

GUIDELINES

Chapter 13

Development Management Guidelines

“To achieve high standards in design and to build sustainable, healthy communities where people can enjoy a high quality of life.”

13 – DEVELOPMENT MANAGEMENT GUIDELINES

13.1 INTRODUCTION

This Chapter sets out the standards and guidelines which will be applied in the assessment of development proposals. The land use zoning categories and associated objectives and guidance are also provided.

Applications will be assessed against the policy objectives in the preceding chapters, the Settlement Statements in Volume 2 and the qualitative and quantitative standards set out in this Chapter. Qualitative standards include design, layout, permeability and built form, whilst the quantitative standards include density, plot ratio and traffic standards.

The fundamental aim is to achieve high standards in design and to build sustainable, healthy communities where people can enjoy a high quality of life.

In addition to these standards, more detailed guidance has been published by government Departments and agencies including the:

- Department of Housing, Local Government and Heritage;
- Department of Education;
- Department of Transport,;
- Environmental Protection Agency;
- National Transport Authority; and
- Transport Infrastructure Ireland.

Any guidance published by Departments and agencies shall be considered in conjunction with the standards and guidance in this chapter.

13.2 PRE-PLANNING

Section 247 of the Planning and Development Act 2000 (as amended) sets out the formal procedures for pre-planning. The Planning Authority encourages applicants to engage in pre-planning discussions and will endeavour to facilitate such discussions as required.

13.3 ENVIRONMENTAL ASSESSMENTS

13.3.1 Appropriate Assessment (AA)

The *Birds and Habitats Directives* set out procedures and obligations in relation to nature conservation management in European Sites and the habitats and species therein. This includes a requirement to consider the potential nature conservation implications of any plan or project on the Natura 2000 site network.

The process by which the possible effects of a plan or project, in combination with other plans and projects, on the Natura 2000 network are considered is known as Appropriate Assessment. The obligation to undertake Appropriate Assessment is set out in *Article 6(3) and 6(4) of the Habitats Directive*.

Further details on Appropriate Assessment are available in the 'Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities'.

13.3.2 Environmental Impact Assessment (EIA)

The requirement for Environmental Impact Assessment (EIA) has its origins in European Directives. It is the process of examining the potential effects of a proposed project on the receiving environment. *Annex I and Annex II of the EIA Directive* sets out the list of projects for which EIA is required. The Annex I and Annex II projects have been transposed into *Section 5 (Parts 1 and 2) of the Planning and Development Regulations 2001 (as amended)*.

Projects listed in Part 1 of the *Planning and Development Regulations 2001 (as amended)* require EIA if the stated threshold has been met or exceeded or if no thresholds are set. Projects listed in Part 2 also require EIA if the stated threshold has been met or exceeded or if no thresholds are set. Sub-threshold developments listed in Part 2 require screening for EIA.

An Environmental Impact Assessment Report (EIAR) is required to be prepared by the developer for developments for which EIA is required. This report is required to be examined, evaluated, and assessed by the competent authority.

Further guidance on EIA is set out in the 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment'. The Environmental Protection Agency (EPA) published 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' in 2017. At the time of writing, these Guidelines were at Draft stage.

13.3.3 Flood Risk Assessment

Where a risk of flooding may be an issue for a development, a Flood Risk Assessment appropriate to the scale and nature of the development and the risks arising will normally be required.

The detailed Site Specific Flood Risk Assessment should quantify the risks and effects of any necessary mitigation, together with the measures needed or proposed to manage residual risks.

13.4 CROSS CUTTING THEMES

The principles of sustainable design and the creation of healthy, attractive and sustainable communities are a cross cutting theme of this Plan. These principles will be a central element of the assessment of planning applications. Developers, homeowners and designers should consider these principles in the design of new or extensions to existing buildings, streets and communities. This includes embracing the principles of Universal Design in order to ensure homes and buildings are adaptable for people as they get older, making buildings more energy efficient and resilient to the potential impacts of climate change and providing for the integration of new developments with established areas to improve connectivity and permeability. Proposals for Sustainable Urban Drainage Systems (SuDS) shall also be incorporated into the design of public spaces, where appropriate.

13.5 MASTERPLANS

The purpose of a Masterplan is to provide a vision and conceptual guide for the long-term development of a large and/or strategically located area of land, where there is a co-ordinated framework for the planning, phasing and construction of the lands.

Masterplans can be particularly useful in circumstances where lands are in multiple ownership, as it can enable a common approach for the development area to be agreed.

The design and construction of a development area in accordance with an agreed Masterplan will ensure that ad hoc and piecemeal development is avoided and that the required infrastructure, services, and facilities are delivered in tandem with any residential, commercial or employment development.



Masterplans shall be prepared by landowners/developers and agreed with the Planning Authority. Depending on the size of the land parcel, the land use zoning(s) and infrastructural requirements, the level of detail required in a Masterplan will vary. The following information shall be included:

- Masterplan area in hectares and a breakdown of land use of each land use zoning by area;
- Details of landowners in the Masterplan area;
- Conceptual layout and design brief;

- Key challenges in the development of the Masterplan area;
- Building types and design (approximate unit numbers for residential development and commercial floor space/building heights in a mixed use development);
- Connectivity and permeability including pedestrian, vehicular and cycle access;
- Service arrangements including water, waste water and surface water;
- Any potential upgrades to infrastructure required to facilitate the development of the Masterplan area;
- Any potential environmental constraints such as flooding, archaeology, or the location of the Masterplan within or in proximity to a European Site;
- The proposed phasing arrangements for the development of the Masterplan area including the provision of necessary community or physical infrastructure in tandem with residential or commercial development;
- Proposals for Sustainable Urban Drainage Systems (SuDS) shall be incorporated into the Masterplan area; and
- Any other information considered necessary.

The Planning Authority will endeavour to work closely with key stakeholders including landowners, developers and infrastructure agencies to progress Masterplans and secure the development of the Masterplan area.

In the larger settlements of the County, there are large parcels of undeveloped lands zoned for residential and employment uses. A Masterplan will normally be required to be agreed on these land blocks, to ensure there is a framework in place setting out how the area will be developed.

This includes access points, internal road layouts, sustainable transport provision, connectivity and permeability with surrounding areas, water services infrastructure, open space provision and the design and layout of buildings.

The written agreement of all landowners in a Masterplan area is normally required. Where this cannot be achieved consideration may be given to the preparation of a Masterplan in a specific location within the overall land parcel of the Masterplan area. This will only be considered where a clear rationale is provided explaining the reasons why the Masterplan for the entire land parcel cannot be considered. This rationale would have to demonstrate to the Council that this approach would not undermine the development of the wider Masterplan area. This may not be feasible in Masterplan areas where there are multiple land use zoning objectives and the build out of the lands requires the provision of a range of infrastructure e.g. social, community, transport or water services infrastructure in tandem with employment and/or residential development.

Any Masterplan that is specific to a location within the overall land parcel of the Masterplan area shall be required to demonstrate the relationship of the subject lands with the wider lands in the overall Masterplan area and shall clearly set out future access points (vehicular, cycling and pedestrian), and service and utilities provision and connections in order to ensure a co-ordinated and holistic approach is taken to the future development of the lands.

There may be instances where Section 28 guidance that is referenced in Masterplans or Framework Plans is superseded by updated guidance. Additional Section 28 guidance may also be published that is relevant to specific Masterplans or Framework Plans. When this situation arises, the most up to date guidance shall be used in the preparation and assessment of planning applications relevant to the Masterplan or Framework Plan area.

Landowners or developers shall engage with the Planning Authority at the early stage of the design process to determine if a Masterplan is required. The larger Masterplan areas in the County are outlined in Table 13.1.

Table 13.1: Masterplan Areas

Master Plan Number	Settlement	General Description	Status
1	Dundalk	Mullagharlin Framework Plan – this consists of c.450 hectares of land situated between the M1 and the eastern edge of the Dublin Road c.2km south of Dundalk town centre. Approximately 116 hectares of these lands have been built out. The implementation of the Framework Plan is ongoing at the time of writing, with a range of businesses and educational uses situated within the Framework Plan Area including in the IDA Park, Xerox Business Park, and DkIT campus. Any future development taking place within the Framework Plan Area shall comply with the requirements of this Framework Plan or any updated Plan.	Agreed in 2008
2	Dundalk	Mount Avenue Masterplan – this consists of an area of c.38 hectares of land to the north-west of Dundalk town centre with frontage onto Mount Avenue, Greyacres Road and Castletown Road. The lands are zoned for residential and open space uses with a Local Archaeological Heritage Site of national importance also located within the Masterplan area. The key principles of any Masterplan will be to establish a coordinated approach to the development of the lands that will include a mix of housing options that will support a sustainable community, the provision of a linear park, the provision of education facilities and local neighbourhood and community facilities. The Masterplan shall include provision for the delivery of new/upgraded road infrastructure including new Link Roads within the Masterplan area and shall demonstrate how this road will tie in with the alignment of link roads outside of the Masterplan area.	Under preparation 2020
3	Drogheda	Northern Environs Masterplan – this Masterplan was agreed in 2006 and consists of an extensive land bank of c.254 hectares to the north of the town centre. The Masterplan provides for a wide range of uses including residential a, open space, employment, neighbourhood and community facilities. A linear park and sport and recreation facilities were also to be provided. The development of this Masterplan area is dependent on the construction of the Port Access Northern Cross Route and water services infrastructure. To date small pockets of the Masterplan area have been developed.	Agreed 2006

Master Plan Number	Settlement	General Description	Status
4	Ardee	North-East Masterplan – this consists of residential and employment lands to the north east of the town centre. This Masterplan sets out details of the access and internal road layout of the lands in addition to a conceptual layout of the residential areas.	Agreed 2008
5	Dunleer	Lands East of town centre – these lands have been identified as an expansion area of the town centre with potential to accommodate a mix of commercial activity and ancillary residential development.	Awaiting preparation
6	Dunleer	South-West employment area – these lands have been identified for employment uses.	Awaiting preparation
7	Dundalk	<p>These lands form an extension to the Mullagharlin Framework Plan and will provide opportunities for continued economic investment and employment generating development in Dundalk. The development of these lands shall be closely aligned to the design and layout of the adjacent lands to the south as agreed under the Mullagharlin Framework Plan, particularly with regard to access, and construction and delivery of services, and also delivering a high level of connectivity and permeability between the lands.</p> <p>The proposed Masterplan shall include details of the design and layout of any buildings, how any potential environmental or land use constraints will be addressed, how the amenities of local properties and services will be preserved, and the proposed phasing for the build out of the lands.</p> <p>Particular consideration shall be given to the potential impacts of any development of the lands on Killally Graveyard and the access to same, with appropriate landscaping and buffer zones integrated into any layout to protect their character and setting. The Masterplan shall also examine opportunities for and the feasibility of the restoration of the former quarry, together with any future intended uses of the former quarry.</p>	Awaiting Preparation

13.6 SPOT OBJECTIVES

The land use zoning maps include Spot Objectives in the following locations in the County.

Table 13.2: Spot Objectives

Spot Objective Number	Location	Objective
1	Dundalk	To preserve the ecological character and biodiversity value of the Nature Conservation Area.
2	Dundalk	To preserve the ecological value and character of the lands and to provide appropriate recreational and amenity facilities.
3	Dundalk	To require the preparation of a Masterplan. See Masterplan 7 in Table 13.1 for further details.
4	Ardee	To provide a public park with a minimum area of 12 acres (4.9 hectares) as part of a residential development.
5	Ardee	To provide for the development of housing for older persons, specifically designed for flexibility and adaptability to accommodate the physical and cognitive needs of residents as they develop over time.
6	Drogheda	To provide a minimum of 40% of public open space as part of any residential development on these lands.
7	Drogheda	To provide a mixed use development which will reinvigorate this underutilised site and deliver significant physical, economic, social, and conservation benefits. Any planning application on these lands shall include proposals for the reuse and restoration of the Protected Structures on the site. The total number of residential units on these lands shall not exceed 80. Any application for residential development shall include proposals for the restoration of the Protected Structures, which shall take place in a timely manner alongside the delivery of any residential development.
8	Ardee	Provision of a Masterplan for the development of the lands.
9	Carlingford	To support any proposal for a community or recreational facility on these lands subject to any development being of a high quality architectural design, scale and layout that will support the preservation and enhancement of the environmental quality of this sensitive landscape.
10	Clogherhead	To support the redevelopment of these lands for residential development in a co-ordinated and comprehensive manner subject to compliance with the relevant standards and guidance set out in the County Development Plan.
11	Dundalk	To provide for a mixture of higher order business uses supported by cafes/restaurants, community facilities, office, health care, residential, and business units. Individual shops in excess of 350m ² gross floorspace or warehousing and distribution will not be considered appropriate.

Spot Objective Number	Location	Objective
12	Dundalk	Any planning application on these lands shall include an ecological assessment of existing wetlands in this location. This ecological assessment shall include measures to protect and enhance any existing wetlands identified with these measures and any recommendations of the assessment incorporated into the design and development of the lands.
13	Dundalk	To provide for the development of a retirement village.

DEVELOPMENT MANAGEMENT STANDARDS

The following Sections set out the key standards and guidance for different development types as follows:

- Management of Construction Sites
- Housing in Urban Areas
- Housing in the Open Countryside
- Temporary Residential Structures
- Pigeon Lofts
- Social and Community
- Employment
- Retail
- Tourism Development
- Transport
- Environment
- Energy and Telecommunications
- Heritage
- Water Services

13.7 MANAGEMENT OF CONSTRUCTION SITES

It will be a requirement of any major planning permission for residential, community, employment or infrastructure related development that a management plan be prepared for the construction of the development. This will ensure the orderly construction of the development.

The following details will be required:

- Hours of operation;
- Construction/phasing programme;
- Traffic Management Plan;
- Noise and dust mitigation measures;
- Details of any construction lighting; and
- The management of construction and demolition waste, which shall be in accordance with the requirements of the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects (2006).

13.8 HOUSING IN URBAN AREAS

13.8.1 Introduction

This Section sets out the standards that will apply to developments relating to residential uses including single and multi-unit developments, mixed use developments, extensions and family flat extensions.

There are specific Sections in this Chapter that provide guidance on transport, including access and car parking (see Section 13.16), water services (see Section 13.20) and sustainable drainage (see Section 13.20.4). These should also be reviewed when preparing an application for a development relating to residential uses.

The following guidance documents should be consulted when designing a residential development:

- i) The Guidelines on Quality Housing for Sustainable Communities, DEHLG, (2007);
- ii) The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG, (2009);
- iii) Urban Design Manual: A Best Practice Guide, DEHLG, (2009);
- iv) Sustainable Urban Housing: Design Standards for New Apartments, DHPLG, (2018);
- v) Urban Development and Building Height Guidelines, DHPLG, (2018);
- vi) The Design Manual for Urban Roads and Streets, DTTAS and DECLG, (2013 and updated in 2019); and
- vii) Permeability Best Practice Guide, NTA, (2015).

13.8.2 Multi-Unit Residential Developments

All multi-unit residential developments shall be designed and constructed in a way that supports community development, social interaction, as well as active and healthy lifestyles.

13.8.3 Context

At the preliminary design stage, a contextual analysis shall be carried out assessing the relationship of the development with surrounding land uses in terms of design, scale and layout. This will assist in assessing how the development will integrate into the surrounding environment.

13.8.4 Density and Plot Ratio

The standard method of calculating density is carried out by dividing the number of units by the gross site area, which gives the number of units per hectare.

Appendix A of the *Guidelines for Planning Authorities on Sustainable Residential Developments in Urban Areas (Cities, Towns and Villages)*, 2009 provides more detailed provisions in this regard.

For developments where there is a mixture of apartments and houses, the plot ratio would be a more applicable method, as this is more reflective of the range of unit sizes.

The plot ratio is calculated by dividing the total floor area of a development with the site area. The recommended density and plot ratios are set out in Table 13.3.

In the Self-Sustaining Towns and Small Towns and Villages, the density and plot ratio of a development will be reflective of the character of the settlement and the existing pattern of development in the area.

In designing a development, it is important that a higher density does not reduce the quality of the development.

If there are site constraints such as topography or the shape of the site that compromise the quality of a development, the density/number of units may have to be reduced.

Table 13.3: Recommended Density and Plot Ratio

Settlement Category	Recommended Minimum			
	Density per Hectare	Plot Ratio		
	Town/Village Centre	Edge of settlement	Town/Village Centre	Edge of settlement
Regional Growth Centres	50	35	2	1
Dundalk and Drogheda				
Self-Sustaining Growth Town	35	25	1	0.5
Ardee and Dunleer				

13.8.5 Site Coverage

Site coverage relates to the percentage of the development site covered by buildings and structures (excluding public roads and footpaths) and is calculated by dividing the total area of ground covered by buildings by the total ground area within the site. This is a useful calculation in determining the ratio of the ground floor area of the building relative to the total site area.

13.8.6 Building Heights

The 'Urban Development and Building Height Guidelines' (2018) support increased building heights in urban areas as part of the strategy of strengthening urban areas and creating more compact settlements.

Proposals for higher buildings in urban areas will be considered on a case-by-case basis. One of the key considerations will be the contribution the building of height will make to the local environment in which it will be located.

A design statement shall be included with any application setting out details of the concept of the development, the scale, massing and built form of the building(s) and any impacts the development would have on the character of the neighbourhood in which it is located.

Any potential impacts of the development on the microclimate such as wind patterns, daylight, air temperatures and humidity shall also be considered.

13.8.7 Layout

The layout of residential developments shall consist of permeable, well connected streets and neighbourhoods where open spaces are functional, accessible, and centrally located and where walking and cycling are prioritised. Where feasible, new developments are encouraged to include pedestrian and cycle links to adjacent residential areas/commercial developments. Public transport access and any associated bus turning shall be incorporated into the design of any development where required.

Consideration shall be given to existing street patterns and established building lines. In some instances, there may be a requirement to follow established patterns of development.

However, there may be instances where a deviation from such patterns would create variety in the street scene or improve the quality of a development.

The front elevation of buildings shall normally be orientated towards the street to create an active street frontage that would ensure the passive surveillance of open spaces and footpaths. Any buildings on corner sites are encouraged to have a dual aspect, particularly at the entrance to a development.

Roads and streets in residential areas shall be designed to reduce speeds, promote connectivity and permeability, and ensure there is a safe and comfortable environment for pedestrians and cyclists.

Measures to reduce vehicle speeds shall be included in the initial designs rather than requiring the installation of traffic calming measures retrospectively. This can include horizontal and vertical deflections, shared surfaces, on-street parking, tighter corner radii, and on-street parking. All roads and streets shall be designed in accordance with the requirements of the *Design Manual for Urban Roads and Streets (2019)*.

13.8.8 Design Statement

A Design Statement shall be required for any development in excess of 10 residential units and shall include the following:

- i) The design principles and concept;
- ii) Demonstrate how the development will accord with the 12 criteria set out in the *Urban Design Manual*; and
- iii) Outline how the development is in accordance with the Development Plan policy objectives and standards.

Applicants may wish to include photomontages and sketches to support their application.

13.8.9 Residential Amenity

13.8.9.1 Privacy

Residential developments shall be designed to take account of the amenities of existing residents in the locality of a development area, in addition to the amenities of future residents of the development. Whilst some degree of overlooking between properties is likely to occur in urban areas, efforts shall be made to minimise the extent of this overlooking where this is possible. A minimum of 22 metres separation between directly opposing first floor habitable rooms in residential properties shall generally be observed. This separation distance is not required for windows in non-habitable rooms such as bathrooms, stairwells or landings.

There may be instances where a reduction in separation distances may be acceptable. This is dependent on the orientation, location, and internal layout of the development and its relationship with any surrounding buildings. Any applications for such developments will be assessed on a case-by-case basis.

Where the front elevation of new properties in urban locations are close to or abut the public footpath, consideration shall be given to providing some form of buffer such as a planting strip between the property and the footpath where this is feasible.

13.8.10 Daylight and Sunlight

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

The Building Research Establishment (BRE) guidelines *'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (2011)* and *BS 8206-2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'* - provide useful guidance on avoiding unacceptable loss of light and ensuring developments provide minimum standards of daylight for new units. Section 6.7 of the *'Apartment Guidelines'* states that where a proposal may not be able to fully meet all the requirements of the daylight provisions, this must be clearly identified and a rationale for any alternative, compensatory design solution must be set out, in respect of which the planning authority should apply their discretion, having regard to local factors including site specific constraints and the balancing of that assessment against the desirability of achieving wider planning objectives.

13.8.11 Boundary Treatment

Boundary treatments in residential developments shall consist of the following:

- i) The rear boundary shall consist of a 2 metre high block wall;
- ii) Side boundaries between properties shall be 2 metres in height. If timber boundaries are to be used they must be bonded and supported by concrete posts;
- iii) Walls bounding any public areas shall be rendered and capped on both sides; and
- iv) Front boundaries along the estate road and between properties shall be agreed as part of the planning application. They can be open plan, planted, consist of a low-level wall or railing, or as otherwise agreed with the Planning Authority.

13.8.12 Landscaping

Landscaping proposals shall be included with all applications. This includes a full schedule of all planting to be carried out and a timescale for planting. If any trees or hedgerows are to be retained this shall be clearly detailed on drawings.

Where existing trees are required to be removed to facilitate a development, replacement native trees at a ratio of 5:1 shall be planted in Drogheda and Dundalk, with a requirement of 10:1 in the County area. Any planting shall consist of native species (trees, hedgerow, shrubs, and wildflowers) and low maintenance pollinator friendly perennials.

13.8.13 Dwelling Design, Size and Mix

To support a variety of household types and tenures, new residential developments, and in particular larger schemes in excess of 25 units shall endeavour to provide an appropriate mix of residential accommodation.

Greater consideration shall be given to providing suitable accommodation for older persons and people with a disability. This includes adaptable homes that can be altered to meet the needs of residents through the different stages of life.

Developments in excess of 50 units are encouraged to provide single storey units to meet the needs of older persons.

Residential developments in excess of 100 units will be required to provide at least one single storey unit for every 100 residential units unless it can be demonstrated by an appropriately qualified professional that there is no demand for this type of accommodation.

All residential developments shall be designed to a high standard.

Modern and innovative designs that have a positive impact on the surrounding streetscape are encouraged.

In order to create variety in the streetscape a mixture of building types, heights and finishes are encouraged, particularly in larger developments. This could include minor variations such as projections or canopies to avoid a repetitive streetscape. A full schedule of external finishes shall be provided.

13.8.14 Climate Change and Energy Efficiency

Buildings that are designed to adapt to the potential impacts of climate change such as flooding or increased temperatures in addition to improving energy efficiency are encouraged. Such designs will result in a more resilient and adaptable building stock that will support more sustainable communities and lifestyles.

13.8.15 Public Open Space

The provision of quality public open spaces in a residential environment can have multiple benefits to a local neighbourhood.

These open spaces can add to the attractiveness of an area by creating a sense of place.

If designed and located appropriately, they can become an integral part of a development that promotes social interaction and physical activity, whilst also providing important links and connections within the development and to surrounding neighbourhoods. They can also be used to support and improve biodiversity in neighbourhoods.

Open space can include passive areas of green space that consist of landscaped areas that soften the streetscape and more active areas where children can play and adults can walk.

In order to maximise the potential use of areas of open space they should be functional, conveniently located, easily accessible and passively overlooked in order to provide safety and security.

Public open space within a development shall normally equate to 15% of the total site area. In developments where the standard of the open space is of a high quality due to its location, functionality and any additional detailing proposed e.g. paving, landscaping or surfaced play areas and equipment, a reduced rate of open space may be acceptable. Such a reduction will be assessed on a case-by-case basis.

For residential developments of up to five dwelling units where the layout is of a high quality and includes private open space in excess of the minimum area recommended there shall be no requirement to provide public open space.

13.8.16 Play Facilities in Residential Developments

Children should have access to safe and secure outdoor play opportunities that are accessible from their homes. Children's play areas include traditional playgrounds with formal play equipment and natural play spaces with natural features that promote informal children's play.

Developments of 50 units or more shall include proposals for the provision of a dedicated children's play area designed to the satisfaction of the Planning Authority.

13.8.17 Private Open Space

An area of functional private open space is an important aspect of creating a quality residential environment that provides a safe and secure outdoor area for children and adults. New dwellings and apartments shall be provided with a functional area of private open space as set out in Table 13.4.

Table 13.4: Private Open Space Requirements

Unit Type	Town Centre and Infill / Brownfield Locations	Greenfield / Suburban locations
Dwelling	Minimum private open space requirement (m ²)	Minimum private open space requirement (m ²)
1-2 Bedroom	50	60
3 or More Bedrooms	60	80
Apartments and Duplexes	See table 13.5	

13.8.18 Car and Cycle Parking

The car and cycle parking requirements for residential properties are set out in Tables 13.11 and 13.12 in this chapter.

In new housing areas, car parking is normally provided to the front of properties creating a linear streetscape dominated by hard surfacing. Consideration should be given to breaking these parking areas up by altering the car parking layout in certain locations e.g. on corner sites to facilitate the provision of a front garden area parking could be provided up the side of a property. This would reduce the dominance of parking areas and introduce variety to the street scene.

Any areas of communal parking shall be appropriately designed and conveniently located for residents with suitable lighting provided.

In communal parking areas the necessary ducting and wiring to facilitate the installation of Electric Vehicle charging points shall be provided at a rate of 20% of total spaces. (See section 13.16.9 for further details).

A secure and conveniently located cycle parking area shall be provided in apartment developments. This cycle parking area shall be covered.

There may be cases where a reduced car parking requirement may be appropriate including in the following circumstances:

- There is sufficient parking available in the vicinity of the development to cater for any shortfall;
- The nature of the development is such that existing parking spaces in the vicinity could facilitate the dual use of parking spaces, particularly if the development operated at off-peak times;
- The public transport links available would reduce the demand for car parking; and
- The central location of the development is such that the customers/residents/users of the development would be likely to walk or cycle.

A Transport Mobility Management Plan supporting any reduction in car parking would be required with any application where the quantum of parking is significantly below that set out in the Car Parking Standards.

In addition to the above, a reduction in the parking requirement will be facilitated where there would be a conflict between the conservation objectives of the Protected Structure or the Architectural Conservation Area and the car parking requirement, subject to the shortfall in parking being met by on-street parking in the vicinity.

13.8.19 Bin Storage

Provision shall be made for the storage, segregation and recycling of waste in residential developments. Where communal bin facilities are being provided they shall be conveniently located, screened, and well ventilated.

13.8.20 Public Art

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

13.8.21 Naming of Developments

It shall be a condition of planning permission for new residential schemes that the developer will submit a scheme for the naming and numbering of the development prior to the commencement of development. The name of the development is required to reflect the local or historical context in which it is located and will be required to get the approval of the Council's Place Names Committee. The name of the development shall be clearly identified at the entrance.

13.8.22 Lighting

All public lighting in new residential developments shall be high performance low energy LED lanterns or any upgraded lantern as agreed with the Planning Authority.

13.8.23 Gated Communities

Gated communities are communities or developments where access to the public is not readily available. They will generally not be permitted, as they do not promote permeability or integration with the surrounding neighbourhood.

13.8.24 Taking in Charge

The policy and procedures for the Taking in Charge of Housing Estates is set out in the Council policy document: *Taking in Charge Policy/Release of bond for completed Private Housing Developments*.

13.8.25 Schools and New Residential Development

Any application for a development in excess of 200 residential units shall include a report identifying the demand for school places likely to be generated by the development and the demand for existing schools in the area to cater for this demand.

13.8.26 Childcare Facilities in New Residential Developments

The *Guidelines on Childcare Facilities (2001)* recommend that in larger residential developments that one childcare facility (with a capacity of 20 child places) is provided for every 75 residential units.

These childcare facilities shall be centrally located within a development where there are pedestrian and cycle links in addition to a set down/drop off area for parents using a private car.

The requirement for a crèche facility will take account of existing facilities in the area, local demographics, and the likely demand to be generated by the development.

Input will also be received from the County Childcare Committee. Any application for a development that does not include a crèche will require the preparation of an evidence based report prepared in consultation with the County Childcare Committee clearly demonstrating that there is sufficient childcare facilities available in the area.

In these instances and with the agreement of the Planning Authority, developers will be required to provide in lieu, other community benefits by way of direct provision or financial contribution.

13.8.27 Apartments

Apartment developments can provide a mix of unit sizes and types that can meet the residential needs of a wide range of the population. They can also deliver higher density developments that support the delivery of more compact settlements. In order to make apartment living more appealing, the design, layout and setting of apartments need to be of a high quality.

The suitability of a specific site for the development of apartments will be considered on a case-by-case basis and will take account of the location, the prevailing pattern of development of the area, the proximity to local amenities and services, and the scale of development proposed.

Apartments shall generally be located in central urban areas within a reasonable walking distance (up to 15 minutes) of town centres, public transport, or employment areas. Outside of the central areas of towns, apartments are more likely to form part of a larger residential scheme than be a standalone development.

However, there may be opportunities to provide smaller apartment schemes on infill or brownfield lands in these locations.

13.8.28 Design Standards for New Apartments

The Design Standards for New Apartments (2018) set out the design criteria for apartment developments. All applications for apartments are required to demonstrate compliance with these Guidelines and the Specific Planning Policy Requirements. Details of the following design criteria are set out in the Guidelines:

- Location;
- Apartment mix;
- Internal space and floor areas;
- Dual aspect ratios;
- Floor to ceiling height;
- Apartments to stair/lift core ratios;
- Storage spaces;
- Amenity spaces; and
- Car parking.

For ease of reference, some of the key requirements of the Guidelines are as follows¹:

- A minimum of 33% of apartments in any development shall be dual aspect;
- A minimum floor to ceiling height of 2.7 metres is required on the ground floor;

¹ Please refer to the Design Standards for full details of the requirements.

- Private amenity space shall primarily be accessible from the main living area in the form of balconies/terraces. Where feasible covered balconies or ‘Winter Gardens’ shall be considered in apartments for older persons;
- Communal amenity space shall be provided; and
- For apartment schemes of 10 or more units, the majority of apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2, or 3 bedroom unit types, by a minimum of 10%.

The minimum standards for floor areas, private open space, and storage provision that shall be required are set out in Table 13.5.

Table 13.5: Standards for Apartments

Apartment Unit Type	Floor Area	Storage	Private Open Space
Studio	37m ²	3 m ²	4 m ²
One bedroom	45 m ²	3 m ²	5 m ²
Two bedroom (3 person)	63 m ²	5 m ²	6 m ²
Two bedroom (4 person)	73 m ²	6 m ²	7 m ²
Three bedroom	90 m ²	9 m ²	9 m ²

13.8.29 Design Schedule

Any application for an apartment development or a mixed-use development including apartments shall include a schedule that provides the following information:

- The number and type of apartments and associated individual unit floor areas;
- Details of apartment aspect (dual or single) and orientation;
- Principle dimensions of each room as well as the aggregate floor areas;

- Details of internal and external storage space;
- Quantum of proposed private amenity space;
- Communal open space; and
- Storage and collection of waste materials.

There may be cases where the requirements of these standards cannot be met. Subject to the design quality of the development, these standards may be relaxed in part. This will be assessed on a case-by-case basis.

A supporting statement outlining why the development should be positively considered shall be included with any application that does not meet all the requirements of the standards.

13.8.30 General

In order to reduce the maintenance requirements of apartment developments, careful consideration should be made to the design and finishes of the building(s).

To prevent demands for the installation of numerous satellite dishes, provision should be made for locating communal or individual dishes on less visible parts of the building such as roof level.

13.8.31 Mixed Use Development

In considering proposals for mixed-use developments, minimising any potential conflict between uses, preserving, and protecting amenity will be key considerations. This includes issues such as air quality, noise and security.

All commercial developments shall include measures to control the extraction of fumes and odours. The design of new mixed-use buildings shall include provision for internal ducting or flues so that ground floor units have the potential for fumes to be extracted to and discharged at roof level.

13.8.32 Infill and Backland Development in Urban Areas

An infill site is a vacant or under-used area of land between existing buildings whilst a backland site is an area of land to the rear of existing buildings.

The development of infill and backland sites support the principles of compact growth and the consolidation of development in existing built up areas.

When developing such lands it is important to maintain a balance between preserving existing amenities and neighbourhood character, and implementing a policy of compact development. Where opportunities arise for infill or backland development, the following considerations shall be taken into account:

- The prevailing density and pattern of development in the immediate area including plot sizes, building heights, and the proportions of buildings;
- The design of the building(s) shall be of a high quality and make a positive contribution to the local streetscape and character. Innovative and contemporary designs will be acceptable if it is demonstrated such designs would positively benefit the built environment;
- Impact on the residential amenities of surrounding properties such as the potential loss of daylight or new/increased overlooking;
- Private open space for existing and proposed properties;
- Car parking for existing and proposed residential units shall be in accordance with the car parking standards set out in Table 13.11 in this chapter. Adequate circulation for the parking and turning of vehicles within the curtilage of sites should be provided; and

- The location and orientation of any building(s) and windows in such building(s) shall take cognisance of the potential of adjacent infill/backland sites being developed and shall not prejudice the development potential of such lands.

Whilst infill and backland development will normally be required to comply with Development Plan standards there may be circumstances where these standards can be relaxed, particularly if it will result in the development of vacant or under-utilised lands in central areas of towns and villages. This will be assessed on a case-by-case basis.

13.8.33 Sub-division of Dwellings

The sub-division of an existing dwelling into self-contained units or apartments will be considered based on the location of the property, the potential impact the development would have on the character of the area and the amenities of surrounding properties, and the quality of accommodation to be provided for future occupants. Existing and proposed car parking provision will also be considered.

The sub-division of dwellings will normally be required to comply with Development Plan Standards and the Design Standards for Apartments.

However, there may be circumstances where these standards can be relaxed due to the design and layout of the existing building or if the development would bring vacant or underutilised properties back into use. This will be assessed on a case-by-case basis, with consideration given to the quality of the development.

13.8.34 Town Centre Living

As part of the strategy of promoting town centre living and improving the vibrancy and diversity of uses in town and village centres, there will generally be a presumption in favour of providing residential accommodation in the upper floors of buildings in town and village centres. Residential development may be considered at ground floor level in certain circumstances or locations where there has been a sustained level of vacancy over a prolonged period.

This will normally be on lands outside the Core Retail Area of town centres. The provision of such accommodation will only be facilitated in circumstances where it is demonstrated the development would complement the role of the town centre as a 'destination' for commercial, social or cultural activities.

Whilst proposals for the redevelopment of the buildings will normally be required to meet the Development Plan Standards set out in this Plan and the Design Standards for New Apartments, it is recognised that in some cases it may be difficult to retrofit older buildings to bring them up to current residential standards. Taking this into account, and subject to the design quality of the development, there may be circumstances where the design standards can be relaxed in part.

This will be assessed on a case-by-case basis. A supporting statement outlining why the development should be positively considered shall be included with any application that does not meet all the requirements of the Guidelines.

13.8.35 House Extensions

The extension or renovation of dwellings is generally encouraged and supported as it results in the upgrade and/or improvement to an existing building, maximises the existing building stock, and is often more sustainable than the construction of a new dwelling unit.

There is a broad range in the type and scale of extensions applied for in the County. This is often dependent on the location of the property (e.g. in an urban or rural environment), the house type of the subject property, and the plot size of the property. Some of the extensions applied for include porches, sunrooms, installation of dormer windows, increase in roof height, side, ground floor and first floor extensions.

Any application for the extension to or renovation of a property shall consider the following:

- **Scale** – The scale of the extension shall normally be ancillary to the main dwelling. There are, however, circumstances where an existing property is limited in size (e.g. a single bedroom cottage) and a large extension is required to allow it to be brought up to modern living standards. Such developments will be considered on a case-by-case basis and will require a sensitive design to ensure that the proposal will not dominate the local streetscape and has a plot size that can absorb the development.
- **Design** – Whilst the design of extensions shall normally reflect the character of the existing property, contemporary and innovative designs that would make a positive contribution to the local streetscape will be considered.

- **Privacy** – Extensions shall not result in any new opportunities for overlooking into properties where no previous overlooking existed unless appropriate separation distances can be achieved and the extent of overlooking from an existing property will not be significantly increased because of the extension.
- **Daylight** – Extensions shall not result in a significant decrease in daylight or sunlight entering a property. There may be instances where a daylight and sunlight assessment will be required. This shall be carried out in accordance with the recommendations of the BRE Guidance *'Site Layout Planning for Daylight and Sunlight': A Guide to Good Practice (2011)*.
- **Private Open Space** – An adequate area of functional private open space shall be retained.
- **Car Parking** – Any loss of on-site car parking shall not result in a requirement for vehicular parking on the public road, particularly in locations where there is no or limited additional on street parking available.
- **Services** – If the property is served by an individual on-site wastewater treatment system this system must have the capacity to accommodate any additional loading in accordance with the requirements of the *EPA Code of Practice: Domestic Waste Water Treatment Systems (p.e. ≤10) (2021)*. This may result in the requirement for existing on-site systems to be upgraded to the current standards.

13.8.36 Family Flat / Independent Living Unit

A family flat or independent living unit is a separate unit of living accommodation on the site of an existing dwelling unit used to accommodate an immediate family member of the main household on the site. The construction of an extension or conversion of part of an existing house or garage/outbuilding to a family flat or independent living unit, shall comply with the following requirements:

- **Rationale** – The need for the development must be clearly set out.
- **Scale** – The family flat shall be ancillary to the main dwelling and shall be modest in size and scale with a floor space that shall generally not exceed 50m².
- **Integration** – If attached to the main dwelling an internal link shall be provided.
- **Ownership** – It shall not be sold or let as an independent unit and shall remain in the same ownership as the main dwelling on the site.
- **Access** – It shall not have a separate vehicular access.
- **Services** – If the property is served by an individual onsite wastewater treatment system this system must have the capacity to accommodate any additional loading in accordance with the requirements of the *EPA Code of Practice: Domestic Waste Water Treatment Systems (p.e. ≤10) (2021)*. This may result in the requirement for existing on-site systems to be upgraded to the current standards.

13.8.37 Domestic Garages and Outbuildings

The purpose of garages and outbuildings within the curtilage of residential properties is normally for storage and needs that are incidental to the dwelling on site. Whilst there has been an increasing demand for larger garages, it is important that any garage is proportionate to the existing property so that it will integrate into the local environment. Garages will normally be positioned to the side or rear of the dwelling and will be designed and finished in materials that match the dwelling.

The uses of garages will be strictly controlled to uses incidental to the residential property. The Planning Authority will not normally grant planning permission for a garage or outbuilding of a design or scale that is not in proportion or in keeping with the existing dwelling.

Any application for such a development would require a clear rationale setting out the reasons for the development, the intended use of the garage/building, and how it would integrate into the local environment. These applications will be assessed on a case-by-case basis.

13.9 HOUSING IN THE OPEN COUNTRYSIDE

13.9.1 Context

The countryside in Louth is a valuable resource that provides a scenic landscape enjoyed by residents and visitors, and farmland that delivers high quality agricultural produce.

Whilst this Plan acknowledges the desire of local residents to live in the rural area, the provision of one-off housing in the open countryside must be carefully managed in order to protect the landscape and countryside for future generations to work in and enjoy.

As we transition towards a low carbon economy, we must also consider how the dispersed pattern of development associated with one off housing impacts on climate change and how rural communities can reduce their carbon footprint and contribute to a more sustainable way of living.

The following sections will set out the key criteria to be considered when choosing a site and designing a dwelling in the open countryside.

13.9.2 Louth Countryside

Louth has a diverse topography and varied landscape that includes an extensive coastline, upland, drumlin, and mountainous areas, lake areas, river systems and lands that are more low-lying. The Council's Landscape Character Assessment, details of which are set out in Chapter 8 Natural Heritage, Biodiversity, and Green Infrastructure describes nine distinct landscapes as follows:

1. Cooley Lowlands and Coastal Areas - relatively flat sloping to the sea;
2. Carlingford Lough and Mountains (including West Feede Uplands and Slieve Gullion) - mountainous area and open moorland;
3. Lower Faughart, Castletown and Flurry Bridge River Basins - landscapes dictated by landform and drainage areas;
4. Louth Drumlins and Lake Areas - contains the familiar rounded and smooth hills associated with a drumlin landscape;
5. Muirhevna Plain - a large plain occupying the midland region and containing the most fertile agricultural farmland;

6. Dundalk Bay (includes the salt marshes and mudflats) - landform is quite flat and extends from Dundalk to Dunany Point;
7. Dunany, Boyne and Estuary Coast - flat landscape with the exception of the head at Clogherhead and Castlecoo Hill;
8. Uplands of Collon and Monasterboice - an elevated plateau rich in archaeological monuments; and
9. Boyne and Mattock Valley - slopes gradually down from Monasterboice and Collon with a lot of tree cover and mature hedgerows concealing the landform of the area.

More detailed information on these unique areas can be accessed [here](#).

In addition to the landscape character areas there are also parts of the County designated as Areas of Outstanding Natural Beauty (AONB) and Areas of High Scenic Quality (AHSQ) by reason of their unspoilt natural landscape and scenic quality. The location of these designated areas are set out in Tables 13.6 and 13.7.

Table 13.6: Areas of Outstanding Natural Beauty

Reference	Area of Outstanding Natural Beauty (AONB)
AONB 1	Carlingford and Feede Mountains
AONB 2	Clogherhead and Port Oriel

At the preliminary stages of identifying a site, the Landscape Character Assessment should be consulted to identify any sensitivities or distinct features and characteristics associated with the landscape in which the site is located. It should also be determined if the site lies within an Area of Outstanding Natural Beauty or Area of High Scenic Quality.

Table 13.7: Areas of High Scenic Quality

Reference	Area of High Scenic Quality (AHSQ)
AHSQ 1	Feede Mountains and Cooley Area
AHSQ 2	Monasterboice
AHSQ 3	Boyne Valley/King Williams Glen
AHSQ 4	Collon Uplands
AHSQ 5	Dunany
AHSQ 6	Ardee Bog

13.9.3 Criteria for Development in Areas of Significant Cultural Value

Section 13.19.9 sets out specific criteria that is required to be considered for developments that are in proximity to the Brú na Bóinne UNESCO World Heritage Site, the Tentative World Heritage Site of Monasterboice and the Battle of the Boyne Battlefield Sites.

13.9.4 Site Selection

When identifying a site for a rural dwelling, it is recommended that an appraisal of the subject site and its surroundings be carried out. This includes the physical features such as the topography of the site and surrounding area, soils, existing boundaries, prevailing wind direction and proximity to water bodies.

Other considerations include the presence of any ecology or heritage features, how the site will be accessed, the extent and distance to which the development might be seen from public vantage points (short and long distance views) and if the site is located along any listed views and prospects (see Chapter 8 Natural Heritage, Biodiversity and Green Infrastructure).

When choosing a site careful consideration should be given as to how a dwelling in the chosen location would integrate into the surrounding landscape. If the site is elevated or exposed with no natural features to provide screening or a backdrop, it may be difficult to design a dwelling that would integrate into the local landscape and therefore the site may not be suitable for development.

In addition to integration, the ability of the landscape to absorb further development of one-off housing should also be taken into account.

If there is an existing proliferation of one-off houses in the area, the local landscape may be at a point where any further development would completely erode the rural character of the area.

Evidence of over proliferation of housing includes the number of existing dwellings in the area, the extent of intermittent views of dwellings, and the capacity of the local road network to accommodate further development.

Areas of the County where the character of the countryside is under severe pressure or being extensively eroded will generally not be suitable for any further development of one-off housing.

13.9.5 Ribbon Development

Ribbon development is a prevalent issue in the County that is having a detrimental impact on the character of the rural landscape.

The Sustainable Rural Housing Guidelines define ribbon development as five or more houses on any one side of a given 250 metres of road frontage. Ribbon development does not necessarily have to be served by individual accesses nor have a continuous or uniform building line.

Buildings sited back, staggered, or at angles and with gaps between them can still represent ribbon development, if they have a common frontage or they are visually linked.

In cases where a development would create or extend ribbon development, the proposal will not be considered favourably.

13.9.6 Backland Development

The Planning Authority will not generally favour proposals which involve development located to the rear of established buildings, located along a private lane off public roads and which introduce a piecemeal form of backland development.

This type of development results in a scattered arrangement of housing or clustered to the rear of existing properties and often long laneways to reach the properties.

It is not respectful of the traditional settlement pattern, creates a built-up appearance thereby eroding the rural character and further fragmenting agricultural lands, reduces residential amenity standards and can have an impact on traffic safety.

Backland Development will only be considered in Rural Policy Zones 1 and 2 where the applicants' site has been owned by the family for at least 15 years and the landholding is at least 1.5 hectares. Only one dwelling will be permitted per landowner (as defined above). Any backland development should be accompanied by a deed of right of way to the proposed dwelling and must not have a negative impact on traffic safety.

13.9.7 Visual Impact Assessments

In some instances, the Planning Authority may request the preparation of a Visual Impact Assessment (VIA) particularly for proposals within sensitive/prominent areas including Areas of Outstanding Natural Beauty, Areas of High Scenic Quality, or along scenic routes, or development that may infringe upon listed views and/or prospects (see Chapter 8 Natural Heritage, Biodiversity, and Green Infrastructure).

A Visual Impact Assessment will be required to include the following:

- A full appraisal of the proposed visibility and prominence of the development within its immediate surroundings from short and long distance vantage points and any changes in character of existing views or the local landscape as a result of the development. Photomontages of the development from surrounding vantage points shall be included with any Visual Impact Assessment; and
- Full assessment of any impacts the proposal may have on listed views or heritage sites and consideration of the surrounding land/vegetation cover.

13.9.8 House Design – New Build

The design, scale, and form of a dwelling (and any associated garage or outbuildings) shall be sensitive to the landscape in which it is located. Any building that is a prominent or obtrusive feature in the landscape will not be considered favourably.

Local traditional house builds are fine examples of how best to integrate buildings into the landscape.

These houses were mainly of a small, plain and simple construction, built without the benefit of any formal plan, drawing or written specification.

Topography, materials and climate, as well as the style of their community influenced their design and construction. They were practical, simple in shape and form, occupied a smaller holding and sat low key in the landform.

Contemporary buildings, finished and designed appropriately, will be considered if it can be demonstrated the development would integrate into and make a positive contribution to the local landscape.

13.9.9 Design, Detailing and Material Finishes

It is important that traditional form, detailing and material finishes are respected in new houses in the countryside. Due regard shall be given to the following:

- The form and proportions of a new build are key elements in the design and strongly influence its visual impact on the landscape; Forms which incorporate a simple plan of modest scale and vertical emphasis to gables work best;
- A new dwelling shall respect the character and appearance of the land through appropriate design and working with the site's natural features, contours and ecology;
- The scale of a new dwelling shall be appropriate to its setting. Large houses may require a well screened site and be subdivided into smaller elements of traditional form to secure a less bulky design and better integration with their surroundings; and

- Where the site can suitably accommodate and absorb the design, contemporary re-interpretations of traditional form are welcomed. Successful contemporary designs have incorporated linear form, often broken up into smaller elements, including the one-room deep concept, traditional materials, pitched or curve barrel vaulted roofs and small lean-tos;
- The size and shape of the windows and door openings, which dictate the solid/void ratio. The design shall entail a greater wall surface area than windows or door openings, and openings shall have a simple, vertical and symmetrical arrangement;
- Fenestration details, including window openings, shall be appropriately designed to be in proportion to the development and complement the style of the building. They shall be sensitively designed and positioned to maximise on natural lighting and solar gain;
- Dormer windows where proposed, should be limited and shall extend up from the façade of the dwelling as opposed to protruding from the roof slope;
- A traditional roof form with a pitch of 30 to 40 degrees will be encouraged;
- Relative simplicity of design and discretion in the use of materials, texture and colour will greatly enhance the appearance of a new building;
- Materials used on new dwellings shall be guided by the finishes on local traditional buildings, which complement the rural area. Non-traditional finishes shall be avoided. Where stone is proposed, this shall be a natural stone and sourced locally where possible;
- Where contemporary materials are proposed, these shall complement and work well with those traditionally used. These materials may not be suitable for every locality and in particularly sensitive and scenic areas;
- Chimneys shall normally be centrally located on the ridge with vertical proportion. Chimneys at gable ends shall normally be flush with the gable;
- Porches and conservatories shall be simple in design and in proportion to the dwelling;
- Fussy detailing, decorative fascia's, ornamentation and mock designs shall be avoided; and
- Consideration shall be given to incorporating the 'Universal Design' concept into the design of dwellings to make them safe and accessible for everyone regardless of age, disability or status in life. They shall also allow for extension or adaptation to cater for people with disabilities.

13.9.10 Garages and Outbuildings

The purpose of garages and outbuildings within the curtilage of residential properties is normally for storage and needs that are incidental to the dwelling on site.

Garages will normally be positioned to the side or rear of the dwelling and will be designed and finished in materials that match the dwelling. The design and scale of any garage shall be proportionate to the dwelling.

Outbuildings that will have a use incidental to the dwelling will be considered on a case-by-case basis and will be dependent on the location, the nature of the use and the design and scale of the building.

13.9.11 Restoration and Replacement

Traditional vernacular dwellings make an important contribution to the character and appearance of our local rural landscapes. However, there has been a tendency to replace rather than upgrade older rural traditional dwellings, which is depleting our vernacular dwelling and building stock.

The Planning Authority will therefore encourage the preservation and upkeep of a vernacular dwelling through careful restoration or adaptation over its demolition and replacement. The same applies for the reuse of vernacular buildings which exist within the Louth countryside such as former schoolhouses, churches, older traditional farm and outbuildings.

The Planning Authority will also encourage the restoration or adaptation of these buildings to dwellings as opposed to their demolition. Consideration may also be given to the reuse and adaptation of these buildings to non-residential uses.

Where a new building is necessary and deemed acceptable, consideration should be given to retaining and incorporating any vernacular and historic building, which occupies the site, into the design proposal.

13.9.12 Refurbishment of Existing Vernacular Dwellings and Buildings

The following criteria shall be considered as part of the assessment of any application to refurbish or extend a vernacular dwelling or building:

- The structural integrity of the building. A building survey or Engineer's report from a suitably qualified professional shall be included with any application confirming that all external structural walls and internal walls are substantially intact and the building is capable of being renovated/refurbished without demolition;
- Any extension/alteration to the building respects the character and setting of the building and is complementary to the character of the existing building; and
- The design and scale of any extension is sympathetic to the scale, massing, and architectural style of the existing building.

A construction management plan prepared by an appropriately qualified professional shall be included with any application setting out how the building will be protected from collapse during the renovation and refurbishment of the building.

13.9.13 Replacement Dwellings

Consideration will be given to the replacement of existing habitable dwellings where the dwelling to be replaced is not considered to be a vernacular building or does not make an important contribution to local heritage.

In cases where a dwelling has recently been destroyed by a fire, consideration will be given for a replacement dwelling.

The following criteria shall be considered as part of the assessment of any application for a replacement dwelling:

- The original structure was last used as a dwelling and that its roof, internal and external walls are generally intact;
- In the assessment of whether a house which it is proposed to replace is habitable or not, the Planning Authority will rely on the definition of a “habitable house” as defined in Section 2 of the *Planning and Development Act 2000 (as amended)*;
- The new dwelling shall not have a visual impact significantly greater than the dwelling to be replaced;
- The new dwelling shall be located within the curtilage of the dwelling to be replaced and shall generally be located on the footprint of the dwelling to be replaced, unless it can be demonstrated that an alternative position would provide visual, environmental, public health or traffic safety benefits;
- Where an existing access to a dwelling to be replaced does not meet current road safety standards consideration shall be given to improving the design of the access in the interests of road safety. See Section 13.16.17 for further details; and
- All necessary services shall be capable of being provided without creating significant adverse impact on the local landscape or environment.

13.9.14 Access

When designing an access for a rural dwelling the following factors shall be taken into account:

- The road network serving the site shall be capable and of a suitable quality to accommodate the additional access and traffic that would be attracted to the site.
- Applications must demonstrate that a safe access and egress to and from the site on to the public road can be achieved.
The design of accesses including required visibility standards for new entrances are set out in the Development Management Standards for Roads (Section 13.16.17). There are restrictions on accesses to National and Protected Regional Roads in order to maintain the efficiency and functionality of the National and Regional Road Network.
- Further details on these restrictions and exemptions are set out in Table 7.9 and 7.10 of the Movement Chapter. Section 13.16.5 in the Development Management Guidelines Chapter provides further details regarding accesses onto national and regional roads.
- Sites shall preferably be accessed off existing laneways where possible or by a shared entrance rather than providing a new access/creating a proliferation of accesses directly onto the public road;
- The entrance shall be carefully considered to achieve the required sight lines with limited removal of existing hedgerow. Sites where a safe access can only be accommodated by removing a large stretch of roadside hedgerow/ditch/stone boundaries should be avoided;

- New entrances, driveways and surfaced areas shall as far as practicable, be sensitively located to run unobtrusively alongside existing hedgerows, ditches or wall lines and respect site contours and cross them gently. Sweeping driveways shall be avoided; and
- The design and detailing of entrance pillars and gates shall be in keeping with the rural setting. Entrance furniture shall be kept to a minimum.

13.9.15 Boundary Treatments

Sites which have existing natural boundaries of a high quality are at an advantage in enabling a suitably designed dwelling to blend into the landscape. These boundaries shall be retained and augmented where necessary to assist integration. Boundary treatments shall be sensitive to the area in which the dwelling is located and shall be designed to assist its integration into the local landscape.

Landscaping consisting of compatible native species hedgerow or other suitable planting shall normally take place along all site boundaries.

Other suitable boundary treatments include appropriately sized natural stone walls, or a post and rail fence to the rear of any planting. Inappropriate boundary treatments can be out of character and visually obtrusive in the landscape and shall be avoided.

13.9.16 Landscaping

Detailed landscaping proposals shall be included with all applications. This includes a full schedule of all planting works to be carried out and a timescale for planting. Where trees or hedgerows are to be retained these shall be clearly annotated on the drawings.

Planting shall be carried out during the first available planting season following commencement of the development. Any planting which fails during the first season shall be replaced in the next planting season with a similar species.

Where feasible, any existing mature trees or hedgerow of value shall be retained. New hedging shall consist of native and local species. Common species include Hornbeam, Beech, Holly, Common Hawthorn, Privet, Field Maple, Crab Apple, Elder, Spindle and Willow.

The soil condition, exposure and local planting patterns will determine the appropriate species for the area.

New hedges integrate better into the wider landscape character if they are also inter-planted with native deciduous trees that are appropriate to that area in terms of soil type, exposure and local planting patterns. Common native trees include Oak, Ash, Hazel, Birch, Scots Pine, Rowan and Willow.

A condition requiring the lodgement of a financial bond will be included in any grant of permission to ensure the satisfactory landscaping of the site. This bond will be returned upon completion of the landscaping to the site.

13.9.17 Wastewater Treatment and Water Supply

Wastewater treatment systems should be located, constructed and maintained to the highest standards to ensure minimal impacts on water quality. Applicants must satisfy the Planning Authority that the method of disposing of wastewater is fully in compliance with the guidelines and requirements of the Environmental Protection Agency (EPA) *'Code of Practice; Domestic Waste Water Treatment Systems (Population Equivalent ≤10)* or other subsequent standards in addition to the policy objectives and criteria set out in Chapter 10 of this Plan.

Applicants shall provide details of the source of the proposed water supply in any application. Details of the location of any private well or connection to a mains water supply shall be indicated on a site layout plan.

13.9.18 Surface Water

Surface water from the site shall be disposed of within the boundaries of the site and shall not discharge onto the public road or adjoining property. Surface water attenuation and disposal details, plans and specifications shall be included with any application.

13.9.19 Rural Generated Housing Need

Applicants for one-off rural housing will be required to demonstrate compliance with the criteria relevant to the specific Rural Policy Zone in which the application site is to be located. The qualifying criteria for each policy zone is outlined in Section 3.17.4 of Chapter 3 'Housing'.

13.9.20 Residential Extensions

Extending or altering dwellings provides a means to cater for changing circumstances, upgrading or bringing older dwellings up to modern standards. However, these types of works can have a significant impact on the character and appearance of the existing house and local environment if not appropriately designed, sited and finished. Applications for residential extensions should therefore take into the following:

- **The scale, massing, design and external finishes:** – these shall be sympathetic with the built form and appearance of the existing property. However, they need not necessarily replicate or imitate the design and finish of the existing dwelling.

Contemporary and innovative designs will be considered where they would make a positive contribution to the landscape.

- **Neighbouring residents:** - Their privacy or amenities shall not be unduly affected by way of overlooking, overshadowing and/or by way of dominance.
- **Recreational and domestic purposes:** – There should be sufficient space remaining within the curtilage of the property for amenity, parking and the manoeuvring of vehicles.
- **Services:** – If the property is served by an individual on-site wastewater treatment system, this system must have the capacity to accommodate any additional loading in accordance with the requirements of the EPA 'Code of Practice; Domestic Waste Water Treatment Systems (p.e ≤10). This may result in the requirement for existing on-site systems to be upgraded to the current standards. Social and Community.

13.9.21 Family Flat/ Independent Living Unit

A family flat or independent living unit is a separate unit of living accommodation on the site of an existing dwelling unit used to accommodate an immediate family member of the main household on the site. The construction of an extension or conversion of part of an existing house or garage/outbuilding to a family flat or independent living unit, shall comply with the following requirements:

- **Rationale** – The need for the development must be clearly set out.
- **Scale** – The family flat shall be ancillary to the main dwelling and shall be modest in size and scale with a floor space that shall generally not exceed 50m².

- **Integration** – If attached to the main dwelling an internal link shall be provided.
- **Ownership** – It shall not be sold or let as an independent unit and shall remain in the same ownership as the main dwelling on the site.
- **Access** – It shall not have a separate vehicular access.
- **Services** – If the property is served by an individual onsite wastewater treatment system this system must have the capacity to accommodate any additional loading in accordance with the requirements of the *EPA Code of Practice: Domestic Waste Water Treatment Systems (p.e. ≤10) (2021)*. This may result in the requirement for existing on-site systems to be upgraded to the current standards.

13.10 TEMPORARY RESIDENTIAL STRUCTURES

Temporary residential structures such as mobile homes, portacabins and caravans are considered to represent a substandard and haphazard form of accommodation. Permission will generally not be granted for such structures.

Where an application is received for such accommodation on a site where permission has been granted for a residential property the Planning Authority may grant temporary permission for a temporary residential structure on the site such as a mobile home. As part of any permission for such a development, the temporary structure will be required to be removed from the site upon occupation of the dwelling.

13.11 PIGEON LOFTS

The development of pigeon lofts will be required to take account of the potential impact of the development on the amenities of any surrounding properties and, in particular, any noise or odour related impacts.

Any development of pigeon lofts shall consider the following:

- Lofts should be located as far as possible from neighbouring properties and should not normally be within 5 metres of a boundary abutting an adjacent property; and
- The position and design of pigeon lofts shall strive to minimise and avoid any adverse impact on the amenities of surrounding properties.

13.12 SOCIAL AND COMMUNITY

This section provides guidance in relation to social and community developments.

13.12.1 Childcare

Childcare includes full day care, session facilities and services for pre-school children and school going children during out of school hours. Access to good quality childcare facilities contributes to the social, emotional and educational development of children. In addition, childcare has an important role to play in fostering economic development particularly at local level.

The Planning Authority will seek to facilitate the provision of childcare facilities in appropriate locations throughout the County, such as areas of concentrated employment and within new residential developments.

Applicants are recommended to seek the advice of the Louth County Childcare Committee, Tusla, HSE, and other relevant bodies in the design of childcare facilities prior to the submission of a planning application.

All childcare facilities shall be provided in accordance with the *Childcare Facilities: Guidelines for Planning Authorities (DEHLG) (2001)*.

In assessing individual planning applications for childcare facilities, the Planning Authority will have regard to the following:

- Suitability of the site for the type and size of facility proposed;
- Adequate sleeping/rest facilities;
- Adequate availability of indoor and outdoor play space;
- Convenience to public transport nodes;
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff;
- Local traffic conditions;
- Number of such facilities in the area. In this regard, the applicant shall submit a map showing locations of childcare facilities within the vicinity of the subject site and demonstrate the need for an additional facility at that location; and
- Intended hours of operation.

For new residential schemes, one childcare facility will be required to cater for 20 places in developments of 75 houses. Having regard to the guidelines, the Planning Authority will take account of existing childcare provision when considering the delivery of new facilities as part of residential development in order to avoid over provision.

In these instances and with the agreement of the Planning Authority, developers will be required to provide in lieu, other community benefits by way of direct provision or financial contribution.

The car parking requirements for childcare facilities are set out in the Parking Standards in Table 13.11 in this Chapter.

13.12.2 Places of Worship

The Council recognises the importance of places of worship and multi-faith centres in meeting the diverse religious and cultural needs of the County's population. Development proposals for the use of a building as a place of public worship or religious instruction will be considered in the context of the land use zoning, the compatibility of the use with surrounding established uses, the potential capacity of the building, the potential traffic and parking requirements, and the potential impact on residential amenity.

Planning applications for places of worship should be accompanied by details of:

- The capacity of the facility (e.g. seating capacity);
- A traffic assessment (including details of the proposed parking provision); and
- Intended hours of operation.

Extensions to existing places of worship will be considered where they do not create unacceptable traffic congestion or car parking difficulties or cause a nuisance to existing residents or businesses.

13.12.3 Educational Facilities

The Planning Authority will consider primary and secondary educational developments having regard to specific requirements of the Department of Education and guidance set out within *'The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government, 2008'*.

The need for new educational facilities or expansion of facilities at existing schools will be guided by the Department of Education.

In assessing individual planning applications for new schools and/or redevelopment/extensions of existing schools, consideration will be given to the following:

- Overall need in terms of necessity, deficiency, and opportunity to enhance or develop schools;
- Site location, proximity of school to catchment area, size of site relative to outdoor space requirements and the future needs of the school (i.e. sufficient space provided for future expansion);
- Traffic and transport impact on the surrounding road network;
- Good, safe accessible pedestrian and cyclist routes to and from the school from nearby residential and commercial areas;
- Safe access and adequate car parking layout to facilitate drop off/pick up;
- Adequate signage, lighting and boundary treatments;
- Impact on local amenities and out of school hours uses/dual functioning of school facilities;
- Conformity with land use zoning objectives; and
- Conformity with Technical Guidance Document, TGD 025 (or any such updated document), in respect of primary schools and Technical Guidance Document TGD 027 (or any such updated document) in respect of post primary schools.

Planning applications for substantial residential developments (over 200 dwellings) shall be accompanied by a report identifying the demand for school places likely to be generated and the capacity of existing schools in the vicinity to cater for such demand.

Temporary classrooms will be assessed on a case-by-case basis and will generally be accepted for a period not exceeding five years.

Such classrooms should not interfere with onsite car/cycle parking spaces or unduly impact the functionality of outdoor play/sports facilities.

Extensions to schools will generally be accepted where they will replace existing temporary classroom structures on site.

School extensions should be located having regard to adjoining amenities and amenities within the school site.

Dual function of sports facilities/halls etc. outside of school hours will be encouraged where the use of such facilities will be of a benefit to the wider community. However, any out of hours usage of the school should not be to the detriment of adjoining residential amenities.

Where feasible and practicable to do so, full details of all anticipated uses outside of school hours should accompany the planning application. All such uses outside of school hours shall be agreed in writing with the Planning Authority prior to occupation of the proposed development.

13.13 EMPLOYMENT

All employment related developments are required to be developed to a high standard. This will assist in creating an attractive environment for people to work and businesses to invest. Any planning application for business and enterprise development shall take account of the standards set out below.

In addition there are specific sections in this Chapter that provide guidance on transport, including access and car parking (Section 13.16), water services (Section 13.20) and sustainable drainage (Section 13.20.4).

These should also be reviewed when preparing an application for an employment related development.

13.13.1 Business Parks and Industrial Estates

The design and layout of business parks and industrial estates shall create a functional and attractive working environment where building design is of a high quality and pedestrians, cyclists, and motor vehicles can easily navigate around. A Masterplan will be required to be prepared for any expansive areas of undeveloped employment lands to ensure the access and internal roads, services, infrastructure requirements and phasing can be agreed in order to ensure the development of the lands can be appropriately managed and co-ordinated thus avoiding ad-hoc, piecemeal development.

13.13.2 Layout

The layout of buildings shall be of a high quality that incorporates design principles including connectivity and permeability with landscaping used to soften the visual appearance and reduce the dominance of buildings.

Pedestrian, cyclist, and public transport access (including any associated bus turning, where required) shall be a consideration in the layout of any individual employment building or a group of buildings in a business park or industrial estate.

New buildings shall generally respect established building lines and shall include an appropriate set back from any roads or footpaths, that takes account of the nature of the use, the scale of the building and the existing pattern of development in the area.

13.13.3 Design and Scale

The design and scale of any building shall be appropriate for the intended use. The visual impact of larger buildings shall be reduced by incorporating a suitable mix of finishes and architectural treatment that breaks the building up, particularly on the front elevation. Contemporary building design will be encouraged.

Landmark buildings of notable design will be encouraged at strategic locations in settlements or within business/industrial parks.

Where residential areas are adjacent to industrial and business parks or employment lands, consideration shall be given to having reduced heights where these land uses meet so as to minimise the contrast and impact between the two areas.

Roof mounted equipment such as extractor fans or antenna shall be designed to integrate into the building and shall be appropriately screened where possible.

13.13.4 Plot Ratio

The scale and intensity of employment related developments will be measured by plot ratio and site coverage. The standards, as set out in Table 13.8 will normally apply.

Table 13.8 Plot Ratio & Site Coverage for Employment Buildings

	Site Coverage	Maximum Plot Ratio
Offices	60%	2:1
Manufacturing	60%	1.5:1
Distribution / Warehousing	60%	1.5:1

13.13.5 Parking and Loading

A functional parking and set down/loading area shall be provided in accordance with the parking standards set out in Table 13.11 in this Chapter.

Adequate turning areas for delivery vehicles shall be provided within the curtilage of a site unless an alternative arrangement is agreed. This may require the preparation of an 'auto-track' analysis. Cyclist parking shall be provided in a safe, convenient location close to the main entrance of buildings.

Parking areas shall be constructed using permeable materials and incorporate the principles of SuDS (Sustainable Drainage System).

13.13.6 Workplace Travel Plan

Any proposal for a large scale employment generating development that will generate significant demand in trips such as offices, technology, and service-based developments will normally require the preparation of a Workplace Travel Plan.

The objective of a Workplace Travel Plan is to support the implementation of sustainable transport objectives and reduce the dependence on the private car. It has benefits for both businesses and employees.

The following information should be provided with any Workplace Travel Plan:

- Details of the vehicular and cyclist parking provision;
- Links between the development and public transport;
- Cyclist and pedestrian facilities;
- How the needs of people with impaired mobility will be met; and
- How people will be encouraged to use sustainable modes of transport.

13.13.7 Landscaping and Boundary Treatments

A full schedule of proposed planting (including a list of species and a timescale for planting) and boundary treatments shall be included with any application. Any planting shall consist of native species (trees, hedgerow, shrubs and wildflowers) and low maintenance pollinator friendly perennials.

The visual impact of a development shall be softened by the inclusion of landscaping along roads, boundaries and parking areas.

Where existing trees are required to be removed to facilitate a development, replacement native trees at a ratio of 5:1 shall be planted in Drogheda and Dundalk, with a requirement of 10:1 in the County area.

The front roadside boundaries shall be of a high quality. To provide continuity within a business park/industrial estate, where possible, the front roadside boundary shall be consistent with adjacent buildings. Palisade fencing along front boundaries will not be permitted.

13.13.8 Storage/Recycling Areas

Storage areas shall generally be to the rear and side of buildings and shall be suitably screened by appropriate landscaping and boundary treatment where required.

All waste and recycling areas shall normally be covered and screened from public view.

13.13.9 Noise, Lighting and Emissions

As part of the design and layout of any development, consideration must be given to the impact of the development on surrounding properties and residents in relation to air quality, excessive noise, and lighting.

External lighting shall be designed to have minimal spillage or pollution into the surrounding environment or residential areas.

Developments shall be designed to minimise noise levels. Where it is considered that a development is likely to generate excessive noise, a condition may be attached to a planning permission relating to the level of noise generation.

13.13.10 Signage

Details of all signage and any associated lighting shall be agreed as part of the planning application. The number and location of signs on an individual building and within a business park or industrial estate shall avoid a situation that would result in clutter or the over-proliferation of signage.

13.13.11 Employment Development in Rural Areas

Any planning application for an enterprise or employment related development in the open countryside will require a supporting statement setting out a rationale why the open countryside is the most appropriate location for the development. An assessment of traffic movements and in particular large vehicles such as HGVs, tractors, and vans, associated with any development and its potential impact on the local road network taking account of the width and alignment of the road will be required to be included with any application.

If it cannot be demonstrated that there is capacity in the road network to facilitate a development, it is unlikely that planning permission will be granted. Any application shall also take cognisance of the restrictions on new or intensification of existing accesses onto National and protected Regional Roads if the development is to be accessed off a Protected Road. Further details are set out in Tables 7.9 and 7.10 of the Movement Chapter.

13.13.11.1 Design, Layout and Scale

All buildings and structures in a rural area shall be designed and constructed to a high standard. The design, scale, layout, and location shall ensure the development will integrate into the surrounding environment.

Whilst traditional building styles and materials will be encouraged, contemporary designs will also be considered. The design shall ensure the buildings will be unobtrusive in the landscape.

13.13.11.2 Landscaping and Boundary Treatment

Landscaping shall be carried out as part of any development with detailed landscaping proposals included with any application setting out the type and number of species to be planted in addition to a timescale for any planting. Existing native hedgerows shall be preserved where possible.

Where existing trees are required to be removed to facilitate a development, replacement native trees at a ratio of 5:1 shall be planted in Drogheda and Dundalk, with a requirement of 10:1 in the County area.

Any boundary walls shall be unobtrusive and shall be constructed using natural stone. Block or brick walls will not be permitted.

13.13.11.3 Parking and Storage

A functional parking and set down/loading area shall be provided in accordance with the parking standards set out in Table 13.11 in this Chapter. Adequate turning areas for delivery vehicles should be provided within the curtilage of a site unless an alternative arrangement is agreed.

Storage areas shall generally be to the rear and side of buildings and shall be suitably screened by appropriate landscaping and boundary treatment where required.

13.13.11.4 Residential Amenity

The design and scale of any development shall take account of the potential impact on the amenities of surrounding properties with regard to noise, lighting, air quality and general disturbance.

13.13.11.5 Services

Any employment related development in a rural location will be required to have adequate water and wastewater facilities to meet the anticipated needs of the development.

13.13.11.6 Re-use of Vernacular Rural Buildings

The re-use of existing vacant, redundant, or abandoned vernacular buildings in the rural area is encouraged in order to preserve the architectural heritage value of such buildings. Any extensions to such buildings shall complement the original structure in terms of scale, materials and design. Modern or contemporary extensions based on these principles may be considered.

13.13.11.7 Agricultural Enterprises and Buildings

As farming practices evolve and continue to modernise, the design, scale and layout of farm buildings and farmyards has changed. Depending on the farming enterprise e.g. beef, dairying, pigs, poultry, organic or tillage, the type of housing, livestock numbers and storage facilities will vary.

Different farming types and enterprises will result in the criteria for assessing applications focusing on different issues such as visual impact, traffic, residential amenity and public health. Each application will be assessed on its individual merit and will take account of the ability of the local landscape to absorb the development, the capacity of the local infrastructure including roads, water and waste water infrastructure to accommodate any additional loading and traffic movements, and any possible impacts on the amenities of residents living in the vicinity of the development.

To assist in the assessment of planning applications for agricultural buildings and in particular new farm enterprises on an undeveloped landholding, a business plan setting out the requirement for the development will be required.

This shall include full details of the land holding, livestock number and herd number (if applicable).

New buildings shall be designed to maximise efficiency, address any pollution control requirements (e.g. collect soiled water and farm waste management), provide additional feed and machinery storage areas, and improve livestock welfare.

It is acknowledged that the scale of agricultural buildings are such that they will be visible from surrounding roads and public viewpoints.

However, new buildings shall be positioned and designed so they are as unobtrusive as possible.

When designing a building particular attention shall be given to the sensitivity of the landscape in which it will be located. If the scale and height of the building is particularly large, the reasons for a building of the particular size shall be set out. Wherever possible, new buildings shall be clustered with existing buildings in the yard.

Finishes to buildings will normally include rendered/block walls and dark coloured panels to the side and roof of buildings such as dark green, red, or grey. Landscaping can assist in the integration of new buildings into the landscape. Any planting shall include native species only. Details of how any effluent and run-off associated with the development will be collected and stored within the farmyard shall be provided.

13.13.12 Home Based Economic Activity

Proposals for home based economic activities, in urban and rural areas, will be considered on a case-by-case basis. These activities shall be ancillary to the primary use of the property as residential accommodation. The impact of the activity on the residential amenities of surrounding properties will be a key consideration.

The scale and nature of the home based activity will be such that it will be compatible with the area in which it is located and will have minimal impact on surrounding residents with regard to noise, traffic movements, odours, and general disturbance. There shall also be adequate parking facilities to accommodate the intended use.

13.14 RETAIL

It is important that new retail developments are of a high design quality and at an appropriate scale to the centre in which they are located. All retail development proposals shall take the following standards into account, in addition to the guidance contained in the '*Retail Planning Guidelines*' and associated '*Retail Design Manual*' (2012).

13.14.1 General Design Considerations

The design and layout of buildings shall be of a high quality that provides an ease of circulation for pedestrians and vehicles. Landmark buildings of notable design will be encouraged at strategic locations in settlements. The design and scale of buildings shall take account of their context and surrounding land uses and shall endeavour to make a positive contribution to the area in which they are located.

For larger developments or higher buildings, a design statement setting out the rationale for the design approach taken may be required.

Service yards shall be located to the rear of buildings and appropriately screened and landscaped.

Roof mounted equipment such as extractor fans or antenna shall be designed to integrate into the building and shall be appropriately screened where possible.

13.14.2 Loading Areas

A functional parking and set down/loading area shall be provided in accordance with the parking standards set out in Table 13.11 in this Chapter.

13.14.3 Parking

Car parking shall be provided in accordance with the parking standards set out in Table 13.11 in this Chapter. Surface parking areas shall be constructed using permeable materials and shall incorporate the principles of SuDS.

Provision of secure cycle storage facilities is essential for supporting the promotion and development of cycling as a more sustainable mode of transport. Bicycle parking for all new retail developments shall be provided in accordance with the standards set out in Table 13.12 in this Chapter.

13.14.4 Residential Amenity

As part of the design and layout of any development, consideration must be given to the impact of the development on surrounding properties and residents in relation to air quality, excessive noise, and lighting.

External lighting shall be designed to have minimal spillage or pollution into the surrounding environment or residential areas.

13.14.5 Service Stations and Retailing

Service Stations will be considered on appropriately zoned lands compatible with surrounding land uses where a safe access can be achieved and there would be no adverse impact created on the amenities of surrounding properties. They will generally not be encouraged within the core retail area of urban centres or in the open countryside.

Convenience shops are part of the normal ancillary services provided within Service Stations.

In smaller settlements, they can have a very important function as the local shop or small supermarket. In accordance with the Retail Planning Guidelines, the net floorspace of the shop should not be in excess of 100m². Where permission in excess of 100m² net floorspace is sought, the sequential approach shall apply.

Minimal advertising will be permitted at Service Stations and generally shall be restricted to a single main pillar/totem pole sign structure.

Canopies should be appropriate to their setting in terms of height and design. Internal illumination of lighting shall preferably be in the form of individual backlit letters.

Proposals for on-line or off-line motorway service facilities will be assessed in accordance with the guidance set out in the *Spatial Planning and National Roads Guidelines for Planning Authorities, DECLG (2012)*.

13.14.6 Lower Order Retailing

In assessing planning applications for lower order retail uses including Off-Licences, Betting Shops, Amusement and Gaming Arcades, Casinos, Vaping Shops, Fast Food Outlets/Takeaways, the following considerations will be taken into account:

- The need to safeguard the vitality and viability of the defined retail area and to maintain a suitable mix of retail uses;
- The proliferation of such existing facilities in the area;
- The effect on the amenities in the area arising from noise, hours of operation and litter;
- Proposed façade design, the type and degree of any advertising/lighting and its integration with the character of the area;

- Location and appearance of vents and other external services and their impact on adjoining amenities in terms of noise/smell/disturbance/visual impact;
- Careful consideration of the location of fast food outlets in the vicinity of sensitive locations such as schools and parks; and
- Fast food outlets/takeaways with proposed drive through facilities will be assessed on a case-by-case basis.

13.14.7 Town Centre Living

As part of the approach of revitalising town centres, support will be given to uses that will allow town centres to become multi-functional destinations providing services, leisure, cultural, civic, and residential uses.

The use of the upper floors of commercial properties for residential accommodation will be encouraged and, in addition, consideration may be given to proposals for residential uses at ground floor level in certain circumstances or locations where there has been a sustained level of vacancy over a prolonged period. The provision of such accommodation will only be facilitated in circumstances where it is located outside the Core Retail Area and would complement the role of the town centre as a 'destination' for commercial, social or cultural activities.

13.14.8 Shopfronts

The primary function of a shopfront is to identify a retail premises within a street using a combination of name, sign and window displays. The towns and villages of County Louth contain numerous examples of traditional shopfront designs together with large numbers of more modern design, much of which reflects a certain amount of corporate harmonisation.

13.14.9 Shopfront Design and Signage

The Planning Authority will encourage the preservation of authentic, traditional shopfronts and the provision of good quality contemporary designs. The Council has produced '*Shopfront Design Guidelines*' in order to assist designers of shop fronts and signage. These Guidelines can be accessed from this link.

Use of the Irish language in business and shopfront signage is welcomed by the Council.

In assessing planning applications for works to any element of the shop front, the Planning Authority will be guided by the design principles set out in the *Shopfront Design Guidelines*.

13.14.10 Architectural Conservation Areas and Protected Structures

Any change of use, extension, or modification to a Protected Structure or building in an Architectural Conservation Area for a commercial/retail use shall be sensitive to the character of the area in which it is located. Particular care shall be given to the location of equipment such as extractor fans.

The *Shopfront Design Guidelines* provide specific advice for signage in ACAs and Protected Structures.

13.14.11 Free-Standing Advertisement Displays

Free standing advertising displays (including digital) will be considered in certain locations such as pedestrian precincts of shopping centres and other areas of retail/commercial activity such as town centres.

The location of these advertising displays shall not interfere or impede pedestrian movement or more vulnerable road users, and shall not be a distraction for motorists.

Any proposal for a digital display will have regard to the area in which it is to be located and any possible impacts it may have on visual or residential amenities.

The height of the structures shall be sympathetic to its surroundings and shall not be unduly prominent in the streetscape. The proliferation of this signage shall be avoided.

13.14.12 Retail Park Signage

The provision of signage at a retail park is essential to provide details regarding the nature and location of the units located therein. To avoid visual clutter only one such sign incorporating a number of uniform individual advertisements will be permitted at the entrance to the development.

Any sign or associated structure should not create an obstruction to pedestrian or cyclist movement or create a traffic hazard.

13.15 TOURISM DEVELOPMENT

This section sets out the standards that will apply to developments relating to specific tourism related uses.

The Planning Authority will seek:

- To facilitate, where appropriate, proposals to improve access for all at existing tourism sites and facilities, and to require all new tourism related developments to ensure the development is accessible to everyone, regardless of their age or ability.
- To support the provision of accessible tourism; and
- To ensure all projects and improvements will adopt the principles of Universal Design.

13.15.1 Hotels, B&B's and Guest Houses

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

- Size and nature of facility;
- The compatibility with its surrounding area and land uses;
- The standard of accommodation for the intended occupiers of the premises;
- The availability of adequate, safe and convenient arrangements for car parking and servicing;
- The type of advertising proposed;
- The potential impact on the local streetscape and built heritage;
- The impact on the amenity of residents in the locality ;and
- The number of existing facilities in the area.

Car parking shall be provided in accordance with the requirements set out in Table 13.11 of this of Chapter.

13.15.2 Tourism Activities

Any proposal for a tourism related activity or development shall include a supporting business and design statement outlining the following:

- An overview of the proposal setting out how the concept for the project was initiated and why it is suited for the location chosen;
- Projected growth of the facility in the short, medium, and long term;
- How the design and scale of the development will integrate into the landscape;
- How the proposal would complement the natural and cultural heritage of the area;

- The potential impacts of the proposal on local infrastructure in particular roads and water services;
- Anticipated modes of transport to the facility;
- Any signage required; and
- How the development would complement established tourism complexes and facilities in the County.

13.15.3 Caravan and Camping Sites

Any proposed caravan or camping sites shall have regard, in scale and layout design, to the existing character of the area in which they are proposed to be located. They shall generally be located within the development boundary of established settlements meeting the highest quality and standards applicable.

Consideration will be given to small scale facilities in appropriate locations outside of towns and villages subject to a demand and need for the facility being demonstrated to the satisfaction of the Planning Authority.

This will require the preparation of a Business and Design Statement outlining why the chosen location is the most appropriate location for the facility. It will also be a requirement to demonstrate compliance with all other planning and environmental criteria including suitability of the location, design, scale, integration into the landscape, access and service arrangements, residential amenity, in addition to outlining the potential impact on natural heritage and the local environment.

13.16 TRANSPORT

This section sets out the transportation standards for development in the County. As part of the strategy of supporting the integration of land use and transportation and promoting a modal shift away from a dependence on the private car, new developments shall, as far as possible, include provision for sustainable modes of transport such as walking, cycling, and public transport.

These standards should be read in conjunction with existing national guidance, which includes the following publications:

- Design Manual for Urban Roads and Streets (DMURS);
- Roads Traffic Act, 1994 (as amended);
- Roads Traffic Act, 1994 (as amended)Traffic Signs Manual, Department of Transport, Tourism and Sport;
- Road Traffic Regulations,1997-2012;
- DN-GEO-03030 - Guidance on Minor Improvements to National Roads;
- Traffic Management Guidelines;
- Sustainable Residential Development in Urban Areas: Guidelines for Planning Authorities;
- National Cycle Manual;
- Smarter Travel;
- TII Publications / Design Manual for Roads and Bridges;
- Recommendations for Site Development Works for Housing Areas;
- Spatial Planning and National Roads: Guidelines for Planning Authorities;
- TII Publication PE-DDV-02046 Area Based Transport Assessment (ABTA) Guidance Notes ;
- TII Traffic and Transport Assessment (TTA) Guidelines (2014);
- Road Safety Impact Assessment (RSIA), TII Publication PE-PMG-02001 Road Safety Impact Assessment;

- Road Safety Audit: TII Publications GE-STY-01024 Road Safety Audit;
- DNGEO-03084 Treatment of Transition Zones to Towns and Villages on Urban Roads;
- Achieving Effective Workplace Travel Plans Guidance for Local Authorities;
- Workplace Travel Plans A Guide for Implementers; and
- Permeability Best Practice Guide.

13.16.1 Pedestrian and Cycling Facilities

The provision of quality and attractive walking and cycling facilities that are accessible, safe, and well connected to surrounding streets and neighbourhoods can lead to an increase in the number of people choosing to use these facilities. Walking and cycling facilities shall be a central element of the design of any new roads.

Footpaths shall be designed to allow pedestrians pass each other in comfort, shall have a minimum width of 2 metres, and shall accommodate people with mobility issues and those who are visually impaired.

Cycle paths shall be designed in accordance with the *Traffic Management Guidelines* and the *National Cycle Manual* and shall be provided on all new arterial/distributor roads and link roads unless a suitable alternative route is available.

Local roads shall be designed to reduce the speed of vehicles, making the road safer for other road users including cyclists. This provides opportunities to create a shared space for cyclists and motor vehicles.

Street lighting shall be provided along footpaths and cycle paths in accordance with the recommendations made in '*Site Development Works for Housing Areas*' (DoEHLG) and any subsequent publication or successor to this document.

13.16.2 Rail Network

Any development in the vicinity of existing rail lines shall comply with the setbacks and construction requirements of Iarnród Éireann, the National Transport Authority, Transport Infrastructure Ireland, and any other relevant stakeholders.

13.16.3 Bus Network

Any new or upgrades to existing roads or the development of large scale residential and employment areas, shall include provision for bus infrastructure including bus stops, shelters, and lay-bys that would improve public transport provision.

The provision of these facilities shall be agreed in consultation with the Council and the National Transport Authority. The location of bus shelters shall meet the needs of the users but shall also strive to integrate into the local streetscape and shall not unduly interfere with pedestrian and cyclist movement along the footpath.

13.16.4 Park and Ride/ Park and Share Facilities

In addition to providing parking facilities, the design and layout of Park and Ride and Park and Share facilities shall include provision for a set down area for buses, a sheltered waiting area for customers, appropriate pedestrian and cycle connectivity within the facility and from the surrounding neighbourhoods, and bicycle parking.

Park and Ride and Park and Share Facilities shall be suitably lit to provide a degree of security and public safety.

13.16.5 Roads

The national, regional, and local roads in the County perform an important economic and social function keeping people and businesses connected.

13.16.5.1 National and Regional Roads

As set out in Section 7.10 of the Movement Chapter it is important that the number of new accesses and the intensification of existing accesses onto the National and Regional road network are restricted in order to maintain the functionality, safety and efficiency of the road network. Aside from the exemptions, set out in Tables 7.9 and 7.10, any new access off a National or Protected Regional road shall be restricted to locations within the 50km/h speed limit.

Accesses in locations where the speed limit is greater than 60km/h shall generally be avoided. In transitional zones where the speed limit is 60 km/h before reducing to 50km/h an access may be considered in limited circumstances, however, would require the preparation of a road safety audit in accordance with the requirements of TII or the Infrastructure Section of the Council.

Works on National and Regional Roads shall be carried out in accordance with the TII *Design Manual for Roads and Bridges (DMRB)* or the *Design Manual for Urban Roads and Streets (DMURS)*, whichever document is applicable.

13.16.5.2 Local Roads

The width, alignment, and speed of local roads varies between locations in the County. Any works to the local road network shall be designed and carried out in accordance with the requirements of the TII *Design Manual for Roads and Bridges* or the *Design Manual for Urban Roads and Streets*. These works include improvements to existing roads or the construction of new roads.¹

¹ DMURS is applicable if the road/site is located within the 60km/h speed limit.

13.16.6 Car Parking

The method of transport people choose to use when travelling to and from a development is a determining factor in how many car parking spaces are required to service it. Whilst this Plan promotes a modal shift away from the private car to more sustainable modes of transport, the car will continue to be an important mode of transport, and therefore there will normally be a requirement to provide car parking as part of a development.

Any on-site parking areas provided within developments shall be suitably lined and surfaced. Large parking areas, particularly those used by the public or visible from public viewpoints shall be broken up with soft landscaping. Any loading bays within a development shall be located so delivery vehicles do not interfere with the movement or circulation of traffic and do not encroach onto parking spaces.

13.16.7 Disabled Parking

Disabled parking spaces shall be generally applied at the rate of 5% of spaces for developments requiring 10 or more spaces, with a minimum of one no. space. It is acknowledged that due to the nature of certain developments the number of disabled spaces required may be more than this figure.

The disabled parking requirements for such developments shall be assessed on a case-by-case basis.

13.16.8 Age Friendly Parking

In commercial developments open to the public or in residential developments with shared spaces, age friendly parking shall be provided where possible.

13.16.9 Charging Points for Electric Vehicles

In all car parking areas, provision shall be made for charging points for electric vehicles. This shall include the necessary wiring and ducting. Pending the publication of guidance on the minimum requirement of these spaces, an assessment shall be made on a case-by-case basis; however, applicants shall strive to provide these charging points in a minimum of 20% of the total spaces.

13.16.10 Dimensions of Parking Spaces

The dimensions of parking and loading spaces are set out in Table 13.9.

Table 13.9: Dimensions of Parking Spaces

Parking Space	Dimensions
Parking Space - perpendicular to kerb	5.0m x 2.5m
Parking Space - adjacent to a wall or other obstruction	5.0m x 2.75m
Parking Space - parallel to the kerb	6.0m x 2.5m
Accessible Parking Bay	5.0m x 2.5m plus 1.2m to the side and rear of each space
Loading Bay	6.0m x 3.0m
Circulation areas	6.0m in width

Table 13.10: Parking Areas in the County

Area 1	Lands Located within town and settlement centres
Area 2	Lands located adjacent to high level public transport services or lands serving a local catchment area.
Area 3	All other areas

13.16.11 Parking Standards that Reflect the Demand and Location

It is considered appropriate that the car parking requirement in the towns and villages in the County should be reflective of the anticipated parking demand. In this regard, the County has been sub-divided into three Areas, with a specific set of standards applicable in each Area. These areas are set out in Table 13.16.12.

13.16.12 Car Parking Standards

Table 13.11: Car Parking Standards

Development Type	Area 1	Area 2	Area 3
Residential Dwelling	1 per unit	1 per unit	2 per unit
Apartment	1 apartment	1 per apartment	2 per apartment
Retail – Food Retail	1 per 20m ²		
Retail Warehousing	1 per 40m ²		
Cash and Carry	1 per 50m ²		
Banks/Financial Institutions	1 per 30m ²		
Restaurants, cafes, and takeaway	1 per 20m ²		
Bars, Night Clubs, Lounges	1 per 20m ²	1 per 10m ²	1 per 5m ²
Showrooms	1 per 50m ²	1 per 50m ²	1 per 50m ²
Industry (light and general)	1 per 50m ²	1 per 50m ²	1 per 50m ²
Warehouse	1 per 100m ²	1 per 100m ²	1 per 100m ²
Offices	1 per 50m ²	1 per 20m ²	1 per 20m ²
Church, theatre, cinema, and auditorium	1 per 20 seats		
Crèches	1 per 6 children		
Schools	1 per classroom	1 per classroom	1 per classroom
Third level facilities	To be determined by P.A.	To be determined by P.A.	To be determined by P.A.
Student accommodation	To be determined by P.A.	To be determined by P.A.	To be determined by P.A.
Hotel	1 per 2 bedrooms		
Clinics, surgeries, and group medical practices	2 spaces per consulting room	2 spaces per consulting room	3 spaces per consulting room
Nursing Homes	1 per employee and 0.5 per bed	1 per employee and 0.5 per bed	1 per employee and 0.5 per bed
Commercial leisure – play centres, bowling alleys, amusement centres etc.	1 per 100m ² public space	1 per 100m ² public space	1 per 30m ² public space
Conference Centres	1 per 20 seats	1 per 20 seats	1 per 5 seats
Stadium	To Be Determined by the P.A.	To Be Determined by the P.A.	To Be Determined by the P.A.

A reduction in the car parking requirement may be acceptable where the Planning Authority is satisfied that:

- There is sufficient parking available in the vicinity of the development to cater for any shortfall;
- The nature of the development is such that existing parking spaces in the vicinity could facilitate the dual use of parking spaces, particularly if the development operated at off-peak times. Supporting documentation will be required demonstrating how the dual use will work;
- The public transport links available would reduce the demand for car parking;
- The central location of the development is such that the customers/residents/users of the development would be likely to walk or cycle; and
- There was no off street car parking provided with the existing/previous use of the property and the redevelopment of the property would not result in a significant increase in the car parking requirement.

A Transport Mobility Management Plan supporting any reduction in car parking shall be included with any application where the quantum of parking is significantly below that set out in the Car Parking Standards (Table 13.11).

Parking demand calculations shall be provided detailing the demand throughout the day from a database of similar types of development in similar circumstances.

13.16.13 Workplace Travel Plans

Workplace Travel Plans (which can also be referred to as Mobility Management Plans) seek to reduce the demand for the car by increasing the attractiveness of alternative modes of transport.

Developments that will generate significant trip demand such as new schools or developments with in excess of 100 employees shall require the preparation of a Workplace Travel Plan.

Other considerations which may trigger the requirement for these Plans include the location of the development e.g. town centre, the employment type, and the shift pattern associated with the development. The requirement for the preparation of a Workplace Travel Plan for such developments will be considered on a case-by-case basis.

The Workplace Travel Plan shall include measures to promote a modal shift towards public transport, walking, and cycling in addition to car sharing and flexible working if feasible. This can be achieved by providing facilities such as showers, locker rooms and cycle parking for walkers and cyclists, the promotion of car sharing between employees, and providing information in relation to public transport availability and walking and cycling routes.

The following information should be provided with any Workplace Travel Plan:

- Details of the parking vehicular and cyclist parking provision;
- Links between the development and public transport;
- Cyclist and pedestrian facilities;
- How the needs of people with impaired mobility will be met; and
- How people will be encouraged to use sustainable modes of transport.

13.16.14 Traffic and Transport Assessments

Traffic and Transport Assessments involve a comprehensive review of the potential transport impacts of a development on the existing transport network. This includes travel by car, commercial vehicle, cycling, walking, or public transport. Depending on the scale of a development and the associated trip demand, the Traffic and Transport Assessment may identify a requirement to change the road layout or public transport provision.

This Plan shall require the preparation of a Traffic and Transport Assessment in accordance with the *Traffic and Transport Assessment Guidelines 2014* (or any subsequent updated Guidelines), which set out the thresholds and sub-thresholds for the preparation of a Traffic and Transport Assessment. The Council may deem it appropriate to have a Traffic and Transport Assessment carried out on schemes with a value less than the thresholds if it is deemed sufficiently complex.

13.16.15 Road Safety Impact Assessment

A Road Safety Impact Assessment (RSIA) is described in the *EU Directive on Road Infrastructure Safety Management (EU RISM)* as a strategic assessment of the impact of different planning options for a new road, or for substantial modifications to an existing road, on the safety performance of the road network. A RSIA is required for such projects on the national road network. A RSIA is also recommended for similar schemes on local and regional roads. TII Publications describe the RSIA process under the standard TII PE-PMG-02001 Road Safety Impact Assessment.

A RSIA is a separate process to a Road Safety Audit (RSA). While a RSA examines the safety aspects within a scheme, a RSIA considers the safety impact of a scheme on the surrounding road network. A RSIA and a RSA both work to improve the safety performance of new roads and existing roads that require modifications.

The Council may deem it appropriate to have a RSIA carried out on schemes with a value less than the threshold for a Major Scheme if it is deemed sufficiently complex.

13.16.16 Cycle Parking

Secure cycle parking facilities shall be provided in new developments in accordance with the standards set out overleaf.

Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 13.12, whichever is greater.

Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the Planning Authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office).

All long-term (more than three hours) cycle racks shall be protected from the weather.

All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism.

Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. As such, publicly accessible cycle parking should be of ‘Sheffield’ stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high density cycle parking is provided, in a secure location, stacked cycle parking is acceptable provided it is easily used.

Visitor Parking Spaces: These are designed for ease of use by the public and visitors to a development and should strive to be within 25m from main entry points.

Such cycle parking spaces should be located in highly visible areas with good passive surveillance, which are easy to access and well lit.

Showers and Lockers facilities: In large scale commercial developments, which incorporate large amounts of cycle parking, showers and locker facilities shall be provided.

Apartments / Student Accommodation: Secure, covered communal parking should be provided at ground level as close as possible to the main entrances.

Table 13.12: Cycle Parking Standards

Development Type	Cycle Parking Requirement	
	Long term	Visitor/Short Stay
Apartment, Flat , Sheltered Housing	Minimum of 1 cycle space per bedroom. For Studio units at least 1 cycle space.	1 space per 2 units
Residential dwelling	1 space per unit	1 space per 5 units
Student accommodation	1 space per 2 bedrooms	1 space per 5 bedrooms
Shops	1 space per 5 Staff	1 space per 100m ² Gross Floor Area (GFA)
Supermarkets/large stores	1 space per 5 Staff	1 space per 250m ² GFA
Offices	1 space per 200m ² GFA	1 space per 200m ² GFA
Industry/warehousing	1 space per 5 Staff	To be determined by the Planning Authority
Theatre, cinema, church, stadium	1 space per 5 Staff	1 space per 10 Seats
Hotels, guest houses	1 space per 5 staff	1 space per 20 beds
Hostels	1 space per 5 staff	1 space per 10 beds
Lounge bars	1 space per 5 staff	1 space per 200m ² Public Floor Area
Restaurants	1 space per 5 staff	1 space per 200m ² Public Floor Area
Playing fields	1 space per 5 staff	12 spaces per ha.
Schools	1 space per 5 staff	1 space per 5 Students, with a minimum of 10 spaces
Nursing Homes	1 space per 10 residents	To be determined by the

Development Type	Cycle Parking Requirement	
	Long term	Visitor/Short Stay
	1 space per 5 Staff	Planning Authority
Hospitals	1 space per 5 Staff	1 space per 20 beds
Multi-Storey car parks	10% of car spaces minimum of 50 spaces	To be determined by the Planning Authority
Public Transport pick up points/interchanges	5% of daily borders at point/station, minimum of 10 spaces	To be determined by the Planning Authority
Cultural, community buildings	1 space per 5 Staff	1 space per 200m ² GFA
Crèche	1 space per 5 Staff	1 space per 10 children
Third level college/further education	1 space per 5 Staff	1 space per 10 students
Student accommodation	1 space per 2 bedrooms	1 space per 5 bedrooms
Conference centres	To be determined by the Planning Authority	To be determined by the Planning Authority

13.16.17 Entrances and Sightlines

A well-designed access is important for the safety and convenience of all road users and should have regard to the design speed, function, and traffic volumes on the public road in addition to pedestrians, cyclists, and vulnerable road users.

All new entrances and junctions will require clear and unobstructed sight lines to be provided. These sight lines shall be selected using the applicable road design manual TII *Design Manual for Roads and Bridges* or if the development is in towns and villages or where the speed limit is within the 60km/h zone the Design Manual for Urban Roads and Streets. Any development shall take the following criteria into consideration:

- The designation of the road, its function in the road hierarchy, and existing/projected volumes of traffic;
- The typical speed (not speed limit) of the road;
- The vertical and horizontal alignment of the road; and

- Any other factors that may be relevant to the location or included in the road design manual.

The design and location of an entrance shall ensure:

- There is sufficient forward visibility for vehicles travelling along the road to identify traffic stopping and turning off the road into the entrance. This 'safe stopping distance' shall ensure motorists have time to react and brake safely; and
- There is sufficient forward visibility for any vehicles turning right from the road into the entrance so as to not cause an obstruction or hazard to oncoming traffic. In some circumstances, right turning lanes may be required.

The following Design Manuals are relevant in the design of new entrances and junctions:

- Streets and Roads with a speed limit of 60km/h or less – (*The Design Manual for Urban Roads and Streets*), however on national roads in urban areas the TII publication *DNGEO-03084 Treatment of Transition Zones to Towns and Villages on Urban Roads* will be applied in combination with DMURS principles; and
- All other roads – TII Publications (formerly) *Design Manual for Roads and Bridges* (which has been subsumed into TII publications).

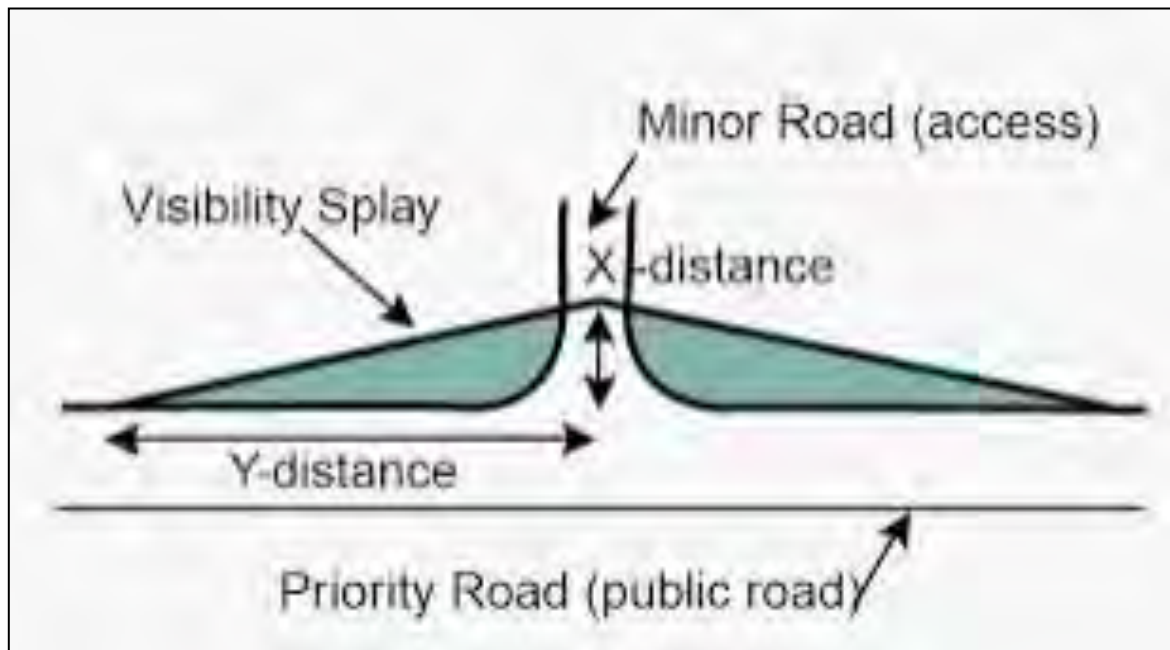
Table 13.13 sets out the minimum visibility standards for new entrances onto streets and roads where the speed limit is in excess of 60km/h and the 'Design Manual for Urban Roads and Streets' is not applicable. These are minimum standards and the Authority can request greater standards depending on the characteristic of the road, observed traffic speeds, volume and type of vehicles etc.

Table 13.13: Minimum visibility standards for new entrances

Road Category	Sight distance (Y)	Visibility requirement over ground	Distance of the sight line from the edge of the carriageway (1 to 6 houses) (X distance) ²	Distance of the sight line from the edge of the carriageway (7 houses or greater or non-domestic developments) (Y distance) ³
National and Protected Regional Routes	215 metres	0.6-1.05 metres	3.0 metres	4.5 metres
Regional Road	125 metres	0.6-1.05 metres	3.0 metres	4.5 metres
Local Road	75 metres	0.6-1.05 metres	3.0 metres	4.5 metres
Cul-de-sac	75 metres	0.6-1.05 metres	3.0 metres	4.5 metres

²These standards do not apply to any new entrance where the 'Design Manual for Urban Roads and Streets' is applicable. In certain circumstances a setback of 2.4 metres may be allowed.

³ In certain circumstances a setback of 3.0 metres may be allowed.

Fig 13.1: Junction Visibility Splays**Notes:**

1. Where the 85% percentile speed on a local class 2 or a local class 3 rural road is shown to be below 42 kilometres per hour, the minimum sight distance requirements **Y** contained in the document TII Publication 'Geometric Design of Junctions' DN-GEO-03060 June 2017 or as amended shall apply.
2. Topographical drawings shall be used in demonstrating visibility sightlines.
3. Where the creation of minimum visibility standards involve works on third party lands, the applicant must furnish evidence of a legal right to carry out such works. The applicant shall be requested to submit a formal legal agreement together with a map showing the extent of the lands so affected outside the site boundary and detailing the works required to comply with the visibility splay together with an undertaking from the landowner's solicitor that the agreement will be entered as a burden against the title of the land.

13.16.18 Access for Replacement Dwellings

Where an existing access to a replacement dwelling does not meet the current standards, consideration shall be given to improving the design of the access in the interests of road safety. There shall not be a presumption that such substandard accesses can be utilised in the absence of any improvements or alternative access being provided.

13.16.19 Road Gradients

A flat gradient of no more than 1:50 (2%) will generally be required at new junctions or entrances for the first 5 metres from the edge of the public road. In larger commercial or residential developments, this may increase to 15 metres or more to facilitate larger vehicles such as delivery vans and refuse trucks.

13.17 ENVIRONMENT

13.17.1 Extractive Industry

The development, continuation of use or diversification of activities relating to the extractive industry will be assessed having regard to the following:

- *Quarrying and Ancillary Activities (DEHLG 2004)*, (or any subsequent Guidelines);
- *Guidelines for Environmental Management in the Extractive Industry (EPA, 2006)*;
- *Guidance on Biodiversity in the Extractive Industry (NPWS)*;
- *GSI's Geological Heritage Guidelines for the Extractive Industry (2008)*;
- *The Archaeological Code of Practice (2009)*;
- *The Irish Concrete Federation Environmental Code (2005)* and any other relevant policy guidance;
- The requirements of Section 261 and Section 261A of the *Planning and Development Act, 2000 (as amended)* where applicable;
- The nature of the proposal and processes involved;
- The method of extraction;
- The scale of activity and duration proposed;
- Impact on the environment and landscape;
- Impact on residential amenity;
- Impact on the road network;
- Impact on hydrology and hydrogeology;
- Impact on archaeology and the built heritage;
- Mitigation measures proposed;
- Phasing programme for extraction; and
- Restoration and after-care proposals.

Prior to the lodgement of planning applications for extractive industry development, pre-planning consultation with the Planning Authority is encouraged.

The Planning Authority may require the submission of an EIAR for sub-threshold development where it is considered that the development would be likely to have significant effects on the environment.

The restoration of disused pits and quarries to productive agricultural use will be encouraged where appropriate having regard to all appropriate environmental considerations. Other possible post closure uses may be considered such as recreational facilities and natural habitat areas.

A condition requiring the lodgement of a financial bond will be included in any grant of permission to ensure the satisfactory reinstatement of the site following the completion of extraction.

A Special Contribution in accordance with *Section 48 of the Planning and Development Act, 2000 (as amended)*, may be imposed for the upgrade or maintenance of the local road network to facilitate the proposed development.

Non-extractive industry related development may be restricted in areas that are in close proximity to existing extractive sites of significant resource potential where such developments would limit future exploitation or in areas containing proven mineral (aggregate) deposits in order to prevent the unnecessary sterilisation of these deposits.

13.17.2 Land Reclamation

Any proposal for land reclamation developments will be required to include the following information:

- A rationale for the development;
- The relationship of the site with any European Sites. The development shall not create any adverse effect on the integrity of the conservation objectives of any European Sites;
- Visual impact – cross-sections of existing and proposed ground levels. The development shall not interfere with the character of the surrounding landscape;
- Details of the type and quantity of material to be imported. Only clean, inert material will be allowed;
- A traffic management plan including haulage routes and daily/weekly truck movements;
- Details of how noise and dust will be managed;
- Residential amenity – an assessment shall be carried out on the potential impact of the development on any residential properties in the vicinity of the lands; and
- A phasing programme for the duration of the works.

Any development will be required to have the requisite waste authorisation in place in accordance with the stipulations of the *Waste Management Act 1996* or any subsequent updated guidance or legislation.

13.17.3 Contaminated Land

The development of any lands where there are known or suspected contaminated land and groundwater issues will require investigative works to be carried out detailing the extent of contamination, the potential sources of any contamination, the migration

pathways, and potential receptors the contaminated land impacts upon. A risk based approach in accordance with best practice techniques, in consultation with the Environmental Protection Agency and any other relevant bodies (as required or necessary), shall be taken to the remediation of contaminated lands to ensure works are completed to the highest standards.

13.18 ENERGY AND TELECOMMUNICATIONS

13.18.1 Wind Energy

This Plan recognises that onshore and offshore wind energy is an energy source that has an important role in achieving national targets on fossil fuel reduction and greenhouse gas emissions.

Map 10.1 in Chapter 10 Utilities provides details of the locations in the County suitable for wind energy development.

The potential benefits of small-scale wind energy developments and community based wind energy developments in mitigating against climate change and raising awareness, and harnessing community involvement in the shift to cleaner sources of energy is recognised and will generally be considered favourable subject to appropriate planning considerations.

Any application for wind energy development shall be prepared in accordance with the requirements of the *Wind Energy Guidelines 2006* and any subsequent Guidelines. Details on access, including restrictions on new or intensification of existing accesses onto National and Protected Regional Roads are set out in Section 13.16 'Transport' and Tables 7.9 and 7.10 of the Movement Chapter.

13.18.2 Solar Energy

The potential of solar energy as a clean source of energy that will reduce dependence on fossil fuels and assist in achieving national targets on greenhouse gas emissions is recognised. The retrofitting of existing buildings and the integration of solar infrastructure into the design of new buildings will be generally encouraged.

Solar energy is also beginning to be developed on a larger scale through the construction of solar farms. At the time of writing, no national guidance had been published for the development of solar farms. Pending the publication of any guidance the following criteria shall be considered when preparing an application for a solar farm:

- The Landscape Character Area in which the site is located;
- Any environmental sensitivities in the landscape;
- Site contours and levels;
- Site suitability: Brownfield lands or poor agricultural lands;
- Visual impact;
- Ecology;
- Heritage;
- Glint and glare;
- Ground maintenance, soil stripping, storage and maintenance;
- Fencing, security and lighting;
- Drainage; and
- Decommissioning.

In order to ensure that all environmental issues and cumulative impacts of a proposal have been assessed any application for a Solar Farm shall include details of the grid connection.

Where this is not possible, details of the most likely corridor of the grid connection (including its width and route), the likely nature of the connection in terms of line voltage, whether it will be underground (preferred) or over ground

(including details of pole type) and any ancillary equipment (e.g. substations) shall be provided.

Details on access, including restrictions on new or intensification of existing accesses onto National and Protected Regional Roads are set out in section 13.16 'Transport' and Tables 7.9 and 7.10 of the Movement Chapter.

13.18.3 Telecommunications Structures

The importance of high quality telecommunications infrastructure in maintaining economic competitiveness and providing connectivity for businesses and communities is recognised.

The assessment of any application for telecommunications structures will have regard to the *Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities, DECLG, 1996* and *Circular Letter PI07/12* published by the DECLG in 2012. The co-location of existing structures is encouraged.

The construction of a new antennae or structure will only be considered when co-location is not a feasible option. Any proposal for a new structure or antennae will require a supplementary report setting out the requirements for the infrastructure and why co-location is not feasible.

In identifying a suitable location for telecommunications structures consideration shall be given to the potential visual impact of the development and any sensitivities in the local landscape or settlement in which the structure is proposed to be located.

A Visual Impact Assessment of the development including photomontages, may be required, depending on the nature of the development proposed.

Telecommunication structures on visually sensitive elevated lands will only be considered where technical or coverage requirements mean the infrastructure is essential. Structures shall be designed to facilitate the attachment of additional antennae and minimise any visual impact. Any boundaries around structures shall be carefully considered and take account of the location of the structure. Palisade fencing will not normally be considered acceptable, particularly in built up areas.

13.19 HERITAGE

13.19.1 Archaeology

Any development in the vicinity of a site included in the Record of Monuments and Places (RMP) or within a Zone of Notification will require archaeological investigations to be carried out in accordance with the *'Framework and Principles for the Protection of the Archaeological Heritage'* published by the Department of Arts, Heritage, Gaeltacht, and the Islands in 1999.

An Archaeological Impact Assessment will be required to be prepared for any development that may have a potential impact on archaeology. The requirement for this assessment shall have regard to the nature and scale of the development and its relationship with any sites or monuments of archaeological interest.⁴

To ensure the long-term preservation of recorded monuments and their setting, a Conservation Plan may be required, depending on the nature of the development and the relationship of the development with the monument(s).

13.19.2 Architectural Heritage

Any works which would materially affect the character of a Protected Structure requires planning permission.

Owners or occupants of Protected Structures may request a declaration from the Planning Authority as to the type of works that would not materially affect the character of a specific Protected Structure and do not require planning permission. The provisions for this declaration are set out in *Section 57 of the Planning and Development Act 2000 (as amended)*. Any proposals to a Protected Structure shall ensure:

- The works shall not detract from the significance or value of the structure;
- Original features of architectural and historic interest are retained and new features are not presented as original or older features;
- 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 the Building Regulations.

Applications shall be prepared in accordance with the requirements of the *Architectural Heritage Protection Guidelines for Planning Authorities, 2011* and shall be supported by detailed drawings, photographs, a schedule of works, and construction materials and finishes. The level of detail required with any application will depend on the complexity and scale of the works involved.

⁴ In relation to the statutory requirement on anyone proposing to carry out work at or in relation to a recorded monument to give two months' notice of the proposed work to the Minister for Culture, Heritage and the Gaeltacht, it should be noted that the practice of the NMS is to accept planning referrals as having discharged this requirement, thus avoiding unnecessary imposition on owners and developers and reducing documentation to the NMS.

13.19.3 Change of Use

It is recognised that a change of use of a Protected Structure can, in some cases assist in supporting the long-term conservation of the Structure. Whilst a degree of flexibility in design standards may be considered, any extensions, new openings or modifications shall be carefully considered to ensure the works do not detract from the historic fabric or value of the structure.

13.19.4 Demolition of Protected Structures

There is a presumption in favour of the retention and repair of Protected Structures. Demolition will only be considered in exceptional circumstances. The following information shall be provided with any application to demolish a protected structure:

- A detailed survey (including photographs) of the condition of the structure carried out by a suitably qualified professional;
- Detailed drawings of the structure; and
- A rationale for the demolition of the structure.

If a building is in poor condition or in a state of disrepair a detailed report and photographs of any defects would be required. Whilst this is not considered justification for demolition, consideration will be given to a survey carried out by an architect or engineer with specialist conservation expertise outlining why repairs or remedial works would not be a viable option.

Any partial demolition of a Protected Structure shall not undermine the structural integrity of the elements of the building to be retained.

13.19.5 Architectural Conservation Areas (ACA)

Volume 3, Appendices 11 and 12 provide detailed guidance and standards in relation to development in Louth's Architectural Conservation Areas.

13.19.6 Works to Buildings of Historic or Architectural Value

Any works to buildings of historical or architectural value that are not included in the Record of Protected Structures nor located within an Architectural Conservation Area, such as those included in the National Inventory of Architectural Heritage, must be carefully considered and take account of any special features or important characteristics of the building.

Any proposals to demolish such buildings will require a detailed rationale by an appropriately qualified professional and will normally only be considered in exceptional circumstances.

13.19.7 Natural Heritage

Consideration shall be given to the potential ecological impact of any development on natural heritage areas within or connected to a development site. The loss of local habitats and wildlife corridors should be minimised or avoided, with mitigating measures included with any development to compensate or enhance local biodiversity where there is an unavoidable impact on the natural heritage.

Under the Birds and Habitats Directives, there is a requirement to consider the potential nature conservation implications of any plan or project on the Natura 2000 site network.

This process is known as Appropriate Assessment. Further details on Appropriate Assessment available in the *'Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities'*.

13.19.8 Areas of Outstanding Natural Beauty and High Scenic Quality

Any development in Areas of Outstanding Natural Beauty (AONB) or High Scenic Quality (AHSQ) shall be sensitive to the landscape in which will be located. The design or scale of any building or the use/operation of any development shall not interfere, undermine the quality, or be prominent or obtrusive features within the landscape.

A Visual Impact Assessment may be required to demonstrate how a development would integrate into the local landscape.

This would be dependent on a number of factors including location, the nature of the development, and the design and scale of any buildings or operations.

The Visual Impact Assessment will involve an appraisal of the relationship of the development with its immediate surroundings from short and long distance vantage points and any changes in character of existing views or the local landscape as a result of the development. Photomontages of the development from surrounding vantage points shall be included with any Visual Impact Assessment.

Details of any access roads and ancillary buildings shall be included with any application and shall be designed to minimise the visual impact.

13.19.9 Development Management Assessment Criteria for Brú na Bóinne UNESCO World Heritage Site, the Tentative World Heritage Site of Monasterboice, and the Battle of the Boyne Sites (as included in Rural Policy Zone 1)

Specific criteria will apply for the assessment of applications in the Brú na Bóinne UNESCO World Heritage Site, the Tentative World Heritage Site of Monasterboice, and the Battle of the Boyne Sites due to the outstanding cultural value and significance of these sites. When preparing an application in any of these locations the following shall be taken into account:

- There should be no intervisibility between the development site and the National Monuments of Newgrange, Knowth and Dowth, up to and including the apex level of the roof and minimum inter-visibility between the development site and the other National Monuments within the site;
- Development must not adversely affect the amenity, views and landscape setting of the National Monuments;
- Extensive screen planting, or earth moving which would alter and affect the landscape setting of the National Monuments will not be considered as adequate mitigation;
- Developments which would give rise to or exacerbate ribbon development will not be permitted;

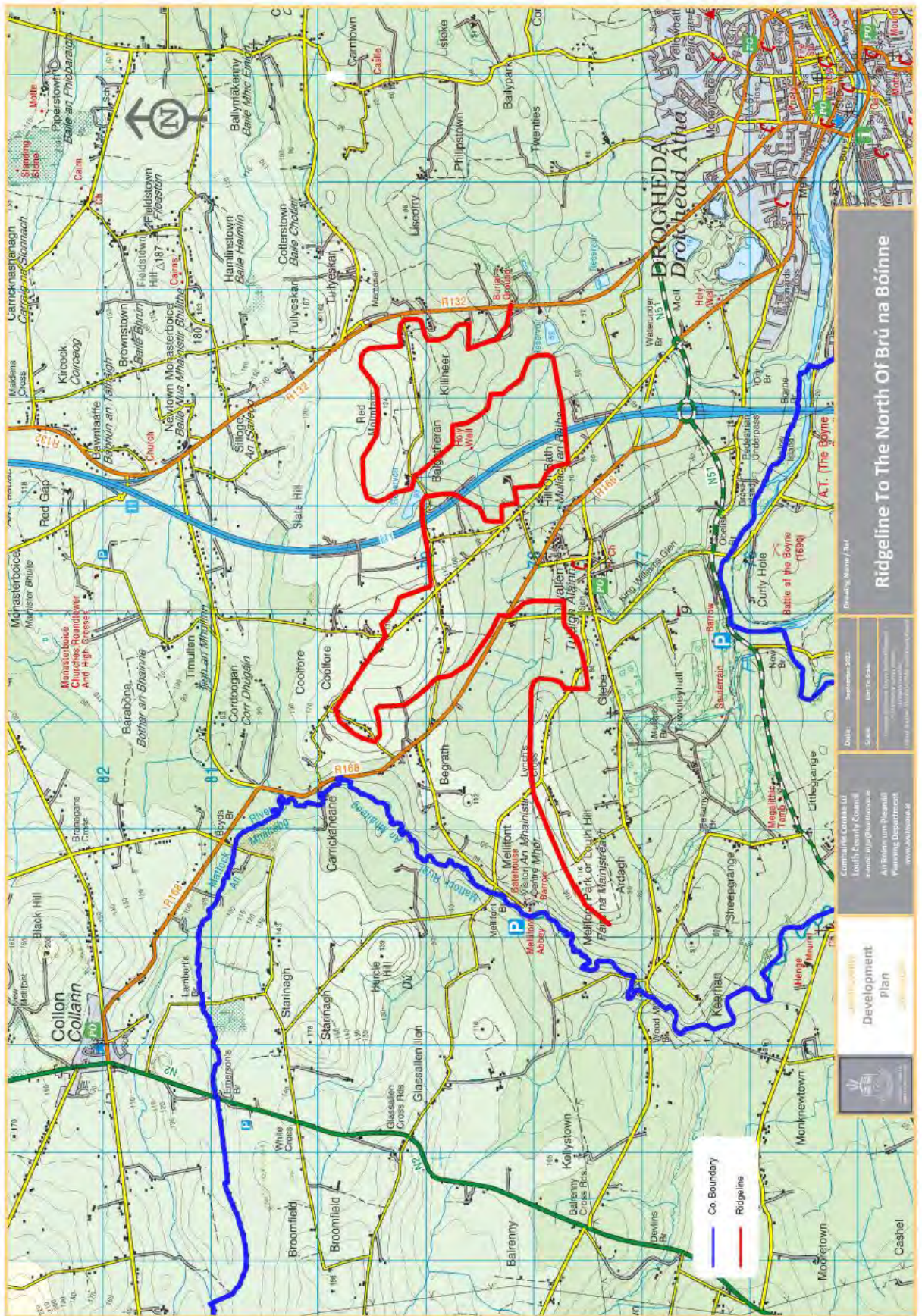
- Development must be appropriately scaled and designed, to reflect the traditional vernacular style of the area, in terms of scale, height, massing, siting, form, materials and colour. Materials shall be appropriate to the site and its setting in the surrounding landscape;
 - That appropriate services and infrastructure are capable of being provided without compromising the quality of the landscape;
 - The cumulative impact of the development will be considered in the context of existing and permitted developments;
 - Agricultural buildings in existing farmyards shall be appropriately sized, designed and sited; and
 - Appropriately designed extensions to developments for the provision of public services will be considered.
- A comprehensive visual and architectural heritage impact assessment by an appropriately qualified multi-disciplinary team, including drawings, photographs, photomontages or other visual material necessary, to show the proposed development and its relationship to, and potential visual and physical impact on;
 - The UNESCO Brú na Bóinne World Heritage Site;
 - The Battle of the Boyne Site;
 - The Townley Hall Demesne ACA; and
 - The Oldbridge ACA (County Meath).

In some cases, it may be necessary to place a visual aid on site such as a sheeted pole structure or large balloons to outline the size and profile of the proposed building to eaves and ridge level and photographed as part of the visual impact assessment. The pole structure should be made available for inspection.

Note for Applicants:

Applications within the area between the World Heritage Site and the ridgeline to the North as identified on Map 13.1 and any developments, which may affect views to and from the UNESCO World Heritage Site of Brú na Bóinne, should be accompanied by the following:

Map 13.1 Ridgeline to North of Brú na Bóinne



13.20 WATER SERVICES

13.20.1 Public Water Supply and Wastewater Collection

All new developments will be required to utilise and connect to the public water and wastewater network, where practicable. Applicants who need to get a new or modified connection to public water supply or wastewater collection infrastructure must liaise with Irish Water. Where the applicant has concerns about the feasibility of connecting to the public network, they should make a pre-connection enquiry to Irish Water in order to establish the feasibility of a connection in advance of seeking planning permission.

13.20.2 Private Wells

Private bored wells used as a source of water supply to single dwellings are the responsibility of the householder. Such wells are not regulated under the *European Communities (Drinking Water) Regulations, 2014*. The Council and Irish Water have no regulatory function in this regard.

13.20.3 Domestic and Commercial Wastewater Treatment

Domestic wastewater treatment plants and percolation areas must comply with the requirements of the *Code of Practice Domestic Waste Water Treatment Systems (Population Equivalent ≤10) (EPA, 2021)* or any subsequent updated guidance.

Commercial wastewater treatment plants and percolation areas must comply with the requirements of the *Wastewater Treatment Manuals - Treatment Systems for Small Communities, Business, Leisure Centres and Hotels (EPA 1999)* or any subsequent updated guidance.

13.20.4 Sustainable Drainage Systems' (SuDS)

All new developments (including amendments/extensions to existing developments) will be required to incorporate 'Sustainable Urban Drainage Systems' (SuDS) as part of the development/design proposals. SuDS are effective technologies, which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways.

SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install 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.

Best practice guidance is available from *The Greater Dublin Strategic Drainage Study (GSDSDS)*. Development proposals will be required to be accompanied by a comprehensive SuDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality.

This approach using Sustainable Drainage Systems (SuDS) offers a total solution to rainwater management and is applicable in both urban and rural situations.

13.21 LAND USE ZONING OBJECTIVES

13.21.1 Introduction

This section sets out the general land use and zoning objectives of the Plan. It provides an explanation of the land use categories and the zoning objectives that are applicable to them.

The primary purpose of land use zoning is to promote the orderly development of settlements within the County, by eliminating potential conflicts between incompatible land uses, protecting resources and to establish an efficient basis for investment in infrastructure and facilities.

The objective of zoning is to specify which types of land use the Planning Authority considers appropriate for different areas or 'zones', and it therefore indicates the planning control objectives of the Planning Authority for its administrative area.

Zoning policy has regard to the core strategy and other strategic policies underlying this Plan. The overall zoning strategy is based on the principles of sustainable development, social inclusion, climate action, environmental protection, compact growth of urban centres, land use/transportation planning integration and providing opportunities to enjoy a high quality of life.

The land use zoning categories and objectives should be read in conjunction with the relevant Land Use Zoning Maps contained in Volumes 1A and 2 of this Plan.

13.21.2 Land Use Zoning Acceptability

13.21.2.1 Generally Permitted Use

Land uses that are listed as a 'Generally Permitted Use' are considered to be generally acceptable, subject to the normal planning considerations (such as design, scale, density, layout, noise, odour, residential amenity, traffic generation, and service arrangements), compliance with the relevant policy objectives and standards set out under this Plan and any relevant ministerial guidance.

13.21.2.2 Open for Consideration Use

Land uses that are listed as 'Open for Consideration' may be acceptable to the Planning Authority where it is satisfied that the proposed development would be compatible with the overall policy objectives for the zoning category, would not have undesirable effects on the 'generally permitted uses' or conflict with other aspects of the Plan, and would otherwise be consistent with the proper planning and sustainable development of the area.

13.21.2.3 Uses not listed

Whilst an extensive list of potential uses in the 'Generally Permitted' and 'Open for Consideration' categories has been provided, it is recognised that there may be scenarios where there are proposals for uses not included in the list.

Where this arises such proposals will be considered on their individual merits taking account of surrounding land uses, the compatibility of the use/development in the area in which it is proposed to locate, compliance with the relevant policy objectives, standards and requirements as set out in this Plan, and the general proper planning and sustainable development of the area.

13.21.2.4 Non-conforming Uses

‘Non-conforming uses’ are established uses that do not conform to the zoning objectives of the Plan. Generally, the Planning Authority will consider reasonable intensification or extensions to and improvement of premises that accommodate non-conforming uses, provided that it would not be injurious to the amenities of the area and does not prejudice the proper planning and sustainable development of the area.

13.21.3 Transitional Zone Areas

Abrupt transitions in scale and use should generally be avoided adjacent to the boundary of land use zones. Development proposals in transition areas should seek to avoid development that would be detrimental to the amenities of the contiguous zone.

13.21.4 Land Use Zoning Categories

The following section sets out the objectives and guidance for each of the land use categories. It classifies which use class is ‘Generally Permitted or ‘Open for Consideration’ on lands that are zoned under a particular category.

The use classes listed below are intended as general guidance and are not exhaustive. In total, there are twenty-three land-use zoning categories as follows:

Table 13.14 Land Use Zoning Categories and abbreviations

Land Zoning Category	Land-Use Zoning Objective
Existing Residential	A1
New Residential Phase 1	A2
New Residential Phase 2	A3
Town or Village Centre	B1
Neighbourhood Centre	B2
Retail Park	B3
District Centre	B4
Retail, Leisure and Recreation	B5
Mixed Use	C1
Port Harbour Area	C2
Commercial and Business	C3
Regeneration	D1
General Employment	E1
Business and Technology	E2
Research, Education and Innovation	F1

Land Zoning Category	Land-Use Zoning Objective
Community Facilities	G1
Institutional Lands	G2
Open Space	H1
Tourism and Leisure	I1
Transportation Development Hub	J1
Public Infrastructure and Utilities	J2
Agriculture	K1
Strategic Reserve	L1

13.21.5 A1 – Existing Residential

Objective

To protect and enhance the amenity and character of existing residential communities.

Guidance

The objective for this zoning is to conserve and enhance the quality and character of established residential communities and protect their amenities. Infill developments, extensions, and the refurbishment of existing dwellings will be considered where they are appropriate to the character and pattern of development in the area and do not significantly affect the amenities of surrounding properties. The strengthening of community facilities and local services will be facilitated subject to the design, scale and use of the building or development being appropriate for its location.

Generally Permitted Use

Allotments, B&B/ Guest House, Community Facility, E-Charging Facility, Home Based Economic Activities, Nursing Home, Park/Playgrounds, Place of Worship, Recreational /Amenity Open Space, Recreational /Sports Facility, Residential, Residential Institution, Retirement Village, Sheltered Accommodation, Traveller Accommodation, Utilities.

Open for Consideration

Coffee Shop/Tea Room, Childcare Facility, Healthcare Practitioner, Restaurant, Shop ≤200m², Telecommunications Structures, Veterinary Surgery.

13.21.6 A2 – New Residential – Phase 1

Objective

To provide for new residential neighbourhoods and supporting community facilities.

Guidance

This is the primary location for new residential neighbourhoods. Any development shall have a high quality design and layout with an appropriate mix of housing and associated sustainable transport links including walking, cycling, and public transport to local services and facilities. The density of the development shall be reflective of the location of the lands, with higher densities required on more centrally located areas close to employment or services, or in strategic locations along public transport networks.

In addition to residential development, consideration will also be given to community facilities, retail services and uses that would support the creation of a sustainable neighbourhood; provided such development or uses are appropriate in scale and do not unduly interfere with the predominant residential land use.

Generally Permitted Use

Allotments, B&B/ Guest House, Childcare Facility, Community Facility, Education Facility (Primary or Second Level), E- Charging Facility, Home Based Economic Activities, Nursing Home, Park/Playgrounds, Place of Worship, Recreational/Amenity Open Space, Recreational/Sports Facility, Residential, Residential Institution, Retirement Village, Sheltered Accommodation, Third Level Student Accommodation, Traveller Accommodation, Utilities.

Open for Consideration

Coffee Shop/Tea Room, Cultural Facility, Healthcare Practitioner, Restaurant, Shop ≤200m², Takeaway/Fast Food Outlet, Telecommunications Structures, Veterinary Surgery.

13.21.7 A3 – New Residential – Phase 2

Objective

To provide for new residential neighbourhoods and supporting community facilities.

Guidance

These are lands identified for residential uses that will only become available for development after 75% of the Phase 1 (A2) lands in the immediate vicinity of the phase 2 lands have been developed (as set out in policy objective CS 4). The Planning Authority will monitor the lands zoned ‘New Residential Phase 1’ at regular intervals. If it becomes apparent that there are lands zoned ‘New Residential Phase 1’ that are not being brought forward for development and this is impeding the achievement of Core Strategy projections and restricting the growth of the settlement as envisaged in national and regional policy, consideration may be given to releasing appropriately located ‘New Residential Phase 2’ lands, subject to the lands contributing to compact and consolidated patterns of development.

The release of lands zoned ‘A3 – New Residential Phase 2’ will not be considered until after the 2 Year Progress Report of the County Development Plan has been prepared and given to the Elected Members.

One of the following two criteria will have to be satisfied for the written agreement of the Planning Authority prior to the release of any lands identified as ‘A3 – New Residential Phase 2’:

Criteria Number	Description
1	At least 75% of the lands identified as ‘A2 New Residential – Phase 1’ in the immediate vicinity of the Phase 2 lands have been developed (immediate vicinity means approximately 500m from the subject lands).
Or	
2	The annual rate of residential completions in the settlement is less than 50% of the projected annual average output for the settlement. This is based on the housing allocation in the settlement as set out in the Core Strategy Table divided by the duration of the Plan i.e. 6 years.

In addition to fulfilling criteria 1 or 2 the Planning Authority will give consideration to the following:

1. **Extant Permissions** – Consideration will be given to any extant permissions within approximately 500 metre area of the subject lands, the date of expiration of the permission and a realistic assessment of the likelihood of the permission being implemented (applicable to criteria 2 only).

2. **Infill and Brownfield Lands** – The capacity of infill and brownfield lands within approximately 1,000 metres of the subject lands and in particular larger sites with a potential to deliver in excess of 100 units.

3. **Lands Zoned ‘A1 Existing Residential’** – The capacity of lands zoned ‘A1 Existing Residential’ within approximately 1,000 metres of the subject lands and in particular larger sites with a potential to deliver in excess of 100 units.

4. **Quantum of Lands Available** – The quantum of ‘A3 New Residential – Phase 2’ lands to be released will not result in the housing allocation as set out in the Core Strategy Table for the respective settlement being exceeded. This shall take into consideration a realistic assessment of the likelihood of the implementation of extant permissions, having regard to the remaining duration of such permissions; in addition to the rate of household completions during the plan period.

5. **Compact Growth** – The location of the ‘A3 – New Residential Phase 2’ lands proposed to be released shall be in a location that is within walking distance of schools, facilities, and services and the development of the lands will contribute to a consolidated pattern of development.

Applicants are advised to consult with the Planning Authority to discuss the above criteria prior to lodging any planning application on lands zoned ‘A3 New Residential – Phase 2’. Any planning application on lands zoned ‘A3 New Residential – Phase 2’ shall include supporting documentation with respect to the above.

Generally Permitted Use

Allotments, B&B/ Guest House, Community Facility, E-Charging Facility, Home Based Economic Activities, Nursing Home, Park/Playgrounds, Place of Worship, Recreational /Amenity Open Space, Recreational /Sports Facility, Residential, Residential Institution, Retirement Village, Sheltered Accommodation, Traveller Accommodation, Utilities.

Open for Consideration

Coffee Shop/Tea Room, Childcare Facility, Healthcare Practitioner, Restaurant, Shop ≤200m², Telecommunications Structures, Veterinary Surgery.

13.21.8 B1 Town or Village Centre

Objective

To support the development, improvement and expansion of town or village centre activities.

Guidance

The purpose of this zoning is to protect and enhance the character and vibrancy of existing town and village centres and to provide for and strengthen retailing, residential, commercial, cultural, entertainment and other appropriate uses. It will promote the consolidation of development on town and village centre lands, allowing for a broad range of compatible and complementary uses, which will be encouraged to locate in this area in order to create an attractive environment to reside, shop, work, visit and in which to invest.

The appropriate reuse, adaptation and regeneration of buildings, backlands, vacant, derelict and underutilised lands for uses suitable to the location will be encouraged. Such uses may include residential development. The full use of upper floors in retail and commercial premises in the town centre for residential use is considered permissible.

Primacy of the Retail Core area will be retained and prioritised for any new retail development to enhance its vitality and viability. Retail proposals shall have regard to relevant policies and objectives in the Retail Strategy (Appendix 4, Volume 3) and Chapter 5 of this Plan and the Retail Planning Guidelines 2012.

Town centre development proposals will be required to be of a high architectural quality, which contributes to a distinct sense of place and public realm, promotes sustainable modes of travel and be appropriate to its location.

New commercial and retail uses will be accommodated in village centres. The size and scale of any such development shall be reflective of the role and function of the village in the settlement hierarchy.

Generally Permitted Use

Advertisements and Advertising Structures, Bank/Financial Institution, B&B/ Guest House, Bring Banks, Business Enterprise Centre, Coffee Shop/Tea Room, Car Park , Casual Trading, Childcare Facility, Children Play/ Adventure Centre, Cinema, Conference/Event Centre, Craft Centre/Shop, Crematorium, Cultural Facility, Digital Innovation Hub/Co-working Space, Education Facility (Primary or Second Level), Education Facility (Third Level or Training Centre), E- Charging Facility, Funeral Home/Mortuary, Health Care Centre, Healthcare Practitioner, Hotel/Hostel/Aparthotel, Nightclub, Offices, Place of Worship, Public House, Public Services, Public Transport Infrastructure (Rail/Bus), Recreational/Amenity Open Space, Residential, Restaurant, Sheltered Accommodation, Shop, Taxi Office, Telecommunications Structures, Utilities.

Open for Consideration

Amusement Arcade, Betting Office, Builders Provider/Yard, Community Facility, Drive thru Restaurant, Garden Centre, Hospital, Multi Storey Car Park, Nursing Home, Park/Playgrounds, Plant and Tool Hire, Residential Institution, Retirement Village, Science and Technology Based Enterprise, Service Station, Takeaway/Fast Food Outlet, Third Level Student Accommodation, Traveller Accommodation, Vehicle Sales Outlet, Vehicle Servicing/Maintenance Garage.

13.21.9 B2 Neighbourhood Centre

Objective

To provide for and improve local neighbourhood facilities.

Guidance

It is intended that land zoned for 'neighbourhood centre' will be developed to provide an appropriate range of local services including commercial, office, retail and community uses, to support the local community.

Supermarket (Convenience) type development up to 1,500 m² of net retail floor space will generally be permissible in this zone.

Neighbourhood centres may where appropriate include an element of residential development particularly above ground floor level.

Generally Permitted Use

Bank/Financial Institution, Bring Banks, Coffee Shop/Tea Room, Childcare Facility, Community Facility, Digital Innovation Hub/Co working Space, E- Charging Facility, Funeral Home/Mortuary, Healthcare Practitioner, Place of Worship, Public House, Recreational/Sports Facility, Shop ≤200m², Shop (Convenience) ≤1,500m², Veterinary Surgery.

Open for Consideration

Advertisements and Advertising Structures, Allotments, Betting Office, Business Enterprise Centre, Garden Centre, Health Care Centre, Hotel/Hostel/Aparthotel, Offices, Public Services, Recycling Facility (Civic & Amenity), Residential, Restaurant, Takeaway/Fast Food Outlet, Telecommunications Structures, Vehicle Servicing/Maintenance Garage.

13.21.10 B3 Retail Park

Objective

To consolidate retail warehousing development.

Guidance

The primary objective of this zoning is to facilitate a location for the sale of bulky goods. The focus in this Plan is for the consolidation and build out of undeveloped areas of existing retail parks in the County.

Generally Permitted Use

Bring Banks, Coffee Shop/Tea Room, Car Park, Children Play/ Adventure Centre, E- Charging Facility, Factory Outlet Stores, Garden Centre, Retail Warehouse, Service Station, Telecommunications Structures, Utilities.

Open for Consideration

Advertisements and Advertising Structures, Childcare Facility, Cinema, Drive thru Restaurant, Hotel/Hostel/Aparthotel, Industry Light, Research and Development, Restaurant, Road Transport Depot, Science and Technology Based Enterprise, Takeaway/Fast Food Outlet, Vehicle Servicing/Maintenance Garage, Veterinary Surgery, Wholesale Warehousing/Cash and Carry.

13.21.11 B4 District Centre

Objective

To maintain and enhance retail led mixed-use district centres.

Guidance

District Centres provide range of primary retail and non-retail functions and serve a wide catchment population. The range of services and functions available is higher than a Neighbourhood Centre. This generally includes a supermarket and non-retail services such as banks, local offices, restaurants, and community facilities.

Generally Permitted Use

Car Park, Coffee Shop/Tea Room, Community facility, Restaurant, Service Station, Shop, Shop(Convenience) $\geq 1,500m^2$.

Open for Consideration

Bank/Financial Institution, Betting Office, Bring Banks, Childcare Facility, Drive thru Restaurant, Garden Centre, Health Care Centre, Healthcare Practitioner, Nursing Home, Offices, Plant and Tool Hire, Public Services, Takeaway/Fast Food Outlet, Telecommunications Structures, Utilities.

13.21.12 B5 Retail, Leisure, and Recreation

Objective

To provide for retail warehousing and the sale of bulky goods where not more than 20% of the floor area is allocated to sale of small goods, the provision of large scale retail development and recreation and leisure facilities.

Guidance

These lands provide a range of retail warehouse and leisure functions of scale that serves a wide catchment area. Any development shall be designed and configured to ensure the range of uses in this zoning can be provided for.

Generally Permitted Uses

Car Park, Childcare Facility, Cinema, Conference/Event Centre, Drive thru Restaurant, Garden Centre, Industry (Light), Nightclub, Public House, Recreational/Sports Facility, Retail Warehouse, Tourist Facility, Training Centre, Vehicle Sales Outlet, Veterinary Surgery, Wholesale Warehousing/Cash and Carry, Warehousing (General).

Open for Consideration

Advertisements and Advertising Structures, Bank/Financial Institution, Coffee Shop/Tearoom, Community Facility, Hotel/Hostel/Aparthotel, Offices, Park and Ride Facilities, Place of Worship, Recycling Facility (Waste), Restaurant, Road Transport Depot, Service Station, Takeaway/Fast Food Outlet, Taxi Office, Telecommunications Structures, Vehicle Servicing/Maintenance Garage.

13.21.13 C1 Mixed Use

Objective

To provide for commercial, business and supporting residential uses.

Guidance

These lands shall provide for both commercial and business uses and the facilitation of residential uses as appropriate.

Mixed-use developments that generate daytime and evening activities will be encouraged and supported, however an over-concentration of any one use will not normally be permitted. Maintaining the existing urban character, quality of design, integration and links between uses and spaces are important considerations for new developments.

Retailing will be considered in this zoning, provided that a sequential test in accordance with the *Retail Planning Guidelines 2012* is carried out and the lands are demonstrably the optimum location for the nature and quantum of retail development proposed.

The design and layout of any residential development shall be of a high quality. The compatibility of any commercial, business, or retailing use or operations with a residential development shall be taken into account in the layout and configuration of any development on these lands.

Consideration may be given to the use of mixed use lands for community or recreational facilities in certain circumstances where such a use or facility would have a wider social and/or community benefit.

Generally Permitted Use

Bank/Financial Institution, B&B/ Guest House, Bring Banks, Business Enterprise Centre, Coffee Shop/Tea Room, Car Park, Casual Trading, Childcare Facility, Cinema, Community Facility, Craft Centre/Shop, Cultural Facility, Digital Innovation Hub/Co-working Space, E-Charging Facility, Hotel/Hostel/Aparthotel, Offices, Park/Playgrounds, Place of Worship, Public House, Public Services, Nursing Home, Recreational/Amenity Open Space, Residential, Residential Institution, Retirement Village, Restaurant, Sheltered Accommodation, Shop, Shop (Convenience) ≤1,500m², Telecommunications Structures, Third Level, Student Accommodation, Tourist Facility, Training Centre, Utilities.

Open for Consideration

Advertisements and Advertising Structures, Amusement Arcade, Betting Office, Crematorium, Funeral Home/Mortuary, Garden Centre, Health Care Centre, Healthcare Practitioner, Nightclub, Recreational/Sports Facility, Recycling Facility (Civic & Amenity), Service Station, Taxi Office, Traveller Accommodation.

13.21.14 C2 Port Harbour Area

Objective

To provide for port related activity and mixed-use development.

Guidance

This zoning is to provide for the consolidation of port activities in addition to realising new opportunities for development that can maximise the strategic location of the lands in relation to the town centre. This could include high quality commercial, business, office, employment, or residential uses.

Generally Permitted Use

Port Related Activity.

Open for Consideration

Business Enterprise Centre, Coffee Shop/Tea Room, Car Park, Community Facility, Conference/Event Centre, Cultural Facility, Digital Innovation Hub/Co-working Space, E- Charging Facility, Offices, Residential, Restaurant, Science and Technology Based Enterprise, Telecommunications Structures, Tourist Facility, Training Centre, Utilities, Veterinary Surgery.

13.21.15 C3 Commercial and Business

Objective

To provide for mixed commercial and business uses.

Guidance

This zoning will facilitate opportunities for mixed commercial and business uses. Any commercial use shall complement rather than compete with the town centre.

Permitted Use

B&B/ Guest House, Car Park, Childcare Facility, Hotel/Hostel/Aparthotel, Nursing Home, Offices, Park/Playgrounds, Taxi Office, Third Level Student Accommodation, Training Centre, Vehicle Sales Outlet.

Open for Consideration

Builders Provider/Yard, Business Enterprise Centre, Coffee Shop/Tea Room, Cinema, Community Facility, Cultural Facility, Education Facility (Primary or Second Level), E- Charging Facility, Garden Centre, Health Care Centre, Healthcare Practitioner, Holiday Homes/Caravan Park, Industry Light, Multi Storey Car Park, Nightclub, Public Transport Infrastructure (Rail/Bus), Residential, Telecommunications Structures, Tourist Facility, Traveller Accommodation, Veterinary Surgery.

13.21.16 D1 Regeneration

Objective

To facilitate social, economic and physical regeneration and/or rejuvenation of an area or specific lands.

Guidance

The purpose of the 'Regeneration' zoning is to encourage and facilitate opportunities for regeneration and place making.

The lands or areas are strategically located within settlements and consist of vacant or under-utilised buildings or land with significant potential to stimulate the rejuvenation of an area or neighbourhood.

The potential uses of the lands in these zones are specific to the location of each area or piece of land and can include residential, commercial, business, retail, employment, or community uses. The primary objective is to support regeneration, make a positive contribution to urban spaces, and improve quality of life for all.

Permitted Use

Taking account of the broad potential uses associated with these lands, it was considered more prudent to identify uses as 'Open for Consideration'.

Open for Consideration

Bank/Financial Institution, Business Enterprise Centre, Coffee Shop/Tea Room, Childcare Facility, Community Facility, Conference/Event Centre, Cultural Facility, Digital Innovation Hub/Co-working Space, Education Facility (Primary or Second Level), Education Facility (Third Level or Training Centre), E-Charging Facility, Health Care Centre, Healthcare Practitioner, High Technology Manufacturing, Home Based Economic Activities, Industry Light, Nursing Home, Offices, Park/Playgrounds, Recreational/Amenity Open Space, Recreational/Sports Facility, Residential, Residential Institution, Retirement Village, Restaurant, Science and Technology Based Enterprise, Service Station, Sheltered Accommodation, Shop, Shop (Convenience) $\geq 1,500m^2$, Shop (Convenience) $\leq 1,500m^2$, Takeaway/Fast Food Outlet, Telecommunications Structures, Tourist Facility, Traveller Accommodation, Vehicle Servicing/Maintenance Garage, Veterinary Surgery.

13.21.17 E1 General Employment

Objective

To provide for general enterprise and employment generating activities.

Guidance

This zoning is the primary location for employment generating activities. It will facilitate the improvement and expansion of existing employment areas and the investment and development of new employment areas. A wide range of uses will be facilitated on these lands including small, indigenous enterprises, general industry, manufacturing, food production, logistics, and warehousing. The compatibility of a particular use or operation will be dependent on the nature of the use/operations and surrounding uses in the area in which the development will be located.

This zoning also facilitates opportunities for uses that are deemed permissible under the "Business and Technology" zoning category.

Generally Permitted Use

Builders Provider/Yard, Business Enterprise Centre, Childcare Facility, Digital Innovation Hub/Co-working Space, Education Facility (Third Level or Training Centre), E- Charging Facility, Energy Installation, Food Processing Facility, High Technology Manufacturing, Hotel/Hostel/Aparthotel, Industry Light, Industry General, Logistics, Offices, Park and Ride Facilities, Port Related Uses, Research and Development, Road Transport Depot, Science and Technology Based Enterprise, Utilities, Vehicle Sales Outlet, Wholesale Warehousing/ Cash and Carry, Warehousing (General).

Open for Consideration

Abattoir, Coffee Shop/Tea Room, Car Dismantler/Recovery Yard, Data Centres, Garden Centre, Industry Heavy*, Plant and Tool Hire, Public Services, Recycling Facility (Waste), Service Station, Telecommunications Structures, Vehicle Servicing/Maintenance Garage.

*As deemed appropriate to the specific location.

13.21.18 E2 Business and Technology

Objective

To provide for office, research and development and high technology/high technology manufacturing type employment.

Guidance

These lands have been identified to attract and facilitate science and technology, research and development, major offices, global services (including financial services), high tech manufacturing based employment in high quality campus style developments.

These developments should be designed to the highest architectural and landscaping standards while promoting walking, cycling and public transport accessibility. Support facilities such as canteen, gym or childcare services, which are integrated into the employment unit and are of a nature and scale to serve the needs of employees on the campus, will generally be considered acceptable. In specific circumstances where there is a requirement to provide residential development on site this may be considered where it is demonstrated to the satisfaction of the Planning Authority that there is a site specific requirement for the accommodation and the accommodation will be intrinsically linked to the business or industrial operations. Any accommodation will be ancillary to the respective business or industry.

Light industry will generally be acceptable in this zoning provided it is not detrimental to the amenity of the area.

Generally Permitted Use

Digital Innovation Hub/Co-working Space, E- Charging Facility, High Technology Manufacturing, Industry Light, Offices, Research and Development, Science and Technology Based Enterprise, Telecommunications Structures, Utilities.

Open for Consideration

Business Enterprise Centre, Coffee Shop/Tea Room, Childcare Facility, Conference/Event Centre, Data Centres, Food Processing Facility, Hotel/Hostel/Aparthotel, Residential*, Training Centre.

*Residential (Ancillary) – Limited residential development ancillary to an existing or proposed business/industrial operation may be considered.

13.21.19 F1 Research, Education, and Innovation

Objective

To provide for education, recreation, enterprise and innovation.

Guidance

Lands in this zone will be reserved to accommodate development and uses associated with primary, secondary and higher education including research and development, science and technology, student/campus accommodation, student support services, enterprise/start-up business units and recreation/sport facilities.

Generally Permitted Use

Education Facility (Primary or Second Level), Education Facility (Third Level or Training Centre), E-Charging Facility, Research and Development, Science and Technology Based Enterprise, Third Level Student Accommodation.

Open for Consideration

Bank/Financial Institution, Coffee Shop/Tea Room, Childcare Facility, Conference/Event Centre, Digital Innovation Hub/Co-working Space, Recreational/Sports Facility, Restaurant, Utilities.

13.21.20 G1 Community Facilities

Objective

To provide for and protect civic, religious, community, education, health care and social infrastructure.

Guidance

This zoning will facilitate the provision of community, educational, health, institutional, and religious facilities and to safeguard their future provision.

Permitted Use

Allotments, Cemetery, Childcare Facility, Community Facility, Crematorium, Education Facility (Primary or Second Level), Education Facility (Third Level or Training Centre), E-Charging Facility, Health Care Centre, Healthcare Practitioner, Hospital, Nursing Home, Park/Playgrounds, Place of Worship, Recreational/Amenity Open Space, Recreational/Sports Facility, Recycling Facility (Civic & Amenity), Utilities.

Open for Consideration

Bring Banks, Car Park, Cycleway/Walkway trails, Funeral Home/Mortuary, Residential Institution, Retirement Village, Sheltered Accommodation, Telecommunications Structures, Training Centre.

13.21.21 G2 Institutional Lands

Objective

To conserve and protect the setting of institutional buildings.

Guidance

This zoning consists of large parcels of land where institutional buildings and associated open spaces are located. The buildings generally have community or institutional type uses including schools or hospitals. These lands are generally suitable for community uses whilst limited residential development may be considered. In designing any development, consideration shall be given to the conservation/protection of institutional buildings of merit and the provision of public open space as required to ensure new development does not detract from the architectural setting of the existing structures.

Generally Permitted Use

Childcare Facility, Community Facility, Cultural Facility, Education Facility (Primary or Second Level), Health Care Centre, Nursing Home, Public Transport Infrastructure (Rail/Bus), Residential.

Open for Consideration

B&B/ Guest House, Car Park , E- Charging Facility, Healthcare Practitioner, Holiday Homes/Caravan Park, Hotel/Hostel/Aparthotel, Park/Playgrounds, Plant and Tool Hire, Retail Warehouse, Retirement Village, Taxi Office, Telecommunications Structures, Tourist Facility.

13.21.22 H1 Open Space

Objective

To preserve, provide and improve recreational amenity and open space.

Guidance

This zoning refers to areas of ‘active’ and ‘passive’ open space. Development that will improve the facilities or quality of the open space, amenity or recreational facilities, or contributes to the enjoyment of the space will be considered.

Generally Permitted Use

Cycleway/Walkway trails, Park/Playgrounds, Recreational/Amenity Open Space, Recreational/Sports Facility.

Open for Consideration

Allotments, Bring Banks, Coffee Shop/Tea Room, Car Park for recreational purposes, Community Facility, E- Charging Facility, Restaurant, Recycling Facility (Civic & Amenity), Telecommunications Structures, Utilities.

13.21.23 I1 Tourism and Leisure

Objective

To provide for and enhance tourism and leisure facilities.

Guidance

This zoning provides for the use of land for the provision of tourism and leisure facilities and uses. This includes tourist attractions, cultural facilities, tourist amenities, services, and accommodation. Development that contributes to the enjoyment of recreation or leisure activity will also be considered.

Generally Permitted Use

Agri-Tourism, B&B/ Guest House, Coffee Shop/Tea Room, Car Park, Car Park for recreational purposes, Children Play/ Adventure Centre, Conference/Event Centre, Craft Centre/Shop, Cycleway/Walkway trails, Hotel/Hostel/Aparthotel, Recreational/Amenity Open Space, Recreational/Sports Facility, Restaurant, Tourist Facility.

Open for Consideration

Cultural Facility, E- Charging Facility, Holiday Homes/Caravan Park, Park and Ride Facilities, Public House, Takeaway/Fast Food Outlet, Telecommunications Structures, Utilities.

13.21.24 J1 Transportation Development Hub

Objective

To support the provision of mixed-use development commensurate with a transportation hub.

Guidance

This zoning will facilitate the development of a public transport hub and is suitable for other land uses including high-density residential development and retail and office uses.

Generally Permitted Use

B&B/ Guest House, Coffee Shop/Tea Room, Car Park, Childcare Facility, Cinema, Community Facility, Conference/Event Centre, Funeral Home/Mortuary, Healthcare Practitioner, Home Based Economic Activities, Industry Light, Multi Storey Car Park, Nightclub, Nursing Home, Offices, Park/Playgrounds, Park and Ride Facilities, Plant and Tool Hire, Public Transport Infrastructure (Rail/Bus), Recreational/Sports Facility, Retail Warehouse, Research and Development, Retirement Village, Shop (Convenience), Taxi Office, Telecommunications Structures, Training Centre, Veterinary Surgery.

Open for Consideration

Advertisements and Advertising Structures, Amusement Arcade, Bring Banks, Business Enterprise Centre, Drive thru Restaurant, Garden Centre, Industry General, Recycling Facility (Waste), Residential, Restaurant, Shop ≤200m² Takeaway/Fast Food Outlet, Traveller Accommodation, Utilities, Vehicle Sales Outlet.

13.21.25 J2 Public Infrastructure and Utilities

Objective

To provide for transport infrastructure and public utilities.

Guidance

This zoning identifies lands associated with the provision of transport infrastructure and public utilities such as electricity, gas, telecommunications/broadband, and water and wastewater infrastructure. Commercial or mixed-use developments associated with the provision of public transport services such as bus or rail stations will be considered in this zoning category.

Generally Permitted Use

Car Park, E-Charging Facility, Logistics, Multi Storey Car Park, Park and Ride Facilities, Public Transport Infrastructure (Rail/Bus), Telecommunications Structures, Utilities, Water/Wastewater Facility.

Open for Consideration (applicable to lands in this zoning category that are used to provide public transport services)

Business Enterprise Centre, Coffee Shop/Tea Room, Digital Innovation Hub/Co-working Space, Residential, Restaurant, Shop ≤200m².

13.21.26 K1 Agriculture

Objective

To preserve agricultural land.

Guidance

This zone is for the use of land for agricultural purposes and farming-related activities and to provide for the development of existing established uses.

Individual dwellings for permanent occupancy for persons principally involved in agriculture will be open for consideration subject to normal site suitability considerations and compliance with the policy objectives set out in Chapter 3 of this Plan.

Permitted Use

Allotments, Agri-Tourism.

Open for Consideration

B&B/ Guest House, Community Facility, Craft Centre/Shop, Garden Centre, Home Based Economic Activities, Recreational/Sports Facility, Residential, Telecommunications Structures.

13.21.27 L1 Strategic Reserve

Objective

To provide a land reserve for the orderly expansion of the settlement into the future.

Guidance

These are strategically located lands that will generally not be available for development until after the expiration of this Plan.