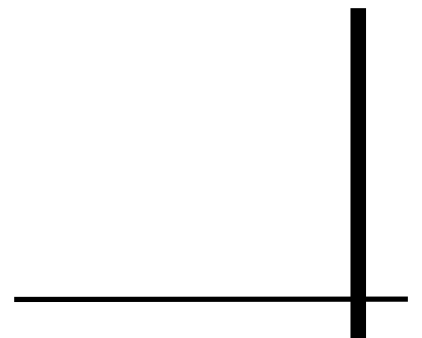


## SECTION 3

# Development Management Standards



### **3.0 General**

The Planning Authority is required under the Planning and Development Act 2000 as amended, to control development, ensuring that permissions granted under the Act are in accordance with the proper planning and sustainable development of the area and are consistent with the policies and objectives of the current County Development Plan and as varied. The Carrick-on-Shannon Local Area Plan is the statutory development plan regulating land use, development and conservation in the town of Carrick-on-Shannon.

Development Management will be exercised by the Council in a positive manner, having regard to the provisions of the Planning and Development Act 2000, as amended, and in accordance with the proper planning and sustainable development of the town.

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all new development, to conserve what is good in the existing built and natural environment, and to protect the amenities of the town. Quality development can only be achieved through the application of flexible but sensitive standards relating to design, traffic and environmental impact. The Council will from time to time, issue supplementary guidance with the aim of encouraging high standards of development.

The Council encourages developers, as best practice, to engage with the local communities (residents and business) within which medium to large scale developments are proposed, in order to identify issues at an early stage with the aim of resolving them prior to the lodging of the applications. Discussions with the Planning Authority prior to the submission of planning applications are useful in helping to clarify policies and issues for both the Planning Authority and developer. Any such discussions will take place without prejudice to the decision of the Planning Authority.

The Council will take enforcement action, up to and including prosecution if necessary where development takes place in breach of planning permission, or conditions attached to a grant of permission, including the implementation of management agreements or phasing of development. The developer is obliged to comply with all conditions attached to a planning permission. If conditions are stated to be carried out prior to the commencement of development, the developer shall carry out the necessary measures prior to commencement of works. Where permissions require payment of contributions, or agreements on certain matters being reached prior to commencement, these agreements and payments must be made prior to commencement as failure to do so will be considered a breach of the planning.

The Council will seek to improve access to buildings and public spaces through the statutory development control process. This will include ensuring that all non-domestic developments, including where possible, change of use, alterations, and extensions to existing buildings are accessible to people with special mobility needs, incorporating level access into the building. Development proposals may be subject to other regulations and statutes, covering fire, air and water pollution etc., as well as Building Regulations.

The Council notes the contents of 'Buildings for Everyone' published by the National Disabilities Authority 2002.

### **3.01 Development Management Standards**

The current Leitrim County Development Plan 2009-2015 establishes development management standards and recommendations for development within the Council's administrative area. In addition to the development standards listed in this section, the development management standards in the Leitrim County Development Plan will be applicable throughout the Carrick-on-Shannon plan area.

#### **3.01.01 Zoning**

The Council will seek to secure the development of lands and properties in accordance with the zoning objectives set out in Section Two of this plan.

#### **3.01.02 Building Lines**

Building lines in the urban environment define and contain public space. They are also intended to provide protection from the noise and fumes associated with traffic, allow for the provision of off-street car parking and allow for future road development.

Generally, in determining applications for development works the Council will seek to ensure that development is not carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area.

Maintenance of the traditional street line is of particular importance in the town centre area. However, in specific situations, it may not be in the interests of good planning to enforce a rigid standard for building lines. Consequently, the Planning Authority, in the interests of maintaining a good townscape, will examine each application on its own merits.

Where Urban Design guidance, set out in Section Two of this plan, applies the planning authority will normally require compliance with these guidelines.

#### **3.01.03 Building Heights**

A high building is defined as one which is significantly higher than neighbouring or nearby buildings. In a number of locations, particularly within the town centre or where site configuration allows it, consideration may be given to developments in which an increase in building height is proposed, especially where this provides added definition to the streetscape. Where buildings front onto large expanses of open space or wide streets and roads, taller buildings help give definition to the space or road. In such situations buildings of up to four storeys may be acceptable.

The building height of proposed developments will generally be considered in terms of the extent and location of the site, its relationship to open space, the width of the road or street onto which it faces and its setting within the town.

#### **3.01.04 Car Parking**

In all developments, the Planning Authority will normally require the provision of car parking spaces within or convenient to the development. The provision should be based on the context in which the development is likely to generate demand for additional parking spaces. The parking standards given in Table 3.1 shall apply.

DEVELOPMENT MANAGEMENT STANDARDS

LAND USE	MINIMUM CAR PARKING REQUIREMENTS
<b>Residential</b>	
Apartments	1.5 spaces per apartment
Dwellings	2 car spaces per unit
<b>Commercial</b>	
Banks/Financial Institutions	1 car space per 20 m <sup>2</sup> gross floor area
*Bars/Lounges/Function Rooms (including such uses in Hotels etc)	1 car space per 5 m <sup>2</sup> of public floor space
Car Wash	5 waiting spaces without interference to other spaces or to the public road
Caravan/Camping Site	1 car space per pitch
Cash & Carry	1 car space per 50 sq.m. gross floor area
*Cinemas, Theatres, Stadium	1 car space per 4 seats (0.25 space per seat)
Conference Centre	1 car space per 10 m <sup>2</sup> of public floor space
Guest House/B&B	1 car space per bedroom & 2 spaces for owners
Hotel	1 car space per bedroom
*Hot Food Takeaways	1 per unit subject to max. 10 m <sup>2</sup> of public floor space
Hostel	1 car space per 2 bedrooms or 1 car space per 10 bed dormitory
*Motel	1 car space per bedroom
*Night Club/Dance Hall/ Discos	1 car space per 10 m <sup>2</sup> of dance floor, seating area & bar
Offices (town centres)	1 car space per 25 m <sup>2</sup> of gross floor space
Office Park	1 car space per 20 m <sup>2</sup> of gross floor space
*Petrol Station	2 car spaces [fill/rest spaces] per pump plus requirements for any other uses on site
*Restaurants/Cafes	1 car space per 6 m <sup>2</sup> of public floor space
Retail (<250 m <sup>2</sup> gross)	1 car space per 24 m <sup>2</sup> of gross floor space
Retail (250 - 1000 m <sup>2</sup> gross)	1 car space per 18 m <sup>2</sup> of gross floor space
Retail (>1000 m <sup>2</sup> gross)	1 car space per 12 m <sup>2</sup> of gross floor space
Retail Warehousing > 1000 m <sup>2</sup> gross	3 per 100 m <sup>2</sup> gross floor space
<b>Community &amp; Health</b>	
Bowling	3 car spaces per lane
Church	1 car space per 4 seats
Clinics & Group Medical Practices	2 car spaces per consulting room + 1 additional space for reception area
Community Centre	1 car space per 10 m <sup>2</sup> of public floor space
Crèche/ Pre-School Facility	1 car space per employee & 1 per 8 children & 1 set down area per 5 children
Funeral Home	1 per 5 m <sup>2</sup> of gross floor space
Golf Driving Range	1 car space per Bay
Golf/Pitch & Putt Courses	2 car spaces per hole
Hospitals	1 car space per bed
Library	1 car space per 25 m <sup>2</sup> of gross floor space
Nursing Homes	1 car space per 2 beds
Playing Pitch	15 car spaces per pitch
*Pool/Gym/Sports Club/Court	1 car space per 10 m <sup>2</sup> of public floor space & 2 per court
School - Primary	1 car space per classroom
School - Secondary	2 car spaces per classroom & 1 per 20 students
<b>Industrial</b>	
Garages (Service Only)	2 car space per workspace/300m <sup>2</sup> of gross floor area

Man. Ind./Light Industry	1 car space per 50 m <sup>2</sup> of gross floor area
Car Showrooms	1 car space per 100 m <sup>2</sup> of gross floor area
Warehouses	1 car space per 100 m <sup>2</sup> of gross floor area
<b>Staffing</b>	
*Staffing Requirements	1 car space per 2 staff

**Table 3.1: Car Parking Standards****Note:**

Land Use categories depicted with an \* require 1 car space per 2 staff in addition to the listed minimum car parking requirements stated above.

Large or complex developments may be assessed separately with regard to the circumstances.

The Council reserves the right to alter the above requirements having regard to the circumstances of each particular development and the proper planning and sustainable development of the area.

The Council will require that adequate provision be made for parking for drivers with disabilities in all new commercial, retail and industrial developments and new public buildings.

The Council recognises that the parking needs of developments are dependent to a great extent on the availability of spare parking capacity in close proximity to the proposed development therefore each development will be considered on its merits.

**3.01.05 Sharing of Car Parking Spaces**

In certain instances, Hotels for example, consideration will be given to the fact that a number of the facilities are likely to be used by the one user thereby reducing the over car parking requirements for the particular development. In such cases, the use of a UK computer based system, the UK TRICS analysis (Trip Rate Information Computer System) or other such similar suitable system, to determine actual parking demands, will be required. (Note, Irish data has been included in the TRICS system in recent years).

**3.01.06 Set Down Requirements and Car Parking Bay Sizes**

In addition to car parking standards sufficient space will be required within the curtilage of the site, where possible, for all service vehicles involved in the operation of the business or building. Set down areas and or bus circulation areas may also be required depending on the nature of the proposed development.

The minimum size for a car parking space shall be 2.5m x 5m with circulation aisles a minimum of 6m wide. In cases where the car parking is parallel to a kerb the requirement will be 2.5m x 6m. Parking bay widths for disabled persons will be a minimum of 3m wide. Loading bays shall be a minimum 3 x 6m for small vans and 3m x 15m for HGV's.

**3.01.07 Parking for the Disabled**

In accordance with the document “Building for Everyone” as published by the National Disabilities Authority the following number of disabled parking bays will be required for all buildings to which the public have access:

- a. 1 for the first 25 standard car parking spaces being provided;
- b. A minimum of 3 where up to 50 spaces are being provided;
- c. A minimum of 5 where between 50-100 spaces are being provided.

**3.01.08 Development Contribution for Car Parking**

Where the provision of car parking is required by this plan, such provision may be met by providing the required spaces within the development or, where the Council require, by a contribution in accordance with the Development Contribution Scheme – refer also to Section 3.05.02 of the County Development Plan 2009-2015. When dealing with planning applications for change of use or for replacement buildings credit will be given for the existing authorised use in calculating the required standards.

**3.01.09 Bicycle Parking**

The Planning Authority will require the provision of a minimum level of cycle parking facilities in association with new development and a change of use. Where the provision of cycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure effective security and supervision. Cycle stands for use by visitors should be located to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision. The planning authority will also encourage the provision and enhancement of cycle parking facilities where possible at public buildings, retail centres and leisure facilities.

Type of Development	Relevant Cycle Parking Standards
House and flats	1 stand per dwelling
Student Residences	1 stand per bedroom
Shops	1 stand for every 200 m <sup>2</sup> of gross floorspace
Supermarkets & Large Stores	1 stand for every 200 m <sup>2</sup> of gross floorspace
Offices	1 stand for every 200 m <sup>2</sup> of gross floorspace
Industry	1 stand for every 200 m <sup>2</sup> of gross floorspace
Warehousing	1 stand for every 250 m <sup>2</sup> of gross floorspace
Theatre, Cinema, Church & Stadium	1 stand for every 20 seats
Hotels & Guesthouses	1 stand for every 4 bedrooms
Lounge/Bars	1 stand for every 30 m <sup>2</sup> of public floorspace
Restaurants	1 stand for every 30 m <sup>2</sup> of public floorspace
Function-room, Dance Halls & Clubs	1 stand for every 30 m <sup>2</sup>
Playing Fields	4 stands per pitch
Schools	1 stand per 10 pupils
Nursing Homes	1 stand per 8 members of staff

**Table 3.2: Bicycle Parking Standards**

**Note:**

Large complex developments may be assessed separately with regard to the circumstances.

### **3.01.10 Drainage**

Developers will be required to provide efficient systems of drainage with separate surface water drains. On-site attenuation of surface water may be required if, in the opinion of the Council, there is a risk of the development causing flooding or significant damage due to storm surges in existing water courses.

The Council shall require the provision of petrol interceptors (with associated maintenance) and other appropriate measures, in association with the attenuation facilities, to reduce the risk of pollution of watercourses from development, particularly where sizable areas of hard surfaces exist or are proposed.

### **3.01.11 Public Utilities**

The Planning Authority will normally require that all wires, cables and pipes for the provision of public utility services shall be ducted underground to preserve the amenity and visual character of an area, and in the interests of public safety.

### **3.01.12 Environment**

It is the policy of the Planning Authority to minimise the threat of air, land, water or other environmental pollution by use of the statutory powers of the local authority. The attention of developers is drawn to the requirements of the Environmental Impact Assessment Regulations, where appropriate. Attention is also drawn to the requirements of Article 6(3) of the Habitats Directive regarding the need to submit a screening statement/ statement for appropriate assessment. Guidance on making a submission in this regard is provided in Appendix C of the Planning Application form.

### **3.01.13 Noise**

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise levels affecting surrounding properties and that new development, in turn, will not suffer from unacceptably high noise levels. (e.g. Generally noise levels should not exceed 68dB (A) 1m outside the most exposed window of any residential unit). Refer to S.I. No.140 of 2006 Environmental Noise Regulations for clarification of requirements in relation to noise.

Noise standards appropriate for the receiving environment shall be applied when assessing any application for development, where noise may be an issue. The Council recognises that received noise standards for various types of properties, including residential properties, in Town Centre locations will be different to those where the property is in a peri-urban, suburban or rural location, and the standards applied will be appropriate for the location and established ambient noise levels.

Where any development is proposed within the zone of influence of existing national roads or of planning new national roads, and where the proximity of the proposed development to the national road would result in a breach of the National Roads Authority's design goal for 'sensitive receptors exposed to traffic noise', the Planning Authority will require planning applications to identify and implement appropriate noise mitigation measures. The cost of implementing such required mitigation measures shall be borne by the developer.

### **3.01.14 Access for Persons with Disability**

The Planning Authority will require that the layout and design of a proposed development give consideration to the needs of persons with disability. All buildings are required to comply with the Building Control Act and related regulations with regard to access for people with disabilities. Building designs and site layouts shall allow full access to the building for all persons with disability, whether employees, residents or the visiting public. Detailed guidance is available in *Building for Everyone*, published by the National Disability Authority. Applicants are advised to consult with the Council's Access Officers

In addition to the obligation to provide for the needs of persons with disability contained in the Building Control Act and related regulations, the Council shall require all public footpaths and pedestrian links to be accessible to persons with disability. Street furniture shall be placed in such locations as to not impede wheelchairs, push chairs and buggies. Footpaths must be dished and marked by stippled paving at crossing points.

### **3.01.15 Access to Land**

It is the policy of the Planning Authority to ensure that no development takes place that will prejudice the provision of vehicular and pedestrian access to undeveloped zoned lands. 'Ransom Strips' will not be tolerated.



## **3.02 Residential Design Standards**

### **3.02.01 Residential Density**

The Department of the Environment, Heritage and Local Government published *Residential Density Guidelines for Planning Authorities*, which has recently been superseded by the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities 2009. Much of the substantive policy content is still relevant and has been carried forward into the new guidelines. It is recognised that increased residential density has the following benefits:

- more economic use of existing infrastructure and serviced land;
- a reduced need for the development of green field sites, urban sprawl and ribbon development;
- reduced need for investment in new infrastructure;
- better access to existing services and facilities;
- more sustainable commuting patterns.

The guidelines identify the Development Plan as a method of recognising the importance of achieving higher residential densities in appropriate areas such as brownfield sites, sites in proximity to town centres and public transport nodes, in the interest of providing a more sustainable residential development pattern. The Council will regulate residential density as appropriate, in accordance with these guidelines, while also being cognisant of the pattern of development in the surrounding area.

However, it is also recognised that over-development of sites can have an adverse effect on the amenity of adjoining properties and areas, can give rise to significant levels of traffic and has implications for the provision of private open space. The Council recognises that a high quality of design and layout and a good quality living environment, including the availability of proper shopping, transport and leisure infrastructure, are essential if increased residential densities are to be acceptable.

Where the Planning Authority grants permission for higher density developments, the Council reserves the right to request developers to contribute towards the cost of providing larger areas of open space and/or recreational facilities elsewhere in the town.

Imaginative proposals incorporating workshops or office space to facilitate home working will be welcomed by the Planning Authority, subject to the protection of residential amenity in the area.

### **3.02.02 Design of Layouts**

Layouts for residential development should be designed to create a strong sense of identity for residential areas.

Where land is being developed for housing the following considerations will be taken into account in the assessment of the proposal:

- The need for land to be used economically;
- The capacity of the infrastructure to cater for the design population;
- The adequacy of present and future community facilities;
- Appropriate density (minimum or maximum);
- Adequate privacy for individual houses, flats etc.;
- The safety of proposed layouts and the capacity of existing roads to absorb future development;

- Adequate provision for car parking, open space, landscaping and planting; and
- Integration with existing development and the preservation of features on site.

While residential estates may be laid out in the traditional manner of roads, cul-de-sacs, footpaths and verges, the Council will welcome more innovative layouts. Well-designed cluster layouts can create attractive environments at higher residential densities.

The Council encourages a mix of residence sizes and layouts. Apartments, maisonettes, terraced housing, detached and semi-detached housing can be combined to create interesting and innovative layouts while at the same time ensuring the most efficient use is made of the land available.

Three storey apartment or maisonette development may give a more appropriate scale fronting on to large open spaces or wide distributor roads, while more intimate spaces can be created with traditional two storey houses developed in clusters to the rear. Generally however apartments, or retail developments with apartments above, should be located in the town centre zone.

Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing, where the private open space to the front of the house is minimal, can reduce the apparent width of the roadway, again helping to define and enclose a semi-private space and acting as a traffic calming measure.

Proposals for large residential developments (75 units or more) should be presented in the context of an action area plan where access for residents to public transport, schools and child-care facilities, shops and recreational facilities are all clearly indicated. The proposed management and on-going maintenance of public open space within the scheme should also be included.

Developer's attention is drawn to the recommended standards of the *Childcare Facilities; Guidelines for Planning Authorities* (and as subsequently amended) issued by the DoEHLG, to which the planning authority will have regard. Where, in the opinion of the Council existing childcare facilities are not easily accessible from a development, the developer may be required to provide such facilities as part of their scheme.

Residential development should aim to maximize linkages for pedestrians and cyclists to the rest of the town while minimising pedestrian conflicts with motor traffic. In particular, pedestrian and cycle links to neighbouring schools and shops should be given careful consideration.

Proposals for housing schemes shall have regard to the "Sustainable Residential Development in Urban Areas- Guidelines for Planning Authorities" document as published by the DoEHLG 2009 and the accompanying "Urban Design Manual – A Best Practice Guide" 2009. As well as showcasing best practice, these documents address the practical aspects of creating successful neighbourhoods. As many schemes fail because of structural or strategic problems as do on matters of layout or detailed design. A successful scheme requires the right decisions to be taken at the right time.

### **3.02.03 Road Layouts in Residential Areas**

The layout and detailed design of roads is crucial to the shaping of all developments. Road layouts should be considered as part of the overall concept and should not be the starting point of the design layout. Housing layouts dictated solely by the geometry and size of roads lead to bland, anonymous residential housing estates with no 'sense of place' or neighbourhood.

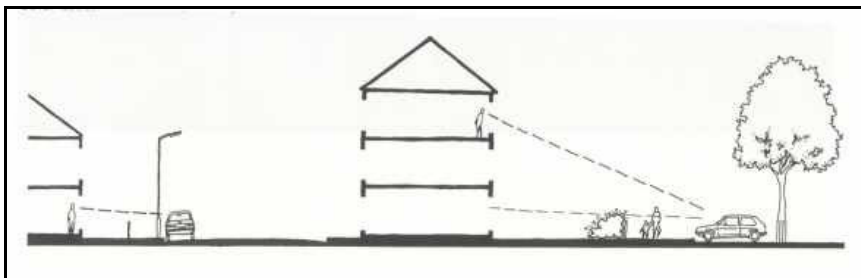
Instead, the arrangement of buildings to create enclosure and a sense of space with which residents can identify should be the primary consideration. Traffic demands generated by the resultant layout can then be checked against the requirements of road engineering standards. In this way attractive urban forms can be achieved, where security for pedestrians, cyclists and children and 'traffic calming' to ensure low ambient traffic speeds can be designed into the layout from the outset, rather than added as an afterthought.

Distributor roads should not be less than 7.3m. Direct frontage onto such distributor roads will not normally be permitted.

For more detailed guidance on the design of road layouts the designer is referred to *The Traffic Management Guidelines Manual* (May 2003) published by the Department of Transport, DoEHLG and the DTO<sup>1</sup>. This publication provides guidance on a variety of issues including traffic planning, traffic calming and management, the incorporation of speed restraint measures in new residential designs and the provision of suitably designed facilities for public transport users and vulnerable road users. The DoEHLG *Recommendations for Site Development Works for Housing Areas* (1998) should also be referred to.

### 3.02.04 Car Parking in Residential Areas

Car parking standards are laid out in table 3.1. Car parking should be within the curtilage of the site where possible. While grouped car parking is acceptable, for security reasons car parking should always be overlooked by housing. No more than 10 car parking spaces should be grouped together. The visual impact of large areas of car parking can be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.



**Fig. 3.1: In the interests of security car parking should be overlooked by buildings where possible**

### 3.02.05 'Densification' of Housing Developments

New dwellings that closely overlook the rear curtilage of existing dwellings will not normally be permitted. Houses located in a piecemeal fashion to the rear of existing houses, with inadequate independent road frontage and that do not form part of a comprehensive development plan for a particular area are considered to represent sub-standard development and will not normally be permitted.

Where low density housing on large plots is proposed, the scheme should be designed so as to be capable of 'densification' later. Housing should be arranged so that additional housing, small scale office or business units can be developed on the plot at a later date, without compromising the amenity of the original house, or neighbouring residents.

<sup>1</sup> Available from DTO publications, Hainault House, Floor 3, 69-71 St. Stephen's Green, Dublin 2. [www.dto.ie/public.htm](http://www.dto.ie/public.htm)

### 3.02.06 Pedestrian and Cycle Access

The Planning Authority intends that provision be made for main pedestrian and cycle links between the various centres of activity in the town and between the town centre and residential areas. All existing pedestrian routes will be preserved. New pedestrian routes should be designed with the security and safety of users in mind.

A number of pedestrian/cycle routes are identified on the plan maps. These routes (and additional routes if appropriate) should be designed into residential schemes, where relevant.

Generally, people prefer to walk along roads and streets where they can be seen by drivers, residents and other pedestrians. If segregated pedestrian routes are to be provided, they must be well-connected, well lit and overlooked by houses and other buildings. Pedestrian routes through backland areas, or which create a tunnel effect, are unacceptable.

Layouts should be designed to encourage cycling, including cycling by unaccompanied children over 12 years. Where possible, roads should be designed to be safe for cyclists. Cycle tracks should be designed in accordance with *Provision of Cycle Facilities, National Manual for Urban Areas* (1997) published by the DOEHLG and the DTO<sup>2</sup>.

### 3.02.07 Private Open Space

Privacy is an essential part of human living and is particularly important in relation to homes. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. Access and layout should ensure normal household activities such as refuse and fuel storage, clothes drying etc. can be carried out comfortably. The Council will also seek to ensure that neighbouring residential amenity is protected.

Normally, minimum private open space of 55 m. sq. will be required for all houses. The standards to be applied for private open space provision per bed-space<sup>3</sup> are 16 sq. m. for houses and 10 sq. m. for apartments and flats. (Thus a standard 3 bedroom house, with one single bedroom and two double bedrooms, would require private open space of not less than 80 m. sq.). In addition a minimum of 22m will normally be required between directly opposing rear first floor windows of habitable rooms. A minimum of 2.5m should be provided between dwellings to allow access for maintenance. Where buildings are greater than two storeys this dimension may need to be greater.

In innovative designs, where a mix of houses, maisonettes and apartments with semi-private and communal open spaces are proposed, private open space may be provided in the form of courtyards, terraces, patios, balconies and roof gardens where issues of overlooking don't arise. In such cases adequate alternative provision for storage and laundry must be provided.

### 3.02.08 Public Open Space and Landscape Considerations

The primary functions of public open space in housing areas are aesthetic and recreational. The purpose of the open space being provided, whether for small children playing close to their homes, larger open 'kick-about space' for older children or smaller pockets of space for visual delight, should be clear and the space designed and landscaped accordingly.

Open spaces should be provided on a hierarchical system with areas intended for small children sited within sight of their homes and larger 'kick-about' areas more remote from houses.

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<sup>2</sup> *Cycle Track Design Guidelines Manual*, available from Government Publications Sales Office, Sun Alliance House, Molesworth St, Dublin 2 or [www.dto.ie/publicdown.htm](http://www.dto.ie/publicdown.htm).

<sup>3</sup> A bedroom of not more than 10 sq. m is considered one bed-space while a bedroom of 10 sq. m. or above is considered two bed-spaces.

Attention must be paid to the proportions and gradient of open space. Long narrow spaces and steeply sloping land will generally be unacceptable.

Open space must be considered as an integral part of the design and should always be overlooked by as many houses as possible. Incidental space and 'space left over after planning' [SLOAP] will not be acceptable as open space provision. Areas of road, grass margin, car parking and communal open space not accessible to the general public shall not be considered open space.

Public Open Space Quantitative Standards

Generally public open space in new residential development, in excess of private space attached to dwellings, shall be provided at the rate of 12 sq. m. per bed-space for houses and 10 sq. m. per bed-space for apartments. Notwithstanding the above a minimum of 15% of the site area will normally be required as public open space.

Where, in the opinion of the Planning Authority, it would not be in the interests of the proper planning and sustainable development of the area to require the provision of open space to the above standards, the Planning Authority may require a developer to pay a development contribution towards the cost of providing open spaces and/or recreational facilities elsewhere in the town. Thus, in areas close to existing or proposed public amenity/open space areas (within 200m) and in the town centre, the developer may be required to contribute towards the cost of recreational facilities elsewhere in the town, rather than provide additional open space in the immediate vicinity. Such a requirement will be in the form of an agreement under Section 47 of the Planning and Development Act 2000 (as amended) and will be in addition to the normal development levy made under the Development Contribution Scheme.

Management of Public Open Space

Developers will be required, at their expense, to vest all open spaces in the Community/Council ownership as public open space in the taking-in-charge of the estate. Refer to Section 3.02.10 for further information regarding taking-in-charge.

As the Council does not have a Parks Department or other resources to maintain public open spaces at the moment, a management plan for the maintenance of open space should be provided as part of the development proposal. This plan will outline how, and by whom (whether a management company or the residents themselves), the open space will be maintained. It is envisaged that this management plan will address the ongoing maintenance and management of public areas after the estate is taken in charge.

Where town centre or infill development is proposed, particularly apartments and flats, a reduction in the levels of public open space provided per unit may be considered acceptable if the quality of building and landscape design is sufficiently high. The developer will be required to provide sufficient detail in his/her application, including a detailed planting schedule, fully rendered drawings and samples of proposed materials for such an assessment of quality to be made.

Landscaping of Public Open Space

Landscaping is an integral part of any development and should be designed for long-term ease of maintenance. The potential of existing site features should be fully explored and planning applications should include an accurate landscape survey plan. Wherever possible, existing healthy trees should be protected and integrated into the development.

The landscaping should be appropriate to the function of the space and proposed long term maintenance plan. Thus, while seeding with grass may be appropriate for larger 'kick-about spaces', grass requires high maintenance. Tree and shrub planting, or decorative paving, are lower maintenance alternatives that may be more appropriate in smaller and highly trafficked spaces.

New trees should conform to, and be planted in accordance with, appropriate standards and codes of practice. Heavy leaf fall trees such as horse chestnut should be avoided near roads and car parks where slippery conditions could be dangerous. (These trees should also be kept away from gutters and drains.) Trees such as limes and sycamores, which are effected by sugar secreting aphids, should be avoided in car parks and seating areas. Trees such as cherry, willow and poplar, with invasive root systems, should be avoided near walls, paved areas and underground drains and services.

Generally developments should include new trees within the site at a ratio of at least two semi-mature trees per dwelling. Garden areas should be adequately landscaped. Rear gardens should be treated with a 300mm minimum cover of consolidated top soil, and front garden areas with grass, shrubs or paving.

### **3.02.09 Apartment Developments**

The design and layout of new apartments should provide satisfactory accommodation for a variety of household types and sizes – including families with children- over the medium to long term.

Applications for apartment developments will be assessed having regard to the following document: “Sustainable Urban Housing: Design Standards for New Apartments” as issued by the Department of the Environment, Heritage and Local Government 2007.

In the Appendix of the above document are recommended minimum standards for:

- i. floor areas for different types of apartments,
- ii. storage spaces,
- iii. sizes for apartment balconies/patios, and
- iv. room dimensions for certain rooms,

all of which should be adhered to in the design and layout of new apartment buildings. Refer to Appendix D of this Plan.

It is critically important that construction works comply with all relevant requirements of the Building Regulations. Particular attention should be paid to meeting requirements in relation to Fire Safety (Part B), Sound Insulation (Part E), Conservation of Fuel and Energy (Part L), and Access for People with Disabilities (Part M). The Building Regulations and associated Technical Guidance Documents can be downloaded from the Department of Environment, Heritage and Local Government website “[www.environ.ie](http://www.environ.ie)”.

Apartment developments should be of high quality incorporating car and bicycle parking facilities (see tables 3.1 & 3.2) and refuse storage areas for the use of all residents. Refuse stores should be conveniently located, well ventilated and comply with all public health and fire safety requirements.

Where combined kitchen/living areas are proposed, the apartments should have separate facilities for clothes washing and drying.

Entrance hallways, stairs and corridors should be well designed with good lighting and ventilation.

Service ducts serving two or more apartments should, as far as practicable, be accessible from common circulation areas for maintenance purposes. The number of apartments served by a single lift/core should not exceed 24 units.

Private open space for apartments should ideally be provided in the form of terraces, balconies or patios directly accessible from each individual apartment. However the provision of some or all of the space as communal open space may be acceptable. In such cases a management plan for the maintenance of the space must be provided.

The Council requires that an adequate level of private and public open space be provided for residents. Where it is not possible to provide an adequate level of open space on the site of the apartment block the developer will be required to make a contribution to the Council towards the provision of public open space that facilitates the occupants of the apartments, where the Council consider such a contribution to be appropriate.

A residential management plan regulating the future management and maintenance of the development will normally be required as a condition of a grant of planning permission.

### **3.02.10 Taking In Charge**

The Council will take in charge all public areas in residential estates, including public open space, roads, footpaths and public lighting in accordance with its obligations under the Planning and Development Act 2000 (as amended). The Council adopted a taking in charge policy in June 2008, in line with the requirements of Departmental Circular PD 1/08. Developers wishing to have their developments taken in charge, will be required to comply with the policies as set out therein [or as amended over time], before any development will be taken in charge by the Local Authority.

### **3.02.11 Infill Development**

Infill development policies apply to areas that are largely built up and where the proposal is not of such a scale that it represents a major addition to, or redevelopment of, the existing physical fabric. The design of new development in these areas must be in sympathy with the existing character and must protect amenity. Proposed development must have regard to the surrounding environment and predominant design features, the existing residential density and the existence of particular elements such as groups of trees, listed buildings or open spaces.

It is an objective to seek to provide public open space to Development Plan standards in infill areas. However, where this is not possible or desirable, the Council may require a financial contribution towards the improvement of existing open space or recreational facilities (see also par. 4.2.8).

### **3.02.12 Street Lighting**

Street Lighting should be at least to the standards set out by the ESB guidelines. Pedestrian links must also be illuminated. All electrical cabling is to be underground. Lighting levels within a development must create a secure environment. Dark corners and alleyways should be avoided. Lampposts in prominent positions can help to define an area. Two lamp posts at the entrance to a road or estate, for example, can be used to form a gateway, which will help mark the area as special, in which drivers should behave differently.

### **3.02.13 Road and Estate Names**

Bilingual road name plates of the standard Council type shall be erected on all housing estate roads unless an alternative design has been approved by way of planning permission. It is the policy of the Council that names of residential developments should reflect local and Irish place names, local geographical features or historic features. The naming of residential estates (which shall be bilingual) shall be subject to the written consent of the Planning Authority in order to avoid duplication or confusion prior to the erection of signage advertising the development for sale. Developers are advised to consult with the Placenames Branch of the Department of Community, Rural and Gaeltacht Affairs which is an excellent source of information on the translation of placenames. Also the website [www.logainm.ie](http://www.logainm.ie) is a good source of information relating to placenames in English and Irish as is the booklet "Streetnames: Guidelines" published by An Coimisiun Logainmneacha. All dwellings will be provided with numbers visible from the public road.

### **3.02.14 Standards of Construction**

Standards of construction of roads, footpaths, sewers and drains shall be as set out in the DOEHLG publication *Recommendations for Site Development Works for Housing Areas (1998)*(and as updated and amended). Arrangements shall be made during construction work to allow monitoring by Council staff.

### **3.02.15 Services**

All services, including electricity, telephone and TV, shall be provided underground at a depth and location to the satisfaction of the Local Authority. Provision should be made for the siting of transformer stations, control boxes, pumping stations and other necessary service buildings in unobtrusive locations. Siting so as to cause obstructions to pedestrians, persons with disability, cyclists and traffic will not be acceptable. Early discussions with utility companies are advisable. Pole mounted equipment such as transformers will not be permitted. Landscape features and utilities should be coordinated, with services bunched where necessary, to avoid tree pits.

For further guidance on this section refer to Section 3.02.13 of the County Development Plan.

### **3.02.16 National Route Reservations**

In order to protect future residents from potential noise and other pollution appropriate setbacks may be required from existing or proposed national roads. Other noise abatement measures may also be acceptable to the Council. Each case will be considered on its merits.



### **3.03 Retail Development**

#### **3.03.01 Shopping Centres**

Applications for shopping centre developments will be considered in the light of the recommendations of the *2000 Retail Planning Guidelines* (or as subsequently amended) and the Leitrim County Retail Strategy.

Generally, shopping centres should be located in areas zoned 'Primarily Commercial' and should incorporate other uses so as to maintain activity outside normal shopping hours. Shopping Centres are also open for consideration in the 'General Development' zone, in accordance with the County Retail Strategy. Consideration must be given to the integration of the building into the surrounding townscape and the landscaping of the site. The design of the centre should ensure that the site is not dominated by car parking.

Shopping centres must include public toilets and baby changing facilities and should, where possible include other utilities such as crèches, sub-post offices etc.

Shopping centres should provide recycling facilities and secure bicycle parking.

#### **3.03.02 Petrol Filling Stations**

Petrol filling stations should be located on the outskirts of the town but inside the 50 kph speed limits and the development boundary. The preferred location is the near side of the roadway on the way out of town.

Filling stations will not normally be allowed in open country, within the town boundary. Access to/from the proposed filling station must be in accordance with the Council's requirements, relating to traffic safety and similar issues.

The element of convenience retailing forming part of the station must be made explicit in any planning application and should be ancillary to the filling station, in accordance with the County Retail Strategy and Retail Planning Guidelines. A maximum retail floorspace of 100m<sup>2</sup> may be permitted.

#### **3.03.03 Amusement Arcades**

It should be noted that the placing of amusement machines in business premises used primarily for other purposes (e. g. take-aways, licensed premises etc.) require planning permission and is not considered by the Council to constitute exempted development.

#### **3.03.04 Hot Food Take-Aways**

Hot food take-aways will only be permitted where they do not interfere with the amenity of other businesses and neighbouring residences. In this regard potential smell, late night noise and potential litter will be taken into consideration. Planning permissions for take-aways may have a condition attached obliging them to close by 1.00am, or otherwise if deemed appropriate.

#### **3.03.05 Nightclubs**

Nightclubs will only be permitted where they do not interfere with the amenity of other businesses and neighbouring residences. In this regard potential late night noise will be taken into consideration. The size of the nightclub must be appropriate for the scale of the town and its immediate hinterland. Conditions may be attached to the operating hours of nightclubs.

### **3.03.06 Shop Front Design Standards**

The traditional Irish shopfront is simple and uncluttered. It relied on the correct use of proportion and the use of quality, durable materials for its impact.

Modern shopfronts can reflect this tradition by remaining simple and uncluttered. Well-proportioned shopfronts that are designed as an integral part of the building elevation using durable materials work best.

Windows and doors should always be vertical in proportion. Window subdivisions should retain this vertical emphasis with individual windowpanes either vertical rectangles or square. Window sub-divisions should be symmetrical about the vertical axis of the window. See Leitrim County Council's *Guidelines on Shopfront Design*, (October 2003).

The Council requires a high standard of shop front design and advertising. Existing traditional shop fronts should be retained where possible, especially in the town centre.

The Council will encourage good shop front design, either of traditional or modern design, provided that they are constructed of appropriately robust materials and are in scale and proportion to the building and neighbouring buildings. The design must be approached in an integrated way, including signage, advertising and lighting.

Building and plot divisions should be retained externally, even when the internal divisions have been removed.

The use of external roller shutters and the permanent removal of shop fronts leaving the shop open to the pavement, are unacceptable. Security shutters should be mounted behind the window glazing and be of the open grill type and coloured to blend with the overall shop front. Alternatives to roller shutters, such as removable timber shutters or open grills are preferred.

Externally mounted loudspeakers are unacceptable.

Internally lit neon signs, flashing, reflectorised or glitter type signs located on or visible from the exterior are unacceptable.

Signs and advertising of excessive size or number, or projecting above the parapet/eaves height or outside the bulk of the building are unacceptable.

Where brand or corporate signage is permitted it will be expected to be in a form and design which is compatible with the streetscape. Compatibility with the streetscape and individual buildings will be considered more important than the uniformity between branches of a company.

Projecting brand signs, of whatever type or design, are unacceptable.

### 3.04 Building Design Guidelines

#### 3.04.01 Introduction

While the guidelines below are not intended to produce replicas of 19<sup>th</sup> century buildings, they are intended to ensure that new development is sympathetic to the established built fabric of the town.

#### 3.04.02 Massing

As in most Irish towns, the 19<sup>th</sup> and early 20<sup>th</sup> century buildings in Carrick-on-Shannon are simple, robust structures with little external decoration. While this was primarily a response to a wet and windy climate, the result was simple, elegant structures.

This simplicity is a defining feature of Carrick-on-Shannon and it is important that it is retained in new development. Generally, special features such as projecting bays, setbacks, clocktowers and overhangs are best avoided.

All buildings should have their principal elevation fronting onto the public street or laneways. Gable ended elevations fronting onto streets (other than corners or end of terraces) are not acceptable. If chimneys are being provided they should be of sufficient scale to appear robust and project from the apex of the roof. Other vents should be located to the rear of the building.



**Fig. 3.2:** Where new streets are proposed individual building units should be designed so as to form part of a streetscape, even where no development exists next door at present.

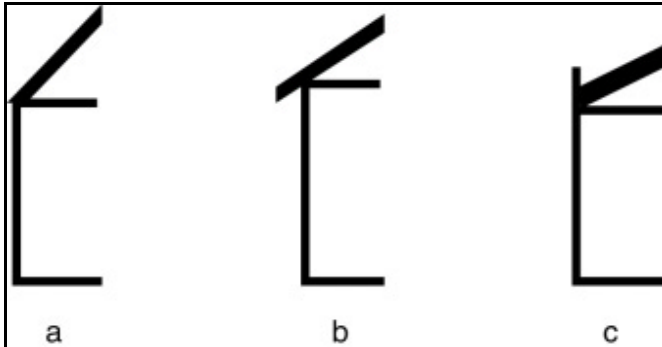


**Photo. 3.1:** The new development on the bypass forms a strong urban street frontage.

### 3.04.03 Proportions

Generally buildings should be vertical in proportion, both in terms of the overall elevation and individual components such as windows and doors. Where large plots lead to a wide street frontage, the building can be sub-divided into bays.

The area of all openings in an elevation should be clearly less than the area of masonry, so that windows appear as openings punched into a solid wall. Generally the greater the area of masonry the more solid the building appears. It is especially important that corners appear robust. Window openings should be a minimum 1,200mm from any external corner.



**Fig. 3.3: Roof Pitches**

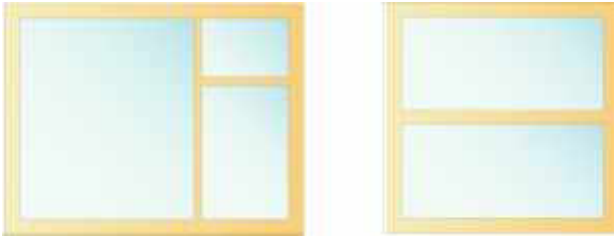
Pitches should generally be between 45 – 50°, with minimal eaves overhang (a). Shallower pitches and large overhangs are alien to the character of the Irish town (b).

Larger spans may be roofed with a shallow pitch or flat roof. In such cases screening the roof with a parapet wall to the main elevation is the most appropriate response (c).



**Fig. 3.4: Appropriate Window Subdivisions**

It is important that the vertical proportions for the main elevational elements are carried through into details such as windows.



**Fig. 3.5: Inappropriate Window Subdivisions**

Asymmetric subdivisions and windows with a horizontal emphasis are generally inappropriate

#### **3.04.04 Materials**

A limited range of materials and finishes ensures a degree of harmony between neighbouring buildings.

Roofs should be blue black in colour. Natural or artificial slate, or plain grey concrete tiles are appropriate roofing materials. Metal deck (coloured grey) or flat roofs may be acceptable for large spans. In such cases the eaves should be concealed by a parapet wall.

Walls should generally be coloured render or other material to give a rendered appearance. Brick or stone may be acceptable for details such as window or door surrounds but are best avoided. Brick is not appropriate as the primary façade finish.

Materials and finishes in the 'public realm', (roads, footpaths, street furniture etc.) should generally be consistent with that elsewhere in the town. Decorative paving can be useful to highlight particular features such as the laneways and around street trees.

In the case of renovation of older buildings, the use of materials appropriate to the building is required.

### **3.05 Advertising and Signage**

The Council accepts that advertising is an integral part of commercial and industrial development. However, in considering applications for advertising structures, it remains the primary concern of the Planning Authority to protect the essential character of the town.

Advertising in the Architectural Conservation Area will be limited to the advertising of premises on which the advertisement is mounted.

#### **3.05.01 Location of Advertising**

The Council is opposed to advertisements in residential areas, on or near buildings of architectural or historical importance, adjacent to amenity and recreational areas. As advertising is an accepted part of commercial and shopping activity, appropriate levels and types of it will generally be allowed on commercial buildings and shops. Control will be exercised to prevent clutter in any location and to limit the size and number of signs on any building.

#### **3.05.02 Design of Advertising**

The Council will seek to avoid a proliferation of advertisements in the town. Proposals for signs and advertising structures should:

- be in scale and harmony with the surrounding environment;
- not interfere with the safety and free flow of pedestrian and vehicular traffic;
- not obscure traffic signs;
- not impair the amenities of the area;
- not interfere with windows or other features of a building façade; and
- not project or obtrude, in whole or part, above the eaves of the building or skyline.

Large billboard/prismatic advertisement hoardings will not normally be permitted.

#### **3.05.03 Temporary and Free-Standing Advertisements**

Free-standing advertising structures, such as sandwich boards, which may require a license under Section 254 of the Planning and Development Act 2000 (as amended), will not be allowed on footpaths or in pedestrian areas where they have the potential to cause an obstruction and may be a hindrance, particularly to persons with disability.

Temporary advertisements, advertising local events, may be permitted in certain positions and in greater numbers than would be acceptable on a permanent basis. These advertisements must be removed within seven days of the end of the event. Where locations are considered suitable, advertising panels may be permitted on builder's hoardings for a specified period. As a general principle the planning authority has a clear preference for smaller sized and vertical proportioned advertising panels.

### **3.06 Telecommunications Masts and Satellite Dishes**

Telecommunications masts, large satellite dishes and associated equipment should be located on existing masts or pylons, or in industrial or utility areas. They may be permitted on high buildings of utility or industrial types but will not be permitted on churches or other civic buildings, in the vicinity of schools or residential areas.

Satellite dishes should generally be located to the rear of buildings. Planning permission will be required for satellite dishes on protected structures, on buildings/locations within the architectural conservation zone and for dishes that exceed 1m diameter (in accordance with the Planning and Development Regulations 2001).

### **3.07 Environmental Impact Assessments**

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Regulations 97/11/EC of 1997 and the Planning and Development Act 2000 (as amended), EIS Amendment Regulations SI No 93 of 1999 and as subsequently amended. All developments to which these regulations apply, including proposed public authority projects, will be required to submit detailed Environmental Impact Statements as part of the planning approval process.

### **3.08 Care for Persons with Disability**

In addition to the obligation to provide for the needs of persons with a disability contained in the Building Regulations, the Council shall require all public footpaths and pedestrian links to be accessible to persons with disability. Street furniture shall be placed in such locations as to not impede wheelchairs, push chairs and buggies. Footpaths must be dished and marked by stippled paving at crossing points.

### **3.09 Development Contributions and Cash Deposits**

#### **3.09.01 Development Contributions**

The Council will levy all development in accordance with a levy scheme prepared and adopted by the Council under Section 48 of the Planning and Development Act 2000 (as amended). The Council reserves the right to impose additional levies in particular circumstances, in accordance with Section 48(2)(c) and Section 49 of the Planning and Development Act 2000 (as amended).

#### **3.09.02 Cash Deposits and Bonds**

Developers will be required to lodge a Cash Deposit or Insurance Bond (or similar bond acceptable to the Planning Authority) for the satisfactory completion of residential and other developments and their ancillary services, whether or not they are taken in charge and prior to their being taken in charge. In determining the amount of the bond, the previous record of the developer in completing estates satisfactorily will be taken into consideration. Deposits/Bonds will be required in residential, industrial estate development and other developments as the Council considers necessary. It is Council policy that all housing developments will be taken-in-charge on completion, where requested, and where they meet the appropriate standards as adopted by the Council, in its Taking in Charge policy document (refer also to Section 3.02.10).

### **3.10 Planning Advice and Guidance**

#### **3.10.01 Planning Clinics**

The Council operates a system of free planning advice where intending developers or individuals can avail of guidance on all planning matters. It is intended that this system will continue for the period of this plan. All persons contemplating development are strongly advised to consult with Council planning officials prior to submitting planning applications. Prospective developers are advised to submit maps identifying the location of the development proposal, sketch designs and other details of the scheme prior to the consultation meeting, in order to make the meeting as productive as possible.

Even in the event that intended development is exempt and therefore does not require planning permission, developers are advised to consult with the Planning Authority before beginning work, so as to satisfy themselves that no planning permission is required. Section 5 applications for Certificates of Exemption may be required.

Advice given by an officer of the Council during the course of these consultations shall not prejudice the performance by the Planning Authority of any other of its functions under the Planning and Development Act 2000, as amended, or any regulations made under that Act, and cannot be relied upon in the formal planning process or in legal proceedings.