Protected Structures

Structures or part of structures can be added to the Record of Protected Structures (RPS) if they are deemed of special architectural, archaeological, historical, cultural, artistic, scientific, social, and/or technical interest. The designation includes the exterior and interior of the structure, the land lying within its curtilage (boundary), any other structures and their exterior and interiors lying within that curtilage, plus all fixtures and features which form part of the interior or exterior of any of these structures. The effect of Protected Structure status is to seek to retain the special character, setting and features that make these structures significant.

Works that would materially affect the character of a Protected Structure require planning permission. A declaration can be sought from the Planning Authority to list the type of works that would not affect the character of a Protected Structure and do not require planning permission. These tend to be minor appropriate works such as repair and routine maintenance.

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

An Architectural Heritage Impact Assessment will also be required in the case of applications for extensive or complex works that have the potential to have a significant impact on a Protected Structure. Assessments should be prepared by a suitably qualified conservation specialist in accordance with the requirements of the Architectural Heritage Protection Guidelines for Planning Authorities, (DAHG, 2011) and shall assess the likely effects of the proposed development on the special character of the Protected Structure and its setting.

For all works to a Protected Structure, the Planning Authority will seek to ensure that:

- Alterations and interventions do not detract from the significance or value of the structure,

- Original features of architectural and historic interest are retained and that new features are not presented as original or older features and are legible,
- Extensions are appropriately scaled, complement and are subsidiary to the main structure, and
- The special interest of the structure is not compromised when adhering to the requirements of Building Regulations. Regard should be had to the Advice Series on historic buildings published by the DEHLG.

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

In considering proposals to meet Part M accessibility requirements, regard should be had to the DAHG advice series 'Access: Improving the Accessibility of Historic Buildings and Places' 2011.

7.3 Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of Protected Structures.

The distinctive character of an ACA is generally formed from the architectural style and features of the building stock, its setting (whether natural or designed), and the legacy of its evolution over time including its original and current uses. The individual elements that combine to help create the special character of the place include building scales, heights, lines, mass and proportions, the palette of materials and finishes, decorative motifs and details, roofscapes and profiles, historic street furniture (e.g. original kerbstones, paving, post boxes, street lighting), boundary treatments, trees and planting schemes, designed landscapes, and public spaces.

Any works that would have a material effect on the special character of an ACA require planning permission and so the normal exemptions from planning will no

longer apply where they are considered to impact on the unique or special features and elevations of an ACA.

All proposals for development within an ACA shall comply with the requirements of the Architectural Heritage Protection Guidelines for Planning Authorities, (DAHG, 2011) and shall seek to protect the historic character, existing amenities, visual setting and streetscape character of the ACA.

The scale of new structures should be appropriate to the general scale of buildings within the ACA. Where it is proposed to demolish a structure or part of a structure that contributes to the character of an ACA, the onus is on the applicant to justify demolition and redevelopment as opposed to rehabilitation, renovation and re-use.

All development works within ACAs should seek to limit, reduce and remove urban and visual clutter including building signage, traffic signage, bollards, utility boxes and other free standing installations.

In addition to the general requirements of this Plan, signage proposals within ACAs shall have regard to the requirements outlined in Chapter 12 of the Architectural Heritage Protection Guidelines for Planning Authorities, (DAHG, 2011).

7.4 Landscape and Biodiversity

7.4.1 Trees and Hedgerows

New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerows and new developments shall have regard to objectives in the Plan to protect and preserve trees and woodlands.

Arboriculture assessments carried out by an independent, qualified arborist shall be submitted as part of planning applications for sites that contain trees or other significant vegetation. The assessment shall contain a tree survey, implications assessment and method statement. The assessment will inform the proposed layout in relation to the retention of the maximum number of significant and good quality trees and hedgerows. Tree and hedgerow protection shall be carried out in accordance with BS 5837 (2012) 'Trees in Relation to Design, Demolition and Construction – Recommendations'.

The retention of existing planted site boundaries will be encouraged within new developments, particularly where it is considered that the existing boundary adds positively to the character/visual amenity of the area.

New developments should have regard to the location of new buildings/extensions relative to planted boundaries. Prior to construction, the applicant shall provide details of adequate measures on site to protect all planting/trees to be retained and this protection shall be maintained throughout the development during the construction period.

Where it proves necessary to remove trees to facilitate development, the Council will require the commensurate planting or replacement trees and other plant material. This will be implemented by way of condition.

7.4.2 Landscape Plans

Planning applications for multi-unit residential developments (single dwelling in rural areas on request) and commercial developments (1,000 m² or as required by the Planning Authority including leisure and recreational facilities) should include a landscape design scheme prepared by a qualified Landscape Architect or other suitably competent landscape professional (as deemed appropriate by the Planning Authority). Smaller schemes may also require a landscape plan to be submitted.

The landscape scheme shall include a scaled landscape plan(s) - with cross-sections, where applicable - showing the layout and hard and soft treatment of all boundaries, features, external areas and green spaces. The proposals shall be accompanied by specifications for materials, workmanship and maintenance, together with proposed design details.

Hard landscape details are to include - where applicable - any proposed lighting, seating, kerbing, boundaries, edging, surfacing and water features. Soft landscape details are to include detailed planting plans and planting schedules, stating species/varieties, quantities, sizes and spacings. The landscape plan shall be accompanied by a timescale for its implementation, including a minimum 18-month landscape maintenance period and a defects liability clause.

7.4.3. Landscape and Visual Impact Assessment

In general, the visual impacts of most development will be assessed by the Council in the normal course of the assessment of the planning application. In some instances the Council may require an applicant to prepare a Landscape and Visual Impact Assessment (LVIA) to assist in the assessment of a given development on the landscape due to either the scale, siting or design of the development or the sensitivity of the landscape.

LVIA is a tool used to identify and assess the effects of change resulting from development on the landscape as an environmental resource and on people's view and visual amenity. Proposals for significant development (e.g. renewable energy projects, telecommunications infrastructure and the extractive industry) should be accompanied by a LVIA which includes Zones of Theoretical Visibility (ZTV) which indicate the areas over which the proposed development may be seen. Representative assessment viewpoints should also be identified.

The Council may occasionally require the submission of A LVIA for smaller developments than those mentioned above where there is a concern that a given proposal may have a significant negative impact on the landscape. LVIA may assist the Planning Authority in assessing the visual impact of the proposal and potential for mitigation and this may result in a more favourable outcome for a planning applicant.

Further detail on LVIA is included in Volume 1 Chapter 11 Landscape and Green Infrastructure.

7.4.4 Biodiversity Networks and Green Corridors

Areas of biodiversity value are not just confined to European Sites (the Natura 2000 network). Many of these sites are linked to the surrounding landscape by ecological networks and corridors. These are comprised of rivers, hedgerows, ponds, small woods, treelines and wetlands. The Planning Authority will continue to protect existing ecological networks and corridors and will make provision for new and enhanced connections.

Green corridors should not be calculated as part of the open space provision (unless

they provided for functional open space) but should be incorporated into new developments as part of the green infrastructure, linking larger areas of open space with areas outside of the site.

SECTION 8

Infrastructure and Environmental Management



8.1 Information and Communications Technology

Planning applications relating to the erection of antennae and support structures shall be accompanied by the following details:

- (a) A reasoned justification regarding the need for the particular development at the proposed location in the context of the operator's overall plans for the county having regard to coverage. This justification shall demonstrate that existing masts and support structures have been examined to determine if the attachment of new antennae to existing structures can provide the coverage required. The applicant shall submit a Discovery Series Map or similar map type (to be agreed with the planning authority) to the scale of 1:50,000 showing the location of all telecommunication structures within a radius of 1km of the proposed site, indicating the coverage area of the proposed facility and a technical evaluation of the capabilities of these masts to take additional antennae and provide the coverage required.
- (b) Detailed proposals to mitigate the visual impact of the proposed development, including the construction of access roads, additional poles and structures.
- (c) Access roads will be permitted only where they are absolutely necessary. The applicant must demonstrate that the siting of the access road has been carefully selected to minimise visual impacts on the landscape and the natural environment, ensuring that they do not scar the landscape and that they follow natural contours. It shall be a condition of permission that the land is reinstated at the end of the construction period. In the event that a developer requires that an access track is to be retained, the developer shall indicate the justification for doing so as part of the planning application and indicate the frequency of visits which will be required to service the site and facility.

8.2 Water

8.2.1 Surface Water Management

The Planning Authority will require the use of Sustainable Drainage Systems (SuDS) in the design of new developments in the county. The use of SuDS will control the release of water runoff in a carefully managed way, will improve the quality of

surface water run-off and will seek to ensure that the risk to the receiving water from pollution is minimised.

The application for SuDS should prioritise the use of appropriate nature-based solutions. The design of SuDS measures should have regard to the CIRIA report C753 the SuDS Manual (2015) in order to maximise benefits:

- Use surface water runoff as a resource;
- Manage rainwater close to where it falls (at source);
- Manage runoff on the surface (above ground);
- Allow rainwater to soak into the ground (infiltration);
- Promote evapotranspiration;
- Slow and store runoff to mimic natural runoff rates and volumes;
- Reduce contamination of runoff through pollution prevention and by controlling the runoff at source;
- Treat runoff to reduce the risk of urban contaminants causing environmental pollution.
- Depending on the characteristics of the site and local requirements, these may be used in combination and to varying degrees.

SuDS and nature-based solutions include bio-retention areas, swales, permeable pavements, filter drains, storage ponds, basins, rain gardens and constructed wetlands, filter drains, soak ways and green roofs. The range of SuDS components available provides flexibility to designers to integrate surface water management with urban design and to meet water quality amenity and biodiversity design criteria in a range of different ways. In some exceptional cases and at the discretion of the Planning Authority, where it is demonstrated that SUDS devices are not feasible, consideration may be given to the installation of underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort.

Watercourses should remain open in their natural valley and culverting shall be confined to road crossings. In exceptional circumstances and at the discretion of the Planning Authority, approval may be given to install a culvert within a development where it is demonstrated that this is the most appropriate design response based on site specific constraints/circumstances.

8.2.2 Ground Water Management

The Planning Authority will require adequate and appropriate investigations to be carried out into the nature and extent of any potential soil and groundwater contamination from a proposed development and the risk associated with site development works at sensitive locations.

8.2.3 Water Conservation

The inclusion of water conservation measures is promoted in new developments. In particular, proposals for the re-use/recycling of water on commercial and industrial sites with high water usage will be promoted. Developments are encouraged to include proposals for rainwater harvesting, the design of which should have regard to BS 8515:2009 Rainwater Harvesting Systems - Code of Practice. Rainwater butts which are containers for collecting rainwater from roofs and downpipes could also be installed in new residential developments.

8.2.4 Connection to Public Water or Group Water Scheme

Developments which propose to connect to public water facilities will be reviewed by Irish Water. Where it is proposed to connect to a public water supply, the applicant should contact Irish Water with a Pre-Connection Enquiry. The applicant is advised to confirm the feasibility of a connection before finalising the design of the development and seeking planning permission.

Where it is proposed to connect to a group water scheme, the application should include written consent to that connection, and details of works required to facilitate same.

8.2.5 Private Boreholes

Where it is proposed to serve a development by a private borehole on site, the following information shall be submitted with the planning application.

- The location of the proposed borehole. The borehole must be located within the site edged red and on lands within the applicant's ownership.

8.3 Wastewater

8.3.1 Private On-Site Wastewater Treatment Systems

Where a private on-site wastewater treatment system is required to serve an individual dwelling house:

- The subject site shall have a minimum area of 0.2ha.
- The wastewater treatment system must be within the site edged red and on lands in the applicant's ownership.
- The planning application shall include a Site Suitability Assessment carried out by suitably qualified and approved Site Assessor.
- The siting, design and installation of the wastewater treatment system shall be in accordance with the requirements of the Code of Practice: Wastewater Treatment and Disposal Systems serving Single Houses (P.E. <10), published by the EPA in 2021 or future updates. It must comply with minimum separation distances to various receptors specified in the Code of Practice.
- The applicant may, by condition of the planning permission, be required to enter into a maintenance agreement for the proposed treatment plant.

8.3.2 Connection to Public Wastewater Facilities

Developments which propose to connect to public wastewater facilities will be reviewed by Irish Water. Where it is proposed to connect to public water wastewater facilities, the applicant should contact Irish Water with a Pre-Connection Enquiry. The applicant is advised to confirm the feasibility of a connection before finalising the design of the development and seeking planning permission.

8.3.4 Buffer Zones Around Public Wastewater Treatment

A buffer zone will be required around public wastewater treatment systems. Table 8-1 provides recommended minimum distances to be used as a guide. The detailed recommended distances may be reduced in circumstances where the Council is satisfied, following detailed scientific studies, that existing or proposed residential

development will not be unduly impacted by the wastewater treatment system. This may apply where the existing wastewater systems are upgraded or extended. The detailed recommended distances may also need to be increased, where it is the opinion of the Council that circumstances exist which necessitates greater separation between residential development and treatment systems. The separation distance is measured from the boundary of the treatment system site to the building line of the residential development.

Table 8-1 Buffer Zones around Wastewater Treatment Systems

System Size Population Equivalent (P.E)	Approx. number of houses served	Distance from existing and proposed residential development (metres)
10-40	2-10	28
41-60	11-15	31
61-80	16-20	34
81-100	21-25	37
101-120	26-30	40
121-140	31-35	43
141-160	36-40	46
161-500	41-125	50
500-5000	>125	100
>5000	N/A	150

8.4 Air Quality

Any activities likely to give rise to dust emissions, for example, construction activities, extractive industry shall make suitable arrangements, and take precautionary measures, to suppress and control dust arising from the activity or the handling and

transportation of materials. The deposition of dust on surrounding lands, or spillage onto public roads shall be prevented at all times.

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

The concentration in ambient air of PM₁₀ at any sensitive / residential receptor shall not exceed the quantity specified in a schedule to the Air Quality Standards Regulations 2002, and which is not to be exceeded for the period and under the conditions specified in the schedule in relation to that pollutant.

8.5 Lighting

Lighting levels within a new development must create a secure environment. Pedestrian links must also be illuminated. Dark corners and alleyways should be avoided. Light spill should be avoided to protect residential amenity.

Street lighting should be designed in accordance with the standards laid out in Wexford County Council's Public Lighting Specification document (2017) or any updated version of that document.

External lighting schemes for commercial and industrial premises, sports grounds and other community facilities should be designed, installed and operated so as to prevent nuisance to adjoining occupiers and roads users, in the interests of amenity and public safety. A Lighting Plan will be required for developments in sensitive locations.

The provision of external floodlighting of sporting and recreational facilities will be carefully considered by the Planning Authority in order to protect residential amenity, nature and traffic safety. Where permitted, floodlights shall have fully-shielded light fixtures with cowl accessories to ensure that upward light levels are low. Planning applications shall include details of horizontal and vertical luminance levels (lux levels) of the lights and proposed hours of operation.

8.6 Major Accidents Directive/Seveso Establishments

In line with the requirements laid down by The Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (the “COMAH Regulations”), which implement the Seveso III Directive (2012/18/EU), the Health and Safety Authority is obliged to provide technical advice to the Council in cases of decisions taken regarding:

- Development within the vicinity of an existing Seveso site area.
- The proposed development of a new Seveso establishment.
- The modification of an existing establishment.

The Planning Authority will consult with the Health and Safety Authority in relation to the relevant development referred to Schedule 8 of the Planning and Development Regulations, 2001 (as amended) and which come within the consultation distances notified by the Health and Safety. The current consultation distances are listed in Table 8-2. However, it should be noted that these are subject to change.

Table 8-2 Consultation Distances for Seveso Sites

Tier	Seveso Site	Consultation Distance
Upper Tier	European Refreshments, Sinnottstown, Drinagh, Wexford	700m
	Nitrofert Ltd, Raheen Port, New Ross	700m
	RocheFreight Warehousing Ltd, Wexford Road, Rosslare Harbour.	700m
Lower Tier	Goulding Chemicals Ltd, Stokestown, New Ross	700m
	SSE Generation Ireland Ltd, Great Island Generation Station, Campile, New Ross.	300m

Applicants should also consult with the Fire Services of Wexford County Council and the Health and Safety Authority prior to lodging any planning application.

8.8 Waste Management

8.8.1 Bring Banks and Recycling Facilities

These facilities will generally be required at appropriate locations in the following developments:

- In conjunction with significant new commercial developments, or extensions to same. A minor offset in car parking requirements may be considered where public recycling bring facilities are provided.
- In conjunction with new waste infrastructure facilities. Proposals for same should include bring facilities for the acceptance of non-hazardous and hazardous wastes from members of the public and small businesses.
- In conjunction with large scale residential and mixed use developments, proposals should provide recycling facilities to serve residents and in some appropriate locations, the wider community.

The following criteria will be considered in the assessment of the design and siting of recycling facilities and bring facilities:

- The location and design of the recycling facility/storage should ensure that it is easily accessible both for residents and/or public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants.

8.8.2 Waste Storage Facilities

The provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant Southern Regional Waste Management Plan 2015-2021.

Refuse storage for houses and apartments should be externally located, concealed/covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not detract from visual amenity or give rise to an accessibility hazard. Access to private waste storage in residential schemes should be restricted to residents only.

8.8.3 Waste Recovery and Disposal Facilities

In assessing development proposals for or including waste recovery and waste disposal facilities, the Planning Authority will have regard to the policies, actions, targets and provisions of the Southern Region Waste Management Plan 2015-2021, relevant planning legislation, the objectives in the Plan and other relevant planning documents.

The provision of waste recovery facilities, pre-treatment infrastructure and development of indigenous secondary waste processing, including Material Recovery Facilities (MRF) and Waste Transfer Stations will be facilitated at appropriate locations within the county (see Volume 1 Chapter 9 Infrastructure Strategy).

With regard to large scale proposals for waste disposal installation, the Planning Authority will contribute to the Strategic Infrastructure Development (SID) process.

In the event of a conflict arising between an objective in the Southern Regional Waste Management Plan and that of the County Development Plan, the Regional Waste Management Plan objective takes precedence and a planning decision may be made on that basis.

The Planning Authority will have regard to the following when considering development proposals for waste recovery and disposal facilities:

- The proposal shall avoid the siting of waste infrastructure or related infrastructure in SACs, SPAs and NHAs, areas protected for landscape amenity, visual amenity, geology, heritage or cultural value, or areas of flood risk,
- Ensure that the proposal will not detract from the residential amenities of properties in the vicinity or the visual amenities of the area. In general, no new waste disposal facility or Refuse Transfer Station shall be located within 200 metres of a residence.
- Ensure the proposal will not give rise to a traffic hazard. In this regard, the traffic impacts of the development, including road access, network safety and traffic patterns to and from the proposed facility, will be assessed in accordance with road design guidelines and/or relevant guidelines in relation to roads. Proposals will require a Traffic Impact Assessment (TIA), and

- The proposal should ensure that SuDS is applied and that site specific solutions to surface water drainage systems are developed, which meet the requirements of the EU Water Framework Directive and the associated River Basin Management Plan.

8.8.4 Agricultural Waste

Agricultural waste shall be managed in an environmentally sustainable manner in accordance with the principles set by the Rural Environment Protection Scheme, the Farm Waste Management Scheme and relevant EU and national legislation, in particular, the EC Good Agricultural Practice for the Protection of Waters Regulations 2017 (SI 605 of 2017).

8.8.5 Contaminated Land

The redevelopment of certain brownfield sites may give rise to concerns over the release of contaminants which could possibly affect human health and/or have adverse impacts on the environment, including on ground and surface waters, soils and air quality. Examples of such sites include those formerly used for manufacturing/industry, landfill, tanneries, petrol filling stations, oil/gas storage, and scrap yards and railway lands. Sites with other former uses may also give rise to contamination concerns.

The Council will require that sites with the potential to contain contaminants are subject to proper investigation and, if necessary, remediation, to industry best practice standards prior to redevelopment. Such site investigation and remediation should be undertaken and managed by appropriately qualified personnel, will require screening for appropriate assessment under the Habitats Directive, and may be subject to licensing/permits required under other Acts, including the Waste Management Act. The Council will have regard to relevant Government guidance and advice in this matter and will liaise with agencies such as the EPA as necessary.