

Waterford City & County

Development Plan 2022-2028

Volume 2 - Development Management Standards



Waterford
City & County Council
Comhairle Cathrach
& Contae Phort Láirge

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Strategic Objective(s)

To implement the policy objectives and provide the physical framework of the Development Plan in order to realise the strategic objectives of this Development Plan and ensure the proper and sustainable development of Waterford.

To require that all new development proposals comply with the relevant standards identified in this Volume 2 Development Management across the entire Planning Authority area of Waterford City & County Council.

Section 1.0 Introduction

The development management standards contained in Volume 2 shall be read in conjunction with the policies and objectives of Volume 1 and all other associated Appendices. In making a decision on any individual planning application, the Planning Authority is restricted to considering the proper planning and sustainable development of an area, having regard to the matters provided for in Section 34 of the Planning and Development Act, 2000 (as amended).

Volume 2 sets out Waterford City & County Council's development management standards and principles that will be applied by the Council to ensure that development occurs in an orderly and efficient manner, and that it is in accordance with proper planning and sustainable development. Regard should also be had to Guidelines issued by the Minister under Section 28 of the Planning and Development Act, 2000 (as amended), notwithstanding the policy objectives and requirements of this Development Plan. Proposals for development will need to take account of all of the standards and criteria that apply to the particular development, in addition to being assessed for consistency with the policies and objectives set out in Volume 1 of the Plan and compliance with relevant legislative requirements.

Where reference is made to guidelines/ policy documents etc, such reference shall be considered to refer to the most recent review/ publication of such guidelines.

Section 2.0 Common Principles

2.1 Pre-Planning Consultation

It is of benefit to applicants, and the Council, for consultation to be had regarding certain proposed development prior to lodging of planning applications, in accordance with the requirements of Section 247 of the Planning and Development Act 2000 (as amended). The Council operates a pre-planning consultation service which provides an opportunity for applicants to engage in discussions with the Council prior to the submission of a planning application. Applicants are encouraged to avail of this service, although not everyone is likely to require a 'face-to face' pre-planning meeting, and in this regard, the Council has provided series of FAQs in order to assist potential applicants in answering some of the more frequently asked planning application queries. The Office of the Planning Regulator has also published a series of [advice/ guidance leaflets](#) in relation to planning and proposed development, and these may be accessed on their website

Under the provisions of Section 247, a prospective applicant shall have consulted with the Planning Authority in respect of development that comprises:

- Residential development of more than 10 housing units.
- Non-residential development of more than 1,000 square metres gross floor space.
- Other development as may be prescribed in legislation.

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

2.2 Ecosystem Services Approach and Green Infrastructure

The concept of 'ecosystem services' addresses the many ways that humans depend on nature, and the impact of our activities on it. Healthy ecosystems deliver many different benefits to people and society. The key to sustainable development is achieving a balance between the exploitation of natural resources for socio-economic development, and conserving ecosystem services that are critical to people's well-being and livelihoods.

A good quality environment can also help to improve resilience to climate change, as trees and other green infrastructure provide important ecosystem services that can act as carbon storage or sinks, reduce the effects of flooding and urban 'heat island' effects. The careful management, maintenance and enhancement of ecosystem services are therefore an integral part of sustainable development, and it is a fundamental premise of this Development Plan that an ecosystem services approach is incorporated and integrated into our development planning and implementation activities. Such an approach is of best benefit in terms of ecology and biodiversity value, when integrated and linked into an overall green infrastructure system/ network.

Development Management DM 01

- Existing Green Infrastructure (including green corridors) and ecosystems services should be identified at the initial stages of the planning process of a proposed development, and should guide the design of an appropriate site layout. These may comprise linear open spaces along paths, water courses, planting or other natural features, and provide opportunities for walking and cycling, informal recreation, and biodiversity and wildlife migration.
- The landscape plan submitted with an application should clearly illustrate how existing green infrastructure, and opportunities to create more linkages outside the site, have informed and been incorporated into the development layout. Green corridors are not considered to form part of the public open space provision of a development.
- The Planning Authority will encourage the protection and integration within an overall site green infrastructure network, of existing mature trees and hedgerows which occur on proposed development sites, and where feasible, along roads. Where possible, all trees, hedgerows and landscape features to be retained shall be identified and retained in planning applications.

2.3 Sustainable Design and Construction

All development, in terms of materials, design, landscaping, standard of construction and operation should include measures capable of mitigating and adapting to climate change to meet future needs, and be built to a standard which minimises the consumption of resources during construction and thereafter in its occupation.

The Council supports and encourages the use of sustainable building principles and retrofitting existing buildings and other sustainability measures to improve energy performance. A key area for consideration in sustainable construction and building design specification is in the area of CO₂ and energy, with particular reference to embodied CO₂ and embedded energy. The focus should be directed towards the use of green construction materials.



Arising from the Recast of the European Performance of Buildings Directive 2010/30/EU, from 1 January 2019, every new public building must be designed to nearly Zero Energy Building (nZEB) standards. Also, all other new buildings are required to comply with the nZEB standards from 1 January 2021. The Council will have regard to the DoEHLG publication “Towards Nearly Zero Energy Buildings in Ireland Planning for 2020 and Beyond” and the EU Energy Performance of Buildings Directive (2010/31/EU), which promotes the increase in nearly Zero Energy Buildings (nZEB). The Council promotes the development of low carbon buildings.

Buildings shall be designed to minimise resource consumption, reduce waste, water and energy use. Design shall also optimise natural ventilation and minimise glare and excess solar gain, avoiding large areas of glazing and providing an appropriate balance between solid and void elements.

Sustainable design elements shall be considered from the outset of the design process as they are integral to density, building orientation, height, form and materials and overall aesthetics and functionality of a proposed scheme.

2.4 Placemaking and Design Statements

Good design and placemaking can change lives, communities and neighbourhoods for the better. It can create more successful places to live, bring communities together, and attract business investment. It can further sustainable development and encourage healthier living; promote accessibility and inclusivity; and contribute to how safe places are and feel.

Design involves shaping how all elements of the built and natural environment integrate and relate to each other through the construction of new buildings, restoration and redevelopment of historic buildings, creation of public spaces, streets, and environmental improvements, and the permeability of proposed development integrating and linking it within its surrounding context.



Design is not limited to the appearance of a building or place but should also encompass how buildings and places function in use and over the lifetime of a development. This includes considering and addressing for example how the design of a development can minimise energy, water usage and CO2 emissions. Future proofing developments for modern technology such as telecommunications can also help minimise the need for expensive retrofitting. Landscape design and planting considerations are also an integral part of design and can contribute to biodiversity.

Incorporating placemaking into design, ensures a people-centred approach which seeks to enhance the unique qualities and assets of a place, identifies these, including patterns of movement and activity, and develops a vision for its future potential, whilst promoting accessibility and inclusivity for all. Successful placemaking also emphasises the contribution that vibrancy, adaptability, and diversity of use can make to the viability of place and how it will endure into the future.

Good design thus identifies and makes positive use of the context and assets of a site and the characteristics of its surroundings to determine the most appropriate form of development. This process will be assisted by the development of Design Statements.

Development Management DM 02

A Design Statement, which is an outline of a development proposal's context and aims, and how it responds to Development Plan policy objectives, whilst advancing the aims of good design and placemaking, should be submitted for all planning applications as specified in Policy Objective 'Place 10' (Volume 1: Section 8.5) or as otherwise deemed to be required by the Planning Authority.

2.5 Building Regulations

2.5.1 Part L

Energy efficiency and the renewable requirements for new buildings including new residential development are addressed in the Building Regulations Part L. The aim of Part L is to limit the use of fossil fuel energy and related CO2 emissions arising from the operation of the building. The introduction of the BER label, Building Energy Rating, allows for dwellings to be assessed on their energy performance. The provision of this label system allows individuals to make informed decisions regarding the energy efficiency of a building. There are exemptions for Protected Structures, proposed Protected Structures and buildings protected under National Monuments Legislation.

2.5.2 Universal Access

Part M of the Building Regulations sets out standards to ensure that buildings are accessible and usable by everyone, including older people, people with disabilities and people with children. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and for residential dwellings. The Council will seek to encourage the implementation of best practice standards and principle of universal access with regard to access in both indoor and outdoor environments.

All development must comply with Policy Objectives H17 and Uni Des 02 as well as having regard to the Centre for Excellence in Universal Design – Universal Design Guidelines (2015) or any update thereof for Homes in Ireland, 'Shared Space, Shared Surfaces and Home Zones from a Universal Design Approach for the Urban Environment in Ireland', 'Building for Everyone: A Universal Design Approach' and for wheelchair users in line with the Irish Wheelchair Association Best Practice Access Guidelines (2020) or any update thereof.

An important element in achieving sustainability in the design of residential units is the ability of the design to accommodate the changing needs of a family. The guiding principle of accessibility shall be clearly demonstrated in development proposals.

Section 3.0 Residential Development

3.1 Design Statements

The successful design of residential development will depend on a coherent and unambiguous design brief. In dealing with applications for multi-unit residential developments, or sensitively located development, the Council will require the submission of a Design Statement (See also DM 02) as part of the application documents, the detail of which will be commensurate with the scale of residential development proposed and Policy Objective 'Place 10' (Volume 1: Section 8.5).

Development Management DM 03

The principal functions of a Design Statement will be:

- To ensure that the key characteristics of the local context are taken into account from the outset;
- To establish the overall form of the development based on the density and layout of buildings and spaces;
- To indicate how the layout of roads, streets and open spaces contribute to the spatial hierarchy, as well as linking the development to the rest of the vicinity;
- To indicate how the quantitative and qualitative criteria, which inform the design have been adhered to;
- To provide an indication of the proposal's compliance with the policies and provisions of the Development Plan, and how these have been addressed in the proposal;
- Provide an outline of how the proposed development integrates into the existing context, and ensures permeability/ linkages within the proposed development and also to its surrounding area.



Quantitative criteria refer to density, private and public open space, roads, footpaths, car parking standards and internal space standards. Qualitative criteria refer to consideration of safety, privacy, sense of place, variety functions, convenience and aesthetics.

The design of residential development should not be based solely on compliance with quantitative standards. The creation of residential areas with a sense of place should be the priority. In the making of places, road layout and the movement of vehicles should not dictate the internal layout of a housing scheme. The design of new residential development should provide for a network of functional and aesthetically pleasing public, semi-private and private spaces rather than merely a hierarchy of roads. Applications for residential development shall illustrate the phasing for the scheme. Phasing proposals shall ensure that open space and infrastructure to serve dwellings in a given phase e.g. public lighting, footpaths, is completed to the satisfaction of Waterford City & County Council prior to the initiation of the succeeding phase.

Development Management DM 04

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

The Design Statement shall also take guidance from the 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (DoEHLG 2009)', and consider the overall impact of the proposed development under the following categories/headings:

- The overall character and scale of the settlement;
- Infrastructure capacity such as water/wastewater and surface water disposal available;
- Flood Plains/ areas susceptible to flooding/cumulative effect of development and existing development in relation to flooding;
- Social services such as local shops/community facilities;
- Capacity of local schools/ crèches/ child minding services available in the area;
- The provision of open space areas/ playgrounds/ amenity areas;
- Car parking/ traffic safety and pedestrian movements;
- Proposing phasing arrangements;
- Housing mix;
- Integration into existing/ surrounding context and character;
- The protection of residential amenity of existing adjacent dwellings in the area; and
- Carbon balancing calculations and the incorporation of green infrastructure elements, e.g. living roofs; SUDs etc.

3.2 Residential Density

The Council recognises the benefits of increasing the density of residential development at appropriate locations in harmony with improved public transport systems and in accordance with various strategies and reports such as the '[National Planning Framework](#)' (NPF), the '[Sustainable Residential Development in Urban Areas Planning Guidelines \(2009\)](#)' and the '[Southern Region Spatial and Economic Strategy](#)' (RSES). The National Planning Framework (NPF) lists 'Compact Growth' as a National Strategic Outcome aiming to secure the sustainable growth of more compact urban and rural settlements supported by jobs, houses, services and amenities, rather than continued sprawl and unplanned, uneconomic growth. National Policy Objective 3c of the NPF states in this regard that at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, should be within their existing built-up footprints.



National Policy Objective 13 of the NPF advocates that planning standards should be flexibly applied in response to well-designed development proposals that can achieve urban infill and brownfield development objectives in settlements of all sizes.

The use of zoned and serviced land to its maximum, as positioned in the core and settlement strategies, and other relevant and associated chapters and policies of this Development Plan, will assist in achieving the objective of satisfying housing demand in a sustainable manner.

In the application of densities, it is also important to recognise and reflect the function and character of the urban area (i.e. city, towns, villages and settlement nodes), as set out in the settlement hierarchy in Volume 1: Section 2.9 -Table 2.2.

General Density Advice

In assessing applications for residential development, the Planning Authority will seek to implement the density standards set out in the ministerial guidelines '[Sustainable Residential Developments in Urban Areas](#)' (DoEHLG 2009), the Specific Planning Policy Requirements (SPPR) of the [Urban Development and Building Heights Guidelines for Planning Authorities \(2018\)](#) and [Circular Letter NRUP02/2021](#) along with those provided in the Core Strategy of this Development Plan. In all instances the following will be taken into consideration:

Development Management DM 05

- Proximity to public transport bus stops.
- Proximity to neighbourhood and district centres.
- The extent to which the design and layout follows a coherent design brief resulting in a high-quality residential environment.
- Compliance with qualitative and quantitative criteria.
- The extent to which the site may, due to its size, scale and location, propose its own density and character, having regard to the need to protect the established character and amenities of existing adjoining residential areas.
- Existing topographical, landscape or other features on the site.
- The capacity of the infrastructure, including social and community facilities, to absorb the demands created by the development.
- Where the opportunity exists to increase density and building heights in pursuit of compact, regeneration, sequential and transit-oriented development, and where it can be demonstrated that the development management standards set out in the Development Plan may in certain circumstances be counter to achieving these principles of sustainable urban development, we will consider such proposals on their own merits having regard to the relevant S28 Guidelines in place at the time.

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

3.3 Part V Housing Requirements

Social and Affordable housing will be provided by Waterford City and County Council as the Housing Authority, Approved Housing Bodies (AHBs), The Land Development Agency and by a wide range of mechanisms, including under Part V of the Planning and Development Act 2000 (as amended).

A recent significant change to Part V arrangements under the [Affordable Housing Act 2021](#) is to increase the Part V contribution for new housing developments from up to 10% for social housing to a mandatory 20% requirement of new developments of 5 or more houses, at least half of which must be applied to social housing provision and up to half of which may be applied to affordable and cost rental housing.

All proposed residential developments, or mixed used development with a residential component, shall have regard to, and comply with, the provisions of the Council's Housing Strategy (Appendix 3 of the Development Plan), Section 7.3 of Volume 1 and Part V of the Planning and Development Act, 2000 (as amended). In this regard, an applicant for new development will be required to engage with the Planning Authority at an early stage of the planning process to ascertain any specific requirements in relation to their Part V obligation.

3.4 Residential Development Design Standards

3.4.1 Mix of Dwelling Types

The Housing Strategy and Housing Needs Demand Assessment (Appendix 3) have informed Policy Objective H17 (Volume 1: Section 7.6) in relation to the appropriate housing type and mix of tenure in new developments.

Planning applications for 15+ residential units will be required to incorporate a variety and choice of housing units by type and size to meet differing household needs and requirements, as informed by the HNDA, e.g.:

- Existing and emerging household formation sizes.
- Housing demand patterns.
- Identified City/ County housing trends.

The Design Statement associated with development proposals for both new residential communities, and for developments within existing built-up footprints of an urban area, shall include:



Development Management DM 06

- Details of existing and permitted unit types within a 10-minute walk of the proposed development.
- A breakdown of the proposed unit type and size, including the percentage split between 1/2/3+ bed units which, in the case of apartments (and duplexes), shall be in accordance with the [“Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities” \(2009\)](#), and [“Sustainable Urban Housing Design Standards for New Apartments”](#), or any subsequent amendment/ revision of these.
- A minimum of 20% of dwellings in new residential developments of five dwellings or more must be designed to be Lifetime Homes, suitable to accommodate or are adaptable to provide accommodation for people with disabilities and older people. Planning applications will be required to demonstrate compliance with this objective and to show an accessible route to the residential units from the boundary of the property. Proximity and access to local services must also be considered relative to the units which are accessible.
- Site and/ or floor plans that clearly identify proposed units that:
 - Are designed and located having regard to the needs of older people and/or persons with a disability.
 - Are designed having regard to the concept of lifetime adaptable and/or multigenerational homes.
 - A statement outlining how the scheme has been designed for the needs of older people/ or persons with a disability and or lifetime homes.

Local Authority Development Part 8 or Part 10 residential schemes, may propose a different housing mix, having regard to the specific needs of the Housing Authority.

3.4.2 General Residential Development Design Standards

The design and layout of individual dwellings should provide a high-quality living environment for residents. Variety in design, within a unified concept, will generally be required. This may be achieved through scale and massing, roof profiles, materials and decorative details. In smaller scheme, i.e. less than 15 units, uniformity in design and finishes may be acceptable, depending on the site context. Dwellings should also be designed to provide adequate room sizes that create good quality and adaptable living spaces. Open space should be located behind the front building line of the house and be designed to provide for adequate private amenity.

Designers should also have regard to the targets and standards set out in the [“Quality Housing for Sustainable Communities Guidelines”, DCHLG \(2007\)](#) with regard to minimum room sizes, dimensions and overall floor areas when designing residential accommodation.

Table 3. 1 General Standards for New Residential Development in Urban Areas

<p>Pedestrian & Vehicular Movement</p>	<ul style="list-style-type: none"> • To provide for pedestrians and cyclists as part of the development management process, all new development will be required to maximise permeability and connectivity for pedestrian and cyclists and to create direct links to adjacent roads and public transport networks in accordance with the provisions of the ‘Urban Design Manual – A Best Practice Guide’ (2009), ‘Sustainable Urban Housing: Design Standards for Apartments’ (2018) the ‘Design Manual for Urban Roads and Streets’ (DMURS, 2019) and the Permeability Best Practice Guide (2015). • Where new developments are proposed adjacent to existing and established neighbourhoods, the design, layout and housing mix should be designed in such a way to enable positive integration, both physically and socially towards building strong integrated communities and social cohesion. • Movement should be convenient, safe and pleasant. Within larger housing areas, a clear hierarchy of spaces and roads should be apparent. Movement through estates should be guided by the principles of security, with opportunities for crime and anti-social behaviour minimised. • Every effort should be made to eliminate through traffic (rat-runs); however provision should be made for public transport, pedestrian and cycle network through routes. • Provision should be made for traffic management proposals in all developments. Where shared surfaces are proposed, vehicle design speeds should be at or near walking pace. This shall be achieved by design features such as curves, ramps, pinch points and other features where appropriate.
<p>Estate Design</p>	<ul style="list-style-type: none"> • Residential schemes to provide a range of dwelling sizes and typologies to accommodate emerging demographic trends in line with the Housing Strategy and Housing Needs Demand Assessment or other evidence supported methodology. Proposals for residential schemes which are proposed on infill or smaller sites should demonstrate the ability of the proposal to provide a mix of dwelling types within the locality as opposed to within the scheme itself. • Planning proposals for housing schemes are required to present a considered design approach to tailor the scale, design, layout and density of housing in responding to the individual character of the respective town or village. • Incorporate corner sites, dual aspect designs and avoid blank facades into residential schemes, where possible, to ensure provision of active and passive surveillance over street frontages, creation of attractive thoroughfares by avoiding spanning rear garden walls, the creation of more recognisable routes and junctions that aid navigation and contributing energy efficiency advantages, whilst providing for more attractive, usable and adaptable living spaces, and better sunlight/daylight provision to its occupants. • Support the play and recreational needs of children and young people and ensure the central integration of play provision and child-friendly neighbourhoods and the needs of older people and of persons with a disability. • Reflect and contribute to the local character, materials and identity of place into the design of new developments.
<p>Climate Resilience</p>	<p>Innovative energy efficient housing to accommodate new typologies and provide adaptable and/ or whole life-cycle homes to create inclusive and socially balanced residential communities. Applicants will be required to demonstrate how climate resilient features have been incorporated into the design of new residential developments as per Low Energy Buildings set out below and Policy Objective H18 (Volume 1: Section 7.7) as well as:</p> <ul style="list-style-type: none"> • High quality landscaping (including tree planting), that make use of a diverse range of species of plants – consistent with the National Pollinator Plan, site appropriate and irrigated by rainwater. • Incorporating a green infrastructure network and Nature-Based Solutions (NBS) into the design of buildings and layout – living/green walls, rain gardens, bio-retention measures/swales living/green and or blue roofs, other soft Sustainable urban Drainage Systems (SUDS) measures such as swales, rain gardens, using trees for urban cooling and the reduction of wind tunnel effect.

Table 3. 1 General Standards for New Residential Development in Urban Areas

<p>Public Open Space</p>	<ul style="list-style-type: none"> • Public open space should be provided at a minimum rate of 15% of total site area, save in developments where increased building heights and densities are considered appropriate such as those specified in Volume 1: Table 3.2 and within Appendix 21: Regeneration and Opportunity Sites and the application of the minimum rate is considered to be inappropriate. The open space should be designed so as to complement the residential layout and be informally supervised by residents. The spaces should generally be centrally located within groupings, and be visually and functionally accessible, of a suitable gradient, useable and overlooked by a maximum number of dwellings. Incidental pieces of unusable land shall not be considered to fulfill or partially fulfill the 15% requirement for example, narrow tracts of open space, which are difficult to manage, will not be acceptable. • Public open space on Institutional Lands should be provided at a minimum rate of 25% of total site area for residential development as per Policy Objective H21 (Volume 1: Section 7.9) • In addition to Public Open Space, provided by the Developer, communal open space must also be provided for apartments, and in some instances for houses, in accordance with the minimum standards set out in 'Sustainable Urban Housing, Design Standards for New Apartments' Section 28 Guidelines, (2020). Communal open space is for the exclusive use of the residents of the development and should be accessible, secure and usable outdoor space which is inclusive and suitable for use by those with young children and for less mobile older persons. • All residential schemes must provide a minimum provision of public open space which has regard to the content of the Section 28 Guidelines 'Sustainable Residential Development in Urban Areas' (2009). The design and layout of the network of public open spaces should consider, and make provision for, the need for level areas of sufficient size to accommodate informal sports activities for children. • The Council shall require that areas dedicated for public open space in a planning application are transferred to the ownership of the Council where the development is taken in charge by the Council.
<p>Landscape Plans</p>	<ul style="list-style-type: none"> • A detailed Landscaping Plan, prepared by a suitably qualified professional, is required to accompany all new residential development schemes unless otherwise deemed to be not required by the Council. • The landscape plan will set out and specifically indicate how the overall approach is infrastructurally and ecologically resilient, and provides varied landscapes that reflect the character of the area; it should also address the following: <ul style="list-style-type: none"> - Ecosystems services and carbon capture approach. - Green and blue infrastructure integration and linkages. - Urban Greening. - Biodiversity including pollinator friendly approach. - Nature based solution to hard infrastructure, including the provision of SUDs. - Maintenance without the use of chemicals. - Nature Based Play.
<p>Private Open Space</p>	<ul style="list-style-type: none"> • All houses should have an area of private open space of a suitable gradient, exclusive of car parking, to the rear of the building line. The minimum area of private open space to be provided shall be in accordance with Table 2 for all new residential units. • The prescribed private amenity space will allow for a private amenity area, which can accommodate the storage of bins/garden shed etc., and the provision of an area for vegetable growing, etc. In certain circumstances, the standards may be reduced for smaller houses if the Planning Authority considered it acceptable, however the area may not be less than 50 sq. m. • It should be noted that housing developments which provide private open space at the minimum standard throughout the scheme will be discouraged.

Table 3. 1 General Standards for New Residential Development in Urban Areas

Privacy	<ul style="list-style-type: none"> • Privacy is an essential factor in residential layout. Privacy can be ensured by attention to the alignment of new residential buildings and their relationship to each other. • Good design in housing layouts, the configuration of houses and their relationship to each other, to open spaces and roads, should aim to provide layouts with adequate private open space and screening so as to achieve freedom from observation.
Maximum Site Coverage	<ul style="list-style-type: none"> • Site Coverage is determined by dividing the total area of ground covered by buildings, by the total ground area within the site (i.e. footprint of development/area of site). • A maximum of 85%, or up to the existing site coverage (brownfield sites) will be allowed for urban areas.
Maximum Plot Ratio	<ul style="list-style-type: none"> • The plot ratio expresses the relationship between the total gross floor area of the building with the gross area of site (i.e. gross floor area/ gross site area) • Generally, plot ratios of 2.0 are accepted in urban areas, however the Planning Authority will permit higher plot ratios to support more compact forms of development, where exceptional standards of design are achieved, where compliance with S28 Ministerial Guidelines is demonstrated, where appropriate within the context of the surrounds, and also in respect of strategic sites and general strategic planning.
Building Height	<ul style="list-style-type: none"> • Development proposals for higher buildings in proposed residential development, need to take account of the Development Management principles and satisfy Development management criteria as contained in the Ministerial Guidance document Urban Development and Building Heights (2018).
Minimum Separation Distance	<ul style="list-style-type: none"> • Between directly opposing above ground floor windows, a separation distance of 22 metres should generally be observed for new, reciprocal overlooking housing, although this will also be informed by considerations such as typography, design, and housing type and mix. A reduction in this 22-metre separation distance may be considered appropriate where there is an innovative design approach to house and site layout design. • Innovative dwelling types, such as houses which have their main sleeping and living areas on one side, and circulation and bathrooms on the other, may allow for a reduction in this standard. Any window proposed at ground floor level should not be less than 1m from the boundary it faces. • Adequate separation distances, between directly opposing rear first floor windows, should be provided when extending existing dwellings at first floor level, to ensure the retention of adjoining residential amenity • For single-storey dwellings, a reduction in the rear garden depth may be considered, subject to the protection of adjoining residential amenity. • A minimum of 2.2 meters shall be provided between the side walls of detached, semi-detached and end of terrace dwellings to ensure privacy and ease of access.
Screen Walls	<ul style="list-style-type: none"> • Screen walls constructed of brick/ stone/ rendered blockwork, 1.8 metres in height, and constructed in accordance with current standards and regulations, shall be provided to enclose private open space and where the boundaries of the house sites abut roads, pedestrian ways or open spaces. The walls shall be capped and plastered on the public side, and the design and finish should be consistent with the design/finish of the house design. • Concrete post and timber/ concrete panel fencing may also be permitted for inter-site, side boundaries.

Table 3. 1 General Standards for New Residential Development in Urban Areas

Boundary Treatment	<ul style="list-style-type: none"> • A uniform treatment for the boundaries of individual sites, which is capable of providing adequate privacy between properties, shall be implemented throughout a residential development. • Boundaries located to the front of dwellings should generally consist of softer, more open boundary treatments, such as low-level walls/railings and/or hedging/planted treatments. Open plan gardens will not be allowed on main access roads. • Rear boundary walls or fences must generally be provided to a height of not more than 2 metres. • 1.8m side Garden walls should generally be presented behind the front building line of the dwelling only, to allow for the openness of residential development and to protect visual amenities; lower level walls may extend forward of this line. • Boundary walls/enclosures should not present blank spanning facades onto thoroughfares. Design solutions may include the use of alternative site orientation and/ or dual aspect dwellings, including provision of side access/ egress arrangements.
Waste Management	<ul style="list-style-type: none"> • An appropriately designated and screened refuse storage and collection points, including provision for recycling and composting storage, should be provided. • Access to these areas and roads within the estate should be suitable for waste collection vehicles. • In the case of communal refuse, recycling and composting storage, the collection point should be accessible both to the waste collection vehicles and to the resident, and be secured against illegal dumping by non-residents. • Refuse storage areas should not be located immediately adjacent to the front door or ground floor window(s), unless adequate screened alcoves or other such mitigation measures are provided. • For individual houses, the applicant/ developer must identify the proposed location and design of bin storage to serve each dwelling.
Phasing	<ul style="list-style-type: none"> • The Council will require a detailed phasing plan to be submitted with any planning application for residential or mixed-use development. The Phasing Plan shall indicate how each phase shall be completed satisfactorily, in terms of roads/lighting/landscaping, etc. prior to an additional phase commencing.
Services	<ul style="list-style-type: none"> • Provision shall be made for the location of all services underground. Water mains, foul and storm sewers shall be laid, where possible, under the estate roadways. 10m wayleaves shall be provided for underground public services in private areas.
Construction Waste Management Plan	<ul style="list-style-type: none"> • A management plan for the reuse, recycling or disposal of Construction & Demolition waste will be required to be submitted as part of an application for permission.

Table 3. 2 Minimum Private Open Space Requirements for Dwelling Units

House Type/ No. of bedrooms	Minimum Private Open Space
1 – 2 bedrooms A reduced quantum of private open space may be considered in respect of housing for older people/ sheltered housing etc.	50 sq.m
3 bedrooms	60 sq.m
4 bedrooms (or more)	75 sq.m

3.4.3 Apartment Standards

The design and layout of new apartments should provide comfortable accommodation for a variety of household types and sizes – including families with children - over the medium to long term. Regard should be given to relevant Government Guidelines, including [Design Standards for New Apartments, Guidelines for Planning Authorities, 2020](#). All apartment schemes should provide for a mix of units; comprising of one bedroom, two-bedroom and family units as set out above in the Housing Mix section.

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

In addition to the [2020 Apartment Guidelines](#), applicants/ developers of apartment schemes should take cognisance of the [Multi Unit Developments Act 2011](#) (or as otherwise amended).



3.4.4 Minimum Space Requirements for Apartments

The size of a dwelling is a key determinant of its liveability and its adaptability to new household requirements and needs and therefore fulfilling “lifecycle” needs. Minimum Requirements for Apartment Floor Areas are set out per the [“Design Standards for New Apartments, Guidelines for Planning Authorities” \(2020\)](#) as follows:

- Studio apartment (1 person) 37 sq.m
- 1-bedroom apartment (2 persons) 45 sq.m
- 2-bedroom apartment (4 persons) 73 sq.m
- 3-bedroom apartment (5 persons) 90 sq.m

The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%). Provision should also be made for general storage particularly for bulky items not in daily use e.g. suitcases/vacuum cleaners etc. and these storage areas should be additional to kitchen presses and bedroom furniture.

3.4.5 Dual Aspect Requirements

In duplex type or smaller apartment blocks that form part of mixed housing schemes in suburban areas, dual aspect provision is generally achievable. In more urban schemes, where there may be a terraced or perimeter block pattern wholly or partly fronting a street, this may not be the case. Ultimately, the daylighting and orientation of living spaces is the most important objective. [The Design Standards for New Apartments Guidelines 2020](#), provides guidance with respect to the minimum number of dual aspect apartments that may be provided in any single apartment schemes which are set out below.

Development Management DM 07

- A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.
- In suburban or intermediate locations, it is an objective that there shall **generally** be a minimum of 50% dual aspect apartments in a single scheme. Ideally, any 3-bedroom apartments should be dual aspect.
- For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, Planning Authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

3.4.6 Apartment Floor to Ceiling Height

Floor-to-ceiling height affects the internal amenities of apartments, in terms of sunlight/ daylight, storage space, and ventilation. This is most significant at ground level, where the potential for overshadowing is greatest. Ground level floor to ceiling height will also influence the future adaptability of individual apartments for potential alternative uses, which will vary depending on location.

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- Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. Applicants and designers should consider 3.0 metres on the ground floor of multi-storey buildings. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.
- In certain main urban centre locations, where apartments front onto or adjoin busy commercial streets with significant pedestrian footfall, the need for future adaptability of ground floor areas from residential to potential commercial uses in the future should be considered. Planning authorities may require ground floor apartment floor to ceiling heights to be a minimum of 3.5 - 4m metres generally, in such specific cases.

Section 4.0 Residential Miscellaneous

4.1 Naming of Residential Developments/ Estates

The names of residential estates shall be appropriate and/or connected to the areas in which they are located and shall reflect the local area's history/ topography/ geology/ genealogy/ natural, built, marine and cultural heritage. The naming of residential developments shall be approved by Waterford City & County Council's Placenames Committee and will also require the approval of An Post. Agreement on naming shall be reached with the Planning Authority prior to the launching of any advertising campaigns/ signs etc. Nameplates of an approved type shall be provided in all estate roads and all houses shall be provided with numbers, in accordance with the Council's Naming & Numbering Workflow, which are legible from the adjoining roadway. All estate road and street name plates shall be provided in bilingual format (Irish/ English).



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Applications for multi-unit housing developments shall be accompanied by proposals for an estate/ street name(s), together with fingerpost directional. Any such proposals should reflect local Waterford and Irish place names, shall be in bilingual (Irish/ English) format and/ or shall be culturally and/or historically appropriate to the area. Use of the Irish language is recommended. (The Planning Authority's Place Names Committee can provide assistance and any permitted development will be duly conditioned to adhere to the requirements of the Planning Authority in this regard)."

4.2 Taking in Charge

The Planning & Development Act 2000 (as amended) outlines the basis for taking in charge of residential estate developments by Local Authorities. Section 180 provides that when a development has been completed in accordance with planning permission, the Planning Authority shall initiate procedures under Section 11 of the Roads Act 1993 to take it in charge when requested to do so by a developer or if the majority of residents request it.

The applicant/ developer must have regard to relevant Department of the Environment, Community and Local Governments Circulars in relation to the Taking in Charge of Residential Developments¹ and Waterford City and County Council's Taking in Charge Policy Document (2008) or any update thereof.

It is a requirement of the Council that all apartment schemes should be maintained by an established Management Company. Details of proposed maintenance must be submitted for approval of the Planning Authority, and include evidence of compulsory membership for all purchasers of individual properties.



1 • PD 1/06 Taking in Charge of Housing Estates/Management Companies • PD 1/08 Taking in Charge of Residential Developments/Management Arrangements • PL 11/2013 Re: Provision of Security provided under Section 34(g) of the Planning and Development Act 2000 - 2010 for the satisfactory completion of residential housing developments
• PL 5/2014 Re: Matters related to the Taking in Charge of Residential Developments • FPS3/2016 Re: National Taking in Charge Initiative for Residential Estates (NTICI) • L(DPI)01-2020 Re: Approval of projects (residential estates) under the Developer Provided Water Services Infrastructure under the Multi-annual Developer Provided Water Services Infrastructure Resolution Programme 2019-2021

4.3 Development Contributions

The Council will require financial contributions in accordance with a development contribution scheme adopted by the Council under Section 48 of the Planning & Development Act 2000 (as amended) - this sets the statutory basis for the calculation of development contributions applicable to new development in Waterford City and County seeking planning permission and that benefit from public infrastructure and facilities.

Applicants and developers are advised to make themselves aware of the terms and levies associated with new development within this scheme. It is intended that a new Development Contribution Scheme will be made and adopted as soon as possible on adoption of this Development Plan (2022-2028); however the Development Contribution Scheme adopted by the Council in February 2015, will remain in force until such time as a new scheme is in place.

4.4 Bonds

To ensure the satisfactory completion of development works undertaken by private developers, such as roads, surface water drainage, public lighting and open space, including the protection of trees, on a site which has been the subject of a grant of permission, developers shall be required, prior to the commencement of any development, to give security by way of a cash deposit or bond from an insurance company, to ensure the satisfactory maintenance and completion of a residential development.

The Planning Authority, may, where it is deemed appropriate, allow for a combination of a cash deposit/ insurance bond. This bond shall remain in force until such time as all the work has been completed to the satisfaction of the Local Authority and taken in charge by Waterford City & County Council. In addition, the Council may require Tree Bonds, where appropriate, to ensure that trees are protected and maintained in good condition during construction of developments. Where trees are damaged during development, part, or all the bond will be retained by the Council.

4.5 Replacement Dwellings

The Council encourages the reuse, refurbishment, extension and upgrade of older vernacular rural dwellings which form an important part of our built heritage; for more information please refer to Volume 1: Section 7.12 of the Development Plan.

4.6 Conversion of Outhouses

Where the Planning Authority considers outhouses to be of architectural merit, consideration may be given to the restoration of same for appropriate and sympathetic residential/ cottage and tourism industry type developments.

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

4.7 Off-street Parking in Residential Areas

The cumulative effect of removal of front garden walls and railings can damage the appearance of suburban streets and roads, and contribute to an overall reduction in permeable surfaces vital to flood relief, and the introduction of multiple vehicular accesses reduces the level of communal on street parking. Proposals for off street parking in existing front gardens in residential areas, therefore need to be balanced against loss of amenity (visual and physical) and communal spaces.

The removal of front garden walls, pillars, gates, piers, and railings will not generally be permitted where such removal will have a negative visual impact on the character of the streetscape, or reduce the level of communal parking to an unacceptable degree. In particular, these works will generally not be permitted in Architectural Conservation Areas, areas of architectural, historic character, within the curtilage of a protected structure and well-established housing estates.



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Where permitted, drive-ins/ front garden parking provision should generally:

- Not have outward opening gates;
- Have a vehicular entrance not wider than 3 metres, or 50% of the width of the front boundary, whichever is the lesser;
- Have an area of hard standing (parking space of 2.5 m x 5 m) and be constructed in accordance with SuDS and include measures to prevent drainage from the driveway entering onto the public footpath or road;
- Retain the balance as garden;
- In the case of established housing developments any replacement of front walls should match the existing material and design elements of neighbouring or adjacent properties within that particular housing development, such as piers, railing, stone/brick/render detailing etc.;
- Have gates, walls, pillars and railings made good, and;
- Permeable paving should be used in the interests of sustainable drainage.

4.8 Non-Habitable Dwellings/ Unused Cottages

Sensitive restoration of non-habitable vernacular stock will be considered where an unused cottage or dwelling is considered of architectural, visual or historical merit. Where a sensitive renovation proposal is presented and respects and maintains the integrity and scale of the original building, a genuine rural housing need will not be required. Please also refer to Volume 1: Section 7.12 of the Development Plan and associated Policy Objectives H31-H33.

4.9 House Extensions

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

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Extensions should:

- Respect and follow the pattern of the existing building as much as possible.
- Where contemporary designs are proposed, proposals should not detract from the visual amenities of the main dwelling or neighbouring properties.
- Extension works should not encroach, overhang or otherwise physically impinge third party properties.
- Proposals should be designed in such a way as to eliminate overshadowing or overlooking of adjoining property.
- Avoid additional surface water runoff arising from the site.

4.10 Ancillary subsidiary Dwelling Units (Granny Flats)

The creation of an ancillary, subsidiary, dwelling unit ('granny flat') to be occupied for habitable purposes, is generally acceptable, provided such proposals can demonstrate that:

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- It is not a separate detached unit, and it is possible to provide direct access to the remainder of the house.
- There shall be no permanent subdivision of the garden.
- The unit shall not be let or sold, other than as part of the overall property, and shall revert to being part of the original house when no longer occupied.
- That the proposal does not impact adversely on either the residential amenities of the existing property or the residential amenities of the area.
- The design should ensure that the unit forms an integral part of the main dwelling unit capable of reintegration for single family use.

4.11 Holiday Homes

Clustered Holiday Home Developments shall only be considered as part of tourism accommodation development proposals (refer also to Tourism Policy Objective ECON 24: 'Tourism Accommodation', Volume 1: Section 4.10).

4.12 Caravan Parks

All planning applications for caravan parks will be assessed in accordance with Fáilte Ireland's publication '[Caravan & Camping Parks Classification Matrix](#)'. Regard should also be had to the 'Waterford County Council revised Schedule of Conditions to be attached to licences' issued under [Section 34 of the Local Government \(Sanitary Services\) Act, 1948](#), for the use of land as a mobile home/caravan park or camping site (refer also to Tourism Policy Objectives ECON 24: 'Tourism Accommodation' and ECON 25: 'Camping/ Campervan Sites', Volume 1: Section 4.10).

4.13 Tourism Activities

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

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- Does not place unsustainable demands upon existing or planned infrastructural capacity for the area;
- Does not conflict with the maintenance of the natural and cultural heritage of the area;
- Is compliant with the policy objectives of this Development Plan (2022-2028)
- Reinforces and supports the provision of non-residential tourism facilities in the County either through integration with established facilities, or by the provision of new facilities; and
- Minimises the need for additional vehicular journeys to/ from visitor facilities in the immediate environs.

Section 5.0 Non-Residential Development

5.1 Retail Development

The provision of new retail development in Waterford should accord with the policies outlined within the Development Plan as well as the recommendations of the Waterford City and County Retail Strategy (Volume 1: Appendix 4), the [Retail Planning Guidelines \(2012\)](#), and the accompanying '[Retail Design Manual](#)' (2012) or any future update thereof.

As our towns and villages enhance their multi role retail is still a key element. Retail development must therefore conform to the highest design standards, and should be designed and sized to be appropriate in scale in relation to the planned catchment area.



5.2 District/ Neighbourhood Centres

District suburban and Neighbourhood Centres are intended to cater for the daily shopping and service needs of the immediately surrounding neighbourhood, and will consequently be generally small in scale. In dealing with applications in local centres, any analysis should take cognisance of changing shopping trends and the social and economic circumstances of the area.

Development Management DM 14

Assessment of Development Proposals in Waterford City, other towns and rural settlements

- Be consistent with the role and function of the particular retail centre as set out in the Development Plan and Retail Hierarchy and accord with the scale and type of retailing identified for that location.
- Accord with the fundamental objective to support the vitality and viability of the retail centre and demonstrate compliance with the sequential approach. Provide a detailed retail impact assessment and a transport impact assessment to accompany the application where appropriate.
- Be of a high quality and incorporate layouts that encourage active and engaging frontages where appropriate.
- The design must ensure that the proposed centre will be integrated with, and be complementary to, the streetscape, where it will be located, or in accordance with a detailed urban design framework.
- There shall be a general presumption against large out-of-town retail centres - in particular those located adjacent or close to existing, new or planned national roads/motorways.
- In the context of larger scale developments in our Urban Areas, District/ Suburban and Neighbourhood Centres, while adequate car parking, separate service areas and convenient access by public transport and by walking and cycling from surrounding residential areas are essential elements, these must be supplemented by features that improve the overall attractiveness of the scheme to the public. Such features can include for example:
 - The ability of the proposal to be adequately serviced in relation to public transport and pedestrian and cyclist access and facilities.
 - Public realm of appropriate scale, design and enclosure.
 - The provision and design of street furniture, e.g. seats, litterbins, cycle facilities.
 - The provision within the overall design of the scheme for public facilities, e.g. toilets, advice centres, and supporting community, civic and cultural uses including health clinics, crèches, theatres, libraries for example.
 - Activities and uses including retail services and restaurant uses that keep the centre alive both during the day and evening.
 - The inclusion of some element of residential uses, particularly apartments, as an integral part of the centre in order to generate evening activity and security of the centre. Provision of residential must be in accordance however with the overall zoning objective for the area.
 - An overall design strategy that helps promote convenience shop variety (by the use of differing shopfronts, plot frontage widths, setbacks, signs etc.) but set within an overarching and cohesive design concept that unites the whole.
 - The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity. All unsightly areas, for example service cores, should be screened from surrounding residential areas and from pedestrian corridors within the scheme. Considered screening should form an integral part of any design, but where this is not possible, supplementary tree planting and landscaping will be necessary.
 - Considered tree planting, landscaping and overall urban greening measures must, in any event, form an integral part of the general design of any shopping scheme.
 - Appropriate Wall Art.

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Convenience Shop

A small/ local convenience shop will be open for consideration within a residential area. When assessing any such proposals, the Council will have regard to the distance from the proposed development to established local shopping facilities and to its impact on the amenity of adjoining dwellings.

5.3 Retail Parks and Retail Warehousing

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

- If located in a Town Centre - by their very nature, scale and spatial characteristics – a Retail Park/ Warehouse can detract from the urban character of the Town Centre and represent an unsustainable and inappropriate use of land.
- If the range of goods on offer in a retail warehouse extends beyond that of bulky household goods it could undermine or weaken the hierarchy of retail centres in the County.



WATERFORD
RETAIL PARK

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

5.4 Retail Impact Assessment

Refer to the [Retail Planning Guidelines \(2012\)](#) or any update thereof, and to Volume 1: Appendix 4 Waterford City and County Retail Strategy for further details with regards to Retail Impact Assessments.

5.5 Traffic & Transport Assessment

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

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Traffic and Transport Assessment Guidelines (2014) highlights the below thresholds above which a Transport Assessment is automatically required:

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

Traffic & Transport Assessments (TTA) will be required to be submitted for proposals that may affect the National Road Network in accordance with the thresholds set out in the Traffic and Transport Assessment Guidelines (2014) published by the NRA or any subsequent update thereof.

5.6 Shopfronts & Commercial Façades

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

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- namely:



² In locations that experience particularly heavy congestion, and when traffic flows from a proposed development are less than 5% of the traffic flow on the adjoining road, a Transport Assessment may still be required. When in doubt, the requirement for a Transport Assessment should always be scoped with the Local Authority.

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<p>Repair of Historic Shopfronts</p>	<p>Retain, as far as practicable, vernacular historic and significant shopfronts through sensible and practical repair, taking into consideration the following:</p> <ul style="list-style-type: none"> • Application of best conservation practice, as appropriate and without incurring excessive cost; • Ministerial Guidelines; • Associated advice series; and • Designations in the Development Plan relating to the property and the area.
<p>Replacement or New Shopfronts</p>	<p>Replacement of more modern era, but poor quality, shopfronts is welcomed e.g. restoring original building features or omitting 'over-size' or obtrusive signs.</p> <p>New shopfronts by way of their design and material finish should:</p> <ul style="list-style-type: none"> • Relate to the architecture of the building of which they form part, • Complement the scale and proportions of the adjoining building and streetscape, • The plot sizes, • The pattern of window fenestration and openings present on facades, maintain or reinstate access to upper floors and enhance the overall vibrancy and the built quality of the street.
<p>Shopfront Features</p>	<p>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:</p> <ul style="list-style-type: none"> • Pilasters or uprights, • Apron panels, • Stall risers or plinths below the display windows, • Any mullions, or glazing bars to the display window etc. <p>Such elements should be considered for retention and incorporated into the new shopfront design.</p>
<p>Fascia</p>	<ul style="list-style-type: none"> • Fascia design is an important element of shopfront and must be appropriate and proportioned to the shopfront and to the overall character, scale, design and height of the building and adjoining buildings. Fascia's should not interfere with existing first floor cills and should reflect existing plot widths. Oversized fasciae are not appropriate. • The fascia is the element of the shopfront on which advertising signage is most effective. Signage on the fascia should consist of individual mounted lettering and hand-painted signage. The avoidance of signage which is temporary and intrusive in character is advised. The use of individual mounted lettering and hand-painted signage is cost effective and will enhance the appearance and attractiveness of the shopfront while respecting the architectural character of the building and streetscape. • The construction of nameplate fascia's linking two or more buildings is generally unacceptable.

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<p>Shopfront Signage</p>	<ul style="list-style-type: none"> • Primary shopfront advertising signage should be located on the fascia board. Where the shopfront does not include a fascia the advertising signage should be mounted above the display window and/or main shop entrance. All such advertising signage should relate to the shopfront and fascia where present in terms of scale, design and material finish. • Additional signage including interior suspended advertising signage and adhesive film signage on the display window which relate to ancillary or other commercial activities taking place within the building will allow for views to be maintained from the street into the shop or business and will therefore not create a dead frontage. • Advertising signage should always enhance the visual amenity of the area and avoid the creation of visual clutter.
<p>Upper Floors</p>	<ul style="list-style-type: none"> • The active use of upper floors brings considerable vibrancy and vitality to the street. These uses are sometimes for purposes unrelated to the ground floor use and will require its own visibility to enable customers to identify and locate the premises. • Many vernacular shopfronts include a separate entrance to the upper floors of the buildings. In the repair or redesign of vernacular /contemporary shopfronts this is an important element to keep as it allows access to the upper floors from street level. • The use of upper floors for active commercial uses is supported. The following signage is considered acceptable: <ul style="list-style-type: none"> - Door plaque or plate; - One hanging/protruding sign per building, which may be externally lit/unlit; - The sign may be lit by low intensity, discrete light fittings and suitably cowled; and; - Non blackout window lettering/logo.
<p>Illumination</p>	<ul style="list-style-type: none"> • All illumination should be carefully considered and be provided by way of concealed light fixtures and cabling. Illumination should be discreet, of low intensity and should complement and enhance the architectural features of the building and its setting. • Illuminated box signage, internally illuminated letters, swan neck and projecting spotlights, fluorescent lighting on channels, neon tubular illumination, flashing signs and floodlighting are considered inappropriate. Sky signs, i.e. signs which project in any part above the level of a building parapet or obtrude on the skyline, are considered inappropriate for general use.

Development Management DM 18

<p>Shopfront Security</p>	<ul style="list-style-type: none"> • Roller shutters are not exempted development on, or in front of the building line and their erection requires planning permission. • There is an 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. • It is the policy of the planning authority to facilitate the provision of security measures for ground floor commercial uses where they contribute positively to the visual quality of the property and streetscape. • When considering proposals for security measures on new and existing shopfronts the planning authority will have regard to the character of the broader area. The following sequential order of preference for the provision of roller shutters will be applied by the planning authority when considering security proposals: <ol style="list-style-type: none"> 1. Internal roller shutter setback behind the window display area; 2. Internal roller shutter located immediately behind the display window where no part of the shutter or its casing extends beyond the face of the building; 3. External demountable or folding steel mesh grilles or gates; • In all cases, shutters should be treated with a colour to match the colour of the main shopfront materials. • The planning authority would recognise the evolving technology in security shuttering and would consider such options on their merits on a case by case basis having regard to this policy.
<p>Awnings and Canopies</p>	<ul style="list-style-type: none"> • Planning permission is required for the erection of canopies. Canopies of traditional design and retractable materials will be promoted. • Awnings and canopies when in use should not impede safe movement on and use of the street. • Awnings and canopies should be designed to retract into the fascia when not in use. This will allow the proportions, detailing and architectural elements of the shopfront to remain undisrupted and complement existing architectural features and be of robust material finish. • Advertising on the awning and canopy should be discreet.
<p>Projecting Signs</p>	<ul style="list-style-type: none"> • Projecting and hanging signs should be located above fascia level and allow for easy identification of commercial uses at or above ground floor. The designing of projecting signs should ensure that its size, material finish and location on the building is in keeping with the external features of the building and its surrounding streetscape. • Plastic signs should be avoided. The design of the bracket on which the sign is affixed to the building must also be carefully considered. A simple bracket will be appropriate in most cases.
<p>Corporate Shopfronts</p>	<p>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</p>

In relation to shopfronts in general:

- The Council will aim to reduce visual clutter and control the number and type of signs that are displayed;
- The design of the shop front/façade should include the street number of the premises;
- The applicant shall submit proposals for the removal of external signage in the event the unit ceases trading.

5.7 Shop Storage

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

5.8 Street Furniture

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

Development Management DM 19

- Any additional street furniture items shall have regard to their need, to avoid proliferation of street furniture in a location. Items should be discreet and well designed to reduce visual clutter and to ensure visual amenities are not compromised.
- 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.
- The co-location of street furniture items/ signage, will, where feasible, be required in order to reduce clutter.
- The use of high-quality materials will be required in order to ensure the long-term visual appearance of furniture items. All street elements shall be located so as to provide clear, accurate and safe movement for all street/ road users, pedestrian and cyclists and should not interfere with sightlines.



5.9 Advertising

Waterford City & County Council recognises the role of well-located and sympathetically designed advertising, whether attached to a building or free standing, to contribute to the character and vitality of commercial areas, particularly at night. 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. No commercial advertising structure will be permitted in the open countryside.

It will be an objective of Waterford City & County Council to limit advertising to commercial areas where it is already a feature and within such areas, the following considerations will arise:

Development Management DM 20

- The size and scale of signs should not conflict with existing structures in the vicinity;
- The size, form, scale, illumination, appearance and its proximity to existing advertising signage avoids the creation of visual clutter and a reduction to the character of the area;
- Large scale commercial advertisement structures are not acceptable on or near buildings of architectural or historical importance, in parks/ open public space, Architectural Conservation Areas and in areas of high amenity, and in residential areas;
- Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety;
- Free standing signs will generally be resisted;
- Signs should not interfere with windows or other façade features or project above the skyline;
- Signs attached to buildings are preferable to those on freestanding hoardings;
- Signs should not exceed 5.4 sq.m;
- Digital advertising may be permitted, in certain locations subject to design, size, detail, and level of illumination and the above criteria;
- As with shopfront design, Waterford City & County Council will require commercial interests, especially chain outlets, to restrain the use of their corporate image advertising where these are considered to be too dominant; and,
- Bus and taxi shelters incorporating advertising panels shall be carefully sited and shall not impact on vehicular sightlines or the safe movement of all street/road users.

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

Advertising structures are an accepted part of commercial shopping activity, and as such they can normally be allowed in commercial centres. Control shall be exercised to prevent an impression of clutter in any location. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building façade. The design should be simple and related to features of the building such as fenestration, cornices, string courses, etc. Ideally, the sign should be an integral part of the elevational design of the building.

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

Development Management DM 21

1. Signs will only be considered where an advertising “need” can be demonstrated. In this context the term “need” relates to the requirements of the travelling public and not the desire of the applicant to advertise as widely as possible. Each such need will be assessed on its merits. In relation to public institutions, Waterford City & County Council will determine the necessity for directional signs;
2. Fingerpost signage is the preferred type of advertisement structure. Other types of advertisement structures will be discouraged unless a “need” can be demonstrated;
3. Applications for advertisement structures will be refused where they give rise to a potential traffic hazard. In general, advertisement structures will not be permitted at roundabouts, at traffic signalised junctions, at locations where they obstruct sight lines, compete with other traffic signs, give rise to confusion for road users or endanger traffic safety;
4. Applications for advertisement structures along national routes and along approach roads to towns and villages will generally not be permitted except for tourist attractions of national or regional importance. All such signage will require the written consent of the National Roads Authority, where appropriate;
5. The number of advertisement structures for any one premises shall be kept to a minimum and will generally be restricted to a maximum of two in the local area. In exceptional cases this maximum may be exceeded at the discretion of Waterford City & County Council;
6. The number of advertisement structures that will be permitted on any one pole will be strictly limited by Waterford City & County Council. In the event of multiple applications for advertisement structures at any particular location, priority will be given to approved applicants on a first come first served basis;
7. Applications for advertisement structures shall comply with the requirements of the “[Traffic Signs Manual](#)” published by Department of the Environment, Community and Local Government and the “[Policy on the Provision of Tourist and Leisure Signage on National Roads](#)” published by the National Roads Authority in 2011 (or any such other relevant standards and legislation that may be enacted). All lettering, logos and symbols are subject to the approval of Waterford City & County Council. In general, the use of the standard brown background and white lettering will be preferred. Furthermore the Planning Authority will have regard to the provisions set out in Section 3.8 ‘Signage’ of the ‘[Spatial Planning & National Road Guidelines \(2012\)](#)’ in relation to signage proposals affecting national roads in particular the requirement to control the proliferation of non-road traffic signage on and adjacent to national roads; and,
8. The use of electronic variable messaging signs commonly known as “VMS signs”, shall be reserved strictly for use in roadwork activities, hazard information and or as part of an approved event traffic management plan. Advanced written consent of Waterford City & County Council will be required prior to installation and use of such signage.

5.10 Advertising Hoarding

Advertising hoardings, including tri-vision and three-dimensional signs, inappropriately located can constitute one of the most obtrusive elements of all forms of outdoor advertisement. They rely for their impact on size, scale and location and are thus usually detrimental to the character of the area in which they are situated and, in some cases, contribute to a traffic hazard. However, they can help to screen derelict or obsolete sites awaiting re-development, in certain circumstances.

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

Development Management DM 22

- Outdoor advertising hoardings shall not be permitted where it would detract from the visual quality of the setting of protected structures;
- In all other cases, regard to the visual impact of a proposed advertising hoarding and potential of traffic hazard arising from same will be imperative;
- The scale of display panels must be related to the scale of the buildings and streets in which they are located;
- Where illuminated hoardings are proposed, their effect on the streetscape during the hours of darkness and on the amenities of the area will be considered;
- Display panels may form part of the visual screening around building sites or sites awaiting re-development. In such cases, temporary permissions will be considered where appropriately sized panels form an integral part of an overall boundary treatment and do not comprise more than half of the total surface area of such treatment;
- As a general rule, planning permissions for outdoor advertising will be limited to a maximum of three years in the first instance, to enable the position to be reviewed by Waterford City & County Council in light of changing circumstances at the end of that period; and,
- The number and scale of hoardings in the vicinity of the site will be a material consideration.

5.11 Illuminated Signs

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. The following guidelines will apply:

Development Management DM 23

- The type of illuminated signs, internally or externally illuminated, individual letters/neon tubes, should be determined by consideration of the design of the building and its location.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed. It should not obscure architectural features such as cornices or window openings in the area. On new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered;
- Sky signs, i.e. signs which project in any part above the level of a building parapet or obtrude on the skyline, are regarded as objectionable in principle and will not be permitted;
- Neon tubular strip lighting is generally not acceptable; and,
- The number of illuminated signs in the area.

5.12 Fingerpost Signs

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



Development Management DM 24

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

5.13 Local Events

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

5.14 National Roads

Due to the strategic role of national roads and the need to ensure that the carrying capacity, efficiency and safety of the network is maintained, the management of development will require tighter control as indicated in the [DOECLG's Spatial Planning and National Roads Guidelines for Planning Authorities 2012](#). Where applications affect national roads a Transport Assessment may be requested if the advisory thresholds as set out in the in [NRA/TII Traffic & Transport Guidelines \(2014\)](#) are exceeded.

Table 5. 1 Thresholds for Traffic and Transport Assessment where National Roads are Affected

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

5.15 B&B's/Guest Houses/Hotels

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

Development Management DM 25

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

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

In order to maintain an appropriate mix of uses and protect night time amenities in a particular area, it is the objective of the Council to prevent an excessive concentration of the above uses and to ensure that the intensity of any proposed use is in keeping with both the scale of the building and the pattern of development in the area.

Development Management DM 26

The provision of any of the above will be strictly controlled, having regard to the following, where appropriate:

- The amenities of nearby residents, i.e. noise, general disturbance, hours of operation, and litter.
- Location of vents and other external services and their potential impact on adjoining amenities in terms of noise/odour/visual impact.
- The need to safeguard the vitality and viability of shopping areas in the city and county and to maintain a suitable mix of retail uses.
- Traffic considerations.
- The number/frequency of such facilities/events in the area.
- The scale of the development proposed in keeping with the scale of the building and the pattern of development in the area.
- The treatment of shopfront advertising and window display.
- The operators come to a satisfactory arrangement with the Council in relation to litter control.
- The larger leisure complexes which contain a mix of uses, e.g. cinema, bowling, and restaurant will be treated on their merits.

5.17 Childcare Facilities

The regulation of pre-school childcare services is set out in the [Child Care Act 1991 \(Early Years Services\) \(Amendment\) Regulations 2016](#). The Council will seek to facilitate the provision of childcare facilities in appropriate locations throughout the City and County, and may require their provision in large residential, public community, commercial and retail and mixed-use developments in accordance with the provisions of the DoEHLG '[Childcare Facilities Guidelines for Planning Authorities' \(2001\)](#) or any updated Guidelines thereof. As a general rule a minimum of 20 childcare spaces shall be provided for every 75 new residential units. A childcare facility within a new development shall be sited at or near the entrance/ exit to the proposed development so as to allow for ease of access, drop-off/ pick-up points. The provision of Childcare Facilities should be designed in accordance with the [Universal Design Guidelines for Early Learning and Care Settings 2019](#) (or any updates thereof) and the requirements of the [Coiste Cúram Leanaí Phort Láirge \(CCLPL\)](#).



Any application for childcare facilities shall have regard to the following:

Development Management DM 27

- Suitability of the site for the type and size of facility proposed.
- Adequate sleeping/rest facilities.
- Adequate availability of indoor and outdoor play space.
- Convenience to public transport nodes.
- Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.
- Local traffic conditions.
- Intended hours of operation.

Applications for childcare facilities in existing residential areas will be treated on their own 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.

5.18 Motor Fuel Service Stations

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



Development Management DM 28

Location	The preferred location for petrol filling stations is within the 50-60kph speed limit of all settlements.
Design and Layout	Design and layout of service stations and forecourts should be of high quality and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.
Road Frontage & Access	<p>In general, a minimum road/street frontage of 30 metres shall be required. This may be reduced where the development can demonstrate compliance with the required sight distances for various road categories at the entrances/ exits of the proposed development.</p> <ul style="list-style-type: none"> • A low wall of an approximate height of 0.6 metres shall be constructed along the frontage with allowance for two access points each 8 metres wide; • The pump island shall generally be not less than 7 metres from the footpath/road boundary.
Lighting & Signage	All external and canopy lighting should be directed away from the public road and contained within the site, and a proliferation of large illuminated signs will not be permitted. No signage cluster shall be permitted.

Development Management DM 28	
Car Wash	Any car wash proposals will require a discharge licence, and shall be sited so as not to result in queueing onto the public road network, nor interfere with the amenities of the area.
Retail Element	<p>Any shop being provided shall be ancillary to the principal use of the premises as a filling station and shall be a maximum floor area of 100sqm (excluding storage). Where an increase in this is sought, the sequential approach to retail development shall apply i.e. the retail element shall be assessed similar to an application for a standalone retail development in the same location.</p> <p>Forecourt shops should be designed and sited to facilitate safe pedestrian and bicycle access, with unimpeded access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be demonstrated fully.</p>
Opening Hours	Late night opening will only be permitted if it does not impact adversely on nearby residences.
Workshops	Workshops for minor servicing (e.g. tyre changing, puncture repairs; oil changing; car valeting), may be permitted in circumstances where they would not adversely impact the operation of the primary petrol station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.
Charging Points	Rapid EV charging point(s) should be provided and clearly demarcated with appropriate signage, in collaboration with ESB Networks.
Permissions	All filling station applications, including applications for improvement or extension, will require Autotrack Analysis, TTA and a Safety Audit.

Motor fuel stations and service areas in proximity to the National Road network will be assessed with regard to the [Spatial Planning and National Roads Guidelines for Planning Authorities DoECLG, 2012](#).

5.19 Nursing Homes & Assisted Living

In general, nursing home, assisted living and care facilities should be integrated wherever possible into established settlement centres, where there is adequate wastewater capacity and where residents can expect reasonable access to local services. In certain circumstances the Council may also consider locations adjacent to good quality public transport corridors or adjacent to existing social and community facilities.

In determining planning applications for such developments or for change of use of a residential dwelling or other buildings to nursing care home or assisted living a range of factors will be considered including:

Development Management DM 29

- Such facilities will be resisted in remote locations removed from urban areas. They should be located into established neighbourhoods / residential areas well served by community infrastructure, and amenities. Future residents should expect reasonable access to local services such as shops and community facilities.
- The potential impact on residential amenities of adjoining properties.
- Nursing Homes/Assisted Living Accommodation will provide at least 20% open space of the overall site area and should include the follow:
 - Include detailed open space and landscaping plans that take account of the location of the facility and orientation.
 - Provide at least 15 sq.m. open space per resident (unless otherwise agreed with the Planning Authority).
 - Have regard to the availability/suitability of already existing open space.
 - Respect and accommodate the specific needs of the residents of the facility.
 - Be accessible for all users and provide links to adjoining public footpaths.
 - Incorporate age friendly principles in the design.
- Adequate provision of parking facilities.
- The size and scale of the proposal must be appropriate to the area.
- Proximity of high-quality public transport links and provision of good footpath links.

5.20 Telecommunications

The Council recognises the importance of the need for high quality communications and information technology networks in assuring the competitiveness of the County's economy and its role in supporting regional and national development. The advantages of a high quality ICT infrastructure must however be balanced against the need to safeguard the rural and urban environment.

Development Management DM 30

In evaluating applications for telecommunications installations, the Council will have regard to [“Telecommunications Antennae & Support Structures Guidelines for Planning Authorities” \(1996\)](#), and [Department Circular PSSP 07/12](#).

Co-location of such facilities on the same mast or cabinets by different operators is favoured to discourage a proliferation, and co-location agreements to be provided where possible. Where new facilities are proposed applicants will be required to satisfy the Council that they have made a reasonable effort to share facilities or to locate facilities in clusters.

5.21 Electricity & Other Cables

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

In relation to development proposals within the distances specified below of high voltage overhead electricity lines, developers/ applicants should contact the ESB in advance of completing or finalising designs etc. (i.e. prior to pre planning stage), so as to ensure that the relevant clearances are maintained from any High Voltage Overhead Electricity (HV OHL) Infrastructure:

- For buildings in proximity to a 110kV overhead line, 23 metres either side of the centre line of a pylon.
- For buildings in proximity to a 220kV overhead line, 30 metres either side of the centre line or around a pylon.
- For buildings in proximity to a 400kV line, distance of 35 metres either side of the centre line or around a pylon.

For buildings in proximity to a 10kV or a 38kV overhead line, no specific distance is specified. However, a site specific clearance may be required.

Clearances are Site and Transmission Line Span Specific. Clearance are separate to construction safety clearances to be adhered to and maintained from the Overhead Line (OHL), which are specified in the ESB publication, '[Code of Practice for avoiding danger from overhead electricity lines](#)' 2019.

Due regard will be made to the Spatial Planning and National Roads Guidelines for Planning Authorities 2012, relating to development affecting National Primary and Secondary roads, including motorways and associated junctions.

5.22 Utility Facilities/ Infrastructure

The appropriate location and quality/ design of well finished buildings/ structures and high quality landscaping schemes associated with utility infrastructure, such as electricity substations, especially those located to the front and side of buildings, is encouraged. It is recognised that utility facilities are necessary, especially for larger scale developments. However, they should be sensitively located, and aspects of green infrastructure and sustainable design shall also be incorporated, where feasible and dependent on the scale of the utility infrastructure development proposal.

5.23 Warehouses, Industrial Uses & Business Parks

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

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

Table 5. 2 General Standards for new Industrial, Warehousing & Business Development

Design	<p>Individual buildings should exhibit a high-quality, contemporary design, finish, and landscaping and the manner in which they conform with the National Energy Efficiency Action Plan (NEEAP).</p> <p>A good standard of site layout and quality of urban design will be expected. Building design should include precise detail on materials and reflectivity.</p>
Loading & Unloading	<p>Each proposed warehouse/industrial/business park unit must be provided with adequate space for loading and unloading goods (including fuels) in areas clear of the public road</p>
Car Parking	<p>Car Parking requirements shall be demonstrated to be in accordance with those set out in Table 7.1 of the DM Standards.</p> <p>Car parking should be provided in a discreet, landscaped and well-screened environment with a view to minimising its visual impact, particularly when viewed from approach roads.</p>
Unit Mix	<p>Where possible, a variety of unit size shall be provided to cater for the differing needs of potential occupants.</p>
Hours of Operation	<p>The hours of industrial operation will be controlled where they are likely to result in harm to environmental amenities including residential amenity.</p>
Site Coverage, Plot Ratio, and Building Lines (setbacks)	<p>Site coverage shall not normally exceed 75% nor shall plot ratio generally exceed 1:2. In the case of infill development, it may be necessary to have a higher plot ratio in order to maintain a uniform fenestration and parapet alignment or to obtain greater height for important urban design reasons. In such circumstances, the Council may allow an increased plot ratio.</p> <ul style="list-style-type: none"> • Where a site has an established plot ratio in excess of 1:2, re-development may, in exceptional circumstances, be permitted in line with its existing plot ratio if this conforms to the proper planning and sustainable development of the area. • Generally, plot ratios of 2.0 are accepted in respect of certain General Business, enterprise and employment type uses, and on Opportunity zoned lands, in urban areas. The Planning Authority will permit higher plot ratios to support more compact forms of development, where exceptional standards of design are achieved, and where appropriate within the context of the surrounds, and also in respect of strategic sites and general strategic planning. • Minor extensions, which infringe plot ratio or site coverage limits may be permitted where the Council accept that they are necessary to the satisfactory operation of the buildings. • On zoned lands (e.g. 'Regeneration', RE lands), where it is proposed to provide mixed use development and an above ground level amenity open space area in association with residential accommodation, this space may be accepted as open space for site coverage purposes. <p>The building line on all principal road frontages should generally not be less than 15 metres from the road, and there should be a minimum planted strip of a width of 5 metres on all principal road frontages, in order to ensure an attractive open parkland setting.</p>
Waste Management/ Storage	<p>Adequate provision shall be made for storage of goods and materials within the building. Where such space is not provided such goods and materials, if they are to be stored outside (short-term storage), shall be stored in a designated storage area.</p> <p>Provision shall be made on site in a screened compound for short-term waste and segregation storage pending collection and disposal. There must be adequate provision for storage of segregated waste (bio-waste/ dry recyclables/ residual waste) pending collection.</p>
Advertising	<p>Advertising signs shall be confined to the name of the establishment being painted on or affixed to the façade of the building and illuminated, if required, from an external light source so as not to cause glare to road users or intrusion to adjacent property owners.</p>
Landscaping	<p>A comprehensive professionally prepared planting scheme for the site shall be necessary, in particular, Business Parks shall demonstrate a high quality, campus style visual aspect. Proposals should incorporate Sustainable Urban Drainage Systems (SuDS) and other measures that address adaptation to climate change - including rainwater harvesting, the creation of integrated wetlands, and construction of green/ living roofs, whereby opportunities for solar, wind and/ or other forms of renewable energy, are taken.</p>

5.24 Renewable Energy Developments

The Council will support renewable energy developments in line with policy objective UTL 13 of the Development Plan (Volume 1: Section 6.9). All applications for wind energy developments should be compatible with the 2006 Wind Energy Development Guidelines issued by the DoEHLG (or any updated revision of same), the Interim Guidelines for Planning Authorities on Statutory Plans, Renewable Energy and Climate Change (2017), and the Waterford Renewable Energy Strategy (Appendix 7 of the Development Plan and in particular the wind energy designation map contained within the Strategy (Appendix 2 refers)) and the renewable energy targets set out in Table 6.3 of the Development Plan, while regard should also be had to the Waterford Landscape and Seascape Character Assessment (Appendix 8 of the Development Plan).

In addition, potential applicants are advised to consult with the Department of Arts, Heritage and the Gaeltacht, The Forestry Service, The Irish Aviation Authority, Transport Infrastructure Ireland and the Spatial Planning and National Roads Guidelines for Planning Authorities 2012 and other appropriate statutory and non-statutory bodies in areas which may require special protection. In general, the Council will support wind energy proposals, provided such developments would not have an adverse effect on residential and rural amenities, special landscape character, views or prospects, Natura 2000 sites, protected structures, aircraft flight paths, or by reason of noise or visual impact. Applications for such developments will not be encouraged in areas of High Amenity.

Whilst to date, applications for solar farms have concentrated on rural greenfield sites, large agricultural, commercial and urban area roofspace, coupled with fast-changing technological advances in solar PV technology, have the potential to also comprise a viable alternative to supporting and accommodating proposed solar PV developments (e.g. lightweight solar film), without putting further pressure on Greenfield sites.

At present, there are no national policy guidelines for solar farms. In the assessment of any applications for solar farms, the Council will consider such applications in accordance with the following criteria:

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- The Waterford Landscape and Seascape Character Assessment.
- Visual impact particularly on raised/elevated sites.
- Archaeological Impact Assessment and Heritage Impact Assessment.
- Zone of visual influence, and visual impact of the structures.
- Glint and glare report and potential impact on adjoining road networks and dwellings.
- Construction impacts, including road access and impact on road network serving the site during the construction phase (A pre and post construction impact report may be required).
- Incorporation of security measures – use of CCTV/surveillance cameras and security fencing, fencing proposals should be appropriate for wildlife through-access.
- The suitability/strength of the grid and accessibility to it.
- The suitability of the site, having regard to other land use policies, including the need to protect areas of important built and natural heritage.
- Impact on drainage patterns and water tables.
- Incorporation of green infrastructure elements and opportunities provided to enhance/ improve biodiversity and biodiversity linkages.
- Decommissioning of obsolete infrastructure and after-use.

To protect the safety of operations at Waterford Regional Airport, wind farm development proposals should have regard to Volume 1: Appendix 12 - Waterford Regional Airport & Business Park Masterplan which contains details of Airport Control Zones. It is recommended that applicants should also consult with Waterford Airport plc and/or the Planning Authority prior to the advancement of such proposals.

Other forms of renewable energy (e.g. hydro; geothermal; anaerobic digestion etc), can also play a part in the sustainable development of Waterford's renewable energy mix, and the Council is generally supportive of these, subject to environmental considerations.

Community ownership of wind, solar, and other renewable energy projects enables local communities to benefit directly from local energy resources being developed in their local areas, ensuring long-term income for rural communities. The Council will encourage developers to positively engage with local communities in the design, proposal development and implementation of suitable developer-led renewable energy projects, be they in rural or urban locations.

5.25 Micro Renewables/ Auto-Producers

The Planning & Development Regulations 2001 (as amended) have been amended to allow for the provision of micro-renewable energy in residential, agricultural and industrial areas. The Planning Authority shall facilitate, where possible the provision, of micro-renewable technologies, and will take a flexible approach to the location of one-off, small scale wind turbines, i.e. where the proposal is marginally above the thresholds specified for exemption as set out in the Planning & Development Regulations 2001 (as amended).

The location of such developments within settlements, and even in areas in the Renewable Energy Strategy (Appendix 7) and Landscape Character Assessment (Appendix 8) deemed unsuitable for wind energy development, will be open for consideration for small-scale wind turbines. In assessing proposals for micro-wind turbines, which due to their height or number are just above the limits of exemption, the developer will be expected to remain below most, if not all, of the other thresholds specified in the aforementioned Regulations, e.g. in respect of distance of rotor blade from ground, and noise standards.

Proposals for wind turbines within the Airport Control Zones as set out in Appendix 12 (Waterford Regional Airport & Business Park Masterplan) shall not be permitted in areas that will affect air travel and associated strategic services.



Section 6.0 Rural Development

6.1 Rural Development

In visually sensitive areas, the Planning Authority will require that:

Development Management DM 32

- Agricultural buildings/ structures be sited as unobtrusively as possible, and
- The design, scale, siting and layout of agricultural buildings should respect, and where possible, enhance the rural environment.
- Appropriate materials and colours are used. The use of dark colours, notably, dark green/reds and greys are most suitable for farm buildings.
- The planting of shelter belts will be required to screen large scale sheds and structures.
- Buildings should generally be located a minimum of 100metres from the nearest dwelling other than the applicants dwelling.
- The Council will generally seek to cluster agricultural buildings and structures together, and siting to assimilate effectively into the landscape.
- Any proposals for farmyard developments must make provision for runoff, and where there is a danger of groundwater or surface water contamination, the Council will require appropriate treatment of runoff. The Council shall have regard to the European Communities (Good Agricultural Practice for Protection of Waters) Regulations 2009 (S.I 101 of 2009) in relation to acceptable agricultural practice standards.

6.2 Micro Enterprises/Rural Diversification

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

Development Management DM 33

- The business is a start-up, micro enterprise and there are intrinsic links between the proposed development and its location and/or cottage industry;
- All applicable development control standards are satisfied;
- The proposal does not adversely affect traffic safety;
- For 'cottage industries', limited retailing may be provided for;
- The proposed building/use does not impact negatively on adjoining land uses;
- The proposal is accompanied by a business plan; and
- The proposed building/use would not detract materially from the rural character or residential amenity of the area.



6.3 Home-Based Economic Activity

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

Development Management DM 34

- The type of business proposed;
- The nature and extent of the work;
- The proposed times of operation;
- Anticipated levels of traffic generated by the proposal, accessibility, and car-parking;
- The effects on the amenities of the adjoining occupiers particularly in relation to hours of work, noise and general disturbance;
- Members of the public in terms of numbers coming and going from the premises; at what times; car-parking/traffic/noise generated from visiting members of the public;
- Whether the proposals require deliveries to be received & how this will be dealt with; and,
- Arrangements for storage and collection of waste.

6.4 Mineral Extraction

The Council recognises that the extractive industry plays an important role in the construction industry and with appropriate care in initial site selection, process design and environmental monitoring, mineral extraction can be compatible with a wide range of appropriate adjacent land uses and habitats. Section 261 of the Planning & Development Act 2000 (as amended), provided for the registration and control of quarries. All new applications for quarries shall be assessed and have regard to DoEHLG Guidelines such as the [“Quarries and Ancillary Activities”, 2004, Guidelines for Environmental Management in the Extractive Sector \(EPA, 2006\)](#), [“Guidance on Biodiversity in the Extractive Industry” \(NPWS\)](#), [GSI’s Geological Heritage “Guidelines for the Extractive Industry”](#), the [Archaeological Code of Practice](#) and the [Irish Concrete Federation Environmental Code \(2005\)](#), and any other relevant superseding policy guidance.

Environmental Impact Assessment (E.I.A.) and the submission of an Environmental Impact Assessment Report (EIAR) will be required with a planning application where the defined thresholds outlined in the Planning & Development Regulations 2001 (as amended) are exceeded for certain types of development. In cases where thresholds are not exceeded the Planning Authority may still exercise its powers under Article 103(1) of the Regulations 2001 (as amended), and require the applicant to submit to the Authority the information specified in Schedule 7A for the purposes of a screening determination where there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, or where it is determined that there is a real likelihood of significant effects on the environment arising from the proposed development, to submit to the Authority an EIAR in order for the Planning Authority to fully assess the impacts of proposed development on the surrounding area.



Planning applications which relate to the extractive industry (including cement batching facilities, quarries and sand and gravel pits), shall be assessed having regard to:

Development Management DM 35

Details which should be submitted by the applicant as part of proposal:

- Map detailing total site area, area of excavation, any ancillary proposed development and nearest dwelling and/or any other development within 1km of the application site.
- Description of the aggregate to be extracted, method of extraction, any ancillary processes (crushing etc), equipment to be used, stockpiles, storage of soil and overburden and storage of waste materials.
- Total and annual tonnage of extracted aggregates, expected life time of the extraction, maximum extent and depth of working and a phasing programme.
- Details of water courses, water table depth and hydrological impacts, natural and cultural heritage impacts, traffic impact and waste management.
- Assessment of cumulative impact when taken with any other extractive operations in the vicinity.
- Likely environmental effects, proposed mitigation measures and restoration.
- Details of any possible impacts and proposed mitigation measures on any Geological or Archaeological Heritage sites.
- Detailed Rehabilitation and after-care proposals. These should include a report with plans and section drawings, detailing the following:
 - Anticipated finished landform and surface/landscape treatments (both of each phase proposed (where applicable) and the excavation as a whole),
 - Quality and condition of topsoil and overburden,
 - Rehabilitation works proposed,
 - Type and location of any vegetation proposed,
 - Proposed method of funding and delivery of restoration/reinstatement works etc.
- Current Legal Planning Status of the Existing Development (Quarry/Sand and Gravel Pit).
- Justification on need for the development proposed, the extent of existing authorised quarry supplies available, and the impact of the development on the local environment.
- Limited duration on permissions may be provided to allow for the re-evaluation of the development in light of unforeseen environmental implications and in light of changes in environmental standards, and technology.

Development Management DM 36

Where it is proposed to reclaim, regenerate or rehabilitate old quarries by filling or re-grading with inert soil or similar material, or to use worked-out quarries as disposal locations for inert materials, the acceptability of the proposal shall be evaluated against the following key criteria:

- The impact of the proposal on the landscape.
- Any possible loss of biodiversity that may have developed in the worked-out quarry.
- The impact such proposals may have on natural ground and surface water flows or networks in the area and the potential to give rise to flooding or new surface water flows onto adjoining lands or roads.
- The suitability of the road network in the area to accommodate the traffic flows of heavy vehicles that may be generated.

The Council will resist development that would significantly or unnecessarily alter the natural landscape and topography, including land infilling/reclamation projects or projects involving significant landscape remodeling, unless it can be demonstrated that the development would enhance the landscape and / or not give rise to adverse impacts.

Permissions granted for planning applications which relate to extractive industries will also be subject, by way of planning condition, to the lodgement, by the developer, of a financial bond to ensure the satisfactory reinstatement of the site following the completion of extraction. This bond shall be index linked.

It should also be noted that a special contribution levy may be required from the developer towards the cost of upgrading or repairing the local roads serving the quarry, and to minimise the adverse impacts of associated quarry operations on the road network.

6.5 Forestry

Forests and woodlands are a natural resource which can provide commercial, recreational, environmental, amenity and aesthetic benefits to the County. Forestry can provide a supplementary form of farm activity through planting maintenance and harvesting and can also provide a sustainable construction material and a source of renewable energy.

The Council will ensure that all afforestation is carried out in compliance with Government policy (as updated and reviewed), as set out by the Department of Agriculture, Food and the Marine in "[Forests, Products and People – Ireland's Forest Policy – A Renewed Vision](#)" (2014), . Initial afforestation is exempted under the Planning and Development Regulations 2001 (as amended)³ while an Environmental Impact Assessment is only required for afforestation exceeding areas of 50ha. Forestry should not obstruct existing rights of way, traditional walking routes, and recreational facilities. The Council require that the following standards are adhered to:



Development Management DM 37

- Avoid planting in geometric shapes, particularly in upland areas;
- Felling shall be phased rather than clear felling;
- The edge of the afforestation shall relate to landscape features and not to contours or straight lines;
- The convergence of the forest edge and the skyline shall be avoided;
- On steep slopes above the 300m contour line new afforestation will be strongly discouraged and where possible existing areas under forestry will be reduced and / or redesigned following clearfell;
- Applications for afforestation shall incorporate planting of broadleaf, indigenous species, as well as opportunities for habitat linkage and wider eco-services; and,
- Access to forestry for walking routes, biking trails and other non-noise generating recreational activities will be encouraged.

To protect the safety of operations at Waterford Regional Airport, forestry plantation proposals should have regard to Appendix 12 of the Development Plan 2022-2028 (Waterford Regional Airport & Business Park Masterplan), which contains details of Airport Control Zones. It is recommended that applicants should also consult with Waterford Airport plc and/or the Planning Authority prior to the advancement of forestry proposals.

3 Subject to the general conditions and limitations pertaining to exempted development

Section 7.0 Parking Standards

The purpose and application of parking standards is to ensure that when assessing development proposals, consideration is given to accommodating vehicles that will potentially be generated by the development proposed, in accordance with national and regional policy objectives, and to facilitate a modal shift towards more sustainable forms of transport.

7.1 Car Parking

Car parking should be provided in accordance with the standards set out in Table 7.1. Spaces may be provided on site or on street. Appropriately designed on-street car parking will be encouraged to facilitate increases in residential densities at appropriate locations. This parking may be provided as a shared parking area or bay which may be integrated into the overall development, or provided on-street where road widths are developed to adequate standards.

In general, no more than 10-15 spaces will be provided in a shared parking cluster, in the interest of visual amenity. Within group parking areas, consideration will be given to the visibility of residents' cars (from their homes if possible), convenience and the need to soften the impact of group parking by landscaping.

7.2 Parking Requirement for Changes of Use

Where an application for change of use is made, the parking requirements will be the difference between the new use parking requirement, and the existing use parking requirement.

In Waterford City Centre, with a view to encouraging utilisation of upper floors, the parking requirement will be reduced by 50% for first floor change of use, where applicable, and there will be no parking requirement for second floor and subsequent floors.

***Note:** In certain categories, different car parking standards apply to Waterford City Centre from other locations in the County. The car parking standards that apply to Waterford City Centre also apply within 250m of a Public Transport Route.

Table 7. 1 Car Parking Standards	
Land Use – Residential	Car Spaces
House/Dwelling/Apartment	<p>Waterford City Centre/Urban Town Centres/ Neighbourhood Centres - (unless otherwise deemed to be required on a site by site basis): 0 spaces required</p> <p>In all other areas in the City - (unless otherwise not deemed to be required on a site by site basis): 1 space required</p> <p>In all other areas in the County - (unless otherwise not deemed to be required on a site by site basis and excluding apartment developments): 1-2 bedrooms: 1 space 3 bed +: 2 spaces</p> <p>For every 4 residential units provided with only 1 space, 1 visitor space shall be provided in addition.</p> <p>*Parking areas should be designed in accordance with Section 4.4.9 of the DMURS Guidelines. A mix of on-street and in-curtilage parking is encouraged in residential settings.</p>
Hotel Accommodation (excluding bars, function rooms, etc.)	<p>1 per 2 bedrooms in Waterford City Centre*</p> <p>1 per bedroom in all other locations</p>
B&B/ Guesthouse	<p>1 per 2 bedrooms in Waterford City Centre*</p> <p>1 per bedroom in all other locations</p>
Motel Accommodation	<p>1 per 2 bedrooms in Waterford City Centre*</p> <p>1 per bedroom in all other locations</p>
Hostel accommodation	1 per 8 bed spaces
Self-Catering Accommodation	1 per unit
Land Use – Employment	
Manufacturing Industry	1 per 80 sq.m gross floor area
Light Industrial Use	1 per 60 sq.m gross floor area & 1 HGV space per 2,300 sq.m gross floor area.
Warehousing	1 per 100 sq.m gross floor area
Office Use	<p>1 per 100 sq.m gross floor area in Waterford City Centre*</p> <p>In all other locations 1 per 50 sq.m gross floor area</p> <p>Parking for visitors may also be provided at the discretion of the Planning Authority.</p>

Land Use – Commercial	
Retail Shops and Supermarkets	1 per 50 sq.m net floor space.
Non Food Retail	1 per 25 sq.m net floor area
Retail Warehousing	1 per 50 sq.m gross floor area
Cash and Carry	1 per 90 sq.m gross floor area
Banks	1 per 100 sq.m gross floor area
Restaurants	1 per 30 sq.m net floor area
Bars, Lounges, Function Rooms including such spaces in Hotels	1 per 30 sq.m
Night Club/ Dance Hall	1 per 20 sq.m of public area
Retail Outlets within Service Garages	1 per 10 sq.m of net floor area
Caravan Park	1 space per unit
Land Use – Health and Education Facilities	
Hospitals	1 space per bed 1 space per doctor/consultant 1 space per 3 nursing & ancillary staff
Medical Clinics & Surgeries	1 per consulting room in Waterford City Centre* & 1 per employee. In all other locations 2 per consulting room & 1 per employee.
Nursing Homes/Residential Institution	1 space per 4 beds and 0.5 space per employee
Primary School	1 per classroom + dedicated set down area and sufficient bus circulation/ off-loading provision
Secondary School	1.25 per classroom
Colleges/ Third Level Institutions	1 per staff member, + 1 per 20 students
Land Use – Community Facilities	
Place of Public Worship/ Community Centre/ Hall; Cinema/ Theatre	1 per 10 seats
Libraries	1 per 32 sq.m gross floor area
Conference Centre	1 per 50 sq.m gross floor area in Waterford City Centre*
Crèche	1 per employee & dedicated set down area, and 1 per 4 children
Cinema/Theatre	1 per 10 seats, + 1 per staff member
Funeral Home	1 per 20 sq.m gross floor area
Leisure Centre	1 space per 50 sq.m, + 0.5 space per staff member

Land Use – Sports Facilities	
Sports Clubs – including tennis courts, swimming pools, etc.	2 per court, 5 per 100 sq.m
Golf/ Pitch & Putt courses	2 per hole
Golf Driving Range	1 per bay
Stadia	1 per 15 seats, + 1 coach space per 500 spectators
EV Charging Points	
Residential multi-unit developments both new buildings and buildings undergoing major renovations (with private car spaces including visitor car parking spaces).	A minimum of 1 EV charge point space per five car parking spaces (ducting for every parking space shall also be provided)
New dwellings with in-curtilage car parking	Installation of appropriate infrastructure to enable installation of a recharging point for EVs
Non-residential developments (with private car parking spaces including visitor car parking spaces with more than 10 spaces e.g. office developments,)	Provide at least 1 recharging point, and a minimum of 1 space per five car parking spaces should be equipped with one fully functional EV Charging Point
Developments with publicly accessible spaces (e.g. supermarket car park, cinema etc.)	Provide at least 1 recharging point, and a minimum of 1 space per five car parking spaces should be equipped with one fully functional EV Charging Point

Advisory Notes

- In the case of any specific uses not listed in the above table, Waterford City & County Council will specify its requirements in relation to parking.
- The above car parking standards shall be applied at the discretion of Waterford City & County Council having regard to the availability and adequacy of on street parking, existing or proposed off street parking to serve the development and the overall locational context of the proposed development.
- Car parking standards (unless otherwise stated), are set down as “maxima” standards.
- Parking facilities for mobility impaired drivers and their vehicles shall be provided at the general rate of 2 per 100 spaces, such spaces shall be proximate to the entry points of the proposed buildings.
- Adequate car parking bays should be provided within the confines of the public areas of residential areas to address public needs.
- Refer to the Design Standards for New Apartments in relations to reduced car parking requirements for developments adjacent to existing and future rail stations and minimum requirements in peripheral /or less accessible urban locations.

7.3 Loading & Unloading

In addition to the general car parking requirements, service parking spaces may be required for cars or other vehicles necessary in the operation of the business or a particular building, e.g. delivery and collection of goods. In all major developments of an industrial / commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements:



Development Management DM 38

- Each required space shall be not less than 3.7m in width, 6m in length and 4.3m in height exclusive of driving and manoeuvring space and located entirely on the site being served;
- Loading spaces may be enclosed within a structure and must be enclosed if located within 15m of the curtilage of the residence where the use involves regular night operation;
- There shall be appropriate means of access to a street or road as well as adequate manoeuvring space;
- The maximum width of driveway openings at the street boundary shall be 6 metres and the minimum width shall be 3.6m

Applications for development should also provide for:

Development Management DM 39

Standard Car Parking

- Parallel parking to kerb: 6.0m x 2.5m
- Perpendicular parking (not including minimum 0.3m footpath overhang). Use only on roads with low traffic volumes and speeds: 5.0m x 2.5m

Disabled Parking

- A minimum of 5% of car parking spaces provided should be designed for disabled car parking.
- Where the nature of particular developments are likely to generate a demand for higher levels of disabled car parking, the Planning Authority may require a higher proportion of parking for this purpose.
- All disabled parking should be conveniently located in proximity to building entrance points and allocated and suitably signed/demarcated.
- Parking bays for disabled persons should be a minimum of 6.0m x 3.6m including 1.2m transfer hatching to side and rear for more information please see Section 1.4.2 Car Parking Spaces of [Building for Everyone A Universal Design Approach](#) published by the National Disability Authority.

Age Friendly and Parent & Child Parking Spaces

- Age Friendly and Parent and Child Parking spaces, in main towns, near strategic areas e.g. Post office, credit union, doctors' surgery, civic buildings, etc. - a minimum 2% of each category of such car parking spaces as accessible parking bays, to be applied at the discretion of the Council, depending on the nature of the proposal.

EV charging points

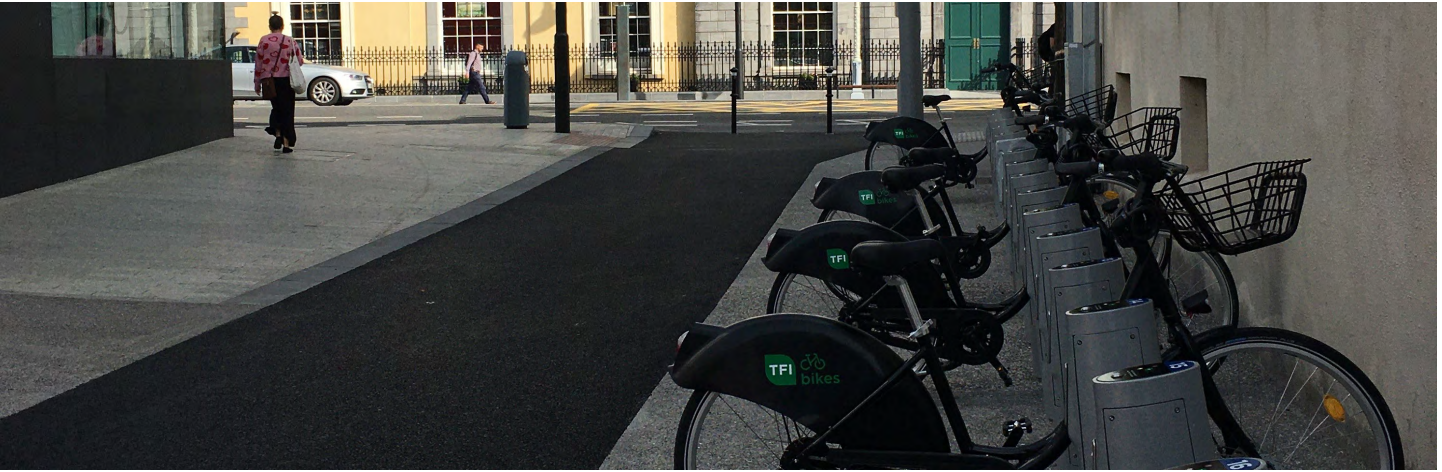
- All developments should provide facilities for charging battery operated cars at a rate of up to 10% of the total car parking spaces. The remainder of the parking spaces should be constructed so as to be capable of accommodating future charging points, as required.
- Electric car charging spaces should be clearly demarcated with appropriate signage.

Rapid Charge Points:

- Should be provided within centres of commercial activity and clearly demarcated with appropriate signage, in collaboration with ESB Networks.

7.4 Cycle Parking

Secure cycle parking facilities shall be provided in new office blocks, public buildings, apartment blocks, shopping centres, hospitals, employment generating developments etc. Bicycle racks shall be provided in all cases where the Council consider such parking facilities necessary. In general, the provision of cycle parking should consider:



Development Management DM 40

- Secure cycle compounds/ bicycle parking racks should be provided where feasible and, in particular, in large office/ commercial and enterprise developments, education facilities, multi-storey car parks, and bus/railway stations/stops and specifically within 25 metres of a destination for short-term parking (shops), and within 50 metres for long-term parking (school, college, office).
- Cyclists should be able to secure both frame and wheels to the cycle parking stand.
- All cycle facilities in multi-storey car parks shall be at ground floor level and segregated from vehicle traffic. Cyclists should also have designated entry and exit routes at the car park.
- Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well posted.
- Weather protected facilities should be considered where appropriate.
- In addition, such parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible.
- All long-term (more than three hours) cycle racks shall be protected from the weather.

The cycle parking standards set out in the tables below are the minimum provisions (sum of both short-stay and long-stay), and a higher quantum may be required to meet national sustainable travel targets as per 'Smarter Travel', or higher targets associated with a Travel Plan for a proposed development.

Cycle parking provision shall be provided as per the following tables:

Table 7. 2 Cycle parking for public uses

Development type	Parking spaces (Minimum of 10 spaces in each case)
Multi-Storey Car park	10% of car parking spaces
Public Buildings	5% of number of visitors per day
Train Stations	5 per number of trains at 2-hour peak period
Park and Ride	20% of car parking or as agreed
Bus Interchanges	1 per 50 passengers peak flow

Table 7. 3 Bicycle Parking Standards for residential developments		
Residential Development type	1 short stay (visitor) parking space per: (Min. of 2 spaces)	1 long stay parking space per: (Min. of 2 spaces)
Apartments, Flats, Sheltered housing	5 units	1 unit
Houses - 2 bed dwelling	5 units	1 unit
Houses - 3+ bed dwelling	5 units	1 unit
Sheltered housing	5 units	1 unit
Student Accommodation	5 bedrooms	2 bedrooms

Table 7. 4 Bicycle Parking Standards for non-residential developments		
Development type	1 short stay (visitor) parking space per: (Min. of 2 spaces)	1 long stay parking space per: (Min. of 2 spaces)
Auditorium, Theatre, Cinema	10 seats	5 Staff
Amusement Centre, Entertainment	10 visitors	5 Staff
Bank, Building Societies, Estate Agents, Betting Shop	100m ² GFA	5 staff
Bars, Lounges, Function Rooms, Dance Hall, Private Dance, Clubs, Discotheques, Night-club	100m ² PFA	5 staff
Bowling Alley	Lane	Lane
Fast foods	50m ² PFA	50m ² PFA
Cafés, Restaurants	100m ² PFA	5 staff
Childcare Services	10 children	5 Staff
Church, Places of Public Worship	20 seats	5 Staff
College of Higher Education, University	5 students	5 staff
Conference facility	20 seats	5 Staff
Driving Ranges (Golf)	9m of base line	5 staff
Funeral Home	2 spaces per parlour	2 spaces per parlour
Garden Centre	200m ² GFA	5 Staff
Golf or Pitch and Putt Courses	1 per hole	5 Staff
General Warehousing, Storage Centre	1000m ² GFA	500m ² GFA
Health Clinics and Group Medical Practices – doctor, dentist, vet, consultant	2 consulting rooms	5 Staff
Holiday Caravan Park, Camping, Self-Catering Accommodation	5 units	5 staff
Hospital	10 beds	5 staff

Development type	1 short stay (visitor) parking space per: (Min. of 2 spaces)	1 long stay parking space per: (Min. of 2 spaces)
Hospital	10 beds	5 staff
Hostel Accommodation, Guest House	10 beds	5 staff
Hotel, Motel	10 beds	5 staff
Institutions, Community Centres, Library, Museum, Art Gallery	100m ² GFA	5 Staff
Manufacturing / Light Industry	200m ² GFA	200m ² GFA
Marinas	Each berth	Each berth
Nursing Home, Elderly Persons Home, Children's Home	10 residents	5 Staff
Offices - Business, Professional	200m ² GFA	200m ² GFA
Primary Schools	5 Students	5 staff
Post-Primary Schools	5 Students	5 Staff
Residential Mobile Home Park	5 units	5 staff
Retail – Food (supermarkets)	100m ² GFA	5 staff
Retail - Comparison	100m ² GFA	5 Staff
Retail - Shopping Centres and Stores	100m ² GFA	5 staff
Retail Warehousing in Industrial Areas, General Industrial	500m ² GFA	200m ² GFA
Riding Centre, Equestrian Use	200m ² GFA	5 staff
Science and Technology Based	200m ² GFA	200m ² GFA
Retail Showrooms	500m ² GFA	200m ² GFA
Sports Club/Recreation Centre/ Gymnasium	100m ² GFA	5 Staff
Sports Grounds, Courts	12 per ha. Pitch area/4 per court	5 staff
Stadia	20 seats	5 Staff
Vehicle Service Station	0.5 parking space	5 staff
Swimming Pool	10m ² pool area and 5 fixed seats	5 Staff
Other uses not in table	Car space	Car space
Note 1. GFA = Gross floor area; PFA = Public Floor Area;		

The following should be noted when providing cycle parking for residential areas:

Development Management DM 41

- **Private houses:** Cycle parking should preferably be provided within the footprint of the dwelling site, but should not require the bike to be brought through the house. Where no private or communal garage is provided, bikes should be stored in private garages, a shed in the garden or secure communal cycle parking compounds. Wall bars or rings are acceptable at the front of a house for short term parking.
- **Private garages:** Garages used to store bikes must be large enough to enable them to be removed without first taking out any car(s) parked within them and designers will be required to demonstrate how this will be achieved.
- **Apartments and office buildings:** Bike parking should not be provided within individual apartments, offices, stairwells or balconies. Secure, covered communal parking should be provided at ground floor level as close as possible to the main entrances. Small apartment blocks may be best served by the provision of secure cages assigned to individual dwellings within a communal area at ground level or the provision of store rooms/lockers close to entrances with internal and external accesses.
- **Communal parking:** Where cycle parking cannot be provided within the footprint of the dwelling, secure common communal cycle parking containing Sheffield stands should be provided.

In relation to long stay parking space highlighted in the above table which, where the number of staff is not known at planning application stage, the following can be used as a guide:

- Office type uses: 1 space/ 20 m² per staff member
- Warehousing or small industry type uses 50 m² per staff member
- All other uses including retail, 40 m² per staff member

As part of the cycle parking quantum for various land uses in Table 7.2, Table 7.3 and Table 7.4, consideration should be given to providing some short terms cycle parking for Cargo Bikes or Tricycles, for developments where there may be a demand, such as retail.

7.5 Shower and Changing Facilities

For all new build development proposals, and where possible and appropriate in 'retrofit' developments, showers and lockers should be provided in all places of employment for employees that wish to cycle, walk or travel to the work by means of sustainable/ active transport. Shower facilities should be provided so that they can be easily accessed by people arriving, without disturbing other staff members, or students. Showers should also be located conveniently to the bike parking facility.

It would be desirable for all employees to have access to a drying room or clothes rack which would allow for people to hang up and dry their clothes, shoes, jackets, gloves and helmets, before travelling home at the end of the day. Such drying provision could be in the form of a designated well-ventilated room/ closet, which can only be accessed by specific staff.

7.6 Lockers

The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well ventilated, secure and lockable, and should be located close to the showers, positioned in locations that can be accessed without blocking through-routes. Lockers should be of a suitable size to allow storage of biking equipment such as a helmet, shoes and a change of clothes. Lockers that facilitate multiple short-term users are recommended.

The following standards of cycling facilities will be sought for non-residential developments:

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1 shower per workplaces over 100 m² (approximately 5 employees).

A minimum of 2 showers for workplaces over 500m² (approximately 25 employees).

1 shower per 1,000m² thereafter.

Lockers for the storage of clothing and equipment, in addition to that provided for staff personal effects, etc should be provided for 20% of all staff members.

7.7 Covered Bike Parking

Sheltered (covered) cycle parking can provide a higher quality of short-term parking. Cycle shelters offer weather protection and can help protect bikes from accidental damage by providing greater separation from a sidewalk or parking area. Installing cycle parking underneath awnings, overhangs or stairways can also provide good shelter and may avoid extra construction costs. An enclosed structure provides the best shelter however a simple covering will still help to protect bikes and cyclists from rain and snow.

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A minimum of 50% of short-term cycle parking and all long-term cycle parking should be covered. Individual bike lockers can also be provided to provide safe cycle parking.

7.8 Assessment Criteria for Deviation from Car and Bicycle Parking Standards

The Planning Authority MAY consider relaxing, or deviating from the above-specified Parking Standards under certain circumstances, and subject to an assessment in respect of the following criteria:

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- Proximity to public transport services and level of service and interchange available.
- Walking and cycling accessibility/permeability and any improvement to same.
- The need to safeguard investment in sustainable transport and encourage a modal shift.
- Availability of car sharing and bike / e-bike sharing facilities.
- Existing availability of parking and its potential for dual use.
- Particular nature, scale and characteristics of the proposed development (as noted above deviations may be more appropriate for smaller infill proposals).
- The range of services available within the area.
- Impact on traffic safety and the amenities of the area.
- Capacity of the surrounding road network.
- Urban design, regeneration and civic benefits including street vibrancy.
- Robustness of Mobility Management Plan to support the development.
- The availability of on street parking controls in the immediate vicinity.
- Any specific sustainability measures being implemented including but not limited to:
 - The provision of bespoke public transport services.
 - The provision of bespoke mobility interventions.

Section 8.0 Roads Access Policy

8.1 National Roads

Planning applications that include access on to National Roads should accord with National policy set out in the [Spatial Planning and National Roads Guidelines for Planning Authorities \(DoECLG, 2012\)](#) and local policy set out in the Transport and Mobility Chapter of this Development Plan. There has been considerable financial investment in National Primary and National Secondary Routes in recent years, to increase their carrying capacity and to improve safety for road users. A multiplicity of entrances onto these routes would create a traffic hazard and reduce the carrying capacity of the routes significantly.



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It is therefore a policy of the Council to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 kmh apply, in accordance with Government Policy as outlined within the [Spatial Planning and National Roads Guidelines for Planning Authorities \(2012\)](#) issued by the DoECLG. This provision applies to all categories of development including houses in rural areas, regardless of the housing circumstance of the applicant.

8.2 Transitional Zones

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



8.3 Lands adjoining National Roads within 50kmh speed limits

Access to national roads will be considered by the Planning Authority in accordance with normal road safety, traffic management and urban design criteria for built up areas. There will be a presumption against development within road reservation corridors, identified for National Road development.

8.4 Regional Roads (carrying capacity)

Regional roads carry large volumes of traffic and have received considerable investment in recent years, which has improved both the carrying capacity and the traffic safety on these roads. It is important that new housing in rural areas that is located along Non-National Routes is located in such a manner as to avoid endangering public safety by way of a traffic hazard. Regard should also be had to Policy Objectives in Section 5.10 of Volume 1. New proposals for housing along Regional Roads will be considered with a view to:

- Avoid unnecessary new accesses, where access could be provided off a nearby local road.
- Ensure that necessary new entrances are located in such a manner as to provide effective visibility for both users of the entrance and users of the public roads so that opportunities for conflicting movements are avoided, taking account of all relevant considerations such as traffic levels, typical vehicle speeds, plans for realignment.
- Avoid the premature obsolescence of regional and local roads, through creating excessive levels of individual entrances and increased traffic.

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

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- The applicant for any proposed dwelling has established a genuine housing need consistent with Chapter 7.
- Any new developments along these routes will preferably be located not less than 25 metres from the public road boundary fence, but in any event, shall not be less than 18 metres from the road fence. Any new developments, if permitted, along the Tramore /Waterford Road must be located not less than 30 metres from the road fence. It is the policy of Waterford City & County Council to restrict new development along the Waterford City to Waterford Regional Airport route.
- On all County roads, the general set back of development from the road fence shall be 18 metres.
- All new access on to a regional road must protect the existing drainage systems on the road and within the development.

8.5 Road Safety Audit & Traffic Impact Assessment

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

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

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

8.6 Sightline Requirements

Waterford City & County Council will require that all new developments proposing a new entrance or a significantly intensified existing access point onto the public road network shall comply with the relevant TII Publications/DMURS Guidelines. Listed in the Table 8.1 below are the general minimum sightline requirements the Council will require to be provided:

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

8.7 Sightline Provisions

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

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

Back from the nearside edge of the roadway at the centre of the entrance to a point to the left and right on the nearer edge of the major road running carriageway (which includes the hard shoulder), at a distance given in Table 8.1. For the distance outlined in this table, the road boundary fence shall be set back behind the sightlines so as to accommodate this requirement.

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

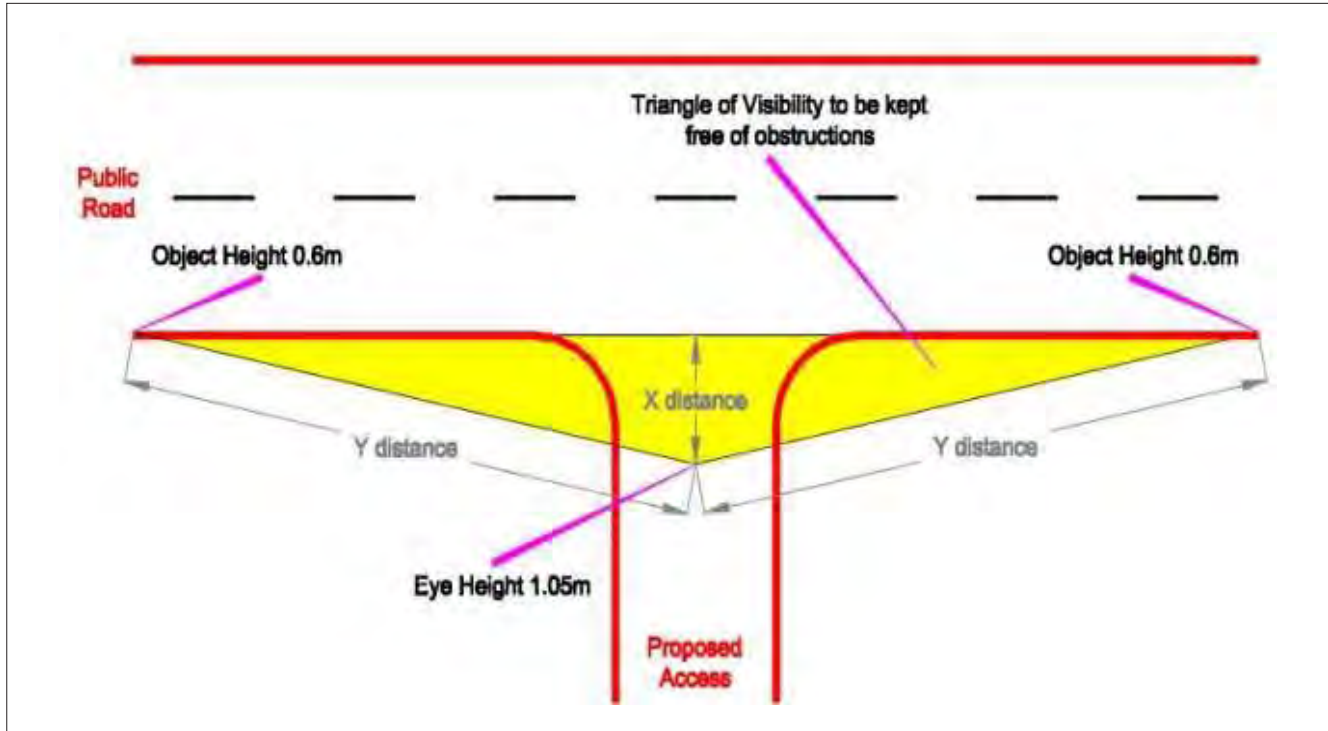


Figure 8. 1 Sightline Configuration

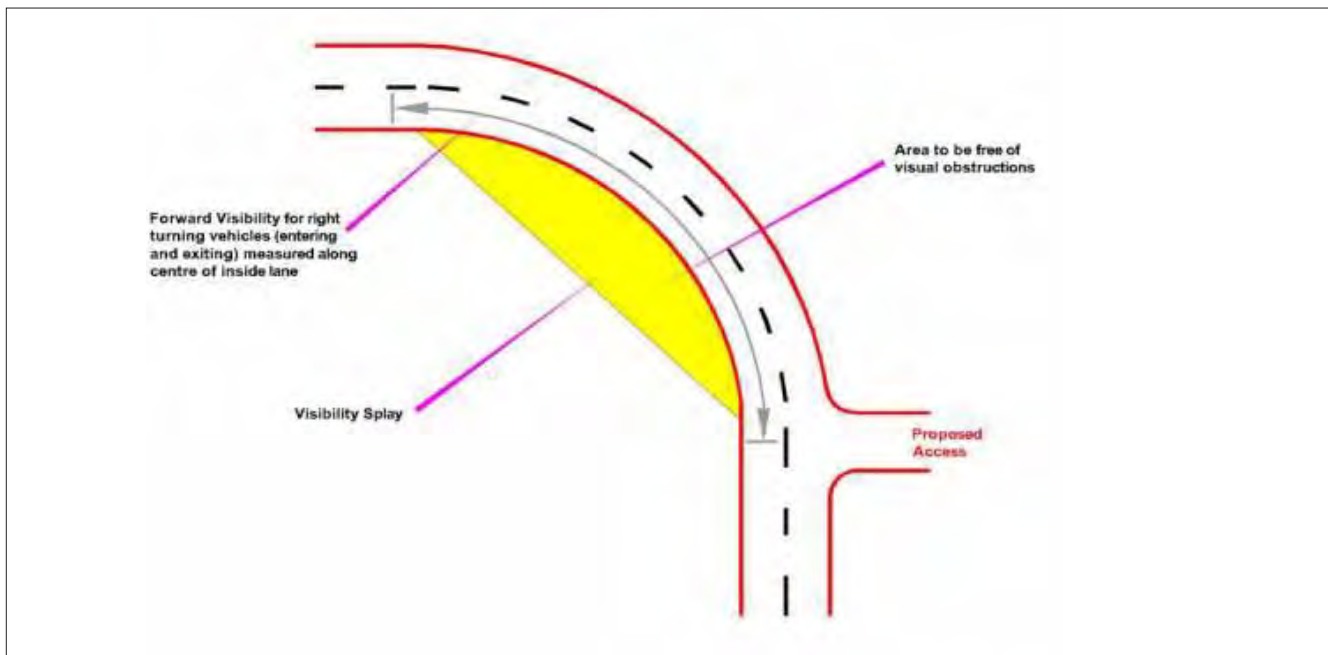


Figure 8. 2 Forward Visibility Configuration

8.8 DMURS

In urban areas inside the 60km/h urban speed limit, developers should also have regard to the best practice standards set out in the [Design Manual for Urban Roads & Streets \(DMURS\) 2020](#).

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

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

The Council will require that all new development or the intensification of existing entrances onto the public road network is provided for in a safe manner in accordance with the current Transport Infrastructure Ireland publications.

8.9 Hedgerow Protection

The removal of roadside ditches and hedges should be avoided, and existing roadside hedgerows and trees should be retained as much as possible. Any new/ proposed entrance should be carefully considered to achieve the required sight distance with the removal of a minimum extent of existing hedgerow. Where satisfactory access can be achieved only by removing large stretches of roadside hedgerow/ditches/stone boundaries, the Council will require that the roadside boundary is replaced with a new hedgerow, formed from native and naturalised species.



To protect the integrity of hedgerows, the Council will require that:

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- Where there is a break in a hedgerow to facilitate a new road entrance, connectivity should be provided by the planting of new hedgerows to all remaining site boundaries.
- All new hedgerows should consist of a 1m by 1m wide earthen embankment with native and naturalised hedgerow species planted on top in a staggered pattern at minimum 4-5 plants per metre.
- The raised earthen embankment increases the viability of the newly planted hedge and may be created with excavated material from the site. Planting should be carried at the earliest stage of any development from late November to March immediately following the removal of existing hedgerow.
- A 1m setback from livestock is recommended. The hedgerow should be maintained at a minimum height of 2m a minimum width of 1.5m over its lifetime to maximise its habitat value.
- Permissions granted for planning applications which relate to removal of hedgerows will be subject, by way of planning condition, to the lodgement, by the developer, of a financial bond to ensure the satisfactory reinstatement of the hedgerow following the completion of works. This bond shall be index linked.

Replacement of natural hedgerow boundaries by ornamental shrub planting is discouraged as it suburbanises what was a rural area, and exposes new development to loss of natural screening and also causes loss of biodiversity. To adhere to the provisions of Section 40 of the Wildlife Act 1976 as amended by the Wildlife (Amendment) Act 2000, hedge cutting shall not be carried out during the bird nest season from March 1st to August 31st.

Section 9.0 Other Development Considerations

9.1 Ribbon Development

Dwellings which give rise to or exacerbate an existing pattern of ribbon development shall generally not be permitted. Ribbon development is defined as where 5 or more houses exist on any one side of a given 250 metres of road frontage⁴.

Please refer to Policy Objective H29 within Volume 1: Section 7.11.4 for special considerations in this regard.

9.2 Site Boundaries

The replacement of natural boundary hedges and trees with walls and fencing leads to uncharacteristic urban features in rural areas and removes valuable hedgerows on which wildlife depends. Over the next plan period, the Council will discourage such development and encourage the planting of native and naturalised trees and hedgerows at the roadside boundaries of new housing developments, particularly in rural areas.

Policy Objective BD20 (Volume 1: Section 9.12) of the Development Plan requires the protection of hedgerows in all new developments, particularly species rich roadside and townland boundary hedgerows through incorporation into site landscaping schemes at project design stage. There will be a presumption against the removal of hedgerows where there is a reasonable alternative, and where these are being retained, they should be incorporated into public open space areas. Where their removal is unavoidable, replacement planting shall involve the establishment of new hedgerows with native species of local provenance that support pollinating species. Planting schemes shall be informed by the [All-Ireland Pollinator Plan 2021-2025](#) and supporting guidelines, such as [Pollinator Friendly Planting Code](#), and [Hedgerows for Pollinators](#) available on [Pollinators.ie](#).

The following indigenous species may be recommended for planting anywhere in the county. Plants of local provenance are always preferable, and do not interfere with the genetics of other wild 'populations'.

Yew	<i>Taxus baccata</i>
Aspen	<i>Populus tremula</i>
Silver birch	<i>Betula pendula</i>
Downy birch	<i>Betula pubescens</i>
Alder	<i>Alnus glutinosa</i>
Hazel	<i>Corylus avellana</i>
Sessile oak	<i>Quercus petraea</i>
Pedunculate Oak	<i>Quercus robur</i>
Crab apple	<i>Malus sylvestris</i>
Mountain ash	<i>Sorbus aucuparia</i>
Irish whitebeam	<i>Sorbus hibernica</i>
Hawthorn	<i>Crataegus monogyna</i>
Wild cherry	<i>Prunus avium</i>
Ash	<i>Fraxinus excelsior</i>

Irish native shrubs suitable for planting in Co. Waterford:

Rusty willow	<i>Salix cinerea oleifolia</i>
Eared willow	<i>Salix aurita</i>
Goat willow	<i>Salix caprea</i>
Blackthorn	<i>Prunus spinosa</i>
Broom	<i>Cytisus scoparius</i>
Furze / Gorse	<i>Ulex europaeus</i>
Dwarf gorse	<i>Ulex gallii</i>
Holly	<i>Ilex aquifolium</i>
Spindle	<i>Euonymus europaeus</i>
Elder	<i>Sambucus nigra</i>
Guelder rose	<i>Viburnum opulus</i>
Privet	<i>Ligustrum vulgare</i>

Irish native dwarf shrubs suitable for planting in Co. Waterford:

Cross-leaved heath	<i>Erica tetralix</i>
Bell heather	<i>Erica cinerea</i>
Ling	<i>Calluna vulgaris</i>
Bilberry Fraughan	<i>Vaccinium myrtillus</i>

The following indigenous trees, shrubs and climber can be recommended for use in exposed coastal areas.

Hawthorn	<i>Crataegus monogyna</i>
Blackthorn	<i>Prunus spinosa</i>
Ash	<i>Fraxinus excelsior</i>
Oak	<i>Quercus petraea</i>
Aspen	<i>Populus tremula</i>
Willows	<i>Salix cinerea oleifolia</i>
Irish Whitebeam	<i>Sorbus hibernica</i>
Holly	<i>Ilex aquifolium</i>
Elder	<i>Sambucus nigra</i>
Mountain Ash	<i>Sorbus aucuparia</i>
Common Alder	<i>Alnus glutinosa</i>
Burnet Rose	<i>Rosa pimpinellifolia</i>
Ivy	<i>Hedera helix</i>

The following exotic species can be recommended for use in exposed coastal areas as they are not known to spread by seed into habitats, though traditionally used in the countryside for decades.

Scots Pine	<i>Pinus sylvestris</i>
Corsican Pine	<i>Pinus nigra maritima</i>
Monterey Pine	<i>Pinus</i>
Oleaster	<i>Eleagnus spp.</i>
Escallonia	<i>Escallonia spp.</i>
Evergreen Oak	<i>Quercus ilex</i>
Laurustinus	<i>Viburnum tinus</i>
New Zealand Holly	<i>Olearia macrodonta</i>

It is usually best to maintain and manage existing specimens or populations of wild native plants in site boundaries where possible.

Some control of invasive non-native species may be needed. Himalayan Balsam, Winter Heliotrope, Japanese Knotweed, Giant Hogweed and some others can overwhelm a site, leading to poor biodiversity. Guidance on identification and control of these species is available on the invasive species section of the Biodiversity Ireland Website- biodiversityireland.ie.

Exotic species also have their place but are not recommended for dominant roles outside of parks and gardens. Rural gardens often blend in best with their surroundings when native species form a large component of the stock.

9.3 Naturalised (non-native) species

Leylandii (*x cupressocyparis leylandii*), Lawson Cypress and Griselinia look intrusive in the rural landscape and provide a poor habitat for wildlife. For this reason, they are normally unsuitable as hedging and screening plants in rural locations.

The Council will require that all inter-site hedging and screening plants should be restricted to a maximum height of 2.4 metres. The planting of shelterbelts, in coastal and upland areas is advisable.

In very exposed coastal areas, Holly and Escallonia may be the most suitable species. Sea Buckthorn and Rhododendron ponticum seed themselves profusely and are extremely damaging when they spread into coastal habitats. For this reason, these plants are not recommended for use. Hawthorn and Blackthorn may however be used in coastal areas.

9.4 Wastewater Treatment Infrastructure

A significant number of settlements in County Waterford have wastewater treatment systems that require upgrading before they can cater for any additional loading. There are some settlements that do not have any existing wastewater treatment systems. A database of the wastewater treatment facilities and capacities in each of the settlements is set out in Volume 1: Chapter 6 – Table 6.1. Whilst it is the Council's preference that all new development connect to existing public treatment facilities without the need for upgrades being required, it is nonetheless also acknowledged that this may not be possible, and that the further expansion of some settlements may be dependent on new facilities being provided, and/ or infrastructural upgrades over the life time of the Plan.

Prospective developers are advised of the need to engage in discussions with the Council's water services department and especially Irish Water, in order to ascertain the acceptability or otherwise of any given wastewater proposal to service any proposed multi-unit development.

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

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

As a matter of guidance, where development is proposed which entails additional provision and/ or intervention/ upgrading is likely to be required, in order of priority:

- Option 1 - Upgrade of Existing Facility

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

- Option 2 - Temporary Treatment Facility

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

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

- Option 3 - Alternative developer provided infrastructure (see also policy UTL 06 - Volume 1: Section 6.9)

Where a connection to public treatment/drainage infrastructure (certified or otherwise) is demonstrated to be unfeasible, and/ or is not available, alternative developer-provided infrastructure, such as integrated constructed wetlands, in collaboration with the Local Authority or otherwise, may be required/ facilitated, if it is satisfactorily demonstrated that disposal of foul water can be achieved without negative impacts on public health, amenity or the environment.

In all cases, it is recommended that prospective developers would enter into pre-planning discussions with the Planning Section and would liaise with the Water Services Section to ensure that proposals for wastewater treatment are acceptable. The detailed design of any such alternative developer provided infrastructure to service new development within settlements should meet the technical requirements of Irish Water.

Note: As per Section 5.3 of the Draft Water Services Guidelines for Planning Authorities, 'Alternative solutions such as private wells or wastewater treatment plants should not generally be considered by planning authorities. Irish Water will not retrospectively take over responsibility for developer provided treatment facilities or associated networks, unless agreed in advance.' The opportunity may arise for the development to connect into the network in the future however, the developer provided treatment facility may not be taken over.

- Rural Countryside/ Un-serviced Areas

Where the development of a single house is proposed outside of a designated settlement the Planning Authority will require that the applicant provides an on-site waste water treatment system in accordance with the EPA Codes of Practice (Wastewater Treatment Systems for Single Houses)⁵ in force at the time of making the application.

Applications for planning permission for every individual dwelling in un-serviced areas must conduct a site suitability assessment using the methodology set out in the EPA Code of Practice and the site assessment must fully comply with the required standards, as overseen by an appropriately trained, qualified and accountable assessor and designer.

9.5 Mobility Management Plans (MMPS)

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

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

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As a guideline threshold, a Mobility Management Plan will be required if an existing or proposed development has the potential to employ over 100 persons, or in the case of residential development includes 100 dwellings or if it would generate significant travel demands. This is generally in line with the thresholds indicated in government policy documents. Appropriate developments requiring such a plan may include the following:

- Office and commercial buildings,
- Office based industry;
- Industrial,
- Warehousing and wholesale,
- Retail,
- Leisure,
- Medical,
- New Schools/ Educational facilities (or extensions),
- Residential developments of 100 dwellings or more.
- In respect of existing residential developments, where the cumulative growth of these within a specific area, results in more than 100 dwellings

The National Transport Authority (NTA) document '[Achieving Effective Workplace Travel Plans Guidance for Local Authorities' \(2012\)](#), should also be utilised as it contains valuable information on the recommended contents, targets and indicators of a Travel Plan.

A mobility management plan may also be required by the Planning Authority for developments which employ less than 100 persons, particularly in the context of Waterford City where public transport is more widely available, and active modes of travel can be more widely utilised.

9.6 Climate Action

Climate change is a global challenge which requires a strong and coherent response at national, regional and local level. Such aspects shall be addressed in the submission of a Climate Resilience report together with any proposed development and associated planning application.



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Assess applications for development, having consideration to any national guidelines and criteria set out below in respect of sustainable building practices and renewable energy that serve to reduce energy demand, reduce greenhouse gas emissions and address the necessity of adaptation to climate change in accordance with national and regional policy.

All new development proposals will be required to include measures that incorporate sustainable building practices in accordance with the following criteria:

- Include design measures which minimise energy use, including by passive solar design, energy-efficient building design and emission reduction measures;
- Design measures which promote renewable and low carbon energy;
- Facilitates the repair, retrofitting and reuse of buildings in preference to their demolition and reconstruction, where possible
- Is designed for flexible/ adaptable use throughout its lifetime (see also Criteria 9 of the 'Urban Design Manual' 2009 in the case of residential developments)
- Promote the use of green roofs and natural ventilation;
- Promote the use of permeable surfaces to decrease runoff rates;
- Institute grey-water recycling schemes to decrease abstraction of potable surface water resources, thus reducing water stress during periods of low rainfall;
- Maximise water conservation;
- Avoids internal overheating and excessive heat generation;
- Supplies energy efficiently and incorporates decentralised energy systems such as District Heating and uses renewable energy where feasible;
- Procures materials sustainably using local suppliers wherever possible ensuring designs make the most of natural systems both within and around the building;
- Manages flood risk, including through sustainable drainage systems (SUDS) and flood resilient design for infrastructure and property;
- Enhance flood resilience of buildings, e.g. elevated work surfaces and storage facilities, raised sockets and electrical infrastructure, enhanced flood boards;
- Ensures developments are comfortable and secure for users;
- Conserves and enhances the natural environment, particularly in relation to biodiversity, and enables easy access to open spaces;
- Avoids the creation of adverse local climatic conditions;
- Reduces air and water pollution;
- Promotes sustainable waste behaviour in new and existing developments.

An Energy Statement should be included for all applications of 1000+ sqm. of commercial development, or applications of 15+ residential units, to demonstrate what energy efficiency and carbon reduction design measures are being considered.

9.7 Pollution Control Development Management Requirements

Excessive noise and dust levels can have an adverse impact on the County's environment. The Council will seek to minimise noise through the planning process by ensuring that the design of future developments incorporate measures to prevent or mitigate the transmission of noise and vibration, where appropriate.

While adequate lighting is essential to a safe and secure environment, light spillage from excessive or poorly designed lighting is increasingly recognised as a potential nuisance to surrounding properties and a threat to wildlife (incl bats) and habitats, may pose a traffic hazard and can reduce the visibility of the night sky. Urban and rural locations can suffer equally from this problem. Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment.

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- To ensure that developments which are subject to the requirements of the [Air Pollution Act 1987](#) and [Air Pollution \(Licensing of Industrial Plant\) Regulations 1988](#) or any subsequent regulations meet appropriate emission standards and other relevant national and international standards.
- To seek to minimise noise and dust through the planning process by ensuring that the design of developments incorporate measures to prevent or mitigate the transmission of dust, noise and vibration, where appropriate.
- To ensure that appropriate mitigation measures to counter noise impact are implemented at all new developments to limit exposure to high noise areas.
- Ensure that traffic noise levels are considered as part of all new developments along National routes, major roads (as identified in the Council's Noise Action Plan⁶) and rail lines. This includes, but is not limited to, consulting with the current Noise Action Plan, Planning Advice Note on Noise, strategic noise maps and the EPA noise maps⁷, or any update thereof, as identification of areas that are within the subject criteria of the Regulations for noise exposure. Future developments are required to take account of designated quiet areas as in accordance with the Noise Action Plan. Any development near a designated quiet area will be subject to additional scrutiny so as to ensure that the quiet area is not impacted and may be prohibited in certain cases.
- New developments adjacent to major roads are required carry out a Noise Impact Assessment to ensure noise levels are compliant with thresholds in the Noise Action Plan or any relevant thresholds as may be specified by the Council.
- To ensure that lighting is carefully and sensitively designed as per Waterford City and County Council public lighting specifications⁸.
- To require that the design of external lighting minimises the incidence of light spillage or pollution into the surrounding environment.

9.8 Flooding

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

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

6 <https://www.waterfordcouncil.ie/departments/roads-parking/traffic-noise.htm>

7 <https://gis.epa.ie/EPAMaps/>

8 <https://www.waterfordcouncil.ie/media/roads-transport/Public%20Lighting%20Specification%20March%202020.pdf>

9.8.1 Flood Risk Mitigation of Developments

Any development in the areas at risk of flooding that are required to have passed a 'Justification Test' must demonstrate that appropriate mitigation measures can be put in place and that residual risks can be managed to acceptable levels. The Flood Risk Management Guidelines for Planning Authorities identify the core principles in planning and designing for flood risk as:



Development Management DM 53

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

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

Development Management DM 54

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

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

9.8.2 Surface Water and Sewer Drainage/ Flooding

Surface water flooding occurs when the ground and rivers cannot absorb heavy rainfall and when man-made drainage systems have insufficient capacity to deal with the volume of rainfall. Typically, this type of flooding is localised and happens very quickly, making it very difficult to predict and give warnings. With climate change predicting more frequent short-duration, high intensity rainfall and more frequent periods of long-duration rainfall, coupled with sewer systems already at capacity, and increasing pressure from growing populations, surface water flooding is likely to be an increasing problem.

Therefore, to reduce the risk of surface water and sewer flooding, all development proposals are required to follow the following drainage hierarchy:

Development Management DM 55

- Store rainwater for later use.
- Use infiltration techniques, such as porous surfaces in non-clay areas.
- Attenuate rainwater in ponds or open water features for gradual release to a watercourse.
- Attenuate rainwater by storing in tanks or sealed water features for gradual release to a watercourse.
- Discharge rainwater direct to a watercourse, where there would be no consequent risk flooding.
- Discharge rainwater to a surface water drain.
- Discharge rainwater to the combined sewer only where there is no other option available to deal with the rain fall management.
- The capacity and efficiency of the strategic road network drainage regimes in County Waterford will be safeguarded for national road drainage purposes.

Reducing the rate of discharge from development sites to greenfield runoff rates is one of the most effective ways of reducing and managing flood risk.

Greenfield run-off is the surface water drainage regime from a site prior to development. Thus, to maintain the natural equilibrium of a site, the surface water discharge from a developed site should not exceed the natural greenfield run-off rate. Advice on allowable discharge rates to watercourses for sites, or on the design criteria, technical feasibility and future sustainability of a drainage system can be found on the CIRIA website.

Wherever possible, Sustainable Drainage Systems (SuDS) techniques must be utilised. The surface water drainage techniques for a site, including SuDS, have to be decided at an early enough stage of the development so that sufficient space can be allocated. Sustainable drainage is integral to a development scheme and not an 'add-on'.

Applicants and developers will need to submit evidence, as part of Flood Risk Assessments and/or part of an application Design Statement, that the above drainage hierarchy has been followed and SuDS have been utilized.

9.9 Archaeological Sites

In considering developments that have the potential to impact on archaeology (including marine archaeology), Waterford City & County Council promotes the need for pre-planning consultation with the Planning Authority and the National Monuments Service.



Development Management DM 56

- Development in the vicinity of all archaeological sites including remnants of the city and town walls, the Planning Authority will require the preparation of an archaeological assessment, detailing the potential impact of any development on upstanding structures, buried structures and deposits. The report will also include a visual impact assessment to ensure adequate consideration of any potential visual impact the proposed development may have on any upstanding remains;
- Seek to retain the existing street layout, including laneways, historic building lines and traditional plot widths where these derive from medieval or earlier origins;
- When considering development in the vicinity of upstanding archaeological/ historical monuments, to aim to achieve a satisfactory buffer area between the development and the monument in order to ensure the preservation and enhancement of the amenity associated with the presence of upstanding monuments within the historic urban pattern. Requirement that a licensed archaeologist carries out all necessary archaeological excavation and monitoring when permission is granted for development that requires mitigation of impacts on the archaeological heritage.

In general, all applications for proposed development which are likely to impact on archaeological heritage/ sites must adhere to the guidelines on development issued by the National Monuments Service, the policies outlined in '[Framework and Principles for the Protection of the Archaeological Heritage](#)' (the then Dept. of Arts, Heritage, Gaeltacht and Islands, 1999), and [Archaeology in the Planning Process, 2021 \(Leaflet 13\)](#) from the OPR and Department of Housing, Local Government and Heritage.

9.10 Institutional and Industrial Heritage

In relation to Institutional and Industrial Heritage, all development proposals for institutional and industrial buildings and sites of institutional and industrial archaeological importance, must be accompanied by an archaeological assessment of the building(s) and their surrounding environment. Retention and/or incorporation of such buildings will be encouraged. There will be a presumption against demolition. Where in exceptional circumstances demolition is permitted, it will have to be proven that loss of the architectural, historical, or other categories of interest, or a greater public interest will be served, which prevails over the loss to the existing architectural heritage, and a detailed building report will be required.



9.11 Tree Preservation Orders

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

Tree Preservation Orders are in place for the following 19 no. locations across the City (3 no.) and County (16 no.):

Table 9. 1 Tree Preservation Orders		
Number	File No	Location
1.	15/71	Dooneen and Powersknock
2.	77/72	Woodhouse, Sheskin- Knockadrumlea
3.	347/72	Curraghmore Estate, Guilcagh Portlaw
4.	439/72	Deerpark, Ballymacarbry
5.	440/72	Ballymabin (Group)
6.	545/72	Ballyglan & Knockaveelish
7.	408/76	Ladies Cove, Dunmore East
8.	76/80	South East Fishermans Co-op, Passage East
9.	235/81	Kilmaloo West
10.	236/81	Rincrew
11.	473/82	Ballygally West and Glenbeg
12.	710/82	Kilbree East
13.	455/83	Ballyglan
14.	468/83	Coolgower
15.	599/83	Dromina
16.	14/85	Kilmanahan
17.	01/08	Christendom
18.	271/76	Glenville
19.	01/85	Ballindud
20.	To be progressed under Section 205 of the Planning and Development Act, 2000 (As Amended) during the lifetime of the Plan	Corbally, Tramore
21.	To be progressed under Section 205 of the Planning and Development Act, 2000 (As Amended) during the lifetime of the Plan	Pickardstown, Tramore
22.	To be progressed under Section 205 of the Planning and Development Act, 2000 (As Amended) during the lifetime of the Plan	Cove, Tramore

In addition to the above, the following are identified as a number of trees/tree groups which are considered to be of Special Amenity Value and worthy of protection within the Waterford City area:

Table 9. 2 Waterford City: Trees of Special Amenity Value

ID	Location
1.	Trees in the grounds of Butlerstown House
2.	Trees at Gracedieu West
3.	Trees North of Gracedieu House
4.	Trees at Gracedieu East, south of the railway line
5.	Trees in the grounds of the Mercy Convent
6.	Trees in the grounds of Tycor House
7.	Trees at Bilberry Rock
8.	Trees in the townland of Ballybeg west of the Green Road
9.	Trees in the grounds of the former Waterford Crystal Factory, Cork Road
10.	Trees in the grounds of the Presentation Convent, Slievekeale Rd
11.	Trees in the grounds of the Good Sheppard campus of S.E.T.U.
12.	Trees in the grounds of Kingsmeadow House
13.	Trees in the grounds of Abbey Church, Ferrybank
14.	Trees in the grounds of Rocklands, Ferrybank
15.	Trees in the grounds of Sion Hill House, Ferrybank
16.	Trees in the grounds of Mount Misery, Ferrybank
17.	Trees at Bishops Grove, Ferrybank
18.	Trees at Rockenham House, Ferrybank
19.	Trees in the grounds of the Courthouse
20.	Trees in the grounds of the Peoples Park
21.	Trees at Rockville, Newtown
22.	Trees in the grounds of Newtown School
23.	Trees at Fairyhill, Newtown
24.	Trees at Annville, Newtown
25.	Trees at Chatsfort, Newtown
26.	Trees at Holmacre, Newtown
27.	Trees at Weston, Newtown
28.	Trees at Cove Lodge, Newtown
29.	Trees at Ballycar, Newtown
30.	Trees in the grounds of the former Glanbia Plant in Glenville
31.	Trees on the River Suir bank at Glenville
32.	Trees in the grounds of Maypark Nursing Home
33.	Trees in the grounds of University Hospital Waterford
34.	Trees at Cherry Mount St. John;s Hill
35.	Trees in the grounds of St. Johns College

ID	Location
36.	Trees in the grounds of the Ursuline Convent, Ballytruckle
37.	Trees in the grounds of St. Otterans Hospital
38.	Trees in Riverwoods Estate
39.	Trees in the grounds of Oaklands, Ballinakill
40.	Trees at Granstown House, Earlscourt
41.	Trees in Kings Channel Estate
42.	Trees at Oak Villa, Military Road
43.	Trees at St. Thomas's Church
44.	Trees at Ballinakill Downs and the adjoining lands to the north
45.	Trees north of the Dunmore Road, adjacent to Riverside Cottage Restaurant
46.	Trees to the north of Knockboy Cottage
47.	Trees on the River Suir bank east of Kings Channel
48.	Trees on the River Suir bank north of Blenheim
49.	Trees in the vicinity of Blenheim Lodge
50.	Trees adjacent to Halfway House Bridge
51.	Trees on Little Island
52.	Trees in Leoville Estate, Dunmore Road
53.	Trees in Prospect Mews, Ballytruckle
54.	Trees in the grounds of Grace Dieu House, Ballindud
55.	Trees in the grounds of Ballindud House
56.	Trees at Ballinakill House
57.	Trees at Ballycanvan
58.	Trees at Woodland Pill
59.	Trees at Knockboy beside Dunmore Ave
60.	Trees at Killure Grove
61.	Trees at Mount Druid
62.	Trees at Faithlegg
63.	Trees at Brook Lodge
64.	Trees in the grounds of De La Salle School

9.12 Allotments

Allotments are an important component of open space, and offer a diverse range of benefits for people, communities and environments. They provide recreational value, support biodiversity and landscape quality, contribute to physical and mental wellbeing, provide the possibility to grow fresh produce and contribute towards a healthy lifestyle that is active, sustainable and socially inclusive.



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Where appropriate, the provision of allotments or other food growing space, alongside the provision of other private, semi-private and public open spaces, will be supported if opportunities arise as part of new developments.

9.13 Living (Green) Roofs and walls

Living roofs and walls, in particular green roofs, are an essential sustainable design consideration and can take many forms in order to maximise their benefits in a given location. Living roofs should be designed and incorporated into an overall design proposal green infrastructure system/ network for proposed development - linking to other green infrastructure elements of adjacent sites/ surroundings. Vegetated roofs and walls have many benefits, including:

- As Sustainable Drainage Systems (SuDS) to avoid rapid rain run-off into drains and rivers and improve water quality;
- Adaptation to climate change and reduction in urban heat island effect (i.e. aiding cooling);
- Mitigation of climate change and carbon savings (i.e. aiding energy efficiency);
- Enhancement of biodiversity and important refuges for wildlife in urban areas;
- Provision of green space and potentially accessible roof space;
- Improvements to visual appearance;
- Enhanced roof and sound insulation properties and resilience of the building;

- Enhanced roof lifespan by protecting underlying waterproofing system;
- Reduction in air and noise pollution;
- Growing food.

A living roof is defined as having a minimum of 70% soil/ vegetation coverage, with a minimum substrate depth of 85mm, and a maximum of 30% hard-standing. Living roofs are not roof terraces. Living roofs can be installed on any pitch of roof; however, as the pitch increases, additional specific design measures will be required in order to retain the substrate across the roof surface, which will result in increased costs.

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- Living roofs and walls should be incorporated into new developments where technically feasible and subject to considerations of visual impact, and the appearance of the living roof being compatible with the surrounding area.
- The design and operational needs of a living roof should not place undue stress on water supply and other natural resources.
- Extensive living roofs, which are suitable for flat and pitched roofs and also for retrofitting, with low maintenance and no requirement for irrigation once established, are particularly encouraged.
- The aim should be to use at least 70% of any potential roof plate area as a living roof; that is, the total roof plate area including space for renewable energy solutions such as photovoltaic panels and solar thermal but excluding non-living roof solutions such as air conditioning units. The Council will take into account relevant viability information.
- Note that living roofs do not preclude the use of renewable energy technologies. Living roofs and photovoltaic panels or solar thermal units can be used together and living roofs increase the efficiency of solar photovoltaic panels by regulating temperature.
- The onus is on the applicant/ developer for proposals with roof plate areas of 150sqm or more to provide evidence and justification if a living roof cannot be incorporated. The aim should be to use at least 70% of any potential roof plate area as a living roof. The use of living roofs in smaller developments, renovations, conversions and extensions is also encouraged and supported.
- The provision of living roofs does not negate the need to make adequate open space provision on the ground. Any proposals for accessible living roofs need to be designed for security and safety, and not adversely affect the residential amenity of neighbouring properties in respect of sunlight/ daylight. Living/ green walls, which is vegetation over a building's vertical surfaces, may be an alternative if living roofs cannot be incorporated – these will also be required to be properly designed and maintained.

9.14 Seveso Sites & COMAH Regulations 2015

Major industrial accidents involving dangerous substances pose a significant threat to humans and the environment; such accidents can give rise to serious injury to human health or serious damage to the environment, both on and off the site of the accident. In Europe, a catastrophic accident in the Italian town of Seveso in 1976 prompted the adoption of legislation on the prevention and control of such accidents (the Seveso Directives⁹).

The [Chemicals Act \(Control of Major Accident Hazards involving Dangerous Substances\) Regulations 2015 \(S.I. No. 209 of 2015\)](#) (the “COMAH Regulations”), implement the [Seveso III Directive \(2012/18/EU\)](#). The purpose of the COMAH Regulations is to lay down rules for the prevention of major accidents involving dangerous substances, and to seek to limit as far as possible the consequences for human health and the environment of such accidents, with the overall objective of providing a high level of protection in a consistent and effective manner.

The COMAH Regulations apply to any establishment that presents a major accident hazard because of the presence of dangerous substances in quantities that exceed specified thresholds. The Central Competent Authority (CCA) in Ireland, being the Health & Safety Authority (HSA), will advise the relevant Planning Authority of a consultation distance for an establishment, following the receipt of a notification from the operator.

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

There is one Seveso Site in County Waterford. The site is located at Waterford Airport. The site is operated by Stafford Wholesale and has a 600m consultation zone around the Seveso Site. There is also one Upper Tier establishment located in Christendom, Ferrybank, Co. Kilkenny, on the north bank suburb of the River Suir in Waterford City. The site is operated by Trans Stock Cold Storage and Warehousing Ltd. A 700 metre consultation zone is currently operational around this Seveso site, where planning applications received for development should be referred to the HSA for technical advice to the Planning Authority.

9.15 'Living-Over-The-Shop'

In encouraging the residential use of the upper floors of commercial properties in established retail/commercial areas 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 provided any proposed modifications will not have a negative impact on visual amenities or the existing streetscape. The Planning Authority will encourage 'living over the shop', subject to suitability of location, standard of accommodation proposed, and the following should be noted in this regard:

Derogations for older commercial buildings in appropriate cases may be given in respect of private open space, parking, and unit size standards.

Derogations for car parking may be allowed having regard to parking policy.



Section 10.0 Architectural Conservation Areas (ACA's)

An architectural Heritage Impact Assessment (AHIA) will be required when considering development which may have a visual or physical impact on a protected structure, its setting or curtilage, or have an impact on the character of an ACA or an historic designed landscape. Such assessment shall be submitted together with any application, and shall detail the potential impact of the development on the architectural heritage. The report shall be compiled in accordance with the details set out in Appendix B of the Department of Arts, Heritage and the Gaeltacht '[Architectural Heritage Protection Guidelines for Planning Authorities](#)' (2011).



Table 10.1 below outlines specific planning guidance for buildings contained within ACA's:

Table 10.1 Architectural Character Areas Building Guide	
External Walls	<p>The majority of buildings within ACA's in Waterford have a rendered finish, and many of the 19th Century buildings have robust plaster work detailing around the window and door opes. These original historic external finishes should be retained¹⁰. Therefore, any proposal for the material alteration/removal of the existing finishes or changes that affect the special character of an area will require planning permission. Likewise, in cases where historically the finish is ashlar stone or red brick, the plastering/ rendering of the external walls is not acceptable.</p> <p>The following works require planning permission:</p> <ul style="list-style-type: none"> • Any proposal for the material alteration/removal of the existing finishes or changes that affect the special character of an area. • The erection of, or alterations to, externally mounted signs and advertisements. • The erection of solar panels or TV satellite dishes on the front elevation of buildings, and the erection of communication antennae and/or support structures which are visible from the public realm. • Where existing aerials have become redundant, they should be removed.
Roofs	<p>Historic roofs in urban centres in Waterford were mainly pitched slate, usually Bangor Blue. Exceptions to this are examples of thatch in Ardmore, Dunmore East, Dunhill, Kilmeaden and Stradbally, and the barrel shaped tarred calico (now felt) roofs of Portlaw.</p> <p>Original elements of the historic roofs should be retained where possible, and repaired and reused rather than replaced. The following works require planning permission:</p> <ul style="list-style-type: none"> • The removal of original roofing material such as natural slate, parging, clay ridge tiles and thatch. Their replacement with modern materials like fibre-cement tiles will not be considered by the Planning Authority. • The removal of existing chimney stacks, early terracotta or clay pots or other features of the roofscape such as cast-iron gutters and down-pipes. • The removal of timber bargeboards and other eaves details and their replacement in a material other than the existing. • The installation of roof lights on the front elevation or otherwise prominent elevations of a structure, or on elevations visible from the public realm. • The erection of, or alteration to, externally mounted signs and advertisements at roof level. • The erection of solar panels or TV satellite dishes on the front elevation of buildings, and the erection of communication antennae and/or support structures which are visible from the public realm. Where existing aerials have become redundant, they should be removed.

¹⁰ The removal of render can significantly alter the architectural character of the structure and affects the visual integrity of the building, particularly in a terrace or streetscape, but is also exposes the building to decay and damage, once its protective layer is removed

Windows & Doors	<p>Many of the historic buildings in Waterford retain original windows and doors. However, in some areas, these features have been replaced with u.P.V.C aluminium or timber windows of inappropriate design. This has the potential to significantly alter the architectural character or the structure and affects its visual integrity, particularly in a terrace or streetscape. Dungarvan for example, also has some fine ironwork, in the form of railings such as those at St. Mary's gate, the Bandstand in the Park, window cill guards and bollards on the quays. Original elements should be retained where possible, and repaired and reused rather than replaced.</p> <p>The following works require planning permission:</p> <ul style="list-style-type: none"> • The alteration or enlargement of original openings; • The removal of original timber and metal windows, and their replacement with modern, artificial materials such as u.P.V.C and aluminium; • The removal of stone sills and doorsteps; • The removal of fanlights and original timber doors, pilasters and their replacement with modern, artificial materials such as UPVC and aluminium; and • The erection of porches and front facades.
Streetscape	<p>Where there are streets, such as around Grattan Square, Dungarvan, and some of the surrounding streets, with access/windows opening at street level from the public footpath to a basement, these areas are usually covered by a grill. It is an objective of the Council to maintain these access points, as they are invaluable for the ventilation of the building.</p>
Vernacular Houses and Alterations	<p>Traditional terraced houses, such as the single-storey workers houses such as those in Shandon Street, Dungarvan, New Street, Lismore, two-storey houses in Griffith Place, Waterford City, or the two/three-storey houses of Passage East, are built of simple materials in modest style, and are an important component of urban streetscapes. In some cases, the front elevations have been compromised by the modification of original openings or the replacement of historic materials with inappropriate u.P.V.C and aluminium substitutes. Reinstatement of traditional vernacular features such as thatch roofs, lime-washed external walls, timber sheeted doors and sash windows will be encouraged and should conform to correct historic detail in form, material and technique.</p> <p>The following works require planning permission:</p> <ul style="list-style-type: none"> • The raising of eaves levels, alteration of roof pitches or insertion of dormer windows can negatively impact on the character of vernacular streetscape. • Alterations or extensions to provide modern facilities. Such work should be carried out in a sympathetic manner which respects the form and function of the existing building. • Proposed extensions to the rear. The ridge height of extensions to the rear should not extend over the existing ridge height of the original building. <p>Reinstatement of traditional vernacular features such as thatch roofs, lime-washed external walls, timber-sheathed doors and sash windows will be encouraged and should conform to correct historic detail in form, material and technique.</p>

Shop Fronts, Advertising and Commercial Buildings and Commercial Buildings	<p>Many traditional shop fronts still remain, mainly in the City and towns such as Cappoquin, Lismore and Tallow, and assist in providing these towns with their unique character and identities. The council wish to maintain the historic character of commercial buildings whilst ensuring their economic viability.</p> <p>Planning permission is required for the material alteration of commercial frontages whether the structure is within an ACA or not. Advice on repairs to traditional shop fronts can be obtained from the Conservation Officer of Waterford City & County Council.</p> <ul style="list-style-type: none"> • Separate access to the upper floors of the buildings should be maintained where existing. Reuse of the upper floors is encouraged. • Lighting details, i.e. type of fitting, fixing method and type of light, should be specified in any application for permission and should be designed such that it does not result in light pollution or negatively impact on the building or other structures in the streetscape. • Any lighting and cabling should be discreet, modest and subtle and not distract from the building. “Swan Neck” projecting lighting, illuminated projecting signs or neon and flashing lights to the interior are not considered acceptable. • The design of new shop fronts should endeavour to reinforce the unity and integrity of the whole elevation of the building and the streetscape in general. • New signage should not detract from the special character and visual amenity of the streetscape. • The tradition of signwriting and use of traditional materials in advertising is to be encouraged. • Large expanses of glass and long runs of horizontal facades should be broken up by elevation modelling and vertical proportioning within the ACA. • Advertising signs should be sympathetic in scale, design, material and colour to the building and its character, on which they are displayed. • The number of signs on a building shall be limited to prevent the impression of clutter. • If roller shuttering is to be provided, it should be located behind the line of glazing.
Demolitions	<p>Planning permission will be required for the demolition of habitable dwellings, protected structures and any structures within the ACA which are on the National Inventory of Architectural Heritage¹¹. Where planning permission is sought for demolition of a structure on the grounds of structural defects or failure, a report containing photographs and drawing(s), either captioned to clearly identify the location, or cross-referenced to plans, prepared by a suitably qualified and experienced professional regarding the existing condition, should be submitted. The applicant will have to demonstrate why repairs/ remedial works are not possible.</p> <ul style="list-style-type: none"> • Where buildings have a negative impact on the character of an ACA, demolition of existing and replacement with buildings of more appropriate design may be desirable, and will be encouraged. • Where the poor condition of a building is due to lack of maintenance, renovation will be encouraged.
Replacement Dwellings	<p>Where replacement buildings are deemed acceptable in towns or villages, new buildings should consider existing plot size, where possible, in order to retain the existing grain, character and setting of the streetscape.</p>

New Buildings	<p>All new buildings should contribute to the visual enhancement of the area while respecting its physical character.</p> <ul style="list-style-type: none"> • Pastiche or replication of historic design is not always appropriate, and high quality contemporary architectural design is acceptable in some cases. • The elevation treatment of the new development should be well proportioned and built having respect to its context. • Buildings should follow the eaves heights, roof pitches and building lines which predominate in the streetscape and should employ windows of matching proportions and alignment. Materials should be of good visual quality and durability.
Developments in Long Gardens or Curtilages	New development within these sites should be subsidiary to the main building on site, and should respect the pattern of the historic urban grain.
Boundary Walls	Historic boundary walls are an integral part of the City, villages and towns in Waterford. Walls such as those in Lismore, Dunmore East, Stradbally and Tramore, add to their special character. Their removal can be detrimental to the character and therefore is discouraged. Planning permission will be required for their removal and/ or interference with same.

Minor Works Within ACA's

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

Table 10. 2 Minor works within Architectural Conservation Areas

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

Guidelines

[Architectural Heritage Protection – Guidelines for Planning Authorities, DoEHLG, 2011.](#)

[Architectural Heritage Impact Assessment, Appendix B of Architectural Heritage Protection – Guidelines for Planning Authorities, DoEHLG, 2011.](#)

There is also an [Advice Series for historic buildings and features published by the Architectural Heritage Advisory Unit of the Department of the Environment, Heritage and Local Government.](#)

Section 11.0 Zoning and Land Use

The land use zoning emphasis of this Development Plan is that of compact growth and urban consolidation which supports the re-using of 'brownfield' land, infill sites and underutilised lands in towns and villages across the settlement hierarchy.

11.1 Use Zoning

The general objectives of the use zoning in this Plan is to serve as a guideline for the control of development so as to achieve the goals set out in this Plan. Zoning aspires to promote the orderly development of the City and County by eliminating potential conflicts between incompatible land uses and to establish an efficient basis for investment in public infrastructure and facilities. Where no specific use zoning is indicated, the primary use can be assumed to be that already existing in the area and it is likely to be either Primarily Agricultural or Primarily General Urban Development. All lands outside of the designated settlements and land zoning maps is regarded to be zoned as Agriculture A.

The Zoning Matrix Land Use Table lists the land use activities most commonly encountered in Waterford (City and County). They are intended as a general guideline, and the uses listed are not exhaustive. An applicant is advised to consult with the Planning Authority prior to submitting an application for proposed development, particularly larger scale development proposals, in order to ascertain any specific considerations relating to their site.

The land use zoning objectives are set out in Table 11.1. This should be read in conjunction with the Land Use Zoning Matrix (Table 11.2) which specifies which development types are 'Permitted in Principle' (I), 'Open to Consideration' (O) and 'Not Permitted' (X) on each land use zone.

11.1.1 Permitted in Principle

Land uses designated under each zoning objective as 'Permitted in Principle' are, subject to compliance with the relevant policies, standards and requirements set out in this Plan, generally acceptable.

11.1.2 Open for Consideration

Uses shown as 'Open for Consideration' are uses which may be permitted where the Planning Authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects, and would otherwise be consistent with the proper planning and sustainable development of the area.

11.1.3 Not Permitted

Uses which are not indicated as 'Permitted in Principle' or 'Open for Consideration' will not be permitted.

11.1.4 White Lands

These lands relate to all areas outside zoned and/or designated settlement. These lands are chiefly in agricultural use, and may contain some isolated development. Such lands are not currently zoned under any land use classification.

11.1.5 Other Uses

Uses not specifically mentioned in the Zoning Matrix Use Table may be considered on a case-by-case basis having regard to the general policy objectives of the Plan, and to the land use zoning objectives for the area in question. Such uses will be assessed in terms of their contribution towards the achievement of the Zoning Objective.

11.2 Zoning Changes and Extant Permissions

Where the Development Plan has amended the land use zoning on lands which have an extant planning permission, such permission can nonetheless be implemented subject to compliance with its conditions. With regard to potential applications for an Extension of Duration of Permission, such applications will be assessed having regard to the amended land use zoning pertaining to the site.

Extant Permissions on Strategic Residential Reserve (SRR) lands:

Consideration will be given to modification and extensions of duration to extant planning permissions on land zoned Strategic Residential Reserve notwithstanding the reserve designation and subject to compliance with the policy objectives and development management standards of the Development Plan.

11.3 Non-conforming Use

Uses in a zone that are not in conformance with the use zoning objectives, shall be regarded as non-conforming uses. The expansion of existing non-conforming uses will be permitted where such use is consistent with sustainability development principles and good planning practice. New dwelling houses for landowners and immediate family members (owners of the lands prior to the Development Plan being made) may be facilitated where compliance can be demonstrated with relevant policy objectives of the Development Plan and the development would not prejudice the future development of the land for the purpose for which it is zoned.

11.4 Temporary/Meanwhile Use

The Council will facilitate existing uses or new uses on lands that are zoned for mixed use development where such proposals are of a nature and/or scale that they would not compromise the structured and sustainable development of the larger mixed use and site and wider area.

11.5 Ancillary Uses

The zoning matrix below has been compiled based on the development of primary uses only. Where proposed development relates to an ancillary use i.e. one that relies on a permitted parent use for their existence and rationale, these will be considered on their own merits, having regard to the proper planning and sustainable development of the area.

11.6 Vacant Land Levy – Residential and Regeneration Lands

The [Urban Regeneration and Housing Act 2015](#) sets out two broad categories of vacant land that the levy may apply to:

- Lands zoned primarily for residential purposes
- Lands in need of regeneration

The following lands zoned for residential or primarily residential purposes are included for the purposes as set out in the Urban Regeneration and Housing Act 2015 in relation to the vacant land levy:

ER, NR(M), NR(L), and RSR zoned lands, as they have capacity to provide residential accommodation.

The following zoned lands are included as lands with the objective of development and renewal of areas in need of regeneration:

TC and RE use zonings, as they offer great potential for a relatively significant supply of housing and employment, as set out in their Zoning Objectives. Furthermore, the Town Centre zoned lands are included given their critical role for sustainable neighbourhoods and wider communities, and to ensure their continued viability and vitality.

GB zoned lands are included because the Objective is to “provide for and improve General Business uses; this includes suburban district retail and local neighbourhood centres.” Therefore, illustrating its primary objective in facilitate long-term economic development in the area.

11.7 Relaxation of Zoning Objectives for Protected Structures

The Council actively encourages and supports uses which are compatible with the character of Protected Structures. In certain limited cases, to ensure the long-term viability of a Protected Structure, it may be considered appropriate not to stringently apply generic zoning restrictions, including site development standards, provided the Protected Structure is being restored to the highest standard, the special interest, character and setting of the building is protected and the use and development is consistent with conservation policies and the proper planning and sustainable development of the area.

11.8 Small Scale Business in Residential Area

There has been a growth in the number of applications for small scale business from people working in their own homes. The scale and nature of operations will be taken into account. Uses such as the repair of vehicles will not be permitted in a residential area. In assessing planning applications, the level of customers/visitors will be taken into account. The Planning Authority will consider permitting small scale business in residential areas where:

- The use of the house for business purposes is secondary to its use as a dwelling and the floor area of the business should reflect this;
- The business serves a local need;
- Adequate parking requirements are met; and
- There is no material loss of residential amenity to adjoining residences in terms of general disturbance, noise, traffic generation etc.

Permission will be subject to normal environmental and planning criteria. Any subsequent change or proposed expansion of the business will need to be reconsidered by the Planning Authority to assess whether the premises are still acceptable.

Table 11. 1 Land Use Zoning Objectives		
Land Use	Code	Zoning Objective
Existing Residential	RS	Provide for residential development and protect and improve residential amenity.
New Residential	R1	Provide for new residential development in tandem with the provision of the necessary social and physical infrastructure
Residential: Strategic Reserve	SRR	To provide for the long-term strategic expansion of residential development.
Town Core	TC	Provide for the development and enhancement of town core uses including retail, residential, commercial, civic and other uses.
General Business	GB	To provide for and improve General Business uses; this includes suburban district retail and local neighbourhood centres.
Regeneration	RE	Provide for enterprise and/ or residential led regeneration.
Special Industry	SI	Provide for specialised industrial development.
Light Industry/ High Technology/ Manufacturing Campus Development	CD	Provide for light industry, general enterprise, business development, office, research and development and high technology/ high technology manufacturing type employment in a high quality built and landscaped environment.
Tourism	TM	To provide for tourist uses.
Community Infrastructure	CI	Provide for and protect civic, educational, religious, community, health care and social infrastructure.
Open Space and Recreation	OS	Preserve and provide for open space and recreational amenities.
Transport and Utilities infrastructure	TU	Provide for transport and utilities infrastructure
High Amenity	HA	Protect highly sensitive and scenic locations from inappropriate development that would adversely affect the environmental quality of the locations
Rural Village	RV	Protect and promote the character of the Rural Village and promote a vibrant community appropriate to available physical and community infrastructure.
White lands	O1	

Uses not covered in the Land Use Matrix may be allowed in accordance with the written provisions of the Development Plan.

Table 11. 2 Zoning Matrix

Use Type	RS	R1	SRR	TC	GB	RE	SI	CD	TM	CI	OS	TU	HA	RV
Advertising Structure	X	X	X	O	I	O	I	I	O	O	X	I	X	I
Agricultural	X	X	O	X	X	X	X	X	X	X	X	X	I	O
Agricultural Machinery Outlet	X	X	X	O	O	X	O	O	X	X	X	X	X	I
Allotments	O	O	O	O	O	O	O	O	O	O	I	O	I	I
Amusement	X	X	X	O	X	X	X	X	I	X	X	X	X	O
Bed & Breakfast/ Guesthouse	I	I	X	I	I	O	X	X	I	O	X	X	O	I
Betting Office	X	X	X	I	I	O	X	X	X	X	X	X	X	I
Boarding Kennels	X	X	X	O	O	X	X	O	X	X	X	X	O	O
Bus / Transport Depot	X	X	X	X	X	X	I	I	X	X	X	X	O	O
Café/ Tea Shop	O	O	X	I	I	I	O	O	I	O	O	O	O	I
Caravan Parks/ Camping	X	X	X	X	X	X	X	X	I	X	X	X	O	I
Cemetery/ Burial Grounds	X	X	X	X	X	X	X	X	X	I	O	X	X	I
Childcare Facility/ Crèche	O	O	O	I	I	I	O	I	O	I	X	X	X	I
Civic Amenity/ recycling centre (Excluding Bottle/ Bring Banks)	X	X	X	X	O	X	I	I	X	X	X	X	X	O
Commercial Car Park	X	X	X	I	I	O	O	O	O	O	X	I	X	O
Community Facility	O	O	O	I	I	I	O	O	O	I	O	O	O	I
Conference Centre	X	X	X	I	I	I	X	O	O	X	X	O	X	I
Cultural/ Heritage	X	X	X	I	I	I	X	O	O	O	O	X	O	I
Dwelling / Principal Private Residence	I	I	O	I	I	I	O	O	O	O	O	X	O	I
Education	O	O	O	I	I	I	X	O	O	I	O	X	O	I
Enterprise Centre/ Units	X	X	X	I	I	I	O	I	O	O	X	O	X	I
Funeral Home/ Crematorium	X	X	X	O	O	O	O	O	X	X	X	X	X	O
Garden Centre	X	X	X	O	I	O	X	O	X	X	O	X	O	O
Golf Course	X	X	X	X	X	X	X	X	O	X	O	X	O	O
Health Centre/ Clinic	O	O	X	I	I	I	X	O	X	I	X	X	X	I
Home-based economic activity	I	I	O	I	I	I	X	X	O	X	X	X	O	I
Hospital	X	X	X	O	O	O	X	O	X	O	X	X	X	I
Hostel	X	X	X	I	I	O	X	X	O	O	X	X	X	I
Hotel/ Tourist Accommodation	O	O	X	I	I	I	X	O	I	O	X	O	X	I
Incinerator	X	X	X	X	X	X	O	X	X	X	X	X	X	X
Industry – General/ Heavy	X	X	X	X	X	X	I	X	X	X	X	X	X	O
Industry – Light	X	X	X	O	O	O	I	I	X	X	X	X	X	I
Kiosks	X	X	X	I	I	O	O	O	O	O	O	O	O	I
Leisure complex	X	X	X	O	O	O	X	O	O	O	O	X	X	I
Motor Sales	X	X	X	O	O	O	O	I	X	X	X	X	X	I
Motor-Repair Garage	X	X	X	O	O	O	O	I	X	X	X	X	X	I
Night Uses (Nightclub, Pubs, Fast Food Takeaways)	X	X	X	I	O	O	X	O	O	X	X	X	X	I
Nursing Home/ Assisted Living	O	O	O	I	O	O	X	X	X	O	X	X	X	I
Office	X	X	X	I	I	I	I	I	X	X	X	O	X	I

Use Type	RS	R1	SRR	TC	GB	RE	SI	CD	TM	CI	OS	TU	HA	RV
Off-License	X	X	X	I	O	O	X	X	X	X	X	X	X	I
Open Space (Amenity)	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Park & Ride Facility (incl. car parking)	X	O	O	O	O	X	X	O	X	X	O	O	O	I
Park/ Playground	I	I	I	I	O	O	X	O	I	I	I	O	O	I
Petrol Station (incl. convenience shop)	X	X	X	I	I	O	O	O	X	X	X	O	X	I
Place of Worship	O	O	X	O	O	O	X	O	X	O	X	X	X	I
Playing Fields/ Sports Club	O	O	O	O	O	O	X	O	O	O	O	X	O	I
Public House	X	X	X	I	I	I	X	O	O	X	X	X	X	I
Renewable Energy	I	I	I	O	I	O	I	I	I	I	I	I	I	I
Residential Scheme	I	I	X ¹²	I	O	I	X	X	X	O	X	X	X	I
Restaurant	O	O	X	I	I	I	X	O	O	X	X	X	X	I
Retail Comparison Goods	X	X	X	I	O	O	X	X	X	X	X	X	X	I
Retail Convenience (corner/ neighbourhood shop)	O	O	X	I	I	O	O	O	O	X	X	X	X	I
Retail Food (Supermarket)	X	X	X	I	I	I	X	X	X	X	X	X	X	I
Retail Warehousing	X	X	X	O	O	O	X	X	X	X	X	X	X	O
Science & Technology Based Industry	X	X	X	O	O	O	I	I	X	O	X	O	X	I
Scrap Yard / Waste Management	X	X	X	X	X	X	I	O	X	X	X	X	X	O
Showrooms	X	X	X	O	I	O	O	O	X	X	X	X	X	I
Storage Depot/ Warehouse	X	X	X	O	O	X	O	O	X	X	X	X	X	I
Student Accommodation	I	I	X	I	O	I	X	X	X	O	X	X	X	I
Traveller Accommodation	I	I	X	I	O	I	X	X	X	O	X	X	X	I
Utility	O	O	O	O	O	O	O	O	O	O	O	O	O	I
Veterinary Surgery	O	O	O	I	I	I	X	O	X	X	X	X	O	I
Warehousing / logistics	X	X	X	X	O	X	O	O	X	X	X	X	X	O
Wholesale Cash and Carry	X	X	X	X	O	X	X	O	X	X	X	X	X	O

12 In the interest of delivering Housing for All and other programs seeking to provide social and affordable housing, the development of social and affordable housing by an Approved Housing Body, State Agency/Body or the Housing Authority on lands zoned for Strategic Residential Reserve (SRR) may be considered acceptable subject to compliance with the policy objectives and development management standards of the Development Plan. Similarly, social and affordable housing schemes on land zoned Rural Village (RV) may also be facilitated in addition to the requirements of the respective settlement class as set out in the settlement hierarchy (Section 2.9) of the Plan.