



15 Urban Design

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Vision: To ensure that all development adheres to the principles of good urban design and contributes to the establishment of a distinctive 'sense of place' and to promote the renewal and regeneration of existing areas through sensitive consolidation.

15.1 Introduction

Urban design is the process of shaping the physical setting for life in cities, towns and villages. It is the art of making places. It involves the design of buildings, groups of buildings, spaces and landscapes, and establishing the processes that make successful development possible. Urban design encompasses the way places work as well as how they look. Good quality urban design is central to creating vibrant and attractive places and when employed with moderate to higher densities can help achieve a more efficient use of existing lands, resources and infrastructure. Good urban design is essential if the County is to produce attractive, high quality, sustainable places in which people will want to live, work and relax.

The Council is committed to ensuring that good urban design principles are applied in the design and planning of new Key Development Areas such as Cherrywood, Old Conna, Kiltiernan/Glenamuck and Woodbrook/Shanganagh. Adhering to good urban design principles can ensure the delivery of high quality environments with a clear and interesting urban structure, the conservation of architectural heritage and townscape, the promotion of high standards of architectural design for new buildings and the reinforcement of local identity and 'sense of place'.

Over the last two years there has been a series of guidelines published by the Department of the Environment, Heritage and Local Government on the topic of urban design, setting out an extensive policy framework. The policy statement 'Delivering Homes, Sustaining Communities', for application Countrywide and its associated guidelines document, 'Quality Housing for Sustainable Communities' (both 2007) provide the policy framework for an integrated approach to housing and planning. 'Sustainable Residential Development in Urban Areas' (2009) sets out the key planning principles which should be reflected in Development Plans and Local Area Plans, and which should guide the preparation and assessment of

planning applications for residential development in urban areas. These guidelines are accompanied by a companion document, the 'Urban Design Manual - A Best Practice Guide'. It provides advice on the practical implementation of the policies contained in the guidelines. The Manual sets out criteria to cover the range of design considerations for residential development as well as detailed case studies that describe best practice examples.

The *Urban Design Manual* provides a very comprehensive and useful guidance tool on design issues. The Council intends to use this Manual as the reference work for practitioners in development and design, and the present chapter intends to set out an introduction to the broader concepts of urban design and how they impact at a Development Plan level.

15.2 Policy UD1: Urban Design Principles

It is Council policy to ensure that development is designed to a high qualitative standard and promotes the creation of good places. The Council will apply the guidance set out in the *Urban Design Manual – A Best Practice Guide* (2009), and will seek to ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, and detailed design.

In broad, conceptual terms, some of the primary principles of good urban design can be defined as follows:

Permeability

A successful place is easy to get to and move through. Places should connect to their surroundings. A successful place gives people the maximum amount of choice of how to make a journey and takes into account all forms of movement (foot, cycle, public transport and car). Where possible connections should emphasise sustainable forms of transport over individual car use. A successful place also makes clear connections from new development areas to existing roads and facilities. This will give users more choices of route when making their journeys. Permeability must be considered early in any planning or development process because streets are the most permanent element of any built environment. (See also Section 5.3.3).

Vitality

Places that are vibrant, active, safe, comfortable and varied are said to have vitality. Places are more active when they have windows and doors connected to the street. Inactive edges are blank walls, badly placed entrances, tunnels, places where you don't feel safe, which are not overlooked. Places feel safer with buildings overlooking them.

Variety/Diversity

A successful place also offers a mix of activities to the widest range of possible users. The most connected streets usually have a wider variety of uses because they are easier to get to and more people go there. Variety is desirable because it provides a choice of activities for a wider range of people, things to do and places to go, making the place more exciting. In commercial areas, a variety of uses will also attract larger numbers of consumers to the area and therefore make it more economically successful. It is important to get the right mix of uses. A successful mix is achieved when uses create a balanced community with a range of services without increasing the need for the car.

Legibility

A successful and 'legible' development is a place that has a clear image and is easy to understand. Five features, which create this kind of place, have been identified:

- > Paths – the routes of movement such as alleys, streets and railways.
- > Nodes – focal places such as market squares which connect the paths and roads.
- > Landmarks – buildings or places that provide local character and act as reference points.
- > Districts – areas of the County with distinct or recognisable characteristics such as the business district.

- > Edges – linear elements not used as routes like busy roads, walls of buildings and railway lines.

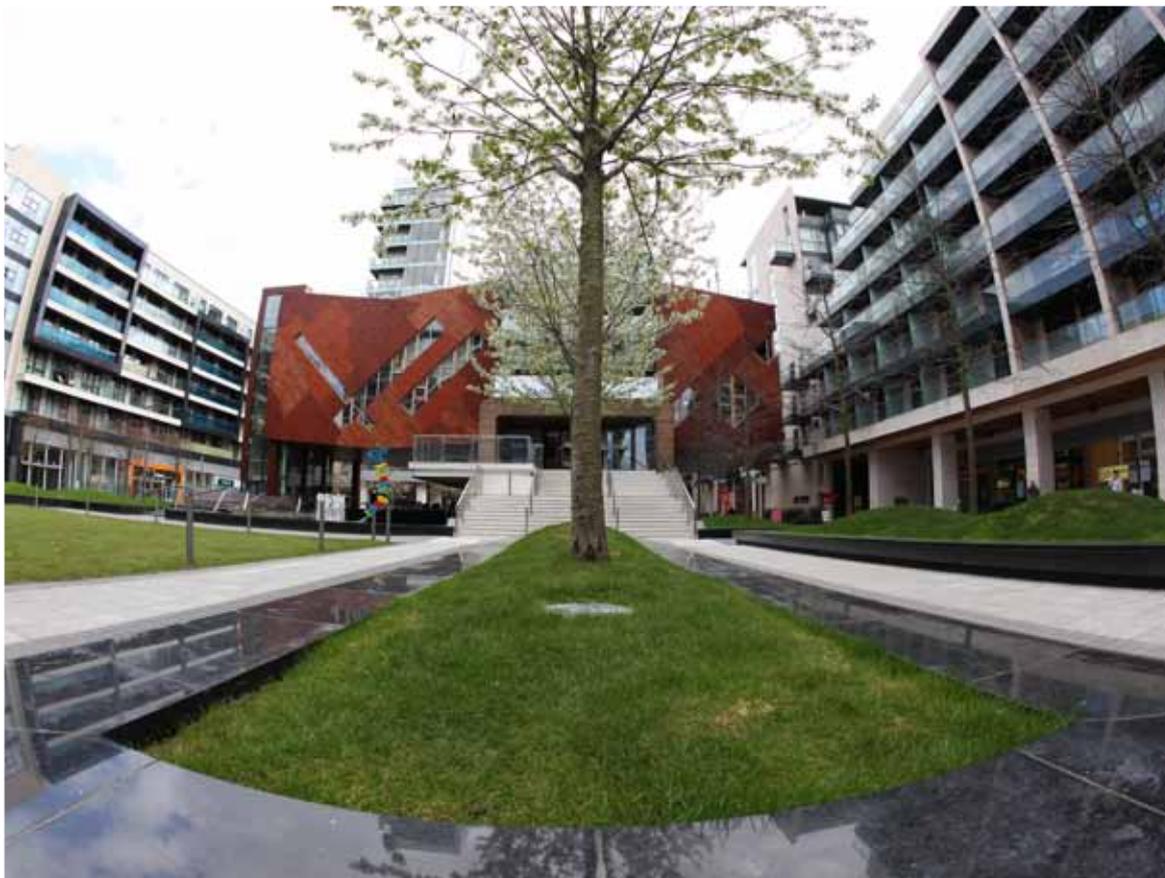
Robustness

This refers to a place's ability to be used for many different purposes by different people, or its potential for change and adaptation for different uses over time. A robust place, whether outdoors or indoors, has many possible uses. A robust building's function can change over time. The whole building can take on a new use, or function, an industrial warehouse, for example, can become new office space. Or a small space within a building can change use, such as a garage into a sitting room. A robust place takes advantage of climatic conditions such as daylight, sunlight and wind, by, for example, placing solar panels on south facing buildings. (See also Section 14.2.2).

Road Layout 'Shared Spaces'

One of the legacies of residential layout design in the recent past has been that design considerations have often been dominated by provision for motor vehicles. A key challenge of urban design is to successfully promote the other functions of streets including providing a 'sense of place', facilitating social interaction and encouraging walking and cycling. Road alignments should discourage speed and give priority to the safety and convenience of pedestrians and cyclists. Road widths in general should be sufficient to accommodate two vehicles passing, but not so generous as to encourage speeding or excessive on-street/kerbside parking. The concept is





essentially traffic calming interweaved with urban design in residential and town/ village areas, so that cars do not dominate in terms of street use and are required to manoeuvre at lower speeds. The Department of the Environment, Heritage and Local Government and the Department of Transport are in the process of drafting a set of best practice guidelines on these issues and the Council will have regard to the guidelines, when published. (See also Section 16.10.2).

In the interim, the UK Department for Transport have published a *'Manual for Streets'* (2007), which provides a good basis for practitioners involved in the planning, design and provision of new residential streets, and modifications to existing ones. It aims to increase the quality of life through good design, which creates more people-orientated streets. The key recommendation of the Manual is that increased consideration should be given to the 'place' function of streets. This function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement.

In terms of translating these concepts into a design methodology, the *'Urban Design Manual - A Best Practice Guide'* sets out 12 criteria to cover the range of design considerations for residential development. The criteria are subdivided into three groups reflecting the sequence of the design process:

Neighbourhood:

1. Context: How does the development respond to its surroundings?
2. Connections: How well connected is the new neighbourhood?
3. Inclusivity: How easily can people use and access the development?
4. Variety: How does the development promote a good mix of activities?

Site:

1. Efficiency: How does the development make appropriate use of resources, including land?
2. Distinctiveness: How do the proposals create a sense of place?
3. Layout: How does the proposal create people friendly streets and spaces?
4. Public Realm: How safe, secure and enjoyable are the public areas?

Home:

1. Adaptability: How will the buildings cope with change?
2. Privacy and Amenity: How does the scheme provide a decent standard of amenity?
3. Parking: How will the parking be secure and attractive?
4. Detailed Design: How well thought through is the building and landscape design?

5. It is anticipated that all major developments will provide a 'Design Statement' as part of the planning application process, which should explain how the development proposal satisfies the above criteria.

15.2.1 Policy UD2: Design Statements

It is Council policy that, for all large-scale planning applications, a 'design statement' shall be required which has regard to design criteria as set out in the 'Urban Design Manual - A Best Practice Guide' (DoEHLG, 2009).

A Design Statement should be prepared for all medium scale and complex developments at an early stage of the design process. The design statement should address urban design, landscape and building design issues and clearly explain the development process, design options considered and the adopted development strategy. The Design Statement should take the form of a concise illustration or series of illustrations and a written statement. This material will form the basis of meaningful pre-application discussions with the Planning Authority. Reference and cognisance to points of the DoEHLG 'Urban Design Manual' 2009 and 'Sustainable Residential Development in Urban Areas' 2009 documents shall also be made. (See also Sections 5.3.3, 16.2.2 and 16.2.4).

A Design Statement should outline:

- The policy background, identifying all relevant policies, development briefs, design guides, standards and regulations and in the case of developments in areas with local area plans or adopted development guidance shall show compliance with the relevant urban design and architectural principles and guidance.
- The urban design and architectural context including a site and area appraisal (illustrated with diagrams), summaries of relevant studies and reports of any relevant consultations.
- The development strategy for the site including design principles which have been formulated in response to the policy background, the site and its settings and the purpose of the development, and how these will be reflected in the development.
- An explanation of the urban structure, including approach to movement and accessibility, landscape development blocks, land uses, density, urban grain, visual context and built form.

15.2.2 Policy UD3: Public Realm Design

All development, whether in existing or in new areas, should positively contribute to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved. This will include detailed consideration

of materials, street furniture (including litter bins), public lighting, street trees and landscaping.

15.2.3 Urban Design at the Local Level

At a local level, statutory Local Area Plans (LAPs) are the primary vehicles for guiding and informing the content, layout and design of both 'new' and 'redevelopment' areas in the County. Local Area Plans have been adopted for Stillorgan, Woodbrook Shanganagh, Kiltiernan-Glenamuck and Glencullen. While all different and distinctive, the four Local Area Plans each contain design guidance and templates that will help frame and influence the 'end product' in each of their respective areas. Into the future additional LAPs (or Strategic Development Zone in the case of Cherrywood) will be prepared for Old Conna, Ferndale Road & Rathmichael, Goatstown and Deansgrange. These will drill down and impose quite detailed and specific design parameters and urban design contexts for the areas in question.

15.2.4 Building Height Strategy

Council policy in relation to the issue of building height throughout the County will be guided by both the general principles and specific detailed recommendations set out in the Building Height Strategy set out in Appendix I. The Strategy will be used in establishing building heights for individual areas and emerging new urban nodes in the County through the vehicles of Local Area Plans, Urban Framework Plans and other plans such as the proposed Cherrywood Strategic Development Zone. The Strategy will also influence and inform the assessment of building heights proposed in individual planning applications.

15.2.5 Street Furniture Strategy

Proposals for the installation of any items of street furniture shall have regard to the following:

- A. Additional street furniture items shall have regard to the need to reduce visual clutter and ensure that items are discreet and well designed so as not to detract from visual amenities.
- B. All new street furniture items shall have a clear function relative to their location and shall have regard to the need to reduce and avoid street clutter and ensure that footpaths and cycle ways are kept free of unnecessary impediments.
- C. The co-location of street furniture items/signage, where feasible, will be required in order to reduce their clutter.
- D. The use of high quality materials, which may include polished steel and/or suitable coating of structures etc, will be required in order to

ensure good visual appearance of furniture items.

- E. All street elements shall be so located as to provide clear, accurate and timely guidance for road users, pedestrian and cyclists.

15.2.6 Urban Tree Planting

It is Council policy to promote Urban Tree Planting in the planning and development of urban spaces, streets, roads and infrastructure projects.

There has been a tendency in new developments to indicate trees on plans as an ornamentation of the plan and as part of 'landscaping'. It is essential that tree planting is an integral part of urban design and that the provision of sustainable tree pits is given equal consideration to underground services, cycleways, public lighting etc. in the design of streetscapes. Trees are the only organic living part of the streetscape and they contribute in many ways to humanising the space, enhancing the environment and minimising the impacts of climate change. (See also Sections 9.3.7, 12.2.6 and 16.7.4).

15.2.7 Other Urban Design Reference Material

The following urban design documents are recommended as reference works for those involved in design work and implementation:

"Urban Design Manual A Best Practice Guide"

A companion document to the *Planning Guidelines on Sustainable Residential Development in Urban Areas*. DoEHLG, 2009.

"By Design; Urban Design in the Planning System: Towards Better Practice"

Commission for Architecture and the Built Environment (CABE), 2000.

"Urban Design Compendium"

Prepared for English Partnerships and The Housing Corporation by Llewelyn-Davies in association with Alan Baxter and Associates, 2000.

"Towards an Urban Renaissance" (1999)

Urban Task Force (Andrew Wright Associates).

"Manual for Streets"

(Urban Design led road standards) published by (UK) Department of Transport, 2007

<http://www.manualforstreets.org.uk/>.

A photograph of a modern, multi-story building with a glass and stone facade. In the foreground, a large, bright red, faceted cube sculpture sits on a paved plaza. The sky is blue with light clouds. A semi-transparent blue banner is overlaid on the middle of the image, containing the section title.

16 Development Management

16 Development Management

Vision: To promote a high quality built environment through the promotion of considered design and development standards and to ensure that developments of diverse types and scales are realised in an orderly and sustainable manner through the application of the various standards and objectives encompassed in the Development Plan through the Development Management process.

16.1 Introduction

In order to ensure the proper planning and sustainable development of the County it is important that development conform to the specific requirements set out in this Chapter taking cognisance of the fact that Development Management is a statutory process and its primary objective is to direct development in an orderly and efficient manner.

This Chapter should be read in conjunction with the Urban Design section (Chapter 15) and other relevant individual topic Chapters incorporated in the Development Plan.

In all development proposals, especially residential development, it is the aim of the Planning Authority to promote a high level of amenity and design, and to protect and complement existing amenities and character - in the interests of sustainable and orderly development.

Unless otherwise stated, recommended residential and other development standards included in this Chapter are informed by a series of Department of Environment, Heritage and Local Government (DoEHLG) guideline documents published over the last 2-3 years and detailed in Appendix A.

16.2 Planning Process

16.2.1 Pre-Planning Meetings

It is sometimes of benefit to applicants and the Council, for proposals to be discussed prior to

their lodgement as planning applications. Section 247 of the Planning Act provides a formal avenue for applicants to seek some general pre-planning guidance from the Planning Authority in relation to their proposed development. The Planning Authority will endeavour to provide pre-application consultations where requested.

16.2.2 Policy DM1: Design Statements

It is Council policy that Design Statements accompany all applications for larger and more complex development schemes.

It can be useful if planning applications are accompanied by a brief outline (sometimes referred to as a Planning Statement) of the proposal's context and aims, and how it responds to the Development Plan objectives and its surroundings.

Applications for residential developments should also include, a Housing Quality Statement (as part of the Planning Statement) that explains how the living environment to be created will meet the requirements of the Plan.

Design Statements should be prepared for all larger/complex, or other relevant, developments (see Chapter 15 - Urban Design) at an early stage of the design process and should accompany the application. The Design Statement is a short document, in which the applicant explains the context and design response. The statement should address urban design principles, landscape design rationale and building design issues, clearly explain any alternative design options considered, describe all relevant Development Plan/ Local Area Plan/Strategic Development Zone design policies and objectives and relate them to the proposal. The twelve 'benchmarks' incorporated within the DoEHLG *'Urban Design Manual'* (2008) and National Spatial Strategy (2002) are considered to be useful tools in helping to frame the structure of a Design Statement. (See also Sections 5.3.3 and 15.2.1).

Urban residential development schemes should include appraisals of the character and distinctiveness of the site and adjoining area and demonstrate how the design and layout of the proposed development responds to, and preferably enriches, that character. If however, the appraisal finds that adjacent areas are of poor design, development proposals should be based on commonly held best practice.

16.2.3 Landscape Plans

Planning applications for all major developments should submit a landscape design rationale prepared by a qualified Landscape Architect, for the consideration of the Parks and Landscape Services Department. Such proposals shall include a scaled landscape plan(s) with cross-sections,

where applicable, showing the layout and hard and soft treatment of all boundaries, features, external areas and green spaces. The proposals shall be accompanied by specifications for materials, workmanship and maintenance, together with proposed design details. Hard landscape details are to include, where applicable, those for any proposed lighting, seating, kerbing, boundaries, edging, surfacing and water features. Soft landscape details are to include detailed planting plans and planting schedules, stating species/varieties, quantities, sizes, rootball presentation and spacings. The landscape plan shall be accompanied by a timescale for its implementation, including a minimum 18-month landscape maintenance period and defects liability clause. Regard should be had to the 'Guidelines for the Development and Taking-in-Charge of Open Space' which is fully detailed in the Parks Department website.

Open space is made up of public, private or communal space which has been "conditioned" by way of a grant of planning permission to serve the needs of the local population.

- Public open space generally derives from a development as lands designated to be generally freely available and accessible to the public and has, or is intended to be, "taken in charge" by the local authority.
- Private open space normally refers to balconies and private gardens, which are the responsibility of, and only accessible to, the individual resident.

- Communal Open Space is intended to be made available to a set group of residents only and would ordinarily be maintained by a management company. This would be typical of apartment complex developments.

16.2.4 Environmental Impact Assessment

In some developments the Planning Authority may require the submission of an Environmental Impact Statement (EIS) in accordance with the provisions of Part 10 of the Planning and Development Regulations 2001-2007. This will be done to facilitate assessment of proposals likely to have a significant effect on the environment.

The Planning Regulations specify mandatory thresholds above which Environmental Impact Statements are required in relation to types and scale of development proposals (e.g. In relation to proposals involving the construction of more than 500 dwellings or sites greater than 2 hectares in commercial areas).

Where it appears to the Planning Authority that a development proposal would be likely to have significant effects on the environment, a "sub-threshold/discretionary EIS" can be requested by notice in writing. On sites of conservation sensitivity listed in Article 103(2) of the Regulations there is an obligation to formally consider whether the development is likely to have a significant effect on the environment of the site, area or land.



16.2.5 Energy Efficiency

The Council will require applications to meet the highest standards of sustainable design and construction and conform in full with the sustainable energy policies set out in Chapter 14 - Climate Change and Energy Efficiency. For major developments an Energy Statement should accompany the planning application addressing how demolition, construction and long-term management of the development will be catered for and how the development:

- › Makes most efficient use of land and existing buildings.
- › Reduces carbon dioxide and other emissions that contribute to climate change.
- › Is designed for flexible use throughout its lifetime.
- › Makes most effective and sustainable use of water, aggregates and other resources.
- › Minimises energy use, including by passive solar design, natural ventilation, and vegetation (green roofs etc) on buildings.
- › Supplies energy efficiently and incorporates decentralised energy systems such as District Heating and uses renewable energy where feasible.
- › Reduces air and water pollution.
- › Manages flood risk, including application of sustainable drainage systems (SuDS) and flood resilient design for infrastructure and property.
- › Ensures developments are comfortable and secure for users.
- › Conserves and enhances the natural environment, particularly in relation to biodiversity, and enables ready access to open spaces.
- › Avoids the creation of adverse local climatic conditions.
- › Promotes sustainable waste behaviour in new and existing developments, including support for local integrated recycling schemes.
- › Reduces adverse noise impacts.

16.3 Residential Development

This section sets out guidance on quantitative, qualitative and development management criteria for residential developments. These requirements will form the basis for evaluating planning applications for new residential developments with a view to improving the quality of housing development in Dún Laoghaire-Rathdown. The following documents are key references informing the standards outlined in this Chapter:

- › *'Delivering Homes, Sustaining Communities'* (DoEHLG, 2007)
- › *'Sustainable Urban Housing: Design Standards for New Apartments'* (DoEHLG, 2007)
- › *'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities'* (DoEHLG, 2009)
- › *'Urban Design Manual: a Best Practice Guide'* (DoEHLG, 2009)

Policies set out in Chapter 8 – 'Social, Community and Cultural Development' seek to secure optimum neighbourhood development allied to appropriate social and community infrastructure. Chapter 15 – 'Urban Design' – sets out objectives in relation to the design of urban villages, spaces and neighbourhoods. This section restricts itself to consideration of the actual dwelling and its immediate context.

16.3.1 Quality Residential Design

High quality urban design, building design and dwelling design will be sought in any proposed development incorporating residential uses. In considering applications for new developments the Planning Authority will refer to the Department of Environment, Heritage and Local Government Guidelines on *'Sustainable Urban Housing: Design Standards for New Apartments'* and *'Quality Housing for Sustainable Communities'* (DoEHLG, 2007) and *'Sustainable Residential Development in Urban Areas– Guidelines for Planning Authorities'* (DoEHLG, 2009). Research completed for the Department of Environment, Heritage and Local Government and Dublin City Council concludes that if sustainable urban homes and neighbourhoods are to be created, it is essential that dwellings and their immediate neighbourhoods are attractive and functional to live in for all sections of the community. The two key requirements for successful higher density urban neighbourhoods appear to be more generous dwelling sizes and adequate public and private open space.

The objective of Dún Laoghaire-Rathdown County Council is to achieve high standards of design and layout to create and foster high quality, secure and attractive areas for living. The following criteria will be taken into account when assessing applications:

- › Zoning and specific objectives contained in this Plan and any Strategic Development Zone/Local Area Plan/non-statutory planning guidance adopted by the Council.
- › Density - Higher densities should be provided in appropriate locations. Site configuration and the characteristics of the area will have an impact on the density levels achievable.

- Quality of the proposed layout and elevations - The quality of the residential environment will be of primary significance in determining the acceptability of planning applications. Layouts, elevations, and plan form must be designed to emphasise a 'sense of place' and community, utilising existing site features, tree coverage and an appropriate landscape structure.
- Levels of privacy and amenity - The relationship of buildings to one another, including consideration of overlooking, sunlight/daylight standards and the appropriate use of screening devices.
- Quality of linkage and permeability – to adjacent neighbourhoods and facilities and the nature of the public realm/streets and spaces.
- Accessibility and traffic safety - proximity to centres and to public transport corridors, existing and proposed.
- Quantitative standards - set out in this Chapter and in Government guidelines.
- Safety and positive edges to the public realm - opportunities for crime should be minimised by ensuring that public open spaces are passively overlooked by housing and appropriate boundary treatments applied.
- Quality of proposed public, private and communal open spaces and recreational facilities.
- Compliance with Housing policy (e.g. lifecycle provision, size, tenure, mix, etc.)
- Compliance with social and community infrastructure (e.g. childcare, local shops, etc.).
- Compliance with the Building Regulations.

The Planning Authority will expect application of the best practice principles set out in Crime Prevention through Environmental Design (CPTED).

This preventative model has been implemented by An Garda Síochána and aims to lessen the risk of exposure to crime that a community may face. This is achieved in the course of planning/construction having regard to the surrounding physical environment.

This is pursued through three core principles:

- Territoriality (this is the area over which an individual feels ownership of a physical space e.g. private property).
- Collective responsibility (i.e. creating social cohesion where a crime against one is a crime against all).
- Detailed security design (i.e. playgrounds, sports amenities).

By integrating these considerations into the construction stage, the risk of crime being committed is lessened and therefore preventative

in its nature. The Planning Authority will avail of An Garda Síochána advisory service for Crime Prevention through Environmental Design (CPTED).

Each new major residential planning application is to be accompanied with a security audit outlining how the proposals address typical security concerns and confirming that An Garda Síochána's Crime Prevention Design Advisor has been consulted in this regard.

Proposals should ensure selection of appropriate specifications for external doors, windows (and other relevant hardware) in order to improve standards of domestic/ personal security in the built environment and to deter criminal activity.

16.3.2 Quantitative Standards

(i) Dwelling Size and Mix

Policies advocating the need for a mix of dwelling types and sizes are set out in Chapter 5 – 'Residential'. The provision of a range of housing types and sizes in the County will increase in importance as trends show a decline in family orientated households, falling household sizes and an increase in elderly and single person households. Nearly 80% of housing output in Dún Laoghaire-Rathdown over the last six years has been in the form of apartments. Based on recent experience, and in response to the changed economic circumstances, the proportion of apartments may well reduce in the future to be replaced with medium-to-high density townhouse developments or similar.

(ii) Residential Density

In general the number of dwellings to be provided on a site should be determined by reference to the Government guidelines document: *'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities'* (DoEHLG, 2009). As a general principle, and on the grounds of sustainability, the objective should be to optimise the density of development in response to type of site, location and accessibility to public transport. However, the overriding concern should be the quality of the proposed residential environment to be created and higher densities should only be acceptable if all of the criteria which contribute to this environment are satisfied. Higher residential density will not be appropriate in every circumstance and qualitative built form will be a more important determinant. Higher densities must not be achieved at an unacceptable amenity cost to the surrounding dwellings or to the residents of the proposed development. (See also Section 5.3.3).

In Dún Laoghaire-Rathdown, apart from in exceptional circumstances, minimum residential densities should be 35 dwellings per hectare. Significant parts of the existing built-up area of the County are readily accessible to public transport corridors – QBCs, Luas, DART. In these



circumstances Government guidance is to provide densities at higher than 50 dwellings per hectare.

(iii) Parking Standards

Parking is an integral element of overall landuse and transportation policy within the County (see Chapter 12 – Sustainable Travel and Transportation). The purpose of parking standards is to ensure that an appropriate level of parking is provided to serve new development. The Planning Authority will apply planning conditions to ensure that spaces will be for the use of occupants of apartments and shall not be rented out to non-residents. The parking standards to be applied in new residential developments in Dún Laoghaire-Rathdown are set out in Table 16.3.

(iv) Private Open Space - Houses

All houses (terraced, semi detached, detached) should have an area of private open space behind the front building line. In general, the requirement shall be 60 square metres minimum for 3/4/5+ bedroom houses. For one or two bedroom houses a figure of 48 square metres may be acceptable.

A minimum standard of 22 metres separation between directly opposing rear first floor windows should usually be observed, normally resulting in a minimum rear garden depth of 11 metres. However, where sufficient alternative private open space e.g. to the side, is available, this may be reduced to 7 metres for single storey dwellings subject to the maintenance of privacy.

In an exceptionally well designed scheme providing an otherwise very high quality living environment the above standards may be relaxed.

16.3.3 Apartment Development

Apartment developments should be of high quality design and site layout having due regard to the character and amenities of the surroundings.

(i) Design Standards

All apartment developments shall accord with or exceed all aspects of Government guidelines in relation to residential development best practice, including *'Sustainable Urban Housing: Design Standards for New Apartments'* (DoEHLG, 2007) and *'Sustainable Residential Development in Urban Areas'* (DoEHLG, 2009).

(ii) Dual Aspect

Apartment developments are expected to provide a minimum of 70% of units as dual aspect apartments, and no single aspect units should be north facing.

(iii) Mix of Units

Apartment developments should provide a mix of units to cater for different size households, such that larger schemes over 30 units should generally comprise no more than 20% 1-bed units and a minimum of 20% of units over 80sqm. Schemes with less than 30 apartments will be assessed on a case-by-case basis according to their unit numbers, configuration and location but should generally accord to a percentage ratio of 40/40/20% mix for 1/2/3+ bedroom units respectively. Some one-bed units – where provided – should be on the ground floor to potentially cater for elderly people 'downsizing' from more traditional housing types.

(iv) Separation between Blocks

All proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects, and provide sustainable residential amenity conditions and open spaces.

The minimum clearance distance of circa 22 metres between opposing windows will normally apply in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size and design. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable.

(v) Refuse Storage

Adequate refuse storage, recycling and composting areas, and future expansion of waste streams for apartment and other residential developments shall be adequately catered for. In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident.

(vi) Internal Storage

Internal storage standards for apartments shall accord with, or exceed the levels outlined in Table 16.1.

(vii) Penthouse Development

The addition of a penthouse level storey in a proposed apartment scheme may be acceptable where living space constitutes the equivalent of one storey. The visual impact of apartment developments on the skyline will be assessed in accordance with the principles of the Council's Building Heights Strategy.

Table 16.1**Balconies: Minimum Private Open Space (P.O.S) & Apartment Internal Storage Areas - square metres**

	Apartments		Houses
	Storage**	P.O.S***	P.O.S
Bedrooms			
one	3	6	48
two	7*	8	48
three +	9*	10	60

* No individual storage room should exceed 3.5sqm

** Some schemes may provide bulky item storage outside units e.g. in basement level & this may satisfy a minority part of the general storage requirement.

*** Adequate landscaped semi-private and communal open space areas should also be provided for above ground floor apartments without any other private open space.

(viii) Minimum Apartment Floor Areas

All apartment developments shall accord or exceed the minimum overall apartment floor areas set out in the table below:

Table 16.2 Minimum Overall Apartment Floor Area

One Bedroom	55 sqm.
Two Bedroom	85 – 90 sqm.
Three Bedroom	100 sqm.

(ix) Apartments - Public, Communal and Private Open Spaces - Standards*

Where appropriate in apartments which have limited or no individual private open space, public (Class 2 only) and private open space requirements may be combined (partially or otherwise) to provide for communal amenity areas. Such developments may also be required to contribute financially towards open space for active recreation being provided elsewhere in the area in accordance with Development Plan standards. Each apartment shall have direct (balcony) access to its own minimum area of private open space in the form of a balcony or patio area (see Table 16.1 for minimum requirements). The minimum depth of balconies for all or most of their length should normally be 1.5m and be accessed from living rooms. Larger balconies should be assessed in terms of overshadowing of other units and other visual impacts. Above ground floor units shall also have access to semi-private/communal and other open amenity spaces. No balconies shall overhang the public footpath.

Car parking spaces will not be considered as part of private/ semi-private open space provision. However, bin or fuel storage areas and similar ancillaries which are provided outside the main structures can be included in the open space, though only located as part of subsidiary areas.

Some semi-private/communal open space may be accepted for apartments in lieu of full private open space provision, in limited circumstances, subject to the provision of at least 6sqm of private open space. In exceptional cases in 'urban centres', for reasons of maintenance of streetscape character, or the preservation of residential amenity of adjoining property, the Planning Authority may accept the provision of communal open space in lieu of all private open space.

In exceptional cases, where the Planning Authority accepts the provision of all private open space in the form of semi-private/communal space - the provision of at least 'balconettes' (with inward opening 'French' doors) and/or access to winter gardens, for access to the open air - would be desirable.

1 *Residential Public Open Space Standards are set out in Section 16.6

(x) Apartments – Play Facilities

In terms of facilities for children regard shall be had to the Sustainable Urban Housing: Design Standards for New Apartments (2008) which states:

Play needs around apartment buildings should be catered for:

- > Within the private open space associated with individual apartments
- > Within small play spaces (about 85-100sqm) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/ guardians, and within sight of the apartment buildings, in any scheme of 25 or more units; and
- > Within play areas (200-400sqm) for older children and young teenagers in a scheme of 150 or more apartments.

16.3.4 Additional Accommodation in Existing Built-up Areas

(i) Extensions to Dwellings

First floor rear extensions will be considered on their merits, noting that they can often have potential for negative impacts on the amenities of adjacent properties, and will only be permitted where the Planning Authority is satisfied that there will be no significant negative impacts on surrounding residential or visual amenities. In determining applications for first floor extensions the following factors will be considered:

- > Overshadowing, overbearing, and overlooking along with proximity, height and length along mutual boundaries.
- > Remaining rear private open space, its orientation and usability.
- > Degree of set-back from mutual side boundaries.
- > External finishes and design shall generally be in harmony with existing.

Ground floor rear extensions larger than those defined as exempted development are generally considered acceptable and will be considered in terms of their length, height, proximity to mutual boundaries and quantum of usable rear private open space remaining.

Side extensions will be evaluated against proximity to boundaries, size and visual harmony with existing (especially front elevation), and impacts on residential amenity. First floor side extensions built over existing structures and matching existing dwelling design and height will generally be acceptable, though in certain cases a set-back of an extension’s front façade and its roof profile and ridge may be sought to protect amenities, integrate into the streetscape, and

avoid a ‘terracing’ effect. External finishes shall normally be in harmony with existing. Side gable, protruding parapet walls at eaves/gutter level of hip-roofs are not encouraged.

Roof alterations/expansions to main roof profiles - changing the hip-end roof of a semi-detached house to a gable/‘A’ frame end for example - will be assessed against a number of criteria including:

- > Careful consideration and special regard to the character and size of the structure, its position on the streetscape and proximity to adjacent structures.
- > Existing roof variations on the streetscape.
- > Distance/contrast/visibility of proposed roof end.
- > Harmony with the rest of the structure, adjacent structures and prominence.

Dormer extensions to roofs will be considered with regard to impacts on existing character and form, and the privacy of adjacent properties. The design, dimensions and bulk of any roof proposal relative to the overall size of the dwelling and gardens will be the overriding considerations. Dormer extensions – whether for functional roof space or light access – shall generally not form a dominant part of a roof and shall normally be positioned away from all edges of the parent roof. Particular care will be taken in evaluating large dormer window structures - due to potential excessive overlooking of adjacent properties and the possibility of visual dominance when viewed from the surroundings.

(ii) Sub-Division of Dwellings

The sub-division of existing dwellings into two or more dwelling units will be encouraged in circumstances where it would contribute to maintaining a viable community in an area, is in a location well served with amenities and where the existing dwelling is of an appropriate size.

The maximum number of units in any proposed sub-division will depend upon the characteristics of the area, the suitability of the dwelling for sub-division, availability of services, parking, private amenity space, privacy and other factors. Permission to sub-divide into apartments will not normally be granted unless the average unit size for a one-bedroom unit is at least 45sqm gross floor area. Conversions must not detract from adjoining/existing residential amenity (in terms of overlooking, significant loss of landscaping, high site coverage) or negative visual impact on the streetscape or on neighbouring properties.

Sub-division will not usually be a feasible proposition in modern suburban estates of two storey houses, but may be appropriate in larger-than-average family-sized dwellings in old houses or larger apartments, and will only be allowed where appropriate car parking is provided in accordance with the Council’s car parking requirements set-

out in Table 16.3. Design and landscaping shall be of a high standard for a quality visual environment with adequate open space arrangements required and considered at the discretion of the Planning Authority.

(iii) 'Family Member/Granny' Flat Extension

A 'Family' or 'Granny' flat refers to a temporary sub-division of a single dwelling for a subsidiary element, of usually singular accommodation, for use by a member of the immediate family (e.g. elderly parent) but not as a fully independent dwelling. These will be assessed against the criteria applied to 'normal' domestic extensions. The Planning Authority will generally consider such sub-division favourably subject to ensuring no negative impacts on the integrity of the primary dwelling.

Proposals should be:

- > Interlinked with the primary dwelling and capable of being readily subsumed back into same.
- > Such that the Planning Authority is satisfied that there is a valid justification for the proposal in use terms.

Permission will normally be on condition that:

- > The flat can be subsumed back into the main dwelling when it is no longer required.
- > It shall not be let or sold, other than as an intrinsic part of the overall property.
- > Where the owner wishes it to remain subdivided on a permanent basis, an application shall be made for sub-division which will be assessed on the more demanding criteria as would be applied to a separate dwelling house.

(iv) Detached Habitable Room

This can provide useful ancillary accommodation such as a playroom, gym or study for the main residence. It should be modest in floor area and scale, relative to the main house and remaining rear garden area. The applicant will be required to demonstrate that neither the design nor the use of the proposed structure will detract from the residential amenity of adjoining property or the main house.

Any such structure shall not be to provide residential accommodation for a family member/granny flat (such as dealt with by Section 16.3.4 (iii)).

(v) Corner/Side Garden Sites

Corner site development refers to sub-division of an existing house curtilage to provide an additional dwelling in existing built up areas. In these cases the Planning Authority will have regard to the following parameters:

- > Size, design, layout relationship with existing dwelling and immediately adjacent properties.

- > Amenity impact on surrounding neighbouring residents.
- > Accommodation standards for occupiers.
- > Development Plan standards for existing and proposed dwellings.
- > Buildings lines followed where appropriate.
- > Car parking and gable and rear access/maintenance space.
- > Private open space for existing and proposed dwellings.
- > Level of visual harmony, including external finishes and colours.
- > Larger corner sites may allow more variation in design, but more compact detached proposals should more closely relate to adjacent dwellings.
- > Side gable walls as side boundaries facing corners in estate roads are not usually favoured. In such cases finishes should match the existing house and wall or otherwise be rendered.
- > Use of first floor/apex windows on gables close to boundaries overlooking roads and open spaces for visual amenity and passive surveillance.

(vi) Backland Development

Backland residential development usually involves the establishment of a new single dwelling, and a building line to the rear of an existing line of houses. Residential development within the boundary of larger detached houses does not constitute backland development and will not be assessed as such. Where the Planning Authority accepts the general principle of backland residential development to the rear of smaller more confined sites within the existing built-up area, the following standards will apply:

- > Generally be single storey in height to avoid overlooking.
- > Adequate vehicular access generally of a width of not less than circa 3.5 metres must be provided to the proposed dwelling (3.1m at pinch points).
- > Existing dwelling and proposed dwellings shall have minimum individual private open spaces of 48sqm each exclusive of parking for one/two bedroom units or 60sqm plus for three or more bedroom units.
- > Proposed single storey backland dwelling shall be located not less than 15 metres from the rear façade of the existing dwelling, and with a minimum rear garden depth of 7 metres. Proposed two storey backland dwellings shall be located not less than 22 metres from the rear façade of the existing dwelling where windows of habitable first floor rooms directly

face each other. Proposed two-storey backland dwellings should have a minimum rear garden depth for the proposed dwelling of 11 metres.

(vii) o/o Zone

Locations have been identified on the Development Plan maps where no increase in the number of buildings will normally be permitted. Such locations include areas in the vicinity of the coastline where density controls are considered appropriate in the interests of preserving their special amenity.

Many of these locations are however, within close proximity of the DART line where higher densities would normally be permitted and promoted. Small scale, sensitive infill development may be considered in these areas on suitable sites where such development would not detract from the character of the area either visually or by generating traffic volumes that would cause potential congestion issues which would, in turn, necessitate road widening or other significant improvements.

Aspects such as site coverage and proximity to boundaries, impacts on drainage, loss of landscaping, the existing pattern of developments, density and excavation impacts will also be critically assessed in determining applications for residential development in the o/o zone. (See also Section 5.3.3).

(viii) 'Living-Over-The-Shop'

In encouraging the residential use of the upper floors of commercial properties in established retail/commercial areas - including the districts of Dún Laoghaire, Blackrock, Dundrum, Glasthule, Dalkey, Sandycove and Monkstown - the Council will consider possible dispensations from normal standards to facilitate 'Living-Over-The-Shop' developments that will contribute positively to the renewal of areas.

- Derogations for older commercial buildings in appropriate cases may be given in respect of private open space, parking, and unit size standards. Up to a 25% reduction in normal Dún Laoghaire-Rathdown County Council's (apartment) unit sizes may be allowed - translating to minimum floor sizes of circa 41/64/75 gross square metres for one, two and three bedroom units respectively. Similar dispensations in respect of storage space may also be allowable. Private open space requirements will be assessed on a case-by-case basis, acknowledging that any conventional provision of private open space will often be difficult in such circumstances, but a minimum private open space screened balcony of 2sqm or more per unit may be required.
- Derogations for car parking may be allowed in acceptable existing town/central locations at the discretion of the Planning Authority.

(ix) Mews Lane Development

The principle of mews development will generally be acceptable when located on a lane that:

- Is already developed to such an extent that further development would have to be regarded as infill.
- Is already adequately serviced and surfaced from the site to the public road.
- Is the subject of a legally acceptable agreement between owners or interested parties who intend to bring the laneway to standards and conditions - particularly in terms of drainage/ water supply services - suitable to be taken-in-charge by the Council. The onus will be on the applicant(s) to demonstrate that they have a consensus of owners or interested parties.
- Where the Council is likely to be able to provide services and where owners can be levied to allow the Council to service the sites.

The principle of mews development on a particular laneway will NOT generally be accepted where:

- The length of all or most of the adjoining rear gardens on the side of the lane concerned is less than 25 metres* or
- Where, particularly in a commercial area, the lane is likely to be required by the frontage buildings for access or the area adjoining the lane is required for expansion.

**Exceptions may be allowed in the case of conversion of existing two-storey structures in sound condition and of particular architectural or townscape value.*

Where the Planning Authority accepts the principle of residential development on a particular laneway, the following standards will generally apply:

- Development will be confined to single units in one or two storeys of modest size and the separation distance between the rear façade of the existing main structure (onto the front road) and the rear mews structure should normally be a minimum of 20 metres and not less than 15 metres, or not less than 22 metres where first floor windows of habitable rooms directly face each other.
- Setting back of dwellings and boundary walls may be required dependant on existing building lines, lane width, character and parking/access.
- Dwellings and boundary walls may be required to reflect the scale, height, materials and finish of existing walls and buildings, particularly where old coach houses and two storey structures are involved.
- All parking provision in mews laneways should be in off-street garages, integral garages (car ports), forecourts or courtyards, and conditions to 'de-exempt' garage conversions will



normally be attached. At least one off-street parking space per dwelling will generally be required. Where two spaces can be reasonably accommodated these should be provided. Part set-backs of frontage for on-street parallel parking may be considered depending on lane width and structure types.

- Each dwelling shall generally have a private open space area of not less than circa 48sqm exclusive of car parking area. A financial contribution in lieu of public open space provision may be required.
- Where dwellings are permitted on both sides of a lane, habitable room windows must be set out to minimise direct overlooking of each other where less than 9 metres apart.
- Vehicular entrance widths shall be a minimum but sufficient to provide for proper vehicular turning movements allowing for laneway width and for pedestrian visibility.

Minimum lane width requirements are:

- Up to 6 dwellings: Private road of sufficient width to allow easy passage of large vehicles such as fire tenders or refuse collection vehicles (circa 3.1m width at pinch points such as gateways and opposing gables or for short lengths, and general minimum of circa 3.7m wide lanes).
- Up to 20 dwellings: Minimum width of 4.8 metres subject to a maximum length of 300

metres. Short lengths of narrow width may be acceptable where there will be no frontage access to those lengths.

- Sufficient lane width shall exist to allow access for a Fire Tender. Consequently on-lane parking may be prohibited or restricted to provide for this.

All mews laneways will be considered to be shared surfaces and footpaths need not necessarily be provided. If external street/security lighting is warranted, only a minimal level and wall-mounted type(s) may need to be provided.

Reduced standards from the above may be acceptable, particularly in cases of conversion of existing two storey structures in sound condition and of particular architectural and/or townscape value.

Applications should clearly state the requirements and method statement for bin storage and collection, car parking, access and similar details.

(x) Institutional Lands

There are still a number of large institutions in the established suburbs of the County which may be subject to redevelopment pressures in the coming years. The principal aims of any eventual redevelopment of these lands will be to achieve a sustainable amount of development while ensuring the essential setting of the lands and the integrity of the main buildings are retained. In order to promote a high standard of development,

a comprehensive masterplan should accompany a planning application for institutional sites. Such a masterplan must adequately take account of the built heritage and natural assets of a site and established recreational use patterns. Public access to the lands may be required. (See also Section 5.3.5).

(xi) Student Accommodation

Given the growth in recent years of the number of third level students, together with the planned expansion of the County’s major educational facilities there is a demand for specific residential accommodation to cater for this need. Chapter 5 ‘Residential’ outlines the Council’s policy on student housing.

When dealing with planning applications for such developments a number of criteria will be taken into account including:

- The location and accessibility to educational facilities and the proximity to existing or planned public transport corridors and cycle routes.
- The potential impact on residential amenities.
- The level and quality of on-site facilities, including storage facilities, waste management, cycle storage, leisure facilities, car parking and amenity.
- The architectural quality of the design and also the external layout, with respect to materials, scale, height and relationship to adjacent structures. Internal layouts should take cognisance of the need for flexibility for future possible changes of use.
- In all schemes, the applicants will be required to provide written documentary confirmation for a ‘Qualifying Lease’ as defined in the Guidelines on Residential Developments for 3rd Level Students published by the Department of Education and Science in May 1999 and noting the supplementary review document of July 2005, to prove that the accommodation is let to students within the academic year.

All permissions for student housing shall have a condition attached requiring planning permission for a change of use from student accommodation to other type of accommodation. Future applications for this type of change of use will be resisted except where it is demonstrated that continuing over-provision of student accommodation exists in the County. (See also Section 5.4.5).

16.3.5 Rural Housing

The Council’s policy position in respect of the management of ‘one-off’ housing in the rural parts of the County is set out in Chapter 5 – ‘Residential’. The Council generally seeks to protect the rural character of the countryside and foster sustainable

development. In pursuance of these objectives the Council’s position in relation to ‘one-off’ houses is essentially restrictive and precautionary.

(i) Design - Rural

Suburban-type development is not acceptable in rural areas particularly when this would result in ribbon development. The Planning Authority will generally require new dwellings to be set well back from the road. The building line will be determined by local topography and existing and natural features.

The traditional field pattern should be preserved and roadside and field boundary hedges retained and/or reinstated. There will generally be an emphasis on retaining existing roadside and other boundaries and any other attractive natural/man-made features that are characteristic of the site or surroundings. A native tree planting scheme will generally be required in order to enhance rural amenity. Access roads and driveways should respect site contours. Recessed gateways should be constructed in local materials and in a style indigenous to the area. (See also Chapter 9: ‘Landscape, Heritage and Biodiversity’).

The Planning Authority will not insist on the use of particular architectural styles but will generally expect visually similar/sympathetic appearance in areas where there is an accepted vernacular. The Glencullen Local Area Plan Design Guide, in particular, provides some considered guidance and direction in relation to principles of good siting in rural areas and also details of vernacular design. Much of this material would have application to other rural parts of the County beyond the Glencullen Plan area. A design which is incompatible with site conditions, to an extent that it would be dominant, intrusive or incongruous in the landscape, will not be permitted. Notwithstanding the guidance contained in the Glencullen Local Area Plan, there are individual circumstances where more modern designed houses within rural areas may be acceptable e.g. a well-screened location with a restrained modern appearance.

Buildings should not be located on a ridgeline or in an elevated position on a site. The site contours should be respected. Roof types and materials may be controlled in the interest of visual amenity.

Buildings and their layouts should meet the requirements of the Dún Laoghaire-Rathdown ‘Guidelines for Sustainable Development’ and the DoEHLG ‘Sustainable Rural Housing’ Guidelines and other relevant Council guidelines including the Glencullen Local Area Plan Rural Design Guide.

(ii) Road Frontage

Minimum road frontage length should, for individual new houses, generally be at least 60 metres in order to preserve the rural or high amenity quality of the area.

(iii) Vehicular Entrances

Vehicular entrance gates shall be recessed and the wing walls or fences splayed so as to provide adequate sight distances in both directions depending on the traffic conditions and the characteristics of the roadway at that location. Existing/proposed vehicular access points shall be carefully examined including consideration of landscape and visual amenity aspects, as there may be circumstances where it is desirable to seek alternative positions to avoid removal of substantial lengths of good characteristic existing boundaries. Front boundary treatments shall retain, or plant indigenous hedges, earth banks, or provide dry stone walls or similar - depending on the typologies common to the area. (See also Section 9.3.8).

(iv) Waste Water Treatment Systems

The Planning Authority acknowledges the availability of various domestic waste treatment systems as alternatives to waste water treatment systems. Where such systems are considered acceptable the Planning Authority will adjust the technical qualifying criteria pro-rata to the proven performance of these systems.

Site assessment and the design of waste water treatment systems and percolation areas shall generally conform with *'The Environmental Protection Agency's Code of Practice: Wastewater Treatment and Disposal Systems Serving Single Houses, 2009'* and the requirements of the Environmental Health Office.

A detailed site investigation report, to include percolation and water table tests certified by a qualified person should be provided with the planning application and a suitable trial hole should be made available for inspection by the Environmental Health Office.

All existing wastewater treatment systems and treatment plants should be maintained annually and appropriate documentation made available. Where appropriate, an audit inspection may be undertaken by the Environmental Health Office. These, and other aspects may be required by condition.

The protection of water sources (including groundwater in wellfields) and catchment areas is of paramount importance (See Chapter 13 e.g. Section 13.3.3).

(v) Water Supply

Where no public water main is available, a potable water supply must be provided in accordance with Council requirements.

(vi) Extensions - Rural

Extensions of a reasonable or modest size may be acceptable subject to the proposed extension respecting the character, scale, and proportion of the existing or, where appropriate, the original

dwelling, and subject to the availability of necessary services.

16.3.6 Temporary Accommodation**Holiday Caravan Sites**

The Planning Authority recognises the tourist benefits of a properly developed site for holiday home type caravans, smaller trailer caravans and tents. These sites will generally be permitted in rural areas zoned 'B' where the topography would permit their siting without injury to amenity or public health. In rural areas zoned 'GB', holiday caravan sites are not 'permitted in principle' but may be 'open for consideration' depending on circumstances.

The Planning Authority regards holiday caravan sites as sites for temporary (leisure/tourist) dwellings. The layout and servicing of such sites will be required to conform to the standards set out in the Fáilte Ireland – *'Registration and Renewal of Registration Regulations for Caravan and Camping Parks'* (2008).

16.3.7 Residential Development - General Requirements**(i) Road and Footpath Requirements**

The requirements set down in the Council's Development Works in *'Residential and Industrial Areas'* - Guidance Document will generally apply. Where an innovative layout is accepted by the Planning Authority, variations to these requirements may be accepted. In allowing any deviation in the general requirements, the primary consideration will be the safety of pedestrians and access for emergency vehicles.

Dished kerbs shall be provided at junctions to facilitate ease of movement for people.

(ii) Habitable Room Sizes

The minimum size of habitable rooms for houses/apartments/and flats shall conform with appropriate national guidelines/ standards in operation at the date of application for planning permission, including the minimum dimensions as set out in *'Sustainable Urban Housing: Design Standards for New Apartments'* (2007) and *'Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities'* (2007).

(iii) Naming of Residential Estates

Dún Laoghaire-Rathdown placenames are an important part of the County's cultural heritage and reflect local history from ancient times to the present. It is Council policy therefore that the naming of streets and residential estates shall reflect local place names or local people of note, heritage, language or topographical features as appropriate, and shall incorporate old place names

from the locality as much as possible. Bi-lingual and Irish-language signs will be mandatory.

(iv) Phased Development

It is policy of the Planning Authority that no large developments over 100 residential units shall be permitted unless it can be demonstrated that adequate provisions for specified infrastructural requirements, including: roads, sewers, water mains, community, recreational and sporting facilities (indoor and outdoor), public transport, first and second level schools and shops are available at completion to support development.

(v) Management Companies

In residential developments which are not proposed to be taken-in-charge by the Council, evidence will be required that Management Companies are to be set up by time of completion of the estate, and of which membership shall be compulsory for all purchasers of property. Details of the management scheme shall be agreed with the Planning Authority.

(vi) Bonds

To ensure the satisfactory completion of development (including the protection of trees) on a site which has been the subject of a grant of permission, a bond or cash lodgement may be required until the development has been satisfactorily completed. The bond or cash lodgement may be sequestered in part or in its entirety at the discretion of the Planning Authority where the development has not been satisfactorily completed. The amount of such bond or cash lodgement will be determined by the Planning Authority.

- > The high quality design requirement that protects but also enhances the architectural character of the County, particularly in relation to landmark structures and viewpoints.
- > The potential impact of traffic movement, parking provision and whether or not consideration has been given to a Mobility Strategy.
- > Whether or not the proposed development will have a significant detrimental effect on the amenities of the surrounding areas.
- > Energy efficiency and overall sustainability of the development.
- > The quality of waste management measures proposed.

For all significant commercial and employment developments a Design Statement will be required. At a detailed level parking, circulation and access arrangements shall be as per Planning Authority requirements and as outlined in Table 16.4. Loading and open storage areas shall be visually unobtrusive from public roadways and screened or preferably located behind the building line. Multiple unit developments shall implement ordered naming and signage schemes to avoid visual clutter.

16.4 Enterprise and Employment

The Planning Authority will seek to encourage high quality design, materials and finishes and good quality landscaping with robust maintenance protocols for all large commercial and office developments in Dún Laoghaire-Rathdown. In assessing planning applications a number of considerations will be taken into account:

- > Conformity with the land use policies set out in respect of enterprise and employment development as outlined in Chapter 6.
- > The mix of uses being proposed particularly in mixed-use areas (Objective 'E' Zones, Major Town Centres and District Centres) where redevelopment and changes of use need to be orientated towards creating urban environments that are vibrant and lively.
- > Achievement of an appropriate density and scale of development.
- > Provision of public open space to a minimum of 10-15% of site area.

16.5 Retail Development

Retailing often provides a social and civic focus in suburban areas. Shopping schemes must therefore conform to the highest design standards. They should be designed so as not to be of excessive size in relation to the planned catchment area. In this context, neighbourhood centres are intended to cater for the daily shopping and service needs of the surrounding neighbourhood and will normally be small in scale. Regard will be had in dealing with applications in local centres to changing shopping trends and to the social and economic circumstances of the area.

In the context of larger scale retail developments, while adequate carparking, separate service areas and convenient access by public transport and for pedestrians and cyclists from surrounding residential areas are essential elements, these must be supplemented by features that make the overall scheme attractive and pleasing to the public. Such features include:

- > Public realm of appropriate scale, design and enclosure.
- > The provision and design of street furniture, e.g. telephones, seats, litterbins, cycle facilities.
- > The provision within the overall design of the scheme for public facilities, e.g. toilets, advice centres, health clinics, crèches, child, and special care facilities.

- Activities and uses that keep the centre alive both during the day and evening.
- The inclusion of residential uses, particularly apartments, as an integral part of the centre in order to increase the evening activity and security of the centre.
- The overall design strategy will normally reflect variety (by the use of differing shopfronts, plot frontage widths, setbacks, signs etc.) within a unified concept.
- The design and layout of buildings together with the materials used in their construction should be such as to discourage graffiti and other forms of vandalism. All unsightly areas, for example, service areas, should be out of sight of surrounding residential areas and pedestrian areas within the scheme. Considered screening should form an integral part of any design, but where this is not possible, tree planting and landscaping will be necessary. Tree planting and landscaping must also form part of the general design of the shopping scheme.

In dealing with applications for planning permission for retail development, the Council shall have regard to the DoEHLG *'Retail Planning Guidelines for Planning Authorities'*, 2005 (in particular paragraph 65) and the Retail Planning Strategy for the Greater Dublin Area 2008-2016.

16.5.1 Retail Parks and Retail Warehouses

Retail parks have emerged as agglomerations of retail warehouses grouped around a common car park selling mainly bulky household goods. Retail warehouses require extensive areas of showroom space, often with minimal storage requirements. Retail warehouses have two main impacts on the retail hierarchy in a County:

- If located in the retail town centre by their nature and scale they can detract from the urban character of the town centre and represent an unsustainable use of land.
- Secondly, if the range of goods on offer in a retail warehouse extends beyond that of non-food and or bulky household goods it will undermine the hierarchy of retail centres in the County.

Applicants for retail parks and retail warehouses will be required to provide detail on their target markets in their application for planning permission. While Retail Parks and Warehouses will be open for consideration in Major Town Centres and District Centres there is unlikely to be significant potential within existing centres to accommodate retail warehousing floorspace. As a general principle the Planning Authority will be adopting a precautionary approach to any significant additional retail warehouse floorspace in the County for the duration of the

Development Plan. Retail parks and warehouses shall be encouraged on land with Zoning Objective 'E' – *'to provide for employment and economic development'* where the site has good access to a suitable road network and has access to integrated public transport. If the proposed retail warehouse or park will result in the gross retail warehouse floor space within the existing employment zone being greater than 15,000sqm then its impact will be assessed having regard to the primary zoning objective for the area and the impact of the proposal in relation to the impact on vitality and viability of existing retail centres – all in accordance with the criteria set down in the DoEHLG *'Retail Planning Guidelines for Planning Authorities'* 2000 and the *'Retail Planning Strategy for the Greater Dublin Area 2008-2016'*.

The DoEHLG Guidelines provide a maximum size range for retail parks of 8,000 – 15,000sqm The recommended minimum unit size for retail warehouses is 700sqm and a maximum unit size of 6,000sqm These standards will be adhered to in Dún Laoghaire-Rathdown County.

16.5.2 Fast Food Outlets/Takeaways

The following criteria will be taken into account in the assessment of development proposals for fast food/takeaway outlets:

- The need to retain, protect and strengthen the retail, general variety and multi-use function of the area.
- The adequacy of existing facilities for the sale of hot food for consumption off the premises in the locality.
- The cumulative effect of the proposed development on the amenities of the area.
- The effect of the proposed development on the existing mix of land uses and activities in the area.

The proliferation or oversupply of certain premises that cause or are likely to cause disturbance or nuisance, detract from amenities or seriously detract from an area generally in terms of use and services mix may be resisted.

16.5.3 Off-Licences/Betting Shops

Off-licences and Betting Shops provided in the County's commercial and mixed-use areas provide a local commercial service. The Planning Authority will protect communities by ensuring that the proportion of off-licences/ betting shops within smaller centres is not disproportionate to the overall number of units. However, the number and control of off-licences/ betting shops will primarily be a licensing issue. The consideration of proposals for off-licences/ betting shops must also have regard to the amenities of nearby residents i.e.

noise, general disturbance, hours of operation and litter.

Off-Licenses and betting shops will not be permitted in areas zoned Objective 'A' – 'to protect and/or improve residential amenity'.

16.5.4 Petrol Stations

Applications for petrol stations should take account of the following:

- The total area (gross) devoted to ancillary - or convenience - retail sales, within a petrol station shall not exceed 100sqm and shall be in scale with the size of the filling station. Should such a unit or a larger retail facility be proposed with a wide range of goods it will be treated as a shop and assessed accordingly (including a sequential test).

Location:

- Limited petrol stations ancillary to large foodstores located in, or adjacent to town centres, may be permitted where there is acceptable road access, and where it is considered there will be no negative impacts in terms of visual intrusion or the amenities of the adjoining area.
- A workshop for minor servicing (e.g. tyre changing, puncture repairs, oil changing) or petrol stations may only be permitted in circumstances where they would not adversely affect local amenities - particularly with regard to proximity to dwellings or adjoining residential areas and the Planning Authority will generally not permit either - unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obstruction, safety considerations or fumes and smells.

Miscellaneous:

- Consideration may also be given to the limiting of the hours of operation.
- Good quality of overall design will be required for all petrol stations.
- In visually sensitive locations, the use of standard 'corporate' designs and back-lit signage etc. for petrol stations may not be acceptable.
- In rural areas petrol stations will not be permitted where they will have a negative impact on surrounding views, prospects, scenery or general amenities.
- Signs should be limited and generally form part of the buildings or other structures.
- The use of high level signs, signs projecting over footpaths, 'fly' posters and bunting will not be permitted. Free standing signs shall be limited to one per petrol station and shall not

project above the forecourt canopy and shall not impact on vehicular sightlines at the exit onto the public road.

- Only one entry and one exit point shall be permitted for vehicular traffic onto the public roads, and exits onto dual carriageways shall be restricted to a single lane width – entry and exits shall generally be provided with ramped entry treatments to provide for pedestrian/cyclist priority as appropriate.
- Pedestrian routes shall be clearly defined to and from retail areas.
- The forecourt canopy (if any) should be designed/sited so that it does not dominate the surrounding landscape and buildings.

16.5.5 Community Support Facilities

(i) Childcare

With the growing demand for childcare, there is equal recognition that childcare must be of suitably high quality. Childcare provision has also been recognised as one measure to address poverty and social exclusion. The Planning Authority will seek to facilitate the provision of crèche and playgroup facilities in appropriate locations throughout the County and may require their provision in large residential, public community, commercial and retail developments in accordance with the provisions of the DoEHLG 'Childcare Facilities Guidelines for Planning Authorities' 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.
- Availability of outdoor play area (to a minimum of 3sqm outdoor space per child place in urban locations and 5sqm per child in suburban areas) supported by details of management.
- 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.
- Intended hours of operation.

Applications for childcare facilities in existing residential areas will be treated on their merits, having regard to the likely effect on the amenities of adjoining properties, and compliance with the above criteria. Detached houses or substantial semi-detached properties are most suitable for the provision of full day care facilities. For new residential developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand alone

property. Properties with childcare should include a residential component within the dwelling, and preferably should be occupied by the operator or a staff member of the childcare facility. (See also Section 8.3.7).

(ii) Medical Surgeries/Centres for Medical Practitioners

The Planning Authority will distinguish between small-scale medical practices involving one to two principals (i.e. doctor/dentist/physiotherapist (but not veterinarian) owning the business) with a maximum of one to two employees, and larger medical practices accommodating two or more medical practitioners and two or more support staff.

The Planning Authority will consider on their own merits, any applications for the establishment of small-scale medical practices, or the extension/refurbishment of existing small-scale medical practices, in residential areas. Applications should involve professional medical (commercial) activities carried out by the resident of the building or, the premises should incorporate an otherwise occupied living unit. The living accommodation should comprise a minimum of circa 45% of the overall building floor area.

The operation of these premises shall not have negative impacts on the residential amenities of the surrounding area. Parking and access arrangements shall be as per Transportation requirements, while parking areas shall not dominate the front curtilage of the property in contrast to adjoining dwellings, and shall be similarly landscaped. Medical practices in residential areas should normally be additions to existing residential use of a dwelling and be subordinate to it in most cases. Similar to childcare facilities in residential areas – small-scale medical practices should ideally be in larger, and detached houses on their own grounds and with suitable and convenient access for those arriving by car, foot or public transport.

Larger scale and group medical practices should normally only be located in neighbourhood, district and major town centre zonings. They should not have negative impacts in terms of generating overspill of car parking, traffic hazard, negative impact on adjoining residential uses, should complement the existing uses and buildings and should have only modest signage.

(iii) Community Facilities

As a general principle the location and provision of community facilities is a pre-requisite to the creation and enhancement of viable, enjoyable, sustainable and attractive local communities. In assessing planning applications for leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities,

new school provision and other community orientated developments etc, regard will be taken of considerations such as:

- > Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or County facilities.
- > Practicalities of site in terms of site location relating to uses, impact on local amenities, desirability, and accessibility.
- > Conformity with the requirements of appropriate legislative guidelines.
- > Conformity with land use zoning objectives.

16.5.6 Shopfronts, Signage and Advertising

(i) Shopfronts

Good shopfront design makes a valuable contribution to the environmental quality of shopping areas. The overall preference is for 'open' design shopfronts with no security shutters, with an illuminated goods display and otherwise some element of lighting on shopfront windows on main shopping streets. The Council will control the design of shopfronts in line with the following principles - the scope of which encompasses not only shops but also other business frontages such as restaurants, public houses, banks and offices:

- > The design, materials and proportion of the shopfront should be appropriate and respect the scale and fabric of the building and/or street of which they form part. Not all shopfront design needs to be in the 'traditional style'. There is a place for new good quality contemporary designs.
- > Replacement of more modern era, but poor quality, shopfronts may be welcomed e.g. restoring original building features or omitting 'over-size' signs.
- > The presence of well-crafted and historic shopfronts is an important part of the character of an area. Features of existing shopfronts which are likely to be of interest and merit include pilasters or uprights, apron panels, stall risers or plinths below the display windows, any mullions or glazing bars to the display window etc. Such elements should be considered for retention.



- › Fascia design is an important element of shopfront design. Fascias should not interfere with existing first floor cills and should reflect existing plot widths.
- › Oversized fascias are not appropriate in historic streetscapes.
- › If aluminium is used it should be anodised or treated in an appropriate colour.
- › The painting of clay brick or stone is generally not acceptable.
- › Illuminated box signage will generally not be acceptable.
- › Fascia and shopfront lighting shall be carefully considered.
- › The amount of hanging signs will be controlled on streetscapes.
- › Commercial interests will not necessarily be allowed to use standardised shopfront design, “corporate colours” and materials. Compatibility with individual buildings and with the street scene is considered more important than uniformity between the branches of one company.
- › Roller shutters are not exempted development on, or in front of the building line and their erection requires planning permission.
- › Shutters should be provided in such a way that no part of the shutter or its casing extends beyond the face of the building. Where possible the shutter should be recessed to provide for a window display area. Painted and

‘pen grille’ shuttering should be used and in all cases shutters should be treated with a colour to match the colour of the main shopfront materials. Provision should be made for roller shutters behind the line of the glazing. In vulnerable areas painted “Open Style” external shutters may be appropriate.

- › Alarm boxes should be sensitive in design and location on the building.
- › Planning permission will be required for the erection of canopies. Canopies of traditional design and retractable materials will be promoted.

(ii) Signage

To protect the amenities and attractiveness of the County, no commercial advertising structure will be permitted in the open countryside, on or near a structure of architectural or historical importance, in architectural conservation areas, on public open spaces, in areas of high amenity, within important views, in residential areas, or where they would confuse or distract users of any public road.

Particular attention will be paid to the design and location of new advertising in those areas where the Council intends to implement town and village improvement schemes in order to maximise the potential environmental benefits of such schemes and also in areas the subject of Local Area Plans.

Advertising signs, where permitted, should be simple in design and sympathetic to the surroundings and features of the building on which they will be displayed. The number of signs

located on a property should be limited and no sign should be unduly obtrusive or out-of-scale with the building facade. Control will be exercised to prevent an impression of clutter in any location.

(iii) Wall Panel/Poster Board Advertisements

Wall panel/poster board advertisements may be permitted on commercial premises in shopping areas. The size of the display panel should relate to pedestrian scale. Larger scale poster panels are generally inappropriate in locations proximate to pedestrians.

A wall panel/poster board should be sited back from the wall edges (i.e. not fill entire wall sections and obscure tops/sides of walls) and having regard to the symmetry and any features of the wall on which it is to be displayed. Panels should not normally be placed on buildings above ground floor level.

In circumstances where they will provide temporary screening for derelict and vacant sites or sites where development is taking place, the actual poster board should not exceed 30% of the surface of the wall or screening on which it is mounted.

Subject to location, well designed advertisement panels may be permitted on builders' hoardings for a specified period. The panels should not extend above the general line of the top of the hoarding and should be evenly spaced at uniform height and width.

(iv) Bus Shelters and Taxi Shelters

Shelters incorporating advertising panels shall be carefully sited and will be considered generally in regard to convenience, visual amenity and the facilitation of the greater use of public transport. The Planning Authority will exercise control over their exact location and over the number and scale of advertising panels permitted. Consideration will be given in such cases to the provision of associated supporting items such as bicycle stands and litterbins. Cantilevered shelters may be required so as not to impede pedestrian flow.

(v) Free-Standing Advertisement Displays

Public information and advertising panels are permissible in situations such as pedestrian precincts of shopping centres, other areas of commercial activity and along major traffic routes. They can sometimes be effective when grouped in a unified composite, which avoids an impression of clutter, subject to the location and amount of panels. The amount of advertising permitted on public information panels will be restricted and shall constitute not more than 50% of the total area. Advertisement displays shall be considered under the criteria set out in Section 15.2.5 – Street Furniture Strategy.

The Planning Authority will not normally permit the attachment of sundry advertising devices to

the façade of any structure, e.g. multi-coloured lights, spotlights, flags, bunting, banners, neon moving message signs, fly posting, barrage balloon etc.

Advertisements and advertising structures shall be strictly limited along the coastline to appropriate locations only and full consideration shall be given to their visual impact.

16.6 Open Spaces

16.6.1 Public Open Space Provision

To provide existing and future communities with adequate recreational and leisure opportunities the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity/community facilities.

There are two types of public open space - 'Class 1' which provides for active recreation - in the form of playing fields and sports ground (these require a critical mass of population/development usually found in large residential developments to accommodate recreational facilities).

'Class 2' public open space is more common and are located in and around residential areas providing opportunities for informal recreation, play and nature.

The Planning Authority may require that the open space of any development be located in a specific place to facilitate the assembly of areas of satisfactory size or usability or enhance existing on-site features.

Where public open space is provided, the space should be well overlooked and designed and located to complement the layout and should be visible from, and accessible to, the maximum number of dwellings within the proposal. Inaccessible, hidden or otherwise backland open space will not be acceptable. Fragmented open spaces within a development layout, which result from the necessity to protect existing site features (e.g. a stand of mature trees) may not be counted as part of the site area requirements, as they are necessary to ensure the protection of existing amenities.

It is Council Policy to retain open space use on institutional lands with established recreational or amenity uses, as far as practicable. In the event of permission for development being granted on these lands, open space provision in excess of the normal standards will be required to maintain the open character of such parts of the land as are considered necessary by the Council. For this purpose a minimum open space provision of 25% of the total site area or a population based provision in accordance with Policy DM2 and Policy DM3 is required, whichever is the greater.



16.6.2 Policy DM2: Open Space – Class 1

All residential developments will be required to provide Class 1 Public Open Space for Active Recreation/Playing Fields at a rate of 0.8-1.6ha/1000 population. For the purposes of the calculation, public open space requirements shall be based on housing units with presumed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 2 persons in the case of dwellings with two or fewer bedrooms. Discretion as to how much, by what means - including if a financial contribution in lieu of land will be made - and where such provision is made will be determined in each case by the Planning Authority.

16.6.3 Policy DM3: Open Space – Class 2

All residential developments will be required to provide Class 2 Public Open space for Passive Recreation at a rate of 0.2-0.4ha/1000 population. For the purposes of the calculation, public open space requirements shall be based on housing units with presumed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 2 persons in the case of dwellings with two or fewer bedrooms. Discretion as to how much, by what means - including if a financial contribution in lieu of land will be made - and where such provision is made will be determined in each case by the Planning Authority.

Alternatively to developing Class 1 and Class 2 open spaces to the above requirements a developer may, with the agreement of the Planning Authority,

make a financial contribution in lieu towards the provision of off-site local amenity/recreational facilities. This will take the form of a contribution on a per capita basis towards capital investment in creating and/or upgrading parks and spaces and revenue costs for the maintenance of these spaces. Guidance in relation to the public realm and public open space is outlined in the *'Urban Design Manual: A Best Practice Guide'* (DoEHLG, 2009).

The *'Sustainable Residential Development in Urban Areas'* Guidelines for planning authorities (DoEHLG, 2009) also provide guidance on the provision of open space for new developments. Local Area Plans may identify and allow for playing pitches and large recreational facilities to be concentrated away from the housing areas (but easily accessible and allowing a more flexible approach to open space requirements within housing schemes - by way of casual spaces suitable for smaller children's play, informal kick-about and passive amenity). (See also Sections 10.2.9 and 10.2.10).

(i) Public Open Space - General

Public open space provides active and passive recreation and helps create community spirit. It can also improve the image, add to the sense of identity and define the quality of the area. The hierarchy of public open space needs to be clearly established and the likelihood or appropriateness of the areas to be taken in charge. Clear definition is essential between:

- > Public accessible space and amenity
- > Communal or shared spaces (for the use of the residents only) and

- Private space as private gardens and balconies
- (ii) Public Open Spaces - Qualitative (Standards)**
- Design: The layout and facilities –particularly in large parks e.g. in LAP areas - should be designed to meet a range of user needs, including both active and passive recreation, as identified in the County Strategy referred to elsewhere. Users should feel safe with adequate supervision, passive surveillance, boundary treatment and public lighting contributing to a sense of security. They should be suitably proportioned; narrow tracts which are difficult to manage will not be acceptable. Durable materials should be used.
 - Accessibility: Local parks should be located to be within not more than ten minutes walk of the majority of homes in the area; district parks should be on public transport routes as well as pedestrian/cycle paths. Playgrounds should be carefully sited within residential areas so that they are both easily accessible and overlooked by dwellings, while not causing a nuisance to nearby residences.
 - Biodiversity: Public open spaces - especially large ones - can provide for a range of natural habitats and can facilitate the preservation of flora and fauna. Sustainable Urban Drainage Systems (SuDS) are often used to reduce the impacts of urban runoff on various environments.
 - SuDS should not be included in the normal provision of open space. However, where a SuDS scheme is visually attractive and accessible for public use in most weather conditions - a proportion of the area could be regarded as open space provision. This proportion will be decided by the Planning Authority on a case-by-case basis.

16.7 Landscape Heritage and Biodiversity

16.7.1 Natural Heritage Sites (pNHA etc.)

There are a number of habitats, plant, animal and bird species within Dún Laoghaire-Rathdown which are protected under National and EU legislation (see Chapter 9 - Landscape, Heritage and Biodiversity).

Any development proposals for sites designated as a pNHA, SPA or cSAC shall be accompanied by an EIS and/or Appropriate Assessment and shall be referred to the National Parks and Wildlife Service (NPWS). Regard shall be had to 'Guidance for Local Authorities Appropriate Assessment of Plans and Projects in Ireland (2009)'.

A precautionary approach may be taken to all proposals in environmentally sensitive areas and

to sites that may be in use by, or contain, protected species. An ecological risk assessment may be required in relevant application submissions to ensure that the proposed development does not undermine the conservation objectives of these sites.

In order to comply with European and national legislation on nature conservation and so as to ensure that areas of biodiversity value are adequately protected, an ecological assessment will be carried out for development proposals which have potential to impact on species and habitats protected under EU and national legislation; species and habitats listed as Local Biodiversity Plan Species or Habitats in the Biodiversity Plan 2009-2013; and areas or sites containing features of biodiversity importance. This will allow potentially adverse impacts to be identified and avoided for species and habitats listed in the EU Habitats and Birds Directives, The Wildlife Acts 1976 and 2000, The Flora Protection Order 1999, as well as locally rare and threatened habitats and species.

No projects giving rise to significant direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this plan (either individually or in combination with other plans and projects, except as provided for in Section 6(4) of the Habitats Directive).

16.7.2 Sensitive Landscapes and Site Features

To protect and enhance the character and amenities of the County's rural or sensitive open areas, all new developments of any scale shall incorporate high quality landscape design and shall ensure that:

- Existing site features such as specimen trees, stands of mature trees, hedgerows, rock outcrops and water features are properly identified and retained where appropriate and new planting or other landscaping appropriate to the character of the area be provided.
- Existing significant on-site natural features must influence the layout.
- Developers should consult the Planning Authority at an early stage in relation to landscaping and planting proposals.
- Landscaping in new developments shall include planting of native Irish flora.

Developers will be responsible for the grading, hard landscaping, planting and further development of open space, including the provision of pedestrian paths and other facilities. Developers will be required to provide roadside trees, street planting

and screen planting where necessary. The Planning Authority encourages developers to plant suitable trees in front gardens before dwelling occupation.

16.7.3 High Amenity Landscapes, Views and Prospects

Planning applications that have the potential to adversely impact upon landscapes attributed with a High Amenity Zoning Objective or upon protected views or prospects shall be accompanied by an assessment of the potential landscape and visual impacts of the proposed development – demonstrating that landscape impacts have been anticipated and avoided to a level consistent with the sensitivity of the landscape.

16.7.4 Tree and Hedgerow Preservation

New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerow.

Arboricultural assessments carried out by an independent, qualified arboricultural consultant shall be submitted as part of planning applications for sites that contain trees or other significant vegetation. The assessment shall contain a tree survey, implications assessment and method statement. The assessment will inform the proposed layout in relation to the retention of the maximum number of significant and good quality trees and hedgerows. Tree and hedgerow protection shall be carried out in accordance with BS 5837 (2005) “*Trees in Relation to Construction – Recommendations*”.

Where necessary, the Planning Authority will require a comprehensive hedgerow survey with drawings of a suitable scale.

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



required to ensure protection of existing trees and hedgerows during and post-construction.

16.8 Archaeological Heritage

All development proposals that may (due to their location, size, or nature) have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment and Method Statement. This assessment will require to:

- Clarify the significance of the site (in accordance with Section 3.6 of the Government's *'Framework and Principles for the Protection of the Archaeological Heritage'*).
- Define the buffer area or area contiguous with the monument which will preserve the setting and visual amenity of the site.
- Address measures that will be taken to protect the significance of the site.
- Identify the likely impact of the proposed development on any archaeological fabric and suggested mitigation measures to address these impacts.

Pre-development archaeological testing, surveying, monitoring and recording shall be carried out where appropriate.

If a monument included in the Record of Monuments and Places (RMP) lies within the open space requirement of any development, a conservation plan for that monument may be requested as part of the overall landscape plan for that proposed open space.

All planning applications and other development proposals which are in, or might affect, sites and features of historical and archaeological interest, shall be referred to the Minister through the Department of Environment, Heritage & Local Government.

16.9 Architectural Heritage - Protected Structures

16.9.1 Policy DM4: Protected Structures

It is Council policy that all development proposals potentially impacting on Protected Structures shall have regard to the Department of the Environment, Heritage and Local Government's *'Architectural Heritage Protection Guidelines for Planning Authorities'*, (2004).

The inclusion (formerly 'listing') of a structure in the Record of Protected Structures does not prevent a change of use of the structure, and/ or development of, and/ or extension to, provided that the impact of any proposed development does not negatively affect the character of the protected structure. (See also Section 11.3.2).

The refurbishment, re-use and where appropriate, redevelopment of Protected Structures, and their setting, shall not adversely affect the character and special interest of the building.

Where considered appropriate by the Planning Authority, an Architectural Heritage Impact Assessment should be submitted in accordance with Appendix B of the Department of the Environment Heritage and Local Government's *'Architectural Heritage Protection Guidelines for Planning Authorities'* to assist in the assessment of proposals. Reports shall include a comprehensive assessment of the likely effects of the proposal on the special character of the Protected Structure and the area in which it is located.

In assessing such development proposals, the Planning Authority will normally seek to ensure that:

- Appropriately scaled extensions complement, and are subsidiary to, the main structure and are positioned generally to the rear or lesser elevation (good conservation practice recommends that extensions should be 'of their time' and to high standards of design).
- New buildings in close proximity to a Protected Structures do not have an adverse effect in terms of scale, height, massing and alignment.
- Alterations and interventions to Protected Structures shall be executed to the highest conservation standards, and shall not detract from their significance or value.
- All planning applications will be referred to the Department of the Environment, Heritage and Local Government, and the prescribed bodies. The Planning Authority will have regard to the advice and recommendations received from the prescribed bodies, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.
- The special interest of the structure is not compromised when meeting the requirements of Building Regulations.
- The retention of original features will be encouraged. The use of contemporary detailing as opposed to the re-instatement of lost architectural features will also be encouraged.

16.9.2 Architectural Conservation Areas

Developments within Architectural Conservation Areas (ACA) should:

- Be site specific and take account of context. New developments should normally be 'of their time' and to the high standards of design. 'Pastiche' design should normally be avoided.
- Where proposals include modifications and/or alterations or extensions affecting structures

within an ACA, these should be designed and sited appropriately and not detrimental to the character of either the structure or its setting and context within the ACA.

- Retain and reinstate original features where appropriate.
- Avoid demolition of structures of architectural merit. This will be discouraged and will normally only be permitted in exceptional cases where the replacement structure is of such high quality compared to existing (or existing structure potential) that it will enhance the future built environment of the ACA.
- Where development proposals seek to amalgamate one or more sites, the scheme will be required to demonstrate sensitive planning and design treatment. The onus will be on the applicant to demonstrate that the special character of the ACA will not be adversely affected.

The overall guiding principle in relation to ACAs is the promotion of positive enhancement of the unique qualities that make the ACA special because of its particular character and characteristics. (See also Section 11.3.10).

16.10 Sustainable Travel and Transport

16.10.1 Road Safety

To ensure the needs of all road users are considered, Road Safety Audits shall be required for major new developments and new road and traffic schemes in accordance with National Roads Authority 'Road Safety Audit Guidelines'. Road User Audits and Accessibility Audits shall also be required for larger developments, to be complementary to the Road Safety Audit process, primarily focusing on factors that determine if a scheme will provide convenient and attractive facilities for pedestrians and cyclists and are accessible to all road users. These audits should be undertaken in accordance with Irish and UK best practice models.

16.10.2 Traffic Calming and Traffic Management

All new residential development shall be designed to create self-enforcing 30km/h zones within the development by use of physical engineering measures with emphasis on horizontal rather than vertical calming measures. Traffic calming may be required on existing roads to improve access to, and achieve the required sightlines for developments.

In the design of Traffic Calming and Traffic Management schemes, designers will be encouraged to ensure that the needs of all road users are considered in such schemes and mitigate

any likely possible negative effects including the potential for traffic diverting to the surrounding road network. (See also Chapter 15 – 'Urban Design', and Chapter 12 – 'Sustainable Travel and Transport' regards shared road surface approaches).

16.10.3 Mobility Management Plans

Mobility Management Plans (MMPs) are required for larger sized developments which are likely to result in more than 100 employees and which will generate significant trip demand (residential, commercial, schools, hospitals, other institutions etc). MMPs will be required both for construction, and post-construction phases. In addition, MMPs will be required for residential developments of 100 dwellings or more. Mobility Management Plans should be carried out in accordance with best Irish and UK practice and contain definite measures to encourage sustainable travel modes within a development, such as proposals to encourage cycling and walking, car sharing, car pooling, flexible working hours, off-peak shift working, e-working from home, free/ subsidised bicycles and public transport promotions, etc.

For very large developments the Planning Authority may seek, for a finite term, the introduction of Area-Wide Mobility Management Plans and the appointment of a full-time Mobility Management Manager together with necessary support staff in a permanent office centrally located within the development. This can be facilitated by way of condition.

16.10.4 Traffic and Transport Impact Assessment

Where new development has significant car trip potential, a detailed assessment of the transportation systems available and the impact of the proposed development on the surrounding environment and transportation network should be appraised through the submission of a Transport Impact Assessment (TIA).

Traffic Impact Assessments shall project forwards 5 years and 15 years after opening date in accordance with the National Roads Authority Guidelines and the UK's Institution of Highways and Transportation Guidelines, and shall, in their analysis, consider all major road and traffic schemes and existing and proposed developments in an area.

16.10.5 Street Lighting

Street Lighting shall be provided for car and cycle parking areas, new access roads and along cycle/ pedestrian routes within new developments for security and road safety reasons. Low pedestrian lighting bollards are not recommended on electrical safety and maintenance grounds. Where new junctions are created as a result of new developments, additional lighting poles may be

required on the public roads opposite the junction. (See also 16.11.4 and Chapter 13 - 'Light Pollution').

16.10.6 Car Parking Standards

Car parking standards provide a guide on the number of required off-street parking spaces acceptable for new developments. The overall objective is to satisfy peak demand while eliminating over provision.

For residential developments minimum car parking standards are set (Table 16.3) as, in general, residential dwellings generate fewer car borne trips. For non-residential developments maximum car parking standards are set (Table 16.4). Car parking standards can be used as a travel demand tool since the availability of parking at the destination, rather than the origin, has the most significant influence on the choice of travel.

For non-residential developments separate parking standards have been set for certain land uses in designated areas alongside public transport corridors - as areas with greater travel choices - can operate effectively with less parking provision. This applies to developments located within a 500m catchment of a Quality Bus Corridor and within a 1000m catchment of a Luas or DART station.

Revised car parking standards (reduced parking numbers) for any development may be acceptable dependant on the precise nature of the proposed development, its location, appropriate mix of land uses (but excluding residential), the availability of on-street parking controls in the immediate area and/or other agreed special circumstances where such can be justified on sustainability grounds. Revised or reduced parking standards may also be considered in the context of implementation of a Mobility Management Plan for the proposed development where a significant modal shift towards sustainable travel modes can be achieved. Consideration will also be given to grouped and dual-use parking provision where it can be demonstrated peak demands do not coincide, especially where day and night uses are combined, e.g. childcare facility and public house. Additional parking areas may be required in a development to provide parking for or servicing of Fleet Maintenance vehicles.

In the case of any parking standard not specified in Tables 16.3 and 16.4, the Planning Authority will determine the parking requirements based both on the merits and location of the development and other appropriate parking standards

Table 16.3 Residential Land Use - Minimum Car Parking Standards

Land Use	Standards
Residential Dwelling	1 space per 1-bed unit and per 2 bed unit 2 space per 3-bed unit+ (depending on design and location)
Apartments, Flats, Sheltered housing	1 space per 1-bed unit, 1.5 space per 2-bed unit, 2 space per 3-bed unit+ (depending on design and location)

Table 16.4 Maximum Car Parking Standards* Per Land Use

Land Use	General	Designated areas along public transport corridors
Auditorium, Theatre, Cinema, Stadium	1 space per 3 seats	1 space per 3 seats
Amusement Centre, Entertainment	1 space per 50sqm gross floor area	1 space per 50sqm gross floor area
Bank, Building Societies, Estate Agents, Betting Shop	1 space per 20sqm gross floor area	1 space per 20sqm gross floor area
Bars, Lounges, Function Rooms, Restaurants, Cafes, Fast foods (including such uses in Hotels etc.)	1 space per 10sqm gross floor area	1 space per 10sqm gross floor area
Bowling Alley	3 spaces per lane	3 spaces per lane
Childcare – Crèches, Montessori, after-school	1 space per 1 staff member (including set down)	1 space per 1 staff member (including set down)
Church, Places of Public Worship	1 space per 3 seats	1 space per 3 seats

Table 16.4 Maximum Car Parking Standards* Per Land Use

Land Use	General	Designated areas along public transport corridors
Clinics and Group Medical Practices – doctor, dentist, consultant	2 spaces per consulting room	2 spaces per consulting room
College of Higher Education, University	1 space per class and 1 per 5 students	1 space per class and 1 per 10 students
Dance Hall, Private Dance, Clubs, Discotheques, Night-club	1 space per 20sqm gross floor area	1 space per 20sqm gross floor area
Conference facility	1 space per 5 seats	1 space per 10 seats
Driving Ranges (Golf),	1 space per 2m of base line	1 space per 2m of base line
Funeral Home	6 spaces	6 spaces
Golf or Pitch and Putt Courses	3 spaces per hole	3 spaces per hole
Holiday Caravan Park, Camping	1 space per unit	1 space per unit
Hospital	1 space per bed	1 space per bed
Hotel, Motel, Guest House (excluding function rooms, bars, restaurant)	1 space per bedroom	1 space per 2 bedroom
Institutions, Community Centres, Library	1 space per 50sqm gross floor area	1 space per 50sqm gross floor area
Manufacturing	1 space per 50sqm gross floor area	1 space per 100sqm gross floor area
Marinas	1 space per berth (excluding visitor berths)	1 space per berth (excluding visitor berths)
Nursing Home, Elderly Persons Home, Children’s Home	1 space per 4 residents	1 space per 4 residents
Offices - Business, Professional	1 space per 50sqm gross floor area	1 space per 100sqm gross floor area
Primary and Post-Primary Schools	1.5 per classroom and 2 spaces for visitors	1 per classroom
Residential Mobile Home Park	1 space per unit	1 space per unit
Retail - Food	1 space per 10sqm gross floor area	1 space per 20sqm gross floor area
Retail - Comparison	1 space per 20sqm gross floor area	1 space per 50sqm gross floor area
Retails - Shopping Centres & Stores	1 space per 20sqm gross leasable area	1 space per 50sqm gross leasable area
Retail Warehousing in Industrial Areas	1 space per 50sqm gross floor area	1 space per 50sqm gross floor area
Riding Centre, Equestrian Use	1 space per horse	1 space per horse
Science & Technology Based Industry	1 space per 50sqm gross floor area	1 space per 100sqm gross floor area
Showrooms	1 space per 100sqm gross floor area	1 space per 100sqm gross floor area
Sports Grounds/Sports Club/ Recreation Centre/Gymnasium	1 space per 20sqm gross floor area	1 space per 20sqm gross floor area
Vehicle Service Station	1 space per 275sqm gross floor area	1 space per 275sqm gross floor area

Table 16.4 Maximum Car Parking Standards* Per Land Use

Land Use	General	Designated areas along public transport corridors
General Warehousing	1 space per 100sqm gross floor area	1 space per 200sqm gross floor area
* Detailed transportation studies focused on major development areas may recommend different criteria for parking standards		

Variable Message Signage (VMS) may also be required for certain developments to indicate the availability of car parking spaces within large car parking areas.

16.10.7 Parking and Loading Bays

Where there is a need for loading and unloading in a development, additional parking bays suitable for loading should be provided in addition to the parking requirements set out in Table 16.4.

In general, parking bays shall be a minimum 2.4m in width and 4.8m in length - with increased dimensions required for short-stay retail parking spaces and loading/set down parking areas.

Parking bay widths suitable for people with disabilities shall be a minimum of 3.6m wide, or 6.0m if paired with 1.2m hatching between the parking spaces. A minimum of four or more spaces per 100 spaces (or part thereof) shall be reserved for disabled drivers, but a lesser number may be permitted in larger developments.

Parking bay widths suitable for parent and child parking shall be a minimum of 3.3m wide, or 5.7m if paired with 0.9m hatching between the parking spaces. A minimum of four or more spaces per 100 spaces (or part thereof) shall be reserved for parent and child parking where appropriate, but a lesser number may be permitted in larger developments.

Parking bays for people with disabilities or parent and child shall be located near to access points/lifts.

For residential developments car parking spaces - for the residential units - must be sold off in conjunction with the units and not sold separately, or let, to avoid non take-up by residents. As part of mixed-use developments, parking areas for the residential element must be segregated from other component parts of the development. Parking controls may be required to be introduced on access roads and parking areas within new developments if there is a potential for them to become an unauthorised park-and-ride locations for commuters.

16.10.8 Cycle Parking²

Within residential apartment schemes - one cycle parking space will be required for each residential unit. For non-residential developments one cycle parking stand will be required per 80m² gross floor area, or in accordance with best practice cycle parking guidelines. Where cycle parking cannot be conveniently provided within the development, a financial contribution will be required to provide alternative on-street cycle parking provision in the vicinity of the development.

For short-term cycle parking (e.g. for customers or visitors), 'Sheffield Stand' type cycle parking is required at ground level. This should be within 25m of the destination.

For long-term cycle parking (e.g. for residents, staff, students), secure covered cycle parking is required. This should be conveniently located within 50m of the destination and located near access points where possible. It may be a requirement to provide showers, changing facilities, lockers and clothes drying facilities, for use by staff that walk or cycle to work. CCTV cameras or passive surveillance of car parks and cycle parks may be required for personal safety and security considerations.

Within very large developments, cycle routes shall link to the existing cycle network where possible and maintain a high degree of permeability through developments - Cycle Audits may be required in such developments.

16.10.9 Vehicular Entrances – General Residential

Vehicle entrances and exits shall be designed to avoid a traffic hazard for pedestrians and passing traffic. Where a new entrance onto a public road is proposed, the Council will have regard to the road and footway layout, the traffic conditions on

² DLRCC Cycling Policy was adopted by the Elected Members subsequent to the adoption of the 2010-2016 County Development Plan. As a sister document to the County Development Plan, it includes more detailed and revised guidance for developers on cycle parking standards and ancillary cycle facilities to be provided at new developments. This document can be viewed at www.dlrcco.ie/transportation.

the road and available sightlines, and will impose appropriate conditions in the interest of public safety. In general, for a single residential dwelling, the minimum width of a driveway is 3.0m and maximum width is 3.5m. For a shared entrance for two residential dwellings, this may be increased to 4.0m. Each car parking space for a residential dwelling shall have a minimum driveway length of 5.5m depth (to ensure the parked car does not overhang onto the existing public footway).

Proper provision shall be made for sightlines both onto the roadway and footway in accordance with the National Roads Authority document - Design Manual for Roads and Bridges Volume 6 Section 2 Part 6 (TD 41-42/09) '*Geometric design of Major/Minor Priority Junctions and Vehicular Access to National Roads*', 2009.

Vehicular entrances and on-curtilage parking should not normally dominate a property's frontage. In areas characterised predominantly by pedestrian entrances and few, if any, vehicular entrances proposals for driveways and on-curtilage parking will be assessed on their own merits but may be resisted. Applications for double-width entrances will normally be resisted.

Automatic electronic gates are not normally favoured into residential developments, and should normally be omitted. Electronic or automatic gates are not acceptable in terms of road safety unless the entrance is set back 6.0m from the back of the footway to avoid the roadway or footway being obstructed while the gate is opening.

Driveways/ Hardstanding Areas

A minimum of one third of front garden areas should be maintained in grass or landscaped. In the case of smaller properties - such as small terraced dwellings - this requirement may be relaxed. Each driveway, parking and hardstanding area shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for Sustainable Urban Drainage Systems (SuDS) and include measures to prevent drainage from the driveway entering onto the public road. (See also Chapters 13 and 14 e.g. Sections 13.1.4 and 14.3.2). Where gravel is proposed for driveway, parking and hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road on road safety grounds.

Vehicular Entrances – Other Considerations (Conservation/Character)

Impacts on features like boundary walls and pillars, and roadside grass verges and trees outside properties shall be considered, and entrances may be relocated to avoid these. Any boundary walls, entrance piers and gates, and railings shall normally be finished to harmonise in colour, texture and size to match the existing streetscape.

There can be negative cumulative effects from the removal of front boundary treatments and roadside elements in terms of area character and appearance, pedestrian safety, on-street parking, drainage and bio-diversity – and these will be assessed in the consideration of applications.

The removal of front garden walls and railings etc. will not generally be permitted where such would have a negative impact on the streetscape, especially in Architectural Conservation Areas (ACA), (candidate) Architectural Conservation Areas or other areas of particular character (including areas identified in Local Areas Plans and/or Strategic Development Zones). Vehicular entrances and car parking in the curtilage of Protected Structures will be strictly controlled with minimum intervention, integration and reuse of materials being the key considerations where changes are being considered.

It is Council Policy to develop a Design Criteria for 'Parking Within Property Curtilage Sensitive Architectural Areas' during the lifetime of the Development Plan.

16.10.10 Design of Underground Car Parks

Underground basement car parks shall generally meet the requirements set out in the UK's Institution of Structural Engineers booklet entitled '*Design Recommendations for Multi Storey and Underground Car Parks*' and updates. Underground car parks shall be well lit and brightly painted, with CCTV cameras provided to ensure personal safety and security. A nearly flat area shall be provided at the exit point from a basement car park onto a main road with adequate sightlines available in each direction. Sufficient headroom clearance should be provided to allow access for cyclists and vehicles for people with disabilities.

In larger developments consideration shall be given to egress for cyclists including segregated routes or bicycle lifts. Cycle parking shall generally be at the upper level of any basement car park. Clearly marked pedestrian routes shall be identified within underground car parks.

One-way signal-controlled ramps or car lifts are generally not acceptable for maintenance and operational reasons. Large cul-de-sacs shall not be provided within underground car park layouts. Provision shall be made for an emergency access to underground car parks and, where more than 300 parking spaces are being provided, a second access point to an underground car park is required. Drainage measures will be required to prevent run-off from the public road into an underground car park to prevent flooding.

16.10.11 Childcare Facilities – Parking/Access

All pedestrian routes leading to the childcare facility from any parking area, play area, nearby

road or footpath shall be suitably designed and shall meet accessibility requirements. Car parking standards for childcare facilities are set out in the parking requirement tables and cycle parking requirements are set out above. For new childcare facilities, existing on-street car parking and part-time hours of operation will be considered as part of the development management process.

16.10.12 Electrically Operated Vehicles

To encourage the use of electrically operated cars and bicycles, in line with Council and National Policy, non-residential developments shall provide facilities for battery operated cars to be recharged at a rate of 10% of the total car parking spaces (metered fast-charging 220-240V, 32A three phase). The remainder of the parking spaces, as for all residential parking spaces including parking spaces for the disabled, shall be constructed to be capable of accommodating future charging points as required - residential space facilities to be coded/metered, slow charging 220-240V, 13A single phase. As sales of battery operated cars increase to meet the Government objectives of 10% car ownership by 2020 it would be expected that such spaces would be specifically allocated to that use similar to parking spaces suitable for the disabled and parent and child.

Statutory signing and lining is not in place specifically under current Road Traffic Legislation to provide for on-street electric charging facilities, however the Council is committed to supporting this technology and would be open to piloting

charging points on-street at key areas subject to the availability of resources.

16.10.13 Construction Management Plans

Construction Management Plans for developments generating construction activity - containing measures to mitigate against the effects of the construction, shall accompany all planning applications (for three or more residential units, and for all other developments measuring 500m² gross floor area and above). This will address issues such as traffic management, hours of working, delivery times and methods of prevention of noise and dust, reinstatement of roadway lining and signing, repair of damage to footways and grass verges and the accommodation of worker parking within the development curtilage. Where appropriate, Traffic Management Plans, including construction vehicle routes, will be required for the construction phase of developments.

16.10.14 Emergency Access

Larger developments and residential developments greater than 300 units shall provide for duplicate access or other means approved by the Planning Authority for emergency use/ access.



16.11 Environmental Management - Pollution

16.11.1 Air Pollution

In considering applications for planning permission the Planning Authority will have regard to the 'Local Government (Planning and Development) General Policy Directive 1988' (as may be amended from time to time) issued by the Minister for the Environment and Local Government relating to air quality standards nationally, and to the 'Air Quality Management Plan for the Dublin Region' (2008-2012). (See also Chapters 13 and 14).

16.11.2 Noise Pollution

The Planning Authority will have regard to the 'Dublin Agglomeration Action Plan – Relating to The Assessment & Management of Environmental Noise, 2008–2013', when assessing planning applications – the objective being to reduce noise from new sources and to identify and protect and create areas of low sound levels.

The Planning Authority will use the Development Management process for larger developments:

- To require developers to produce a sound impact assessment, and mitigation plan where necessary, for any new development that the Planning Authority considers will impact negatively on pre-existing environmental sound levels.
- To ensure that future developments are designed and constructed in such a way as to minimise noise disturbances, e.g. the position, direction and height of new buildings, along with their function, their distance from roads, and the position of noise barriers and buffer zones with low sensitivity to noise.
- To ensure that new housing areas, and in particular brownfield developments, will be planned from the outset in a way that ensures that at least the central area is quiet. This could mean designating the centre of new areas as pedestrian and cycling zones with future developments to provide road design layouts to achieve low speed areas where appropriate.
- To incorporate 'Shared Spaces'/'Home zones' or 'Streets for People' in new developments, which recognize that residential streets have multi-function uses for pedestrians, cyclists and vehicles, in that priority order. The noise maps will be used to identify and classify the priority areas and streets.
- To reduce/avoid traffic by decentralising amenities into local areas.

- To interposing less sensitive uses between noise source and sensitive uses.

Where noise barriers are provided at the boundaries of large developments, access routes must be provided to allow for the ongoing maintenance of the barriers.

16.11.3 Hours of Construction

In the absence of a Construction Management Plan approved by the Planning Authority measures to be taken to prevent nuisance from noise at construction and demolition sites shall generally result in:

- The hours of operation on all construction sites being restricted to 8.00am to 7.00pm, Monday to Friday, and 8.00am to 1.00pm on Saturdays.
- No activities taking place on site on Sundays or Bank Holidays
- No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, taking place on site between the hours of 7.00pm to 8.00am
- No deliveries of materials, plant or machinery taking place before 8.00am in the morning or after 7.00pm in the evening

16.11.4 Light Pollution

Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting require planning permission, the Planning Authority will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for the task in hand and shield the light given out in order to avoid creating glare or emitting light above a horizontal plane. (See also 16.10.5 and Chapter 13 – Light Pollution).

16.12 New Developments– Environmental Impacts

Applications for large to very large developments should:

- Make provision for composting and recycling.
- Incorporate, where appropriate, local 'Bring Centres' into development layouts for recyclable materials.
- Facilities for wheeled bin collection and litter collection points.
- Make use of 'Green Roofs' in accordance with Dún Laoghaire-Rathdown County Council Green Roofs Guidance Document.

- Prepare a Stormwater Impact Assessment that incorporates Stormwater Audits in accordance with the Council's Stormwater Management Plan Guidance Document.
- Be generally designed and constructed in accordance with the provisions of the Greater Dublin Strategic Drainage Study policy document titled 'New Development'.
- Submit, prior to commencement of development, details of a Sediment and Water Pollution Control Plan in relation to the Construction Phase of such developments.
- Include an assessment of the impacts of climate change on their development and to make provision for these impacts in particular relating to drainage design.

All developments should incorporate:

- An integrated approach to waste management – to include wastes generated during the construction phase of development as well as the operation and maintenance phases—having particular regard to 'Best Practice Guidelines on the preparation of Waste Management Plans for Construction & Demolition Projects' July 2006.
- Designs and layouts for basements and underground car parks that does not result in any potential for them to flood from within or without.
- Sustainable Urban Drainage Systems (SuDS) that balances the impact of urban drainage through the achievement of control of run-off quantity and quality and enhances amenity and habitat. In particular, the requirements of the SuDS Manual by the UK's Construction Industry Research and Information Association (CIRIA) shall be followed unless specifically exempted by the Planning Authority.

The Planning Authority will:

- Discourage culverting of streams unless considered absolutely necessary.
- Require in developments adjacent to watercourses, that any structure must be set back a minimum distance of 10 metres from the top of the bank to allow access for channel cleaning and maintenance, unless otherwise agreed with the Planning Authority.
- Only permit development when satisfied that new and existing developments are not exposed to increased risk of flooding and that any loss of flood storage is compensated for elsewhere in the river catchment.
- When considering planning applications which include significant hard surfacing, attach conditions which seek to minimise and limit the extent of hard surfacing and paving as well as requiring the use of sustainable drainage techniques, including, in particular,

permeable paving or surfaces such as gravel or slate chippings. The aim generally being to reduce run-off rates and flow volumes from parking areas as well as access roads.

- Ensure that the ongoing development of the County is undertaken in such a way in order not to compromise the quality of surface water (and associated habitats and species) and groundwater. Landuses shall not give rise to the pollution of ground or surface waters during the construction or operation of developments. This shall be achieved through the adherence to best practice in the design, installation and management of systems for the interception, collection and appropriate disposal or treatment of all surface water and effluents.
- Require adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work, where brownfield development is proposed.

16.13 Landfill Sites and Refuse Transfer Stations

In considering planning applications for privately operated landfill sites the Council will have regard to the provisions of the appropriate European Council Directives together with appropriate national legislation and regulations in respect of disposal of waste and disposal of toxic and dangerous waste. Where permission is granted, stringent conditions will be imposed in the interest of health, safety and preservation of amenities.

A refuse transfer station will only be permitted where it does not materially detract from the relevant Land Use Zoning Objective and is at a scale appropriate to its surrounding environment.

16.14 Telecommunications Antennae and Structures

In the consideration of proposals for telecommunications antennae and support structures, applications will be required to demonstrate:

- Compliance with the Planning Guidelines for 'Telecommunications Antennae and Support Structures' (1996) issued by the Department of the Environment and Local Government (as may be amended from time to time), and to other publications and material as may be relevant in the circumstances.
- On a map, the location of all existing telecommunications structures within a 1km radius of the proposed site, stating reasons

why (if not proposed) it is not feasible to share existing facilities bearing in mind the 'Code of Practice on Sharing of Radio Sites' issued by the Commission for Communications Regulation.

- To what degree the proposal will impact on the amenities of occupiers of nearby properties, or the amenities of the area (e.g. visibility issues regarding free-standing masts and associated equipment cabinets, security fencing treatment etc., with potential for mitigating visual impacts - such as by low and mid-level landscape screening to be explored where appropriate, and any access arrangements explored).
- That the beam of greatest intensity from a base station does not fall on any part of school grounds or buildings without agreement from the school and parents. Where an operator submits an application for planning permission for the installation, alteration or replacement of a mobile phone base station, whether at or near a school or college, the operator must provide evidence that they have consulted with the relevant body of the school or college.
- A statement from operators of compliance with the Guidelines of the 'International Commission on Non-Ionising Radiation Protection (ICNIRP)' published in 1998, in order to reduce genuine public health and safety concerns.
- The impacts on rights of way and walking routes will be taken into account.

16.15 Development and Overhead Power Lines

In determining applications proximate to overhead power lines the Planning Authority will have regard to the clearance distances as recommended by the Electricity Supply Board (ESB):

- For development in proximity to a 10kv or a 38kv overhead line, no specific clearance is required by the ESB.
- With regard to development adjacent to an 110kv overhead line, a clearance distance of 20 metres either side of the centre line or 23 metres around a pylon is recommended.
- For a 220kv overhead line, a clearance distance of 30 metres either side of the centre line or around a pylon is required.

16.16 Climate Change

16.16.1 Renewable Energy

The Planning Authority will respond to planning applications for renewable energy developments on a case-by-case basis. They will be considered

in the context of current Government policy on the subject but will take into account other, often competing, Council policies on land usage relating to sectors such as agriculture, tourism and outdoor recreational activities, the protection of the scenic areas of the County, sensitive ecological sites, and any relevant guidelines issued from time to time by the Department of the Environment, Heritage and Local Government.

16.16.2 Wind Energy

When assessing planning applications for wind energy developments the Planning Authority will have regard to the 'Wind Energy Development Guidelines for Planning Authorities', 2006 published by the Department of the Environment, Heritage and Local Government. Criteria for wind energy development that the Planning Authority require to take into account when considering any wind energy or related proposals include:

- Sensitivity of the landscape and adjoining landscapes to wind energy projects.
- Scale, size and layout of the project, any cumulative effects due to other projects, and the degree to which impacts are highly visible over vast areas.
- Visual impact on protected views and prospects, and designated scenic landscapes as well as local visual impacts.
- Impact on nature conservation, archaeology and historic structures, public rights of way and walking routes.
- Local environmental impacts including noise, shadow flicker.
- The visual and environmental impacts of associated development such as access roads, plant, grid connections etc.

The Planning Authority may also require an Environmental Impact Statement to be carried out as part of any planning application for large-scale commercial wind turbine schemes.

16.16.3 Energy Efficiency

The Planning Authority will require all applications to meet the highest standards of sustainable design and construction and conform in full with the sustainable energy policies outlined in Chapter 14 - 'Climate Change and Energy Efficiency'. Developments, which include major refurbishment or change of use, may be required to submit an Energy Statement with the planning application addressing how demolition, construction and long-term management of the development will be catered for and how energy considerations have been inherently addressed in the development. This will be dealt with on a case-by-case basis through the pre-planning process.

16.17 Flood Risk Management

Planning applications for development in areas where flood risk may be present will be assessed in accordance with the provisions of *'The Planning System and Flood Risk Management Guidelines, 2009'*, issued by the Department of Environment, Heritage and Local Government and the Office of Public Works (OPW), 2008 (See also Chapters 13 and 14).

Where flood risk is potentially considered to be an issue, a flood risk assessment should be carried out that is appropriate to the scale and nature of the development and the risks arising. Information on flood risk assessments and the sources of information are contained in the Guidelines.

Proposals for development should, where appropriate provide adequate development-free, riparian strips for river maintenance. Where flood risk is present an applicant should address flood risk by adopting a sequential approach in terms of location of uses in areas of lower risk, the consideration of less vulnerable use-types and other mitigation through design measures. Sustainable drainage should be integral to the design and formulation of proposals. The Guidelines provide information on how new development in flood risk areas should be planned, designed and constructed to reduce and manage flood risk and be adaptable to changes in climate.

Minor proposals in areas of flood risk, such as small extensions to houses, and most changes of use of existing buildings, are unlikely to raise significant flooding issues, unless they introduce a significant additional number of people into flood risk areas or obstruct important flow paths. A brief assessment of the risk of flooding should accompany any such applications to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities.

Where new development in flood risk areas is granted permission, the applicant shall supply details of the flood risk, mitigation measures and residual risk to the major emergency management committee (MEMC) of the relevant local authority for inclusion in their major emergency risk assessment protocols.

16.18 Coastal Issues - Erosion/ Flooding/Recreation

16.18.1 Erosion and Flooding

The Planning Authority will refer to the Coastal Defence Strategy in the assessment of planning applications in the areas identified within the

strategy as being at risk from erosion and/or coastal flooding. (See also Section 14.3.3).

Where possible, the landward migration of coastal features, such as cliffs and marshes, shall be facilitated as these features form an integral part of the coastal system – both physically and ecologically – and provide protection against wave energy through dissipation.

16.18.2 Water Sports and Development

The Planning Authority will normally only permit proposals for development associated with water sports where all the following criteria are satisfied:

- Proposed facilities are fully compatible with any existing use of water, including non-recreational use.
- Will not result in damage to sites of nature conservation importance or features of archaeological and built heritage.
- Can be satisfactorily integrated into its landscape or townscape surroundings.
- Will not have an unacceptable impact on visual amenity especially in Areas of Special Amenity, or other locally important scenic areas.
- Will not result in over intensification of use leading to pollution, excessive noise and nuisance.
- Will not unduly restrict access to the water.

