

MAYO COUNTY DEVELOPMENT PLAN 2014 – 2020

INCORPORATING VARIATION NO. 1 MADE ON 13TH JULY 2015



VOLUME 2

PLANNING GUIDANCE AND STANDARDS
FOR
DEVELOPMENT IN COUNTY MAYO

MAYO COUNTY COUNCIL
COMHAIRLE CONTAE MHAIGH EO

APRIL 2014

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Introduction

Introduction

This guidance document has been prepared as part of the Mayo County Development Plan 2014-2020.

The guidance document seeks to inform potential developers and the public of standards that will be required for developments.

Guidance is based on the policies and objectives outlined in Volume 1 of the County Development Plan and planning guidance issued from the Department of the Environment, Community and Local Government¹.

This guidance document is set out into two main sections:

1. Residential Development
2. Other Development

Pre-planning Consultation

For large scale developments or where an applicant is unsure if a proposed development complies with the Development Plan, pre-planning discussion with the planning authority is advised at the earliest stage possible. This can take place in two ways; by posting a proposal to the Planning Office or by attending a pre-planning clinic.

For pre-planning purposes, the developer/applicant will require a location map showing the location of the proposed development and preliminary details of the development (e.g. sketch of layout, design and written details of the development). Detailed plans and/or reports are not required at this stage.

For further details contact the Planning Section at (094) 9047202.

¹ A suite of planning guidance documents have been prepared by the DoECLG and are available at: <http://www.environ.ie/en/DevelopmentHousing/PlanningDevelopment/Planning/PlanningGuidance/>
Also see Appendix 5 Volume 1

Residential Development (one or more houses)

1. General

- 1.1 Given the high level of vacant residential properties in the County, the Planning Authority will encourage the use of vacant residential properties as an alternative to new build, in order that the existing housing stock in the County is not under-utilised.
- 1.2 The planning authority will also encourage reuse of an existing building/structure other than a house for residential development subject to proper planning and sustainable development.
- 1.3 Replacement dwellings or development of other structures to habitable homes will be considered in all areas, subject to normal planning considerations such as availability of services, adequacy of ground conditions for disposal of effluent from the development, traffic safety, residential amenity, visual amenity etc. Where it is proposed to replace a dwelling, the replacement dwelling may require to be located on the footprint of the existing structure and the scale and character of the existing building may require replication or of similar scale and design, depending on the location of the development (e.g. sensitive or vulnerable locations such as coastal, lakeside or upland areas).
- 1.4 For large scale residential developments, an assessment of existing local schools capacity to accommodate the proposed development will be required. Where there is inadequate capacity, new school facilities in tandem with the development will be required. In addition, for new housing developments at least one childcare facility for each 75 dwelling units will be required as part of the overall development. Social and affordable housing provision may also be required.

2. Location

- 2.1 The primary aim of the Council is to ensure that residential development is located in suitable locations that do not give rise to adverse affects on the surrounding population and environment.

2.2 In *Urban Areas*:

Urban housing in Key Towns shall be located on suitably zoned lands. In un-zoned towns and villages, residential development shall be located in town centres or immediately adjacent to town centres based on the sequential approach (i.e. nearest site to town centre), on serviced lands (i.e. can be served with public sewer, public water supply, footpaths and lighting) and in accordance with “good neighbourhood” principle (i.e. the development is compatible with the land uses beside the site).

2.3 In *Rural Areas*:

There will be a general presumption against multi-unit residential developments in rural areas outside serviced towns and villages. In relation to single houses, the following sections apply:

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2.3.1 In areas classified as **Rural Areas Under Strong Urban Influence** (see Appendix 9 Rural Area Types Map) applicants shall satisfy the planning authority that their proposal constitutes a genuine rural generated housing need based on their own roots in or links to a particular rural area, and in this regard, must demonstrate that they comply with one of the following categories of housing need:

2.3.1.1 Persons who are an intrinsic part of the local rural community due to their having spent substantial periods of their lives, living in the rural area in which they propose to build a home. This category refers to:

- a. Farmers, their sons and daughters, a favourite niece/nephew² and/or any persons taking over ownership and running of a farm, who wish to build on the family farm holding (a farm holding shall consist of at least 4ha).
- b. Sons and daughters of non-farming persons who have spent a substantial period of their lives (i.e. at least 5 years) living in the rural area on which they propose to build and wish to build a home near their family place of residence (i.e. within 5km in any direction of family residence).
- c. Returning emigrants who spent a substantial period of their lives living in the rural area in which they propose to build, who now wish to return to reside near (i.e. within 5km) other immediate family members (i.e. mother, father, brother, sister, son, daughter or guardian) to care for elderly immediate family members, to work locally, or to retire.

2.3.1.2 Persons working full-time or part-time in the rural area in which they propose to build their first house. This category of housing need refers to:

- a. Persons involved in full-time farming, forestry, inland waterway or marine related occupations.
- b. Part time occupations where the predominant occupation is farming/natural resource related.
- c. Persons whose work is intrinsically linked to rural areas such as teachers in rural schools or other persons whose work predominantly takes place within the rural area in which it is proposed to build.

For the purpose of clarity, proposed sites shall generally be required to be located within 10 km (6.2 miles), in any direction, of an applicant's place of work.

² Within the meaning Capital Acquisitions Tax Consolidation Act 2003

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2.3.1.3 Persons whose exceptional health circumstances require them to live in a particular environment or close to family support.

Applicants qualifying under this category of housing need will be required to demonstrate by way of supporting documentation why their need is exceptional.

2.3.1.4 Where permission has been granted for a rural housing proposal to an applicant on the basis of his/her roots in or links to the area, an occupancy condition (see Occupancy Condition below) shall normally be imposed under Section 47 of the Planning & Development Act 2000.

2.3.2 In areas classified as **Structurally Weak Areas** (see Appendix 9 Rural Area Types Map) permanent residential development (urban and rural generated) will be accommodated, in particular special consideration will be given to the provision of housing in rural areas that have sustained population loss since 1951, subject to good planning practice.

2.3.3 It is an objective of the Council to recognize the distinctive traditional settlement patterns that have evolved in the coastal areas of the County in the form of small clusters such as clachans and linear groupings and to strengthen such patterns through appropriately scaled 'infill' development, subject to good planning practice in matters such as site location, drainage and design requirements. In such cases, the planning authority shall distinguish between infill development within areas that have a tradition of linear development over generations and new areas of ribbon development.

2.3.4 In areas along the sea, estuaries and lake shore lines (referred to as scenic areas) only planning permission for replacement housing, extensions or where a farmer has no other land except in those areas will be allowed and the scenic views will be protected as much as possible.

2.3.5 In **Other Towns and Villages and Rural Villages** (see Appendix 8 Core Strategy Conceptual Map) in all rural areas or where the applicant proposes to *replace or reuse* an existing house³ or other structure⁴ such as a disused barn, church, schoolhouse or other substantial building in any rural area the applicant will not be required to demonstrate a housing need and the development will be assessed on normal planning considerations only. An occupancy condition will not be attached to any such grant of permission.

³ House is defined in the planning legislation

⁴ This excludes "structures" which consist of a collection of stones – a substantial part of the structure shall be intact

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3. Occupancy Condition

- 3.1** In an effort to minimise market opportunism in areas classified as Rural Areas under Strong Urban Influence, an occupancy condition, as set out below, will normally be attached to any grant of planning permission, requiring occupancy for a maximum of five years by the applicant, his or her family or by any person meeting housing need criteria.
- a. The proposed dwelling when completed shall be first occupied as a place of residence of the applicant, members of the applicant's immediate family or their heirs and shall remain so occupied for a period of five years thereafter, unless consent is granted by the planning authority for its occupation by other persons who belong to the same category of housing need as the applicant.
 - b. Before development commences, the applicant shall enter into an agreement with the planning authority, pursuant to Section 47 of the Planning & Development Acts providing for the terms of this occupancy requirement.
 - c. Within two months of the occupation of the proposed dwelling, the applicant shall submit to the planning authority, a written statement of the confirmation of the first occupation of the dwelling in accordance with paragraph (a) and the date of such occupation.
 - d. The condition shall not affect the sale of the dwelling by a mortgagee in possession or by any person deriving title from such a sale where force majeure applies, for example; death, illness, marital or relationship separations or change in employment circumstances, such as long term unemployment, emigration for work abroad or permanent re-location to another part of Ireland that would necessitate a new primary place of residence.

4. Ribbon Development

- 4.1** Ribbon development is ≥ 5 houses in a row over 250m of road frontage. Ribbon development will not be permitted in any area outside the 60kph speed limit.

5. Infill Development

- 5.1** Infill development is development on unoccupied/underutilised land that is generally located between two developed sites.
- 5.2** Infill development must have regard to the main adjoining existing uses, design features, building lines and heights, as well as the existence of any features such as trees, built heritage and open spaces on the site or on adjoining sites. Proposals for infill development must demonstrate how they will integrate satisfactorily with the adjoining developments, without any loss of amenity.
- 5.3** Infill development that gives rise to "ribbon development" (see above) in any area outside the speed limits of 60kph will not be permitted, however single vacant sites between existing houses will be considered in order to avoid dereliction and decay.

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5.4 If the ground floor level of a site has to be reduced a maximum reduction of 1 metre will be allowed.

6. Site Size & Coverage

6.1 In *urban areas*:

In the Key Towns, the site size will depend on residential densities, plot ratio and/or site coverage (see below).

6.1.1 Residential Densities

Residential density is the number of residential units per area unit (E.g. 10 dwellings/hectare).

6.1.1.1 Specific densities for lands zoned exclusively for Residential use in the Key Towns are set out in the Area Plans in Volume 1 of this Plan and shall be applied to any new residential development on lands zoned Residential.

6.1.1.2 Where the residential density is not given in the Area Plans or where towns/villages have no zoning, Plot Ratio shall be applied (see below).

6.1.2 Plot Ratio

Plot Ratio is a measure of development density. It is the relationship between site area and the total floor area of the buildings on it. It is calculated by dividing the gross floor area of the building by the site area. Plot Ratio assists in preventing over-development of a site and it also ensures effective and efficient use of land.

Table 1 Plot Ratio for Residential Developments in Urban Areas

Use & Location	Plot Ratio
Residential Use Inside Town Centre Area	1.5
Residential Use Outside Town Centre Area	See Density Standards and Rural Policy

6.1.2.1 Plot ratios may be used for proposed residential developments in towns and villages that do not have a specified density (e.g. unzoned towns, town centre zoning in Area Plans). Very low Plot Ratios in serviced towns and villages may not be sustainable in some cases.

6.1.2.2 Maximum Plot ratios for residential developments shall generally be as set out in Table 1 and the developer shall include a plot ratio calculation as part of the planning application where required.

6.1.3 Site Coverage

Site Coverage is the percentage of the built area (ground floor area of buildings) relative to the entire site area. It ensures that the built environment is developed at

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an appropriate density, with adequate space around buildings for access, servicing, landscaping and amenity purposes.

6.1.3.1 In all residential developments Site Coverage shall not normally exceed 60%. Exceptions may be allowed in limited circumstances, when it can be justified that a higher percentage is required for urban regeneration or an innovative design and layout is proposed. The developer shall include a site coverage calculation as part of the planning application.

6.2 In *rural areas*:

The minimum site size shall be as set out in Table 2 and the site shall be a single entity. Site Coverage shall not normally exceed 60%.

In order to encourage a more sustainable approach to single house development in the countryside and to avoid ribbon development, the Planning Authority will encourage applicants to consider a sequential approach in choosing a rural housing site.

Therefore, applicants are advised to consider the following sustainable options in choosing a site:

- a. Can the proposed dwelling be located beside an existing house on the landholding as part of or an extension to the farmhouse complex or groupings?
- b. Can an existing building on the holding be renovated?
- c. Can the proposed dwelling be located on the footprint of any existing ruin or cluster of ruined buildings on the land holding subject to normal planning considerations?

Where either a, b or c are applicable:

The minimum site size shall be 2000m² (except for coastal/lakeside development or development adjacent to public beaches to which standards set out in Table 2 shall apply)

Where options a-c above are not practicable, then the following standards shall apply:

- Minimum site of 3000m²
- Maintain existing residential amenity and rural character of the area.

Table 2 Minimum Site Size in Rural Areas

Location	Minimum site size	
	New build	Reuse of structure
Rural Areas Under Strong Urban Pressure	3000m ²	2000m ²
Structurally Weak Areas	3000m ²	2000m ²
Coastal/Lakeside Areas	3000m ² (min width 40m)	3000m ² (min width 40m)
Public beaches	3000m ² + (min width 40+m)	3000m ² + (min width 40+m)
Rural villages with sewerage treatment plant	Depends on scale and character of existing rural village and development on adjoining site (if any)	

Residential Development (one or more houses)

Site frontage will be determined by sight visibility requirements (see *Access Visibility Requirements* below), the need to ensure protection of residential amenity of existing properties and the need to avoid the removal of significant amounts of hedgerow along the front boundary.

7. Layout, Scale & Design

7.1 General

- 7.1.1 The layout of new residential development shall take into consideration the existing characteristics of the natural and built environment of the site; the views to and from the site and the surrounding areas; and the aspect of the site.
- 7.1.2 Significant existing natural and built features shall be retained, where possible, on site and such features shall be incorporated into the new development proposal in an appropriate and meaningful way. Significant natural and built features include dry stone walls, historic buildings or structures, wells, hedgerows, mature trees, topographical or geological features and watercourses. An accurate drawing showing the location of all existing natural and built features on site shall accompany any planning application for development. The Council may also require a fully detailed site survey, where appropriate.
- 7.1.3 Development proposals along rivers or streams will require a 'development free area' along the bank of the watercourse (riparian zone). In general this will be a 10 metre buffer zone, except where there is an existing structure within the buffer zone. Pedestrian/cycleways may also be permitted within the zone where considered appropriate (generally in an urban setting).
- 7.1.4 Residential development proposals in close proximity to the coastal edge will require a 'development free area' along the coast; the distance will be determined by a Flood Risk (see *Environmental Assessments* below) and Coastal Erosion Assessment carried out by the developer.
- 7.1.5 Proposed buildings and other structures shall be located and designed to minimise changes to the existing levels and natural features of the site.
- 7.1.6 When designing a new residential development in urban areas particular regard shall be given to the existing development in the vicinity of the site including scale, height, roof pitch, building lines, fenestration, design, layout and materials.
- 7.1.7 Proposed development that includes buildings or extension to buildings that are significantly higher or larger than neighbouring buildings will generally not be acceptable, particularly if there are unresolved issues relating to loss of privacy or light, and lack of integration with the existing landscape. Daylight and shadow projections diagrams will be required where overshadowing may be a concern.
- 7.1.8 Where it is proposed to reuse an existing disused historic building of architectural merit, the design shall be sympathetic to the existing building where feasible and appropriate.

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7.1.9 Where a proposal includes a new structure/building into an existing streetscape or landscape of particular character a Visual Impact Statement, which shall consist of photomontages or other visual aids showing how the proposed development integrates into the existing landscape or streetscape, shall be submitted with a planning application. Reference shall also be made to the Landscape Appraisal for Co. Mayo.

7.1.10 Contemporary building design will be permitted, where appropriate. Building design and materials shall be of a high quality to encourage sustainability. The design shall take advantage of solar, wind and rain harvesting, and solar gain.

7.2 In *urban areas*:

7.2.1 In housing developments a suitable mix of house types and sizes shall be provided in order to promote a socially balanced and inclusive society. Planning Applications for multiple housing units will be required to submit a Statement of Housing Mix⁵, detailing the proposed housing mix and why it is considered appropriate. The Statement should set out the justification for the housing mix proposed, taking into consideration the established mix of housing in the area, design, location, market considerations and the requirements under Part V of the Planning and Development Acts 2000-2011 and the needs of specific housing groups such as the elderly and disabled. A minimum of 30% detached houses will be required in residential developments. Developers are also encouraged to provide serviced sites within residential development schemes to allow individual occupiers to design houses to meet their needs.

7.2.2 Design Guidelines for new residential developments in towns and villages will be prepared by Mayo County Council. In the interim, the design guidance and principles set out in the Village Design Statements for Louisburgh, Mulranny and Belcarra and the *Sustainable Residential Development in Urban Areas* and accompanying *Urban Design Manual* (DoEHLG) 2009 shall apply. All apartments shall be designed in accordance with the standards outlined in the *Sustainable Urban Housing: Design Standards for New Apartments* (DoEHLG) September 2007.

7.2.3 Where a housing development consisting of 2 or more dwellings is proposed, the building designs, boundary fences, roof profiles and building lines shall complement each other.

7.3 In *rural areas*:

7.3.1 Rural housing shall be designed in accordance with the Design Guidelines for Rural Housing (Mayo County Council). Consideration will be given to minor deviations from the guidelines where it can be demonstrated that the deviation will not have an adverse visual impact on the landscape or on residential amenity in the Area .

⁵ Housing Mix is a mix of house types, including detached houses, semi-detached houses and terraced houses etc., and house sizes, including one bed-roomed, two-bed roomed, three-bed roomed houses etc.

Residential Development (one or more houses)

8. Overlooking

8.1 All new residential developments shall be designed to avoid unnecessary loss of privacy to adjoining developments. Applicants shall therefore take into account the following design considerations:

- A minimum of 22 metres shall be maintained between opposing first floor windows to ensure overlooking is avoided. In instances where the applicant can demonstrate that the design proposed overcomes the issue of overlooking, this requirement may be relaxed.
- A minimum of 35 metres separation distance will be required in instances where first floor windows serve living room areas.
- Windows on side elevations at ground floor level shall be staggered to avoid overlooking of adjoining units. In instances where side elevation windows are proposed, a screen fence of at least 2 metres in height and/or landscaping will be required to increase privacy.
- There shall be a minimum distance of 3m between side walls of adjacent dwellings.
- Distances may be relaxed for infill developments in urban areas where such distances cannot be achieved (innovative design required).

9. Phasing

9.1 Residential developments of 15 units or more shall be constructed in a number of specified phases. These phases shall be clearly identified at planning application stage and shall ensure that utilities, roads, open space etc. are available for occupants of each phase. Phased works shall be carried out in a manner that results in minimum disturbance to occupiers of previous phases. Each phase shall also be fully completed prior to any development works being carried out on the next phase.

10. Ancillary Buildings

10.1 Ancillary buildings associated with residential development include sheds, stores, greenhouses, buildings incidental to the enjoyment of the house or granny flats / dependent living units.

10.2 Ancillary buildings shall be designed to complement the main dwelling(s) and shall be secondary to the main dwelling(s).

10.3 Granny flats/dependant living units will be considered where it is proposed to subdivide the existing house or construct an extension to an existing house subject to:

- a. An internal connecting door between the units;
- b. The extension is secondary to the main dwelling; and
- c. On vacancy the units shall be integrated into the main dwelling and not used as rental accommodation.

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In exceptional circumstances, such as where the existing house cannot be extended, stand alone granny flats/dependant living units may be considered where they are clearly ancillary to the main house, will remain in the same ownership and are not serviced by separate treatment units.

- 10.4** Domestic sheds/stores shall not be used as rental accommodation for permanent housing.

11. Storage and Service Areas

- 11.1** All service areas, storage areas and waste disposal areas must be adequately screened from public view by proper siting and screening with fences, courtyard walls and/or landscaping.

- 11.2** Waste storage areas for apartment developments shall be in accordance with Local Government Waste Storage Guide for Northern Ireland September 2010 Issue #1⁶ or as updated by Irish guidance.

12. Building Lines

- 12.1** A building line is a line beyond which no building may extend to ensure that the street/line of buildings will appear uniform.

- 12.2** New residential development proposals shall have regard to existing building lines and shall aim to be consistent with them.

- 12.3** In certain instances, adhering to an existing building line may not be appropriate for reasons such as regeneration, future road improvements or enhanced local amenity. A flexible approach will be taken in these cases and such proposals will be considered on individual merit and design.

- 12.4** Any new building line (i.e. where the development is not proposed in an existing structure) shall be at least 40m from a National Road; 20m from a Regional Road; and 10m from a local road. In all instances the distance shall be measured from:

- The fence/wall/hedge of a road
or
- The road design fence line determined by Mayo County Council.

14. Open Space, Landscaping & Boundaries

14.1 *Public open Space*

- 14.1.1** Public open space is required in all housing developments over 3 units.

⁶ Document available at: http://www.arc21.org.uk/download/1/Waste%20Storage%20Guide_LO-RES.pdf

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- 14.1.2 On greenfield/suburban sites, a minimum of 15% of the total site area shall be reserved for public open space. Elsewhere, the minimum provision shall be 10%. In calculating this area, residual open spaces or areas that cannot be adequately drained, shall be disregarded.
- 14.1.3 Public open space areas shall be designed and set out by suitably qualified landscape architects or similar design professionals and provide for play areas suitable for a range of age groups. Public open space shall be completed and made available for use in tandem with the completion of houses.
- 14.1.4 On small schemes where open space areas would be too small and/or standards cannot be met, developers may be required to make a contribution to the Council towards the provision of open space elsewhere. Alternatively, the Council may consider alternative arrangements whereby appropriate community facilities may be provided in lieu of the required open space. On schemes catering for special needs (e.g. accommodation for the elderly) open space provision will be considered more flexibly having regard to the requirements of likely future residents.
- 14.1.5 Developers shall be required to provide an artistic feature, the effect of which would, in the opinion of the Council, stimulate public interest in the Arts or promote the knowledge, appreciation and practice of the Arts; and full details of the proposed feature shall be submitted to the Planning Authority with the planning application.

14.2 *Private Open Space*

- 14.2.1 All houses in urban/suburban areas shall have a private open space area behind the building line. In general the requirement shall be a *minimum of* 100 square metres (with a minimum depth of 10m) for 3/4/5 bedroom houses in housing estates. A slightly reduced standard may be acceptable for 1 or 2 bedroom houses where a high standard of design is demonstrated; where adequate space is provided for refuse, fuel and bicycle storage; where the majority of houses comply with the minimum garden sizes; and where a particular house performs a particular architectural/townscape role in the overall layout. Where terraced housing is proposed, provision shall be included to allow direct access to rear gardens.
- 14.2.2 Apartment units shall have a private open space area in the form of a secure balcony (minimum depth of 1.5m extending the entire length of the external living room wall), roof garden or an area incorporated into the overall design. Access to the open space shall be from the living/dining/kitchen/hall area. Innovation will be considered.

14.3 *Landscaping*

- 14.3.1 Landscaping shall be used to enhance visual amenity, aid biodiversity and screen the development where necessary.

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14.3.2 A landscape plan shall be submitted showing details of levels, materials, plant species, spacing and size, and in the case of housing developments in the towns and villages; lighting and irrigation. Any existing vegetation, such as mature trees and hedgerows, shall be retained where possible.

14.3.3 Planting of native species is encouraged, and no invasive species shall be permitted. In this regard, the requirements of Schedule 3 Part 1 & Part 3 (Non-native species subject to restrictions) of S.I. 477 European Communities (Birds and Natural Habitats) Regulations 2011 (or any amendments) should be complied with.

14.4 *Boundaries*

14.4.1 The design and materials of boundary walls or fencing shall add a pleasing design feature to the overall development. Boundary treatment should reflect local traditions and the landscape character of the area. Planning Applications for all new residential developments or new accesses for existing residential developments should include detailed drawings and specifications for all site boundary treatments, including details of boundaries to be replaced or removed. The following details should be considered relating to boundary treatment:

- Existing hedgerows should be retained around the site. Where removal is required to meet visibility standards, a new hedgerow with native species shall be planted at the required setback. Where hedgerow removal is required this should not be carried out during the nesting period
- Existing dry stone wall shall be retained around the site. Where removal is required to meet visibility standards, a new dry stone wall shall be built to match the existing at the required setback
- In the absence of any local traditional boundary treatments in the area, front boundary walls shall be constructed of a local natural stone, no part of which shall exceed 1.2 metres in height (including pillars or gates).

14.4.2 In urban/suburban settings, internal boundary treatment for all residential developments should reflect the character of the original built form of the area. Internal rear boundary walls/fences of dwellings shall be not less than 1.8 metres, and if constructed of concrete blocks they shall have a finish to match the proposed house, or in the case of a fence they shall be of substantial construction. Permanent screening of a similar height shall also be provided between gardens of adjoining houses for a minimum distance of 2.5m behind the house. Planning Applications for all new residential developments should include detailed drawings and specifications for all internal boundary treatments, with particular attention given to all internal boundaries that adjoin or are highly visible from the public domain.

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15. Smarter travel

- 15.1 Smarter travel promotes the use of sustainable forms of travel such as cycling, walking and public transport.
- 15.2 All residential developments shall incorporate provisions for smarter travel, the size of the development will determine the provisions required. For instance in the case of a housing estate, provision shall be made for footpaths and cycling routes in the layout of the estate. Principles outlined in The National Cycling Manual (National Transport Authority, 2011) and appropriate measures shall be incorporated into the design and layout of proposals.
- 15.3 In all residential developments adequate provision shall be made for bicycle storage (see Parking Standards below).
- 15.4 Large residential developments will require provision to be made for public transport (see Traffic and Transport Assessment below).

16. Access

16.1 *Vehicular Access and Permeability*

- 16.1.1 Road infrastructure shall allow for the safe and efficient movement of vehicles and pedestrians. Access points shall be kept to a minimum and shall provide safe ingress/egress for vehicles and pedestrians/cyclists.
- 16.1.2 No new accesses or development that generates increased traffic from existing accesses onto National Roads outside the 60km/hr speed limits of such roads shall be permitted in accordance with the provisions of Section 2.5 of the DoECLG Spatial Planning and National Roads Guidelines.

In exceptional circumstances, a less restrictive approach to this policy may apply to any development accessing onto National Roads from an existing access where, it can be demonstrated that such a development will not generate increased traffic onto the National Road. In such cases the existing access may require mitigation measures and upgrading where it is found to be substandard.

- 16.1.3 A limited level of direct access onto the national road within the 50km/hr and 60km/hr speed limit will be considered to facilitate orderly urban development. Any such proposal must be subject to a Road Safety Audit (see *Assessments* below) and a proliferation of such entrances will not be permitted.
- 16.1.4 In order to protect existing and future capital investment in and the safety and carrying capacity of Strategically Important Regional Roads, development along such roads will be restricted outside the 60km/hr speed limits except: where such proposals, subject to a Road Safety Audit (see traffic assessments in Section 16.2 below), can demonstrate that they do not interfere with the traffic safety of the Strategically Important Regional Road and comply with the categories listed hereunder:

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- a) The provision of a new dwelling house for farmers, their sons or daughters, a favourite niece/nephew⁷ and/or any persons taking over ownership and running of a farm, who wish to build on the family farm holding (a farm holding shall consist of at least 4Ha) where a suitable vehicular access cannot be created from another roadway or utilising an existing access
- b) The provision of a new dwelling house where an existing inhabited dwelling house is in need of replacement and provided the existing house will not be used for further habitation
- c) Extensions to existing houses or domestic garages
- d) In a situation where force majeure applies in respect of landowners on such roads or their immediate family members.

Where permission has been granted for a rural house based on the above criteria an occupancy condition (see Occupancy Condition Section 3) shall normally be imposed under Section 47 of the Planning and Development Act 2000, as amended

16.1.5 Development proposals located near Interchanges/Junctions with National Roads must be subject to the appropriate traffic assessments outlined in Section 16.2 below.

16.2 Assessments

16.2.1 A Road Safety Audit (RSA) shall be carried out for all proposed significant developments and submitted as part of the planning application. A significant development would be a development which generates 40 Traffic Movements per day or results in a modification to the road layout.

16.2.2 A Traffic Impact Assessment (TIA) shall be conducted in respect of proposed significant developments whereby traffic generated by the development exceeds 10% of the existing traffic level on the road, or 5% where the road is already congested.

16.2.3 Significant development proposals shall also be accompanied by a Traffic and Transport Assessment (TTA).

16.2.4 RSA, TIA and TTA shall be carried out in accordance with the National Road Authority requirements⁸.

⁷ Within the meaning Capital Acquisitions Tax Consolidation Act 2003

⁸ For further guidance on RSA, TIA and TTA:

<http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,29322,en.pdf>

<http://www.nra.ie/>

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16.3 Access Visibility Requirements

16.3.1 The minimum visibility requirements from a development onto the public road in a rural or urban setting shall be as set out in Table 3.

16.3.2 The visibility shall be measured from a minimum of 3m from the edge of the road or as determined by Mayo County Council. In limited instances this may be reduced to 2.4m and to 2.0m in difficult circumstances on urban roads.

16.3.3 Illustrations and additional information on access visibility requirements are set out in Appendix 1 of this guidance document.

16.3.4 Site visibility requirements shall be provided within the development boundary of the site.

16.4 Kerbed Access

Kerbed access radius is required for housing developments to ensure an easy transition to the developments from the public roadway.

Where there is no provision being made for large commercial vehicles, the kerbed radii required at simple junctions shall be 6m on urban roads and 10m on rural roads. On urban roads where turning movements occur from an *Arterial or Link Street* the kerbed radii may be reduced to 4.5m.

Where there is provision being made for large commercial vehicles, the kerbed radii required shall be as follows:-

- (a) 9m at urban simple junctions, followed by a taper of 1:5 over a distance of 30m, measured from the edge of the major road carriageway up the minor road in the case of the entry to the minor road, and followed by a similar taper measured from the centreline of the minor road along the major road for the entry to the major road (see diagram in Appendix 1)
- (b) 15m at rural simple junctions, with tapers of 1:10 over a distance of 25m
- (c) 15m at ghost island junctions, with tapers of 1:6 over a distance of 30m
- (d) 15m at simple staggered junctions, with tapers of 1:8 over a distance of 32m
- (e) 20m radius in all other circumstances.

Table 3 Access Visibility Requirements

Road Type	Design Speed (kph)	Minimum X distance (metres)	Minimum Y distance (metres)	Minimum Z distance (metres)
Urban Roads	10	2.4	8	8
	20	2.4	15	15
	30	2.4	24	24
	40	2.4	36	36
	50	2.4	49	49
	60	2.4	65	65
Regional & Local Road	42	3	50	50
	50	3	70	70
	60	3	90	90
	70	3	120	120
National Road	85	3	160	160
	100	3	215	215

X = Distance in metres along access road

Y = Sight distance measured along the major road

Z = Stopping sight distances measures along the access road or development access from near edge of the major road or the back of the hard shoulder if provided

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16.5 Access and Proximity to Road Junctions

16.5.1 Where an access to/from a new development onto a local road is in close proximity to a road junction the new access shall meet the minimum standards set out in Table 4.

16.6 Access Gradient

Access gradient shows how steep an access is.

16.6.1 The gradient of the access road should have a constant grade for a certain distance from the public road (called the dwell area) to ensure that vehicles accessing the road can stop or set off safely in all conditions. Minimum gradient requirements are set out in Table 5 and illustrated in Appendix 2.

16.7 Other access requirements

16.7.1 Any entrance gates shall open inwards only and shall be designed and located to avoid impairing sight visibility at the entrance.

16.7.2 The entrance shall be designed to ensure the uninterrupted flow of roadside drainage and to avoid surface water from the site entering the public road.

16.7.3 No loose material shall be permitted at entrances, set backs or onto the public road.

Table 4

Access and Proximity to Road Junctions, Interchanges and Roundabouts

Rural Areas			
Minimum Distance the Development Access shall be from a:	Individual House	Housing Development	
Local Road junction	40m	40m	
Regional Road junction	50m	70m	
National Road junction /interchanges	90m	150m	
Roundabout	90m	90m	
Urban Areas			
Minimum Distance the Development Access shall be from a:	Individual House	Housing Development	
Local Road junction	40m	40m	
Regional Road junction	40m	40m	
National Road junction /interchanges	50m	80m	
Roundabout	50m	50m	

Table 5 Direct Access Gradients Requirements for National, Regional and Local Road (urban and rural)

	Dwell Area Gradient	Length of Dwell Area Gradient (m)	Gradient for Direct Access
Single Houses	+/- 2.5% (+/- 4%)	10m (5m)	+/- 8% (+/- 10%)
Housing Developments	+/- 2.5% (+/- 4%)	15m (10m)	+/- 7% (+/- 8%)

Figures not in brackets are Desirable maximum/minimum
Figures in brackets are Absolute maximum/minimum

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17. Parking Standards

17.1 Car Parking

All new residential development proposals will normally be required to meet the minimum Car Parking Standards set out in Table 6.

Table 6 Car Parking Standards

Residential Category	No. of spaces	Visitor Parking
Apartment		
1-bed	1	Plus 1 space per residential unit
2-bed	1.5	
3-bed	2	
House		
2-bed	1	Plus 1 space per residential unit
3-bed	2	
4-bed	2	
5+ bed	3	

17.2 Disabled Parking

17.2.1 Having calculated the number of parking spaces required for a multi-unit residential development, a number of the spaces shall be dedicated for Disabled Parking as set out in Appendix 3.

17.2.2 Parking Bays for disabled persons shall be 3m wide and 4.75m long, clearly signed and marked with the relevant symbol and placed at the entrance to the facility for which the parking space is being provided. The disabled parking shall be dispersed throughout the development.

17.3 Bicycle Parking

17.3.1 All new residential development proposals will also be required to meet the minimum Bicycle Parking Standards set out in Table 7. Bicycle parking shall be provided in accordance with the provisions of The National Cycling Manual (National Transport Authority, 2011)

Table 7 Bicycle Parking Standards

Residential Category	No. of spaces	Visitor Parking
Housing Developments	1 private secure bicycle space per bed space, minimum 2 spaces	Plus 1 space per two housing units

17.4 Dual Parking

Reduced car parking requirements may be considered for apartment developments in instances where the applicant can demonstrate that dual parking can be achieved, for example, where the peak parking demand of one user (e.g. commercial) occurs at a different time to the peak parking demand of another user (e.g. residential). In all circumstances, the planning authority will determine if dual use of parking is reasonably expected and that any reduction in parking supply will not result in road safety issues.

17.5 In Lieu Parking Charges

In instances where the applicant is unable to achieve minimum parking standards (e.g. for apartment developments in the town centre or where it is proposed to reuse an existing building for residential purposes that does not have adequate parking area or where other factors such as sustainable development and urban design militate against full parking provision) the Council may consider a financial contribution in lieu of the shortfall in spaces. This contribution will generally only

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relate to the town centre area, where car dominated trips are discouraged. Any development where car parking demand is likely to be displaced elsewhere as a result of under-provision of on-site parking will not be acceptable.

17.6 *Layout and Design of Car Parking*

17.6.1 Applicants are required to be innovative in terms of parking layout in developments for two houses or more. Ideally parking should be provided within the curtilage of each house. However visitor parking may be provided in grouped areas (serving 6 houses) around the estate, the spaces shall be subdivided appropriately and soft landscaping used to lessen the visual impact on the surrounding areas. Where appropriate, parking should be provided behind the building line. Consideration must be given for Smarter Travel (see above) provisions. Visitor car parking areas shall be well lit and over-looked by residential properties to provide passive surveillance.

17.6.2 In apartment complexes applicants are required to be innovative in terms of parking layout, with large surface car parking areas to be avoided. Spaces should be subdivided appropriately and soft landscaping used to lessen the visual impact on the surrounding areas. Where appropriate, parking should be provided behind the building line to avoid large surface car parking areas weakening the approach to a site or a streetscape. Consideration must be given for Smarter Travel provisions, as well as street lighting and street furniture.

18. Public Rights of Way

18.1 The Council will aim to preserve existing public rights of way. Efforts will also be made to extend and improve existing public rights of way where possible.

18.2 Proposal by developers which seek to divert/re-direct existing public rights of way will only be considered in cases where the developer can demonstrate that the re-diverted route is of equal or greater character and convenience to its users.

19. Lighting

19.1 Lighting proposals for urban residential developments shall be subject to the following good practice:

- Areas/structures shall be adequately lit without using more light than necessary
- All car parking and access ways shall be illuminated
- Lighting shall be designed to provide safety for all users, whether motorists, services, pedestrians or cyclists
- Glare and excessive lighting shall not be permitted
- Light trespass shall be prevented
- Sky glow shall be minimised
- Flexibility in the choice of light fixtures to allow for aesthetic considerations
- Energy efficiency shall be a key element in the design
- Signage shall be lit in a downward direction to avoid upward direct lights.

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19.2 Lighting proposals for individual houses in the countryside shall be subject to the following good practice:

- Areas around the house shall be adequately light without using more light than necessary
- Glare onto the public road shall not be permitted
- Energy efficiency shall be a key element in the design
- Avoidance of upward direct lights (e.g. lighting up garden structures etc).

20. Water Services

20.1 Water

20.1.1 The water requirements for new residential development proposals must not exceed existing water capacity available unless additional capacity is provided. The Council may require that the design capacity of such connections is in excess of that required for the development to ensure that future phases of development on adjoining lands are adequately catered for. A financial development contribution may be required for new developments to cover the cost of future upgrades to the water facilities it is proposed to connect into.

20.1.2 In exceptional circumstances, single rural houses may be permitted to use wells as a water supply. Exceptional circumstances are where there is no public water supply or public/private Group Water Scheme in the area of the proposed development and that connection to the well will not have significant effects on water quality or quantity in the area. In such cases, the location of the proposed well and any other wells in the vicinity of the site shall be indicated on a map, and a water analysis (quality and quantity) shall be submitted for consideration by the planning authority.

20.1.3 Where a proposed extension/renovation to an existing house that is served by a well will result in a substantial increase in water demand, the planning authority will require the development to connect to a public water supply or Group Water Scheme, unless the exceptional circumstances outlined above apply.

20.2 Sewerage

20.2.1 In urban areas, waste water treatment requirements for new residential development proposals must not exceed existing waste water treatment capacity unless additional capacity is provided. A financial development contribution may be required for new developments to cover the cost of future upgrades to the sewerage facilities it is proposed to connect into.

20.2.2 In unserviced rural areas where a proposed dwelling cannot connect to the public sewer, a site suitability assessment will be required. The assessment must be carried out in accordance with the EPA Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses (p.e. ≤ 10) taking into account the cumulative effects of existing and proposed developments in the area. The assessment shall be carried out and certified by a suitably qualified person (*i.e.* the holder of an EPA FETAC certificate or equivalent) with professional indemnity insurance.

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- 20.2.3 In coastal/lakeside areas, any effluent disposal system or percolation area for single dwellings shall be located at least 100m from the High Water Mark of the sea/lake and 100m from any lands liable to flooding. For developments consisting of more than one dwelling, the effluent disposal systems or percolation areas shall be located at least 400m from the High Water Mark of the sea/lake and 400m from any lands liable to flooding. In areas close to public beaches, the standards shall be over and above the lakeside requirements. See also Section 6.2
- 20.2.4 Where it is proposed to extend/renovate a structure with an existing septic tank system, the applicant will be required to demonstrate to the satisfaction of the planning authority that the existing septic tank is in working order and is suitable for the proposed development. This shall be by way of a report carried out by a suitably qualified person (as above) with professional indemnity insurance. The planning authority may require upgrades to existing septic tank systems to facilitate the proposed development or require relocation of septic tank systems where they are not located on the proposed site. If, arising from a report referred to above, a site suitability assessment is required, the assessment shall be carried out and certified by a suitably qualified person (*i.e.* the holder of an EPA FETAC Certificate or equivalent).
- 20.2.5 Only where it is demonstrated to the satisfaction of the planning authority that the proposed septic tank system will not give rise to adverse impacts on water quality will planning permission be granted, subject to all other requirements.

20.3 *Surface Water*

- 20.3.1 The overall objective when addressing the surface water drainage system for any new development is to mimic the pre-development situation insofar as possible. To achieve this there are two general methods available:
1. Discharge of surface water to the ground within the site
 2. Discharge of surface water to a drain/stream/river or to a stormwater sewer. Where surface water is discharged in this way, the surface water system shall be designed in accordance with Sustainable Urban Drainage Systems (SUDS) where the discharge shall be kept under the existing Greenfield run-off rate.
- 20.3.2 In urban areas the applicant may be required to pay development contributions towards the upgrading of the public storm water system serving the development.

21 Other Services including Information and Communications Technology

- 21.1 Where an ESB line or other service cable(s) are located on site, the applicant may be required to relocate the cables and/or supporting infrastructure in accordance with the requirements of the service provider. Where possible the cables should be located underground. Consultation with the service provider is recommended prior

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to submitting a planning application and the development proposal should include details on re-location.

- 21.2** Developers and public authorities (where possible) will be required to install open access communication ducting in developments.

The following will be supported:

- The use of chambered telecommunications ducts and subducts to each new multiple unit development;
- The use of single subduct from a single unit development to the outer curtilage of the public road;
- The installation of carrier neutral ducting during significant public infrastructure works (e.g. roads, water, sewerage), where practicable;
- Mapping and recording of all ducting where possible;
- Providing backhaul connections where possible through existing ducting along publically owned infrastructure.

22. Fire & Emergency Services

- 22.1** The Council will require that fire prevention/fire control and emergency service access provisions are integrated into all new planning proposals. The following factors, regardless of size, scale and nature of the proposed development should be taken into consideration at the planning stage:

- Developments must be capable of providing an adequate supply of water for fire prevention
- All developments shall include adequate provisions for emergency service vehicle access
- The internal layout of the development site shall be designed in such a way to ensure ease of movement/turning manoeuvres for emergency service vehicles.

23. Seveso II Sites

Certain developments are subject to the *European Communities [Control of Major Accident Hazards Involving Dangerous Substances] Regulations, 2006; S.I. 74 of 2006* and are called SEVESO II sites.

- 23.1** Any development that falls within a certain distance of an existing SEVESO II site will be referred to the Health and Safety Authority (HSA) for advice prior to making a decision on a planning application. The existing SEVESO II sites in the County and the distances which will trigger this consultation requirement are set out in Appendix 7.

- 23.2** The Planning Authority shall consult with the Health and Safety Authority regarding any proposals in respect of existing or proposed establishments. Distances outlined above may be subject to change at a later date following review of available information by the Health and Safety Authority. In arriving at its decision in respect of any such proposals, the Council shall have regard to the advice and recommendations of the Health and Safety Authority, both in respect of whether or

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not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.

24. Public Safety Zones

24.1 Developments within 15km of Ireland West Airport Knock shall be subject to safe guarding restrictions outlined in Maps and accompanying text in Appendix 6.

25. Naming of Developments

25.1 Developers are encouraged to use the Irish language and/or surrounding landmarks and characteristics in the determination of place names. The naming of developments in Gaeltacht areas shall be in Irish.

26. Development Contributions

26.1 All developments are subject to development contribution payments in accordance with the Development Contribution Scheme; Special Development Contributions; and /or Supplementary Development Contribution Scheme. Details of the schemes are available on line at www.mayococo.ie

26A Securities & Taking In Charge

Developers will be required to give security for the satisfactory completion of residential developments and the provision of infrastructure and services such as roads, open space, lighting etc. In accordance with the Planning & Development Acts 2000-2010 the Council will take in charge all public areas in residential estates when the development has been completed to the satisfaction of the Council.

27. Environmental Assessments

Environmental assessments may be required to be submitted with an application depending on the location and nature of the development. The main environmental assessments⁹ that may be required are listed below with details of issues to be addressed in Appendix 5:

- Environmental Impact Assessment
- Archaeological Assessment
- Architectural Assessment
- Ecological Assessment
- Habitats Directive Assessment
- Flood Risk Assessment
- Landslide Risk Assessment.

⁹ Not an exclusive list. Other environmental assessments may be required, depending on the location, nature and scale of the development.

Introduction

Given the variety of Other Developments this part of the guidance is set out in two sections; Part A shall apply to all Other Developments and Part B sets out additional development-specific guidance and standards for the following categories:

- Business/Technology Parks
- Retailing
- Petrol Filling Stations & Commercial Garages
- Telecommunications
- Agriculture
- Renewable Energy
- Extractive Industries
- Tourism Development
- Childcare Facilities
- Nursing Homes
- Schools
- Burial Grounds

PART A

28. General

Given the high level of vacant commercial properties in the County, occupancy of vacant properties will be encouraged as an alternative to a new build where possible. Therefore before considering building a new development it is advisable to examine all existing vacant properties in the area as one may be suitable as is, or may be suitable following renovation, extension and/or modification.

29. Location

29.1 The primary aim of the Council is to ensure that development is located in suitable locations that do not give rise to adverse affects on the surrounding population and environment. The Council will therefore require that all new development in Key Towns is located on suitably zoned lands. In other towns and villages, where there is no zoning, the development will be assessed on the good neighbour principle. Brownfield sites, in urban and rural locations, may also be considered for development subject to proper planning and sustainable development and the nature of the development proposed.

29.2 Small start-up enterprise and employment developments employing no more than 2 people (or 2 full time equivalents) shall be considered in existing residential premises subject to no adverse impacts on neighbouring properties and on the environment (e.g. noise, odour, dust, light pollution and traffic). If such development expands the development will be required to re- locate onto suitably zoned lands or suitable brownfield sites.

Other Development

29.3 Rural enterprises such as agriculture, forestry, marine, resource related enterprises, medical, teaching, IT, etc. shall be considered in all rural areas subject to no adverse impacts (e.g. noise, odour, dust, light pollution and traffic) on neighbouring properties and the environment including visual amenity. Preference will be given to the conversion of existing buildings in rural areas for small-scale employment purposes.

29.4 Home based e-working will be considered in urban and rural areas in existing homes or in close proximity to existing homes.

30. Infill Development

30.1 Infill development is development on unoccupied/underutilised land that is generally located between two developed sites.

30.2 Infill development must have regard to the main adjoining existing uses, design features, building lines and heights, as well as the existence of any features such as trees, built heritage and open spaces on the site or on adjoining sites. Proposals for infill development must demonstrate how they will integrate satisfactorily with the adjoining developments, without any loss of amenity.

31. Site Size and Coverage

The size of the site required will depend on the nature and size of the proposed development. Plot ratio and site coverage will determine the site size (see below).

31.1 Plot Ratio

Plot Ratio is a measure of development density. It is the relationship between site area and the total floor area of the buildings on it. It is calculated by dividing the gross floor area of the building by the site area. Plot Ratio assists in preventing over-development of a site and it also ensures effective and efficient use of land. Very low Plot Ratios may not be sustainable in some cases.

Maximum Plot ratios shall generally be as set out in Table 8 and the developer shall include a plot ratio calculation as part of the planning application.

Table 8 Plot Ratio

Use	Inside Town Centre Area	Outside Town Centre Area
Commercial	1.5	1.0
Industrial (including wholesale and warehouses)	0.5	1.0

Other Development

31.2 *Site Coverage*

Site Coverage is the percentage of the built area (ground floor area of buildings) relative to the entire site area. It ensures that the built environment is developed at an appropriate density, with adequate space around buildings for access, servicing, landscaping and amenity purposes.

Site Coverage shall not normally exceed 60%. Exceptions may be allowed in limited circumstances, when it can be justified that a higher percentage is required for urban regeneration or an innovative design and layout is proposed. The developer shall include a site coverage calculation as part of the planning application.

32. **Layout, Scale and Design**

32.1 *General*

32.1.1 The layout of new developments shall take into consideration the existing characteristics of the natural and built environment of the site, the views to and from the site and the surrounding areas; and the aspect of the site.

32.1.2 Significant existing natural and built features shall be retained on site and such features shall be incorporated into the new development proposal in an appropriate and meaningful way. Significant natural and built features include dry stone walls, historic buildings or structures, wells, hedgerows, mature trees, topographical or geological features and watercourses. An accurate drawing showing the location of all existing natural and built features on site shall accompany any planning application for development. The Council may also require a fully detailed site survey, where appropriate.

32.1.3 Development proposals along rivers or streams will require a 'development free area' along the bank of the watercourse (riparian zone). In general this will be a 10 metre buffer zone, except where there is an existing structure within the buffer zone. Pedestrian/cycle ways may also be permitted within the zone where considered appropriate.

32.1.4 Development proposals in close proximity to the coastal edge will require a 'development free area' along the coast; the distance will be determined by a Flood Risk Assessment (see Environmental Assessments below) and Coastal Erosion Assessment carried out by the developer.

32.1.5 Proposed buildings and other structures shall be located and designed to minimise changes to the existing levels and natural features of the site.

32.1.5 When designing a new development particular regard shall be given to the existing development in the vicinity of the site including scale, height, roof pitch, building lines, fenestration, design, layout and materials.

Other Development

- 32.1.6 Proposed development that includes buildings that are significantly higher or larger than neighbouring buildings will generally not be acceptable, particularly if there are unresolved issues relating to loss of privacy or light, impacts on important streetscapes or protected views, and lack of integration with the existing urban form and building fabric. Daylight and shadow projections diagrams will be required where overshadowing may be a concern.
- 32.1.7 Where it is proposed to reuse an existing disused historic building of architectural merit, the design shall be sympathetic to the existing building where feasible and appropriate.
- 32.1.8 Where a proposal includes a new structure/building into an existing streetscape or landscape of particular character, a Visual Impact Statement, which shall consist of photomontages or other visual aids showing how the proposed development integrates into the existing landscape or streetscape, shall be submitted with a planning application. Reference shall also be made to the Landscape Appraisal for Co. Mayo.
- 32.1.9 Building design and materials shall be of a high quality to encourage sustainability. The design shall take advantage of solar, wind and rain harvesting, and solar gain. Contemporary building design will be permitted, where appropriate.
- 32.1.10 Design guidelines will be prepared for the Key Towns but in the interim the design principles set out in the Villages Design statements for Belcarra, Louisburgh and Mulranny and the Urban Design Assessment & Guidelines for Kiltimagh as set out in the Kiltimagh Local Area Plan shall apply.
- 32.1.11 Where multi-unit developments are proposed, the building designs, boundary fences, roof profiles and building lines shall complement each other.
- 32.1.12 Any ancillary buildings shall be designed to complement the main building.
- 32.1.13 The building(s) shall allow for some transparency to the activities of the interior so as to afford more visual interest.
- 32.1.14 A design statement shall be included with all planning applications to demonstrate that the principles outlined above have been incorporated into the layout and design.

33. Storage and Service Areas

- 33.1** All service areas, storage areas and waste disposal areas must be adequately screened from public view by proper siting and screening with fences, courtyard walls and/or landscaping. Where a large waste disposal area is required it shall be located so that it is accessible for refuse vehicles.

Other Development

33.2 Waste storage areas for developments shall be in accordance with Local Government Waste Storage Guide for Northern Ireland September 2010 Issue #1¹⁰.

34. Building Lines

A building line is a line beyond which no building may extend to ensure that the street/line of buildings will appear uniform.

34.1 New development proposals shall have regard to existing building lines and shall aim to be consistent with them.

34.2 In certain instances, adhering to an existing building line may not be appropriate for reasons such as regeneration, future road improvements or enhanced local amenity. A flexible approach will be taken in these cases and such proposals will be considered on individual merit and design.

34.3 Any new building line (i.e. where the development is not proposed in an existing structure) shall be at least 40m from a National Road; 20m from a Regional Road; and 10m from a local road. In all instances the distance shall be measured from:

- The fence/wall/hedge of a road
or
- The road design fence line determined by Mayo County Council.

35. Landscaping and Boundaries

35.1 *Landscaping*

35.1.1 Landscaping shall be used to enhance visual amenity, aid biodiversity and screen the development where necessary.

35.1.2 A landscape plan shall be submitted showing details of levels, materials, plant species, spacing and size, lighting and irrigation. Any existing vegetation, such as mature trees and hedgerows, shall be retained where possible.

35.1.3 Planting of native species is encouraged, and no invasive species shall be permitted. In this regard, the requirements of Schedule 3 Part 1 & Part 3 (Non-native species subject to restrictions) of S.I. 477 European Communities (Birds and Natural Habitats) Regulations 2011 (or any amendments) should be complied with.

35.1.4 Irrigation of areas using recycled water is encouraged.

¹⁰ Document available at: http://www.arc21.org.uk/download/1/Waste%20Storage%20Guide_LO-RES.pdf

Other Development

35.2 *Boundaries*

35.2.1 The design and materials of boundary walls, where required, shall add a pleasing design feature to the overall development. Boundary treatment should reflect local traditions and the landscape character of the area. In urban/suburban settings boundary treatment should reflect the character of the original built form of the area. Planning applications should include detailed drawings and specifications for all boundary treatments, including details of boundaries to be replaced or removed. Particular attention should be given to retaining existing hedgerows or dry stone walls where possible and to boundaries that adjoin or are highly visible from the public domain.

36. **Public Realm**

The public realm is any publicly owned street, pathway, right of way, park and open space and any public and civic building and facility.

36.1 Any developments that include a public realm area shall include the following:

- Accessible public open space that responds to natural or manmade landscape features such as rivers/streams;
- A landscaping theme designed to create a parkland setting which complements the character of the area; and
- A layout which allows the use of sustainable forms of transport such as cycling, walking and public transport, with footpaths and cycleways linking all buildings and public areas. Parking areas should not be a dominant feature.

37. **Smarter travel**

Smarter travel promotes the use of sustainable forms of travel such as cycling, walking and public transport.

37.1 All developments shall incorporate provisions for smarter travel, the type and size of the development will determine the provisions required. For instance in the case of an industrial development, provision shall be made for footpaths and cycling routes in the layout of the estate along with bicycle parking and showering facilities for employees (see **Parking Standards** below). Principles outlined in The National Cycling Manual (National Transport Authority, 2011) and appropriate measures shall be incorporated into the design and layout of proposals.

37.2 Large developments will require provision to be made for public transport (see Traffic and Transport Assessment below).

37.3 Large scale developments as set out in Table 2.1 of the *Achieving Effective Workplace Travel Plans Guidance for Local Authorities* (National Transport Authority) shall submit Workplace Travel Plans as part of the planning application.

Other Development

38. Access

38.1 *Vehicular Access and Permeability*

38.1.1 Road infrastructure shall allow for the safe and efficient movement of vehicles and pedestrians. National Road Access points shall be kept to a minimum and shall provide safe ingress/egress for vehicles and pedestrians/cyclists.

38.1.2 No new non-residential accesses or development that generates increased traffic from existing accesses onto National Roads outside the 60km/hr speed limits of such roads shall be permitted in accordance with the provisions of Section 2.5 of the DoECLG Spatial Planning and National Roads Guidelines. A less restrictive approach to this policy may apply to development considered to be of national or regional strategic importance and in accordance with Section 2.6 *Spatial Planning and National Roads 2012* (DoECLG). Exceptions are required to be identified for incorporation in to the Development Plan and the Council will undertake a survey to identify such sites and agree cases in consultation with the NRA where 'exceptional circumstances' will apply in accordance with the provisions of Section 2.6 of the DoECLG Guidelines. Such exceptions may also include extensions to existing permitted developments along National Roads. In such cases the existing access may require mitigation measures and upgrading where it is found to be substandard.

38.1.3 A limited level of direct access onto the national road within the 50km/hr and 60km/hr speed limit will be considered to facilitate orderly urban development. Any such proposal must be subject to a Road Safety Audit (see *Assessments* below) and a proliferation of such entrances will not be permitted.

38.1.4 Development along Strategically Important Regional Roads will be restricted outside the 60km/hr speed limits of such roads, except for the creation of new direct access onto such roadways for strategic development. The need or reason for and the benefits for sustainable and strategic development of the area shall be taken into account in considering applications for such development. (In this context strategic development is that which benefits the County as a whole or a significant geographical part of the County).

Any such proposals shall demonstrate that they do not interfere with the carrying capacity or traffic safety of the Strategically Important Regional Road (subject to a Road Safety Audit and Traffic Impact Assessment, see traffic assessments in Section 38.2 below). A proliferation of such entrances shall not be permitted.

38.1.5 Development proposals located near Interchanges/Junctions with National Routes must be subject to the appropriate traffic assessments outlined in Section 38.2 below.

38.2 *Assessments*

38.2.1 A Road Safety Audit (RSA) shall be carried out for all proposed significant developments and submitted as part of the planning application. A significant development would be a development which generates 40 Traffic Movements per day or results in a modification to the road layout.

Other Development

38.2.2 A Traffic Impact Assessment (TIA) shall be conducted in respect of proposed significant developments whereby traffic generated by the development exceeds 10% of the existing traffic level on the road, or 5% where the road is already congested.

38.2.3 Significant development proposals shall also be accompanied by a Traffic and Transport Assessment (TTA).

38.2.4 RSA, TIA and TTA shall be carried out in accordance with the National Road Authority requirements¹¹.

38.3 Access Visibility Requirements

38.3.1 Visibility requirements from a development onto the public road in a rural or urban setting shall be as indicated on Table 9.

38.3.2 The visibility shall be measured 3m (minimum) from the edge of the road or as determined by Mayo County Council. In limited instances this may be reduced to 2.4m and to 2.0m in difficult circumstances on urban roads.

38.3.3 Illustrations and additional information on access visibility requirements are set out in Appendix 1 of this guidance document.

38.3.4 Site visibility requirements shall be provided within the development boundary of the site.

Table 9 Access Visibility Requirements

Road Type	Design Speed (kph)	Minimum X distance (metres)	Minimum Y distance (metres)
Urban Roads	10	2.4	8
	20	2.4	15
	30	2.4	24
	40	2.4	36
	50	2.4	49
	60	2.4	65
Regional & Local Road	42	3	50
	50	3	70
	60	3	90
	70	3	120
National Road	85	3	160
	100	3	215

X = Distance in metres along access

Y = Minimum stopping sight distance in metres along major road

¹¹ For further guidance on RSA, TIA and TTA:
<http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,29322,en.pdf>
<http://www.nra.ie/>

Other Development

38.4 Access and Proximity to Road Junctions

38.4.1 Where an access to/from a new development onto a local road is in close proximity to a road junction the new access shall meet the minimum standards set out in Table 10.

38.5 Kerbed Access

38.5.1 Kerbed access radius is required for developments to ensure an easy transition to the developments from the public roadway.

Where there is no provision being made for large commercial vehicles, the kerbed radii required at simple junctions shall be 6m on urban roads and 10m on rural roads. On urban roads where turning movements occur from an *Arterial or Link Street* the kerbed radii may be reduced to 4.5m.

Where there is provision being made for large commercial vehicles, the kerbed radii required shall be as follows:-

- (a) 9m at urban simple junctions, followed by a taper of 1:5 over a distance of 30m, measured from the edge of the major road carriageway up the minor road in the case of the entry to the minor road, and followed by a similar taper measured from the centreline of the minor road along the major road for the entry to the major road (see diagram in Appendix 1)
- (b) 15m at rural simple junctions, with tapers of 1:10 over a distance of 25m
- (c) 15m at ghost island junctions, with tapers of 1:6 over a distance of 30m
- (d) 15m at simple staggered junctions, with tapers of 1:8 over a distance of 32m
- (e) 20m radius in all other circumstances.

38.6 Access Gradient

38.6.1 Access gradient shows how steep an access is. The gradient of the access road should have a constant grade for a certain distance from the public road (called the dwell area) to ensure that vehicles accessing the road can stop or set off safely in all conditions. Minimum gradient requirements are set out in Table 11 and illustrated in Appendix 2.

Table 10 Access and Proximity to Road Junctions, Interchanges and Roundabouts

Rural Areas	
Minimum Distance the Development Access shall be from a:	Distance
Local Road junction	70m
Regional Road junction	70m
National Road junction/interchanges	200m
Roundabout	90m
Urban Areas	
Minimum Distance the Development Access shall be from a:	Distance
Local Road junction	50m
Regional Road junction	50m
National Road junction/interchanges	115m
Roundabout	50m

Table 11 Direct Access Gradients Requirements for National, Regional and Local Road (urban and rural)

Direct Access for:	Dwell Area Gradient	Length of Dwell Area Gradient (m)	Gradient for Direct Access
Commercial & Industrial Use	+/- 2.5% (+/- 4%)	15m (10m)	+/- 7% (+/- 8%)
Agriculture Use	+/- 2.5% (+/- 4%)	10m (5m)	+/- 8% (+/- 10%)

Figures not in brackets are Desirable maximum/minimum
Figures in brackets are Absolute maximum/minimum

Other Development

38.7 *Other access requirements*

- 38.7.1 Any entrance gates shall open inwards only and shall be designed and located to avoid impairing sight visibility at the entrance.
- 38.7.2 The entrance shall be designed to ensure the uninterrupted flow of roadside drainage and to avoid surface water from the site entering the public road.
- 38.7.3 No loose material shall be permitted at entrances, set backs or onto the public road.

39. Parking Standards

39.1 *Car Parking*

- 39.1.1 Adequate provision for on-site parking for employees and visitors shall be provided, based on the nature and scale of activities planned. Visitor parking shall be located convenient to administration and office areas. HGV parking areas shall be separate from car parking areas.
- 39.1.2 All new development proposals will normally be required to meet the minimum Parking Standards set out in Appendix 3.

39.2 *Disabled Parking*

- 39.2.1 Having calculated the number of parking spaces required for the proposed development, a number of the spaces shall be dedicated for Disabled Parking as set out in Appendix 3.
- 39.2.2 Parking Bays for disabled persons shall be 3m wide and 4.75m long, clearly signed and marked with the relevant symbol and placed at the entrance to the facility for which the parking space is being provided. The disabled parking shall be dispersed throughout the development.

39.3 *Bicycle Parking*

- 39.3.1 Bicycle parking and associated facilities shall also be provided on site. Bicycle Parking Standards are set out in Appendix 3. Bicycle parking shall be provided in accordance with the provisions of The National Cycling Manual (National Transport Authority, 2011).

39.4 *Dual Parking*

- 39.4.1 Reduced car parking requirements may be considered for apartment developments in instances where the applicant can demonstrate that dual parking can be achieved, for example, where the peak parking demand of one user (e.g. commercial) occurs at a different time to the peak parking demand of another user (e.g. residential). In all circumstances, the planning authority will determine if dual use of parking is reasonably expected and that any reduction in parking supply will not result in road safety issues.

Other Development

39.5 *In Lieu Parking Charges*

39.5.1 In instances where the applicant is unable to achieve minimum parking standards (e.g. for apartment developments in the town centre or where it is proposed to reuse an existing building for residential purposes that does not have adequate parking area or where other factors such as sustainable development and urban design militate against full parking provision) the Council may consider a financial contribution in lieu of the shortfall in spaces. This contribution will generally only relate to the town centre area, where car dominated trips are discouraged. Any development where car parking demand is likely to be displaced elsewhere as a result of under-provision of on-site parking will not be acceptable.

39.6 *Layout and Design of Car Parking*

39.6.1 Applicants are required to be innovative in terms of parking layout, with large surface car parking areas to be avoided. Spaces should be subdivided appropriately and soft landscaping used to lessen the visual impact on the surrounding areas. Where appropriate, parking should be provided behind the building line to avoid large surface car parking areas weakening the approach to a site or a streetscape.

Consideration must be given for Smarter Travel (see above) provisions, as well as street lighting and street furniture.

40. Public Rights of Way & Fencing

40.1 The Council will aim to preserve existing public rights of way. Efforts will also be made to extend and improve existing public rights of way where possible.

40.2 Proposals by developers which seek to divert/re-direct existing public rights of way will only be considered in cases where the developer can demonstrate that the re-diverted route is of equal or greater character and convenience to its users.

40.3 Planning permission is required for fencing, or enclosure of any land habitually open to or used by the public during the 10 years preceding such fencing or enclosure for recreational purposes or as a means of access to any seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility.

40.3.1 The following criteria shall be used in considering applications for fencing on hitherto open land:

1. Fencing in upland or amenity areas will not normally be permitted unless such fencing is essential to the viability of the farm and that it conforms to best agricultural practice
2. The nature of the material to be used
3. The height of the fence
4. Stiles or gates at appropriate places will be required
5. Barbed wire will not be used for the top line of wire.

Other Development

41. Accessibility

41.1 In the interests of providing access for all persons, the specific access requirements for the elderly, children and people with disabilities must be incorporated into the design of shops, commercial buildings and all other buildings, parking, public spaces, facilities and services likely to be used by the general public.

42. Lighting

42.1 Lighting proposals for developments shall be subject to the following good practice:

- Areas/structures shall be adequately lit without using more light than necessary
- All car parking and access ways shall be illuminated
- Lighting shall be designed to provide safety for all users, whether motorists, services, pedestrians or cyclists
- Glare and excessive lighting shall not be permitted
- Light trespass shall be prevented
- Sky glow shall be minimised
- Flexibility in the choice of light fixtures to allow for aesthetic considerations
- Energy efficiency shall be a key element in the design
- Signage shall be lit in a downward direction to avoid upward direct lights.

43. Advertising Signs/Structures

43.1 The Council will exercise strict control on advertising signs and materials but is aware that advertising signs may be necessary in urban and rural areas and will consider each application on an individual basis. In general, the Planning Authority is opposed to advertisements in the open countryside, residential areas, on or near buildings of architectural or historic importance, in or adjacent to amenity, recreational areas and open space areas. Proposals for advertising signs/structures shall meet the following criteria:

- Size/scale of signs shall not conflict with existing structures in the vicinity or impair the amenities of the area
- Signs attached to buildings are preferable to those on freestanding hoardings
- Signs may not interfere with windows or other features of the facade or project above the skyline
- Signs must be maintained by the owner of the premises advertised
- Signs shall not obscure traffic signs or cause obstruction to vehicular or pedestrian traffic
- Wall panel advertisements may be permitted in certain cases (e.g. multi-use occupancy) provided they are not placed at a high level on tall buildings
- Commercial interests, especially chain outlets, may be required to restrain use of corporate image advertising where it is considered to be too dominant
- Advertising above fascia level will be discouraged

Other Development

- Where the development consists of multi-units, one identification only sign may be used at the entrance to the developed lands in order to list all occupiers at this location
- The colour, form and finish of all signage associated with individual development proposals shall be compatible with colours and materials used in the building forms
- Building facades should incorporate an area for sign placement
- No signs shall be located on any public right of way
- Internally illuminated signs will be discouraged
- Signage in Gaeltacht areas shall be in Irish.

43.2 *Directional Signs*

Direction Signs for local premises distant from the main traffic routes may be permitted under an annual licence provided:

- The signs are fingerpost signs only
- The maximum area of the sign shall be 0.7m²
- The information contained on the sign shall be of a directional nature only
- The premises shall not be located greater than 2kms from the sign
- The maximum number of signs shall be two
- The sign shall not give rise to traffic hazards.

43.3 *Tourist Signs*

Tourist signposting for attractions of national and regional importance will be permitted subject to the standards outlined in the Department of Environment & Local Government guidelines 'Criteria for Provision of Tourist Attraction & Accommodation Signs' and the 'Provision of Tourist and Leisure Signage on National Roads (March 2011); NRA'. All other tourism related signposting will be subject to the conditions set out in sections above.

44. **Water Services**

44.1 *Water*

44.1.1 All developments shall connect to the public water supply or a Group Water Scheme unless it can be demonstrated that it is not possible to do so.

44.1.2 The water requirements for new development proposals must not exceed existing water capacity available unless additional capacity is provided. The Council may require that the design capacity of such connections is in excess of that required for the development to ensure that future phases of development on adjoining lands are adequately catered for. A financial development contribution may be required for new developments to cover the cost of future upgrades to the water facilities it is proposed to connect into.

44.1.3 All developments will require a water meter.

Other Development

44.2 *Sewerage*

44.2.1 The waste water treatment requirements for new development proposals must not exceed existing waste water treatment capacity unless additional capacity is provided. The Council may require that the design capacity of such connections is in excess of that required for the development to ensure that future phases of development on adjoining lands are adequately catered for. A financial development contribution may be required for new developments to cover the cost of future upgrades to the sewerage facilities it is proposed to connect into.

44.2.2 Developments may be permitted in unserved areas, including the re-development of an existing historic building in the countryside, re-development of brownfield industrial/commercial sites outside served areas and in limited circumstances in unserved towns and villages depending on the nature and scale of the development. In instances where the development cannot connect to the public sewer, a site suitability assessment will be required. The assessment must be carried out in accordance with the relevant EPA Code of Practice.

44.3 *Surface Water*

44.3.1 The overall objective when addressing the surface water drainage system for any new development is to mimic the pre-development situation insofar as possible.

To achieve this there are two general methods available:

1. Discharge of surface water to the ground within the site
2. Discharge of surface water to a drain/stream/river or to a stormwater sewer. Where surface water is discharged in this way, the surface water system shall be designed in accordance with Sustainable Urban Drainage Systems (SUDS) where the discharge shall be kept under the existing Greenfield run-off rate.

44.3.2 In urban areas the applicant may be required to pay development contributions towards the upgrading of the public storm water system serving the development.

45. Other Services including Information and Communications Technology

45.1 Where an ESB line or other service cables(s) is located on site, the applicant may be required to relocate the cables and/or supporting infrastructure in accordance with the requirements of the service provider. Where possible the cables should be located underground. Consultation with the service provider is recommended prior to submitting a planning application and the development proposal should include details on re-location.

Other Development

- 45.2** Developers and public authorities (where possible) will be required to install open access communication ducting in developments.

The following will be supported:

- The use of chambered telecommunications ducts and subducts to each new multiple unit development;
- The use of single subduct from a single unit development to the outer curtilage of the public road;
- The installation of carrier neutral ducting during significant public infrastructure works (e.g. roads, water, sewerage), where practicable;
- Mapping and recording of all ducting where possible;
- Providing backhaul connections where possible through existing ducting along publically owned infrastructure.

46. Fire & Emergency Services

The Council will require that fire prevention/fire control and emergency service access provisions are integrated into all new planning proposals. The following factors, regardless of size, scale and nature of the proposed development, should be taken into consideration at the planning stage:

- Developments must be capable of providing an adequate supply of water for fire prevention.
- All developments shall include adequate provisions for emergency service vehicle access.
- The internal layout of the development site shall be designed in such a way to ensure ease of movement/turning manoeuvres for emergency service vehicles.

47. Seveso II Sites

Certain developments are subject to the *European Communities [Control of Major Accident Hazards Involving Dangerous Substances] Regulations, 2006; S.I. 74 of 2006* and are called SEVESO II sites.

- 47.1** Any development that falls within a certain distance of an existing SEVESO II site will be referred to the Health and Safety Authority (HSA) for advice prior to making a decision on a planning application. The existing SEVESO II sites and the distances which will trigger this consultation requirement are set out in Appendix 7.

- 47.2** The Planning Authority shall consult with the Health and Safety Authority regarding any proposals in respect of existing or proposed establishments. Distances outlined above may be subject to change at a later date following review of available information by the Health and Safety Authority. In arriving at its decision in respect of any such proposals, the Council shall have regard to the advice and recommendations of the Health and Safety Authority, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.

48. Public Safety Zones

Developments within 15km of Ireland West Airport Knock shall be subject to safe guarding restrictions outlined in Maps and accompanying text in Appendix 6.

49. Development Contributions

All developments are subject to development contribution payments in accordance with the Development Contribution Scheme; Special Development Contributions; and /or Supplementary Development Contribution Scheme. Details of the schemes are available on line at www.mayococo.ie

50. Environmental Assessments

Environmental assessments may be required to be submitted with an application depending on the location and nature of the development. The main environmental assessments¹² that may be required are listed below with details of issues to be addressed in Appendix 5:

- Environmental Impact Assessment
- Archaeological Assessment
- Architectural Assessment
- Ecological Assessment
- Habitats Directive Assessment
- Flood Risk Assessment
- Landslide Risk Assessment

¹² Not an exclusive list. Other environmental assessments may be required, depending on the location, nature and scale of the development.

PART B

In addition to the relevant guidance and standards above, the following requirements shall apply to specific types of developments below. Where a development does not fall into one of the categories below, the applicant is advised to consult with the planning authority prior to submitting a planning application for guidance on the same. In such instances best practice and proper planning and sustainable development principles will apply.

51. Business/Technology Parks

- 51.1** Business/technology parks shall be located on suitably zoned lands or on suitable lands in close proximity to the town centre where there is no zoning, and designed to create open parkland setting with a high level of landscaping.
- 51.2** A variety of unit sizes shall be provided for multi-unit developments to cater for the differing needs of potential occupants.
- 51.3** A minimum open space provision of 15% will be required and provided such that it may function as an effective amenity area.
- 51.4** There shall be a minimum landscaped/planting strip to a width of 5 metres on all principal road frontages.

52. Retailing

- 52.1** All new retail development, including retail warehousing, proposals must accord with the *Guidelines for Planning Authorities: Retail Planning and Retail Design Manual (Department of Environment, Community and Local Government) 2012*.
- 52.2** The Council will assess the provision of new retail development in accordance with the sequential approach, and if required, the onus will be on the applicant to demonstrate by means of a Retail Impact Assessment (RIA) that the development will not have an unacceptable adverse impact on the vitality and viability of any existing town centre. The key policy principles of the sequential approach as well as the aims of RIA are outlined in the Document "Retail Planning – Guidelines for Planning Authorities" April 2012. Where appropriate, the planning authority may request the submission of a retail design statement in accordance with Section 5.3.1 of the Guidelines.
- 52.3** In general retail developments will only be permitted where it is demonstrated that they will not have an adverse effect on the existing retail viability of the town centre.
- 52.4** A minimum floorspace of 2000 sq m shall be applicable to all individual out-of-town retail warehousing units, in order to protect the viability of the retail function of the town centre. Exceptions to this minimum floorspace requirement will be considered to facilitate café/diner accommodation ancillary to the development.

Other Development

- 52.5** Design Statements may be required for major retail proposals, retail proposals within a sensitive area or as otherwise considered appropriate by the Planning Authority. Design Statements shall address the Issues raised in Section 5.3 of the *Retail Planning Guidelines 2012*.
- 52.6** The future replacement, refurbishment and extension to existing retail units must be sympathetic to their surroundings, incorporating, where possible, the use of traditional and simple design styles. Innovative designs will be encouraged where appropriate. These designs however will need to respect the existing streetscape in which they are set.
- 52.7** Retail units which are deemed to have no significant architectural merit by the planning authority may be entirely removed and replaced with a more innovative, contemporary design that is sympathetic to its surroundings.
- 52.8** Shopfronts shall be designed in accordance with the design principals set out in the booklet *Mayo Shopfronts* (Mayo County Council) 2011.
- 52.9** Developments which include for the provision of the consumption of hot food off the premises shall be considered where the development also includes a dedicated seating area. The opening hours of such developments will be restricted by the planning authority in order to avoid anti-social behaviour and in the interests of amenity.
- 53. Petrol Filling Stations and Commercial Garages**
- 53.1** The preferred location of filling stations and commercial garages is within the 50kph and 60kph speed limit zone of a town/village, or where not possible inside the 50kph zone.
- 53.2** Developments will not be permitted at locations where, because of their appearance, noise and fumes, they would be injurious to the amenities of an area.
- 53.3** A proliferation of petrol filling stations along a road will not be acceptable. However a petrol filling station one each side of the road into a town/village is considered acceptable.
- 53.4** The layout of a filling station shall be in accordance with the requirements set out in Appendix 4.
- 53.5** The forecourt canopy shall be designed and sited so that it does not dominate the surrounding landscape and buildings. Standard corporate canopies and advertising will not always be acceptable. Special designs may be required for specific locations, including for existing filling stations. Bunting, flags, other freestanding advertising stands, and large domestic fuel displays shall not be permitted.

Other Development

53.6 Traffic safety shall be a key element in the layout of the development. There shall be no obstacles located at the entrance or exit to the development or along the entire site frontage or public footpath and car parking shall be provided for all other elements of the overall development such as a shop, repair works, car washing, self service / assisted car maintenance.

53.7 The maximum floor space of retail development within a petrol filling station shall be 100m².

54. Renewable Energy

54.1 Renewable energy developments will be considered in accordance with the objectives and development management standards set out in the Renewable Energy Strategy for Co. Mayo 2011-2020¹³ and shall only be permitted where they will not have an adverse impact on adjoining properties and the environment, in particular on:

- Biodiversity, Flora and Fauna
- Population and Human Health
- Water Quality
- Soil
- Air and Climatic Factors
- Material Assets
- Cultural Heritage
- Landscape.

54.2 All new wind farms or individual turbine proposals must accord with the Wind Energy Development Guidelines (DoEHLG & SEAI) 2006.¹⁴

55. Telecommunications

55.1 The Council recognises the importance of telecommunication infrastructure which is important in removing the peripheral barrier that the county experiences. It is also recognised that the location of telecommunication infrastructure is dictated by service provision and hence each application will be determined on its own merits.

55.2 All proposals for telecommunication infrastructure must accord with *Telecommunications Antennae & Support Structures – Guidelines for Planning Authorities July 1996* and Circular Letter PL 07/12 and the Landscape Appraisal of County Mayo.

55.3 The Council shall consider the following factors when assessing an application for telecommunication antennae:

- The visual impact of masts and ancillary works including road access
- Potential for co-location of antennae or sharing of sites

¹³<http://www.mayococo.ie/en/Planning/DevelopmentPlansLocalAreaPlansandStrategies/RenewableEnergyStrategy/Document1,16467,en.pdf>

¹⁴<http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,1633,en.pdf>

Other Development

- Proximity to residential areas, schools, rural houses and smaller towns and villages
- Impact on conservation areas, protected structures and recorded monuments and established walking routes
- Potential to locate in industrial or commercial areas in urban areas or in forested areas in rural areas
- Design of structure.
- The potential positive effect on telecommunications services including Broadband in the area

55.4 In general, telecommunication infrastructure will only be permitted where it can be demonstrated that the development will not have an adverse impact on residential amenities or populated community facilities (e.g. schools) in the vicinity of the proposed site, and on the environment.

55.5 Antennae compounds shall be securely fenced with anti-climbing devices. Landscaping around compounds may be required.

55.6 Following decommissioning of the antennae and associated structures, all equipment shall be removed and the site shall be reinstated at the operator's expense.

56. Agriculture

56.1 The Council recognises the importance of agriculture and agriculture diversification in the County. It is also recognised that those living on farms and working the land are the guardians of the countryside.

56.2 The principal aim shall be to support agriculture in the County subject to best environmental standards which promote maintaining good water quality and biodiversity. Therefore the activities on the farm shall comply with the provisions of S.I. No. 610 of 2010, European Communities (Good Agricultural Practice for Protection of Waters) Regulations, 2010.

56.3 Large scale agricultural development and/or agriculture-related industry involving processing farm produce will generally be permitted subject to proper planning and sustainable development. When considering such proposals the following will be taken into account:

- Availability of existing structures/buildings on the farm holding for the development
- Traffic safety
- Pollution and waste control
- Satisfactory treatment of effluents
- Odour
- Noise
- Size and form of the structure and its integration into the landscape
- Visual amenity of the area.

Other Development

57. Extractive Industries

57.1 It is recognised that the location of such industries is dictated by the availability of the resource and hence each application will be determined on its own merits. All proposals for extractive industries must accord with *Quarries and Ancillary Activities Guidelines for Planning Authorities (DoEHLG) 2004*.

57.2 In general, extractive developments will only be permitted where they will not have an adverse impact on adjoining properties and the environment, in particular on:

- Biodiversity, Flora and Fauna
- Population and Human Health
- Water Quality
- Soil
- Air and Climatic Factors
- Material Assets
- Cultural Heritage
- Landscape.

58. Tourism Development

Proposals for tourism development must be sensitively located, not interfere with or detract from areas of special amenity value or nature conservation. They must be in keeping with the traditional character of the area in terms of scale and design and be sustainable.

58.1 *Holiday Homes*

58.1.1 A holiday home is an individual residential unit that is privately owned and used by the owner on a part-time basis. They are not used for commercial gain.

58.1.2 Holiday homes shall be located in existing settlements, where services are readily available. However in order to maintain a vibrant year round settlement a maximum of 25% of the housing stock in existing settlements may be used for holiday homes and self-catering units (see *Residential Tourist Accommodation* below). This maximum shall not apply to holiday homes or self catering units if:

- developed as part of an existing hotel complex and remain as part of the overall hotel complex, or
- re-developed from existing buildings.

58.1.3 Consideration will be given to permitting holiday homes in rural areas that reuse existing structures and that are compliant with other requirements outlined in this plan.

58.1.4 The layout, scale and design shall be in accordance with that required for residential development.

Other Development

58.2 Residential Tourist Accommodation

58.2.1 Residential Tourist Accommodation includes hotels, guest houses, bed and breakfasts, hostels, self catering units, caravan and camping sites or similar multi-unit tourist accommodation facilities.

58.2.2 Such developments shall be located in existing settlements unless the development has specific location needs that cannot be met within an existing settlement and is of strategic importance to the area or if the development involves the re-use and adaptation of existing rural buildings.

58.2.3 Where it is claimed that development has specific location needs, applicants will be required to indicate why such requirements cannot be met in an existing building(s) in an existing settlement, in a new building in an existing settlement, or in an existing building outside a settlement.

58.2.4 In order to maintain a vibrant year round settlement a maximum of 25% of the housing stock in existing settlements may be used for self-catering units and holiday homes (see *Holiday Homes* above). This maximum shall not apply to holiday homes or self catering units if:

- developed as part of an existing hotel complex and remain as part of the overall hotel complex, or
- re-developed from existing buildings.

58.2.5 The layout, design and amenity provision, of all camping and caravan developments shall be in accordance with the relevant Fáilte Ireland regulations and the requirements of the Health Authority and the Fire Authority.

58.3 Marinas

58.3.1 Marinas will be considered in areas where the associated activity is already underway or where a tangible demand for such a facility exists.

58.3.2 Marinas shall provide at a minimum adequate water depth, berthing arrangements for pleasure craft, navigation aids, pontoon lighting, fire safety equipment, toilet and changing facilities, a sufficient level of road access, car parking and walkways to boats.

59. Childcare Facilities

59.1 Applications for new/extensions to existing childcare facilities must comply with *Guidelines for Planning Authorities Childcare Facilities (DoEHLG) 2001*.

59.2 The proposed location will be assessed in accordance with the following criteria:

- Site size
- Proximity of the site to good public transport nodes, pedestrian links with existing residential areas/employment areas, educational facilities and neighbourhood or district centres

Other Development

- Traffic and pedestrian safety
- Availability of suitable and adequate services (i.e. water and sewerage)
- The number of similar facilities in the adjoining area.

59.3 All residential developments consisting of 75 units or more must include adequate provisions for on-site childcare facilities (average one childcare facility per 75 dwelling units).

59.4 Temporary permission for childcare facilities will only be granted in exceptional circumstances. Such permissions will be valid for a period of between 1 and 5 years, during which the impact of the development on the surrounding area can be monitored.

59.5 Applications for childcare facilities must include detailed information on the following:

- The type of facility being proposed (i.e. Full Day Care Facilities or Sessional Childcare Facilities)
- Breakdown and description of floor space
- Proposed opening hours
- Proposed number of staff
- Access details including dedicated drop off point(s), set down parking and visibility splays from the gateway
- Parking facilities for staff, visitors and customers
- External and internal play areas.

60. Nursing Homes

60.1 The Council will require that all new nursing homes are located within an area that is well connected to the existing town centre.

60.2 The suitability of the proposals will be assessed on the following factors:

- Size and Scale - the size and scale of the proposed development must be appropriate to the area.
- Proximity to Local Services - the development shall be in close proximity to local services and facilities.
- Impact on adjoining lands - avoiding negative effect on the amenities of adjoining properties.
- Availability of external open space for recreational activities - suitable open space shall be provided for the development.
- Parking - adequate off street parking shall be provided in accordance with the Car Parking Standards (Appendix 3)
- Amount of land for future expansion
- Appropriate design.

Other Development

61. Schools

61.1 The Council will require that all new schools or extensions to schools comply with the *Provisions of Schools and the Planning System A Code of Practice for Planning Authorities, the Department of Education and Science and the Department of the Environment, Heritage and Local Government July 2008.*

61.2 The suitability of proposals will be assessed on the following factors:

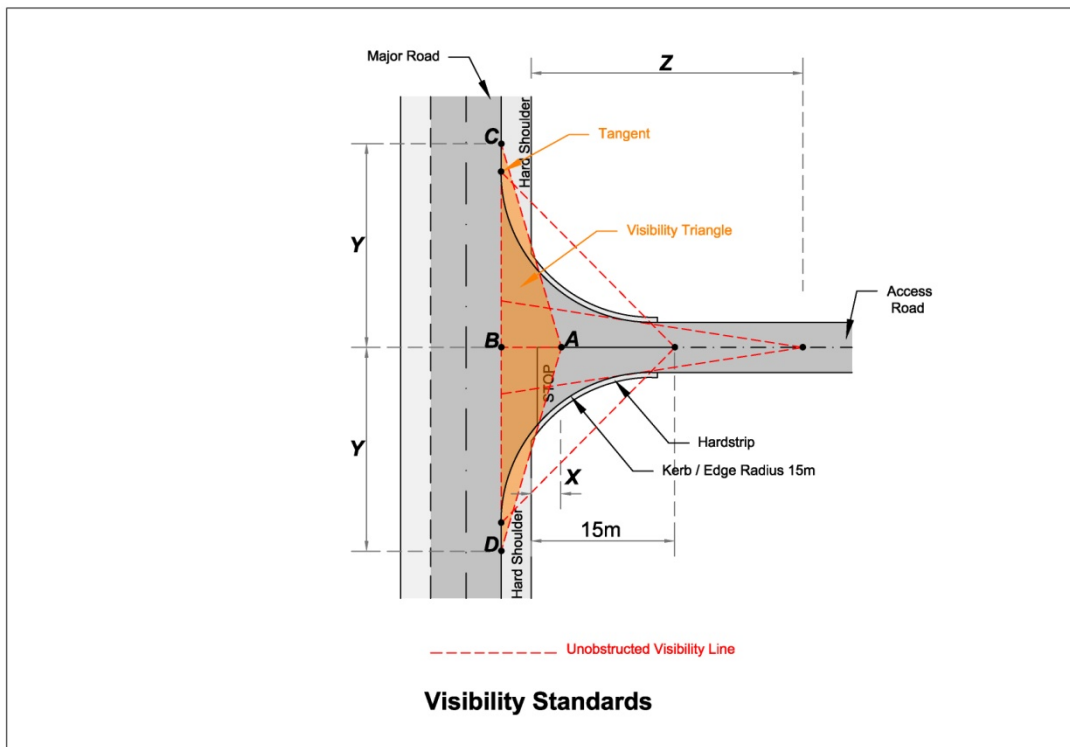
- Size and Scale - the size and scale of the proposed development must be appropriate to the area.
- Proximity to Local Services - the development shall be in close proximity to local services and facilities. In rural locations the existing and forecasted population data will be considered.
- Impact on adjoining lands - avoiding negative effect on the amenities of adjoining properties.
- Availability of external open space for recreational activities - suitable open space shall be provided for the development.
- Traffic Safety - adequate off street parking shall be provided in accordance with the Car Parking Standards (Appendix 3); safe drop off /collection points will be required; and traffic circulation shall include a School Turning Bay (Appendix 4A)
- Smarter travel Provision
- Amount of land for future expansion
- Appropriate design.

62. Burial Grounds

62.1 Headstones shall not exceed 1.4m in height.

62.2 Adequate car parking shall be provided on site in suburban/rural locations.

Appendix 1 - Illustrations and Guidance on Access Visibility Requirements



Full visibility shall be provided in the triangle ABC and ABD between a point 1.05 metres above the ground at **A** and 0.6 metres above the ground at **B, C** and **D**

A = a point on the centerline of the access approach to the major road.

B = a point on the intersection of the centerline of the access approach and of either:

- The near edge of the major road or
- The back of the hard shoulder of the major road where this is provided.

C & D = points on either:

- The near edge of the major road or
- The back of the hard shoulder of the major road where this is provided.

X is a minimum distance of 3 metres between points **A** and **B** measured along the access road or development access.

Y is the minimum sight distance in metres between points **B** and **C** and between points **B** and **D** measured along the major road.

Z is the minimum stopping distance measured along the access road or development access from the near edge of the major road or the back of the hard shoulder where provided.

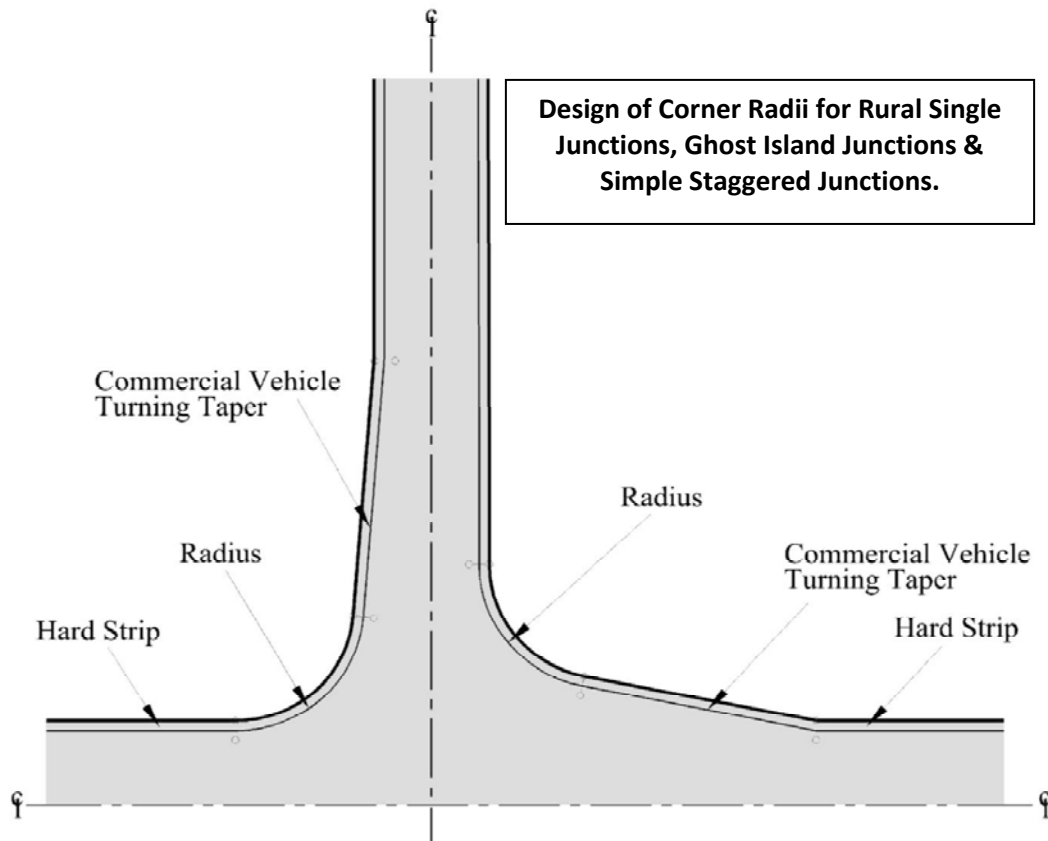
Table 3 & 9 Access Visibility Requirements

Road Type	Design Speed (kph)	Minimum X distance (metres)	Minimum Y distance (metres)	Minimum Z distance (metres)
Urban Roads	10	2.4	8	Urban Roads
	20	2.4	15	
	30	2.4	24	
	40	2.4	36	
	50	2.4	49	
	60	2.4	65	
Regional & Local Road	42	3	50	50
	50	3	70	70
	60	3	90	90
	70	3	120	120
National Road	85	3	160	160
	100	3	215	215

X = Distance in metres along access road

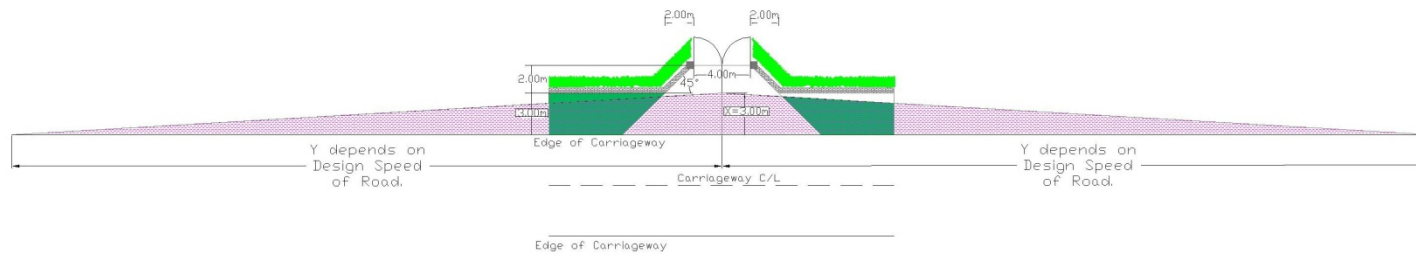
Y = Minimum stopping sight distances in metres along major road

Z = Minimum stopping sight distance in metres measured along the access road or development access

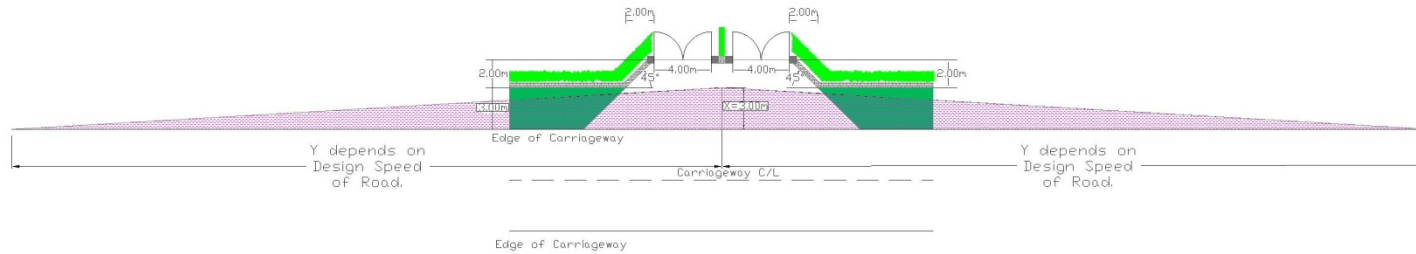


Appendices

Illustrations of Access Visibility Standards



Visibility Standards



Visibility Standards

Illustrations on Entrances and Set Backs

2.1 ROAD SETBACK & SITE ENTRANCE.

Site Entrance

Locate your site entrance to:

Maximise road visibility yet -

Minimise necessary width of road setback.

Minimise removal of existing hedgerow and stone walls.

(See set-back width calculation guidelines.)

Set-back area each side of gateway shall be planted with grass.

The entrance gate is set back 2.0 metres from the front face of the new front boundary wall.

The wing wall is splayed at an angle of 45 degrees from the front face of the new front boundary wall.

Where it is known that an adjacent site may be developed in the future-Site entrances should be located adjacent to each other where possible. (Ref Fig 4.3) This will reduce the length of road set back required and consequently the amount of older hedge row or stone lost.

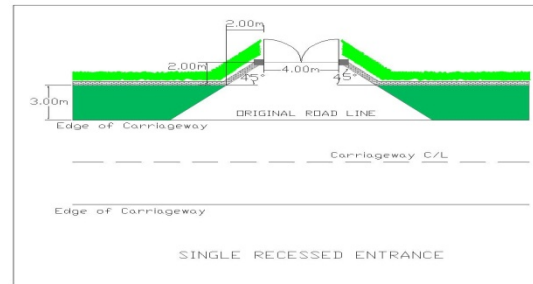


Fig 4.2

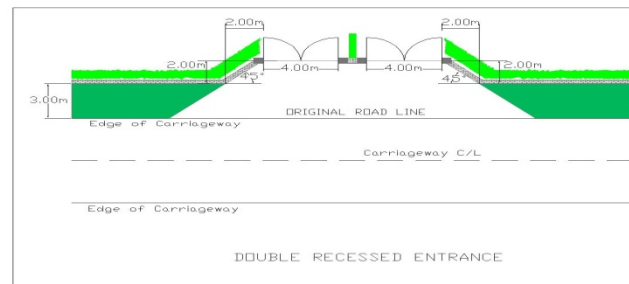
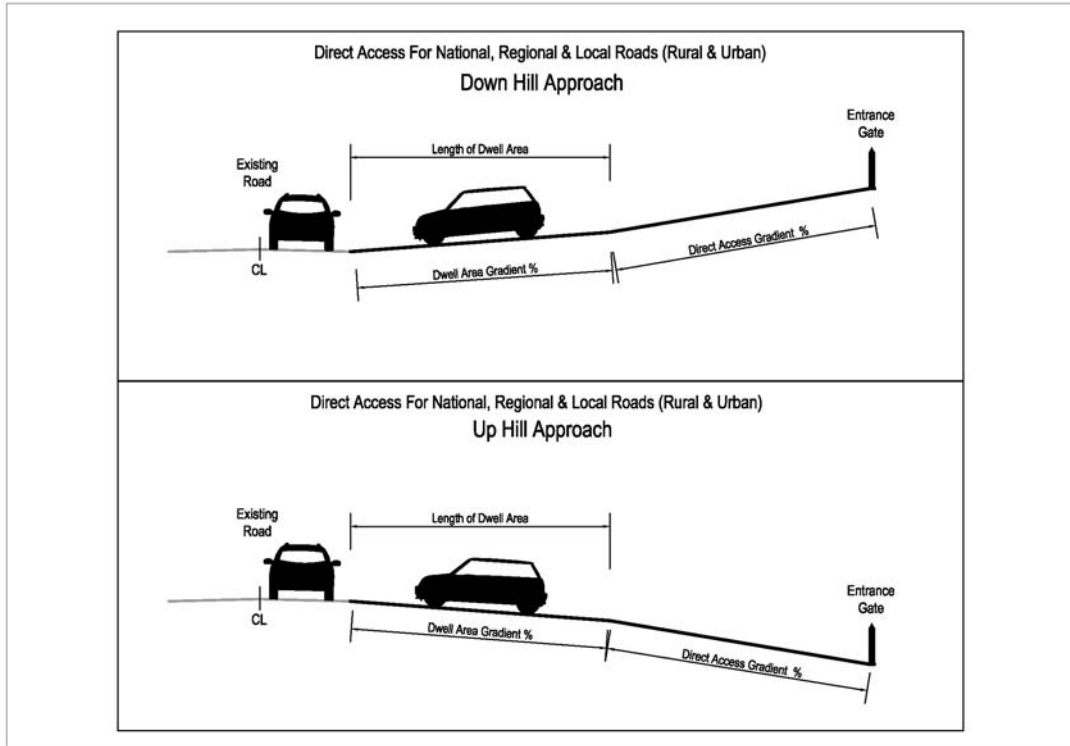


Fig 4.3

Appendices

Appendix 2 – Illustrations and Guidance on Direct Access



**Table 5 & 11 Direct Access Gradients
Requirements for National, Regional and Local
Road
(urban and rural)**

	Dwell Area Gradient	Length of Dwell Area Gradient (m)	Gradient for Direct Access
Single Houses	+/- 2.5% (+/- 4%)	10m (5m)	+/- 8% (+/- 10%)
Housing Developments	+/- 2.5% (+/- 4%)	15m (10m)	+/- 7% (+/- 8%)
Commercial & Industrial Use	+/- 2.5% (+/- 4%)	15m (10m)	+/- 7% (+/- 8%)
Agriculture Use	+/- 2.5% (+/- 4%)	10m (5m)	+/- 8% (+/- 10%)

Figures not in brackets Desirable maximum/minimum
Figures in brackets Absolute maximum/minimum

Appendices

Appendix 3 Parking Standards for Development other than Residential

Table 12 Car Parking Standards				
Development Type	No. of spaces (Town)	No. of spaces (Suburb/Rural)	Service (e.g. Delivery)	Notes
Manufacturing				
Manufacturing/Light Industry Light Industry Warehousing	1 space/ employee/shift or 1 space/65m ² where employee numbers not known		90m ² per 2000m ²	-
Commercial				
Shopping centre	1 space/25m ²	1 space/20m ²	90m ² per 1000m ²	-
Shop	1 space/25m ²	1 space/20m ²	90m ² per 2000m ²	-
Retail Warehousing	1 space/30m ²		50m ² per 1000m ²	-
Car Sales with showroom	1 space/100m ² showroom area plus 20 spaces/ha of outdoor sales area plus 1 space/employee/shift		50m ² per 1000m ²	Add for garage use if car repairs/servicing carried also out
Car Sales without showroom	40 spaces/ha of sales area plus 1 space/employee/shift		50m ² per 1000m ²	Add for garage use if car repairs/servicing carried also out
Garages	1 space/30m ²		50m ² per 1000m ²	-
Service Stations	1 space/employee/shift		135m ² per site	Add for other uses if proposed (e.g. shop, repairs etc)
Offices & Banks	1 space/45m ²		50m ² per 1000m ²	-
In-door Play Areas Amusements	1 space/4 persons based on capacity of facility plus 1 space/employee/shift		-	Add for other uses if proposed (e.g. cafe etc)
Public House Discotheques/Function Rooms	1 space/10m ²		50m ² per 500m ²	Add taxi designated area (2 spaces)
Restaurant/Cafe	1 space/10m ²		50m ² per 1000m ²	Add taxi designated area (2 spaces)
Hotels/Motel	1 space per bedroom plus one space/ employee/shift		50m ² per 1000m ²	Add for bar/restaurant/leisu re centre or other relevant category
Guest House	1 space per bedroom plus one space/ employee/shift		-	Add for residential use if used as permanent residence also
Hostel Self Catering	0.5 spaces per bedroom plus one space/ employee/shift		-	-

Appendices

Table 12 Car Parking Standards (cont.)

Development Type	No. of spaces (Town)	No. of spaces (Suburb/Rural)	Service (e.g. Delivery)	Notes
Health & Education				
Hospitals Nursing Homes	1 space/employee/shift plus 1 space/bed plus 4 spaces /outpatient consulting room		Determined at (pre-) planning stage	-
Surgeries	3 spaces per consulting room plus 1 space/employee/shift		-	-
Primary Schools	1.5 space/employee		-	-
Secondary Schools	1.5 space/employee plus 1 space/10 students over 17		-	-
Third Level Education	1.5 space/employee plus 0.25 spaces/students		-	-
Crèches/Nurseries/Playschools	1 space/employee and 0.25 spaces/child		-	Add for residential use if used as permanent residence also
Community Facilities				
Churches/Church Hall	1 space/8 seats	1 space/6 seats	-	-
Community Centres	1 space/14m ²	1 space/10m ²	-	-
Art Centre/Library/Museum	1 space/36m ²		-	-
Cinemas/Theatres	1 space/4 seats		-	-
Funeral Homes	1 space/10m ²		-	-
Sports				
Golf Course/Pitch & Putt	3 spaces/hole plus 1 space/employee/shift		-	Add for bar /restaurant or other relevant category
Golf Driving Range	1 space/bay plus 1 space/employee/shift		-	-
Athletic Track/Playing Field	15 spaces per track/field plus 1 space/employee/shift		-	-
Tennis Court	2 spaces/court plus 1 space/employee/shift		-	Add for bar /restaurant or other relevant category
Bowling Alley	2 spaces/lane plus 1 space/employee/shift		-	Add for bar /restaurant or other relevant category
Swimming Pool Sports Centre/Gym Sports Centre/Gym	1 space/person based on capacity of facility plus 1 space/employee/shift		-	-
Marinas	1 space/berth plus 1 space/employee/shift		-	Add for bar/restaurant/ garage or other relevant category

All measurements refer to Gross Floor Area

Appendices

Table 13 Disabled Parking Standards

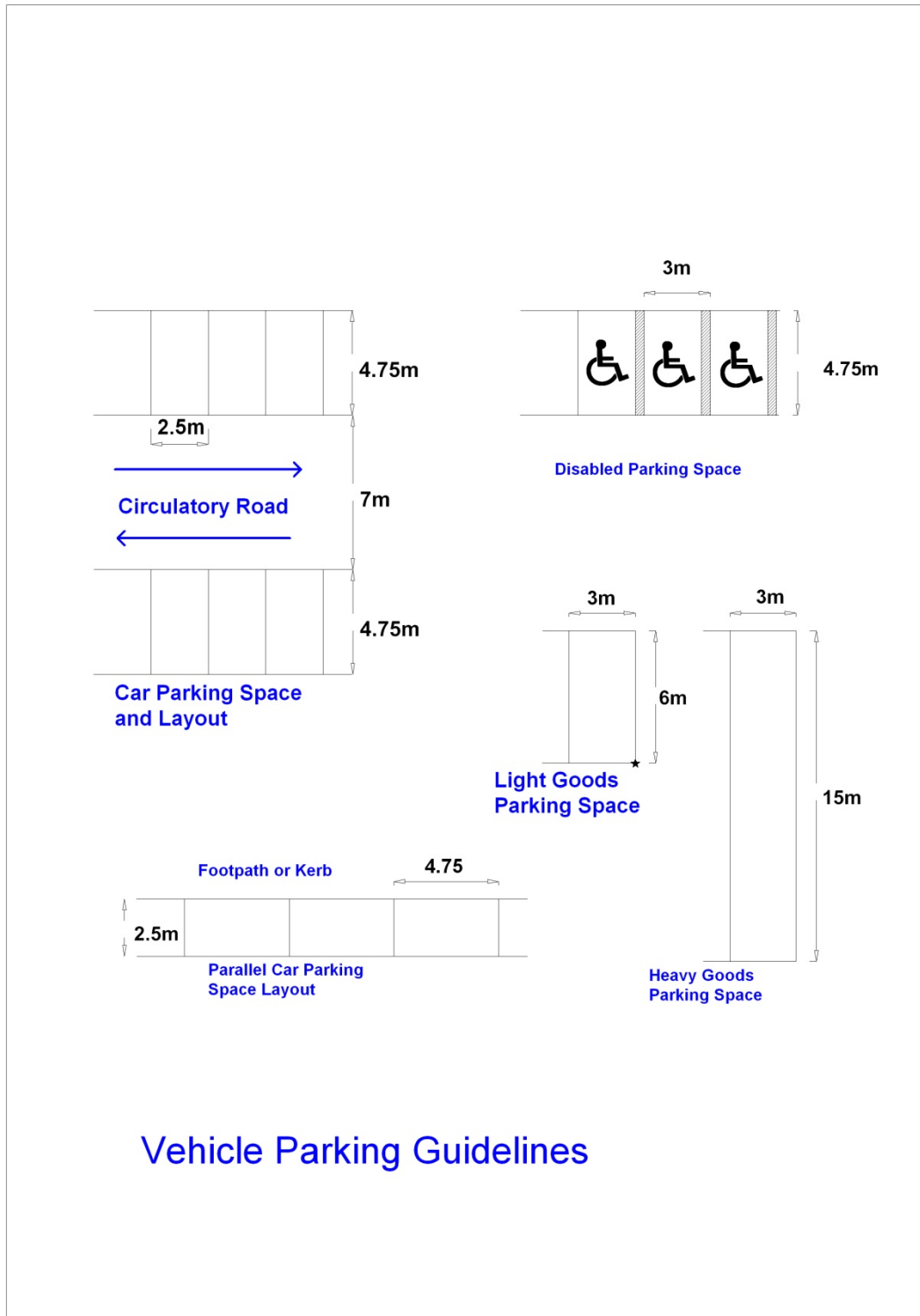
No. of Total Parking Spaces Required for the Development	No. of spaces to be dedicated to Disabled Parking
5-25 spaces	1 space
26-50 spaces	3 spaces
51-75 spaces	4 spaces
76-100 spaces	5 spaces
Per 100 thereafter	3 spaces

Table 14 Bicycle Parking Standards¹⁵

Location	Guideline minimum number of bicycle parking spaces
Offices	10% of employee numbers, (subject to minimum of 10 bicycle places or one bike per space for every car space, whichever is greater)
Schools	10% of pupil registration numbers, minimum 10 places Consider separate teacher/employee parking
Shops	1 stand per till/check-out
Other Developments	1 bike space per car space, or 10% of employee numbers in general
Public Transport pick-up points (Rail, tram, taxi ranks & QBCs)	2.5% of number of daily boarders at that point/station, subject to minimum of 10 bicycle places
Off-Street Car Parks (incl. Multi-Storey)	10% of total car-spaces, subject to a minimum of 50 spaces
Park and Ride Locations	Consider sheltered parking at P+R
On-street (public)	Minimum of 5-10 spaces, depending on expected level of usage
Events	5% of forecast attendees

¹⁵ The National Cycling Manual (National Transport Authority, 2011)

Illustrations of typical parking spaces



The provision of cycle lanes shall also be taken into consideration where relevant

Appendices

Appendix 4 Petrol Filling Stations Layout

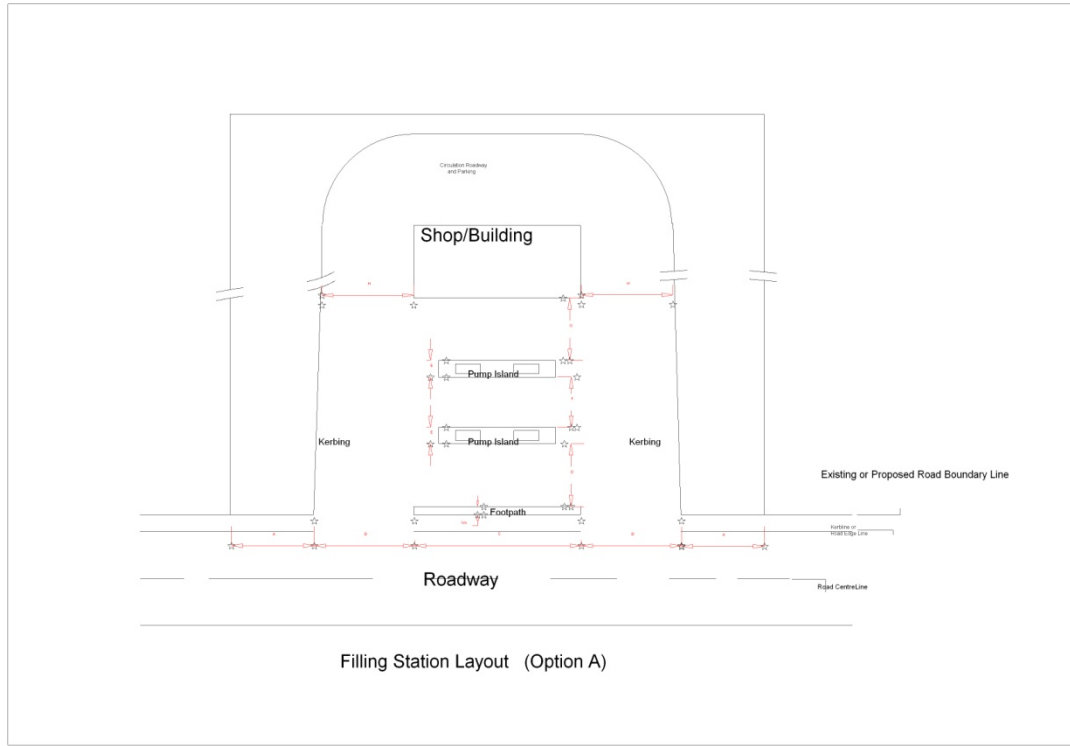


Table 14A Filling Station Layout Dimensions (Minimum Standards)

Point	Description	Inside speed limit		Outside speed limit	
		National/ Regional Road	Local Road	National/ Regional Road	Local Road
A	Frontage width	80m	65m	85m	70m
B	Access width	10m	10m	12m	10m
C	Distance between Access points	30m	20m	30m	20m
D	Distance from front wall to pump island	10m	7.5m	10m	10m
E	Width of pump island	1.2m	1.2m	1.2m	1.2m
F	Width between pump islands	6m	6m	7.5m	6m
G	Distance from retail frontage to pump island	7.5m	6m	7.5m	6m
H	Circulation roadway	9m	7.5m	9m	7.5m
I	Height of front wall or island	600mm	600mm	600mm	600mm

Appendices

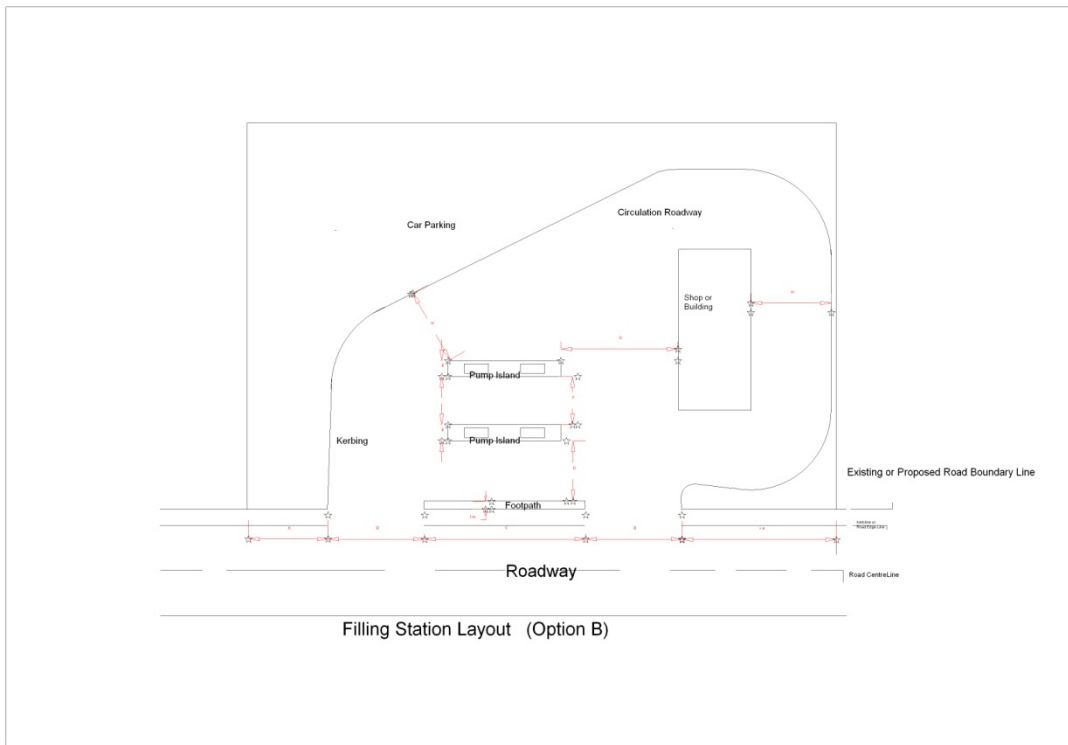
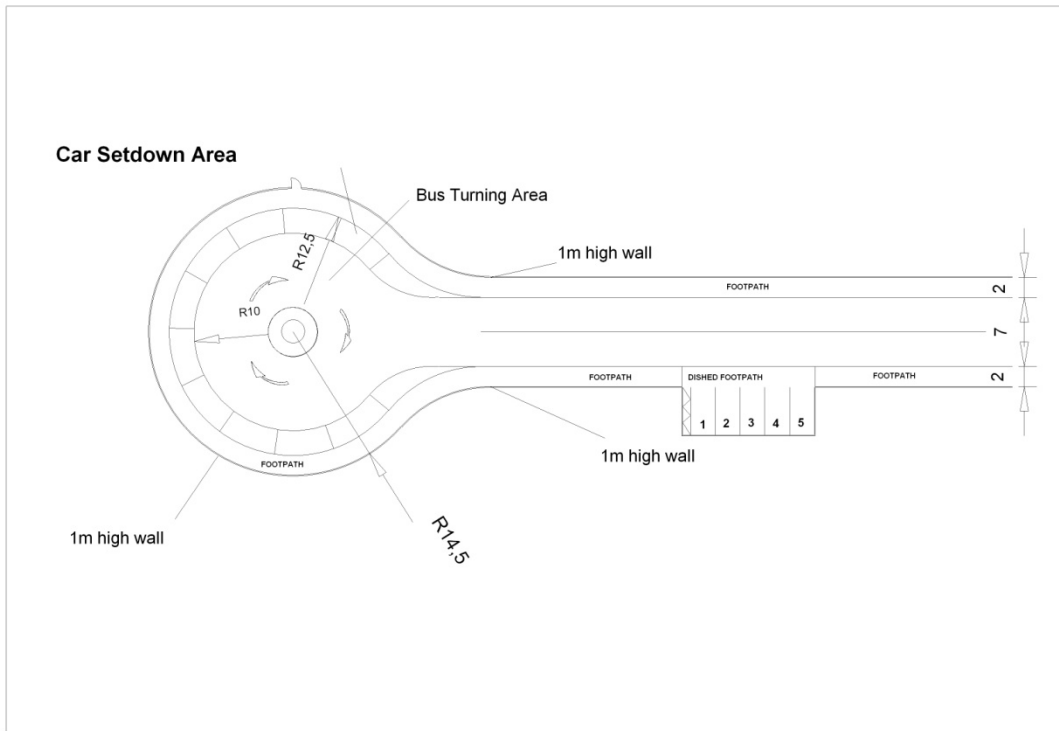


Table 14B Filling Station Layout Dimensions (Minimum Standards)

Point	Description	Inside speed limit		Outside speed limit	
		National/ Regional Road	Local Road	National/ Regional Road	Local Road
A	Frontage width	80m	65m	85m	70m
B	Access width	10m	10m	12m	10m
C	Distance between Access points	30m	20m	30m	20m
D	Distance from front wall to pump island	10m	7.5m	10m	10m
E	Width of pump island	1.2m	1.2m	1.2m	1.2m
F	Width between pump islands	6m	6m	7.5m	6m
G	Distance from retail frontage to pump island	7.5m	6m	7.5m	6m
H	Circulation roadway	9m	7.5m	9m	7.5m
I	Height of front wall or island	600mm	600mm	600mm	600m

Appendix 4A School Turning Circle



The provision of cycle lanes shall also be taken into consideration where relevant

Appendices

Appendix 5 Environmental Assessments

Environmental Impact Assessment

An Environment Impact Assessment (EIA) is required for certain developments listed in Schedule 5 of the Planning & Development Regulations 2001-2012 or where the proposed development may have significant impacts on the environment.

The EIA shall be carried out in accordance with the Planning & Development Acts and Planning & Development Regulations and Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DECLG 2013).

Schedule 6 of the Planning & Development Regulations 2001 -2012 sets out the information to be contained in an EIS.

The EIA shall be undertaken by suitably qualified persons depending on the location, nature and scale of the development and the potential impacts the proposed development will have on the environment (e.g. hydrologist, conservation architect, ecologist, planner etc.).

Archaeological Assessment

Development proposals have the potential to impact on archaeological heritage. Therefore in order to safeguard the integrity of the archaeological sites in their setting in the landscape an archaeological assessment shall be submitted for:

- Developments that fall within the zones of archaeological potential as outlined on the Record of Monuments and Places.
- Developments on land equal or greater to 0.5 hectares (in area) or 1km or more in length.

All archaeological assessments shall be undertaken by a suitably qualified archaeologist and set out in accordance with the requirements of Mayo County Council.

A site visit and a desk top study shall be undertaken. Pending the findings of the assessment, one and/or more of the following may be required as part of any development proposal within the Plan area:

- geophysical and/or other non-invasive surveys (including architectural survey)
- licensed pre-development testing
- licensed archaeological excavation
- archaeological monitoring of ground works

A full underwater Archaeological Assessment (where appropriate) shall also be completed.

The Archaeological Assessment shall establish the extent of archaeological material associated with the archaeological site or monument and the potential impacts (if any) on the site or monument. The assessment shall also define the buffer area or area contiguous with the archaeological site or monument which will preserve the setting and visual amenity of the site or monument.

The area of the archaeological site or monument and its buffer zone shall not be included as part of the open space requirement demanded of a specific development but shall be additional to the required open spaces.

Appendices

Cont.

Should an archaeological site or monument lie adjacent to or within the open space requirement for a development, a conservation plan for that archaeological site or monument shall be required as part of the landscape plan for that development.

All archaeological sites and monuments included in the Record of Monuments and Places (RMP), any sites and features of historical and archaeological interest and any subsurface archaeological features that may be discovered during the course of infrastructural/development works should be preserved *in-situ* or by record.

Architectural Assessment

Development proposals have the potential to impact on architectural heritage, particularly on Protected Structures (PS) and Architectural Conservation Areas (ACAs). The Record of Protected Structures contains a list of Protected Structures (PS) in the County. There are no Architectural Conservation Areas (ACAs) in the area to which this plan relates but ACAs may be made in the future.

There will be a general presumption in favour of preservation and appropriate enhancement of Protected Structures with proposals for demolition considered only in exceptional circumstances.

Development on sites adjoining a protected structure will be required to demonstrate that it will have no adverse impacts on the character or integrity of the protected structure or views to and from it.

Owners and prospective owners of protected structures or proposed protected structures should seek prior consultation with the planning authority as to the appropriateness of proposed works or other developments and seek competent advice on the best practice for carrying out such works.

In order to safeguard the integrity of PS and ACAs in their setting in the landscape an architectural assessment shall be submitted for:

- Development on sites of protected structures
- Developments within ACAs
- Developments while not on sites of PS or within ACAs but may have an impact on the setting of nearby PS and/or ACAs

Architectural Assessments shall be carried out by a suitably qualified architect and set out in accordance with the requirements of Mayo County Council.

Architectural Survey and Assessment Reports shall include the following:

1. **Protection Status:** The legal protection status of the structure (e.g. Record of Protected Structures, Architectural Conservation Area)
2. **Written Record:** A written description of the structure.
3. **Survey:** a survey of the structure as existing including;
 - a. Site plan showing the relationship of the structure to its curtilage, its urban or rural surroundings and the adjacent land in the ownership of the applicant, at a scale of 1:100, 1:200 or 1: 500 as appropriate.
 - b. Plans, sections and elevation drawings at a scale of 1:50 or 1: 100 as appropriate of the structure as it exists sufficient to indicate the general arrangement of the structure.

Cont.

- c. Plans, sections and elevation drawings at a scale of 1:50 or 1: 100 as appropriate showing the proposed changes to the protected structure. Changes to be hatched or highlighted.
 - d. Where alterations are being proposed that would affect the character of a space or feature, drawings at an appropriately large scale will be required. Elaborate or detailed features like stairs or joinery described in drawings at scales of 1:10 or 1:5 as appropriate.
4. **Photographs:** A comprehensive good quality photographic survey with explanatory captions cross referenced to the historical account and the plans. The survey should include the context, exteriors, interiors and detailed photographs of architectural and historical features of merit.
 5. **Historical Account:** This should take the current state of the structure as its starting point. It should include a brief analysis of the age of the existing fabric explaining the different building stages presented in a chronological order cross referenced to the photographs and annotated on the survey drawings. The account should refer to local, social and historical connections of the structure with emphasis on the evidence available in the physical fabric of the building and its surroundings and the significance of the structure. The history should be based on the following types of information-investigations of the physical fabric, secondary sources such as deeds drawings etc and cartographic material as appropriate.
 6. **Condition Assessment:** This assessment should be on an element by element basis and should cover where relevant the following: roof, walls, doors, windows, staircases, doors, windows, other joinery, walls, floors, ceilings including cornices, decorative finishes, chimney pieces, structure and mechanical systems. Site features including subsidiary buildings, landscape features, follies and boundary treatments should also be assessed.
 7. **Architectural Heritage Impact Assessment:** this should consist of an evaluation of the quality and importance of the structure presented in summary form. It should also contain an evaluation of the implication of development on the character of the structure and the area in which it is located highlighting how the elements of character that contribute to its interest would be materially altered by the development.
 8. **Recommendations:** Recommendations and mitigation measures including an outline of proposed conservation works for agreement with the Planning Authority.

Further guidance: <http://www.ahg.gov.ie/en/Publications/HeritagePublications/BuiltHeritagePolicyPublications/>

Guidance for Works in Architectural Conservation Areas

Replacement of Existing Buildings

- The reuse of existing buildings is preferable to replacement. Applications for demolition of buildings that contribute to the character of an ACA will only be granted in exceptional circumstances.
- Where replacement buildings are deemed acceptable in an ACA, new buildings should take into account existing plot sizes, in order to retain the existing character of the ACA.
- Details of the design including materials proposed for replacement building(s) will be required in any case where demolition is considered, proposals for a replacement building will be assessed as set out below as part of the consideration of an application for demolition.

Repair/Alteration of Existing Buildings

- Retention of existing materials is preferable to replacement, where replacement materials must be used they will be in the first instance in keeping with the predominant traditional materials used within the ACA, or alternatively as agreed with the conservation office of Mayo County Council.
- Where new buildings or alterations at roof level are proposed, consideration should be given to the effect of the proposals on the character of the area with regard to roof shape, pitch, height, and eaves details, such that they are in keeping with the character of the area.

Roof

- Changes to roof pitch angle, ridge height and span of roof can have a significant impact on character, and would be unacceptable to existing buildings except where the changes involve the reinstatement or enhancement of character.
- The retention of chimney pots and stacks is preferable to replacement.

Facade

- Where repairs are to be carried out to traditional renders, the material, its style and detailing should match, as far as possible, the existing. Sample panels may be requested to assess appropriateness.
- The stripping of render to expose the underlying stone is unacceptable generally and particularly within the ACA.
- Applications for alteration to existing opening sizes, or for additional openings in traditional buildings within ACAs will only be considered in exceptional circumstances and where they do not detract from the character of the area.
- The replacement of timber windows and doors with modern materials such as PVC or aluminium will not be acceptable within an ACA.
- Where original or old glass survives in windows it should be retained and/or incorporated into repaired/replaced windows.
- Replacement of PVC and aluminium window frames and doors with timber will be encouraged and facilitated where possible by the Council.
- Traditional shopfronts should be repaired rather than replaced, with materials matching the original. A method statement may be required with regard to extensive or complicated repair work to traditional shopfronts in advance of works commencing.
- The provision of new or extended shopfronts would be inappropriate where it/they extend across two or more distinct buildings. Clear vertical distinction is required between distinct buildings.
- New or extended shopfronts should never obscure architectural details of the original building such as sills, stringcourses, or windows.
- Applications for the provision of new shopfronts should have regard to materials, scale and detailing and shall take into consideration the effect of proposed designs on character of the building, adjacent buildings and the ACA.
- The provision of roller shutters are not acceptable to either new or existing shopfronts. Additional security, where required, should be provided using other methods.
- Traditional sign writing to shopfront fascias may contribute to the special character of a shopfront and it is important to retain or at least cover good examples in a manner such that it can be preserved.
- Advertisements to the exteriors of structures within an ACA require planning permission. An application will provide details of impact on the character of the building to which they are attached, adjacent buildings and to the ACA in general.
- All external lighting of buildings, trees and other feature illumination should be designed such that it does not contribute to general lighting, result in light pollution and negatively impact on the general rural character of the ACA.

Appendices

Use

- Applications for change of use from residential to retail will be required to provide an assessment of the impact on the structure and its character, particularly where breaking out to the front wall or the provision of signage forms part of the application.
- Alterations such as the removal of original external limestone steps, and provision of new openings for additional access to upper floors will be considered in relation to its impact on character.

Street Materials

- The Council will actively promote the retention of all surviving original kerbing and cobbles in the ACA.
- Where agreement is reached with the Council for works to dish footpaths, original kerbs will not be removed, they will be lowered in full and not cut or removed.
- Post boxes, seats, water pumps and other built heritage where in keeping with the character of the ACA will be retained in-situ.

Ecological Assessment

Development proposals may have an impact on the natural environment of the County, and where it is considered that a proposal may have an adverse impact on the environment, the Planning Authority may require the submission of an ecological assessment as appropriate. This would be in the case that the development proposal did not require an Appropriate Assessment or an Environmental Impact Assessment, but may have an adverse impact on the natural heritage of the area.

Ecological Assessments shall be carried out by suitably qualified persons and any surveys shall be conducted at the appropriate time of year.

An Ecological assessment shall include:

1. A detailed habitat map which shall include an overlay of the development proposal. Scale to be agreed with the Planning Authority.
2. Written descriptions of all habitats within the receiving environment. Habitat mapping should be carried out in accordance with Heritage Council draft Guidelines for Survey of Habitats or equivalent standard. Habitats should be identified, described and mapped to Level 3 of the Fossit¹ (2000) classification system. EU Habitats Directive² Annex I Habitats should also be referenced. When aquatic habitats are identified, the surface water body status, in accordance with the WFD monitoring and classification, should be described. Biological monitoring may be necessary to establish water quality at sites which are currently not determined or for focussed, small-scale projects.
3. Key species of flora and fauna shall be identified, with particular emphasis on any rare, protected or annexed species by reference to the following:
 - *Irish Red Data Books 1 (plants) and 2 (animals)*³
 - *Annex II, IV and V of the EU Habitats Directive*
 - *Annex I of the EU Birds Directive*⁴
 - *Red or amber listed bird species in the current list of Birds of Conservation Concern in Ireland*⁵
 - *Species protected under the Wildlife Acts*
3. Reference to any previous studies and old ecological records for the site.

Appendices

Cont.

5. Evaluation of ecological significance of habitats and species occurring within the site;
6. Assessment of the likely impacts the proposed development, both during construction and thereafter, will have on habitats and rare or protected species within the site and on adjacent lands and a statement regarding the significance of these impacts.

Where appropriate, the report shall include mitigation proposals. Any mitigation proposals shall be fully integrated into the design, layout and landscaping of the proposed development and this shall be clearly shown on the plans. The following shall be provided:

- a. Evidence of how mitigation will be secured and implemented and by whom;
- b. Evidence of the degree of confidence in likely success of proposed mitigation;
- c. Timescale, relative to the project, for implementation of mitigation or completion; and
- d. Evidence as to how the measures will be monitored and, should mitigation fail, how that failure will be rectified.

Fossitt, J.A. (2000) *A Guide to Habitats in Ireland*. Heritage Council, Kilkenny.

² Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (as amended)

³ <http://www.npws.ie/en/PublicationsLiterature/RedLists/>

⁴ Council Directive 79/409/EEC of 2 April 1979 on the conservation of wild birds (as amended)

⁵ <http://www.birdwatchireland.ie/>

Habitats Directive Assessment

Development proposals may have an impact on the conservation objectives of Special Areas of Conservation, Special Protection Areas and Ramsar sites (Natura 2000 sites). Therefore in some instances a Habitats Directive Assessment (HDA) may be required. Habitats Directive Assessment (HDA) is the assessment of whether a plan or project, *either alone or in combination with other plans and projects*, may have a significant effect on the integrity of a Natura 2000 site and the subsequent development of measures to minimise, cancel out or avoid the negative impacts of the plan or project if indicated.

Projects which require consideration for HDA include those as listed in *Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities*, DoEHLG (2009) or subsequent guidance. In general terms developments within, adjacent to or in close proximity to Natura 2000 sites will require HDA.

HDA should be undertaken by a suitably qualified person with ecological expertise; and on occasion the expert opinion of a hydrologist, geologist, engineer, hydrogeologist etc may also be necessary depending on the nature of the development and the Natura 2000 site(s). Consultation should be made with environmental authorities and others prior to and during assessment, as appropriate.

The HDA process may encompass four key stages with each stage determining if the successive stage is required. On some occasions, Screening for Appropriate Assessment *only* is sufficient;

1. Screening for Appropriate Assessment (AA);
2. Natura Impact Statement preparation;
3. Assessment of Alternative Solutions; and
4. Imperative Reasons for Overriding Public Interests (IROPI).

Screening for AA shall identify all aspects of the development which would be likely to have a significant effect on the integrity of Natura 2000 site(s), so that they can either be eliminated from further consideration (using the precautionary principle) by applying mitigation measures or, when mitigation measures will not eliminate significant effects, brought forward for 'appropriate assessment'. The screening process must be documented.

Appendices

Cont.

Appropriate Assessment:

Encompasses the aspects of the development likely to have a significant effect on Natura 2000 site(s);
Identifies the implications of the above on the qualifying interests / special conservation interests of Natura 2000 site(s) and their conservation objectives;
Identifies appropriate mitigation measures; and
Ascertains whether or not the development would adversely affect the integrity of Natura 2000 site(s).

Additional guidance on HDA is provided in:

- *Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities.* DoEHLG, 2009;
- *Assessment of plans and projects significantly affecting Natura 2000 sites; Methodological Guidance on the provisions of Articles 6(3) and (4) of the Habitats Directive 92/43/EEC.* European Commission, 2002;
- *Managing Natura 2000 Sites, The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC.* European Commission, 2000;
- Scottish Natural Heritage, 2010. *Habitats Regulations Appraisal of Plans; Guidance for Plan-Making Bodies in Scotland Version 1.0*

Flood Risk Assessment

Some lands are liable to flooding or development proposals may give rise to flooding in other areas.

A Site Specific Flood Risk Assessment shall be required for all planning applications that are:

- In or within 50m of Flood Zone A and Flood Zone B
- In or within 10m of both the Pluvial Indicative and Extreme events
- In or within 25m of Benefitting Land

A Site Specific Flood Risk Assessment may, as appropriate, be required in other situations as the need arises.

Flood Risk Assessments shall be carried out by suitably qualified persons and set out in accordance with the requirements of Mayo County Council.

A Flood Risk Assessment shall:

- Assess existing flood risk in terms of likelihood of flooding and resultant consequences.
- Consider the impact of the development on flood risk elsewhere.
- Assess the potential post-development risk, having regard to the design of mitigation and compensation measures.
- Be transparent and follow the Justification Test noted in "*The System and Flood Risk Management Guidelines*" DoECLG 2009.

A Flood Risk Assessment shall include:

1. Description of the existing site and catchment area; including topography, levels, land use, location and existing drainage, type and condition of flood defences and hydraulic structures.
2. Description of the proposed development including, type of development, proposed floor levels, potential impact of flood risk to and resulting from the development in the absence of mitigation, including the potential effects of climate change.

Appendices

Cont.

3. Description of existing flood risks included: flood hazards, flood sources, flood mechanisms, flood routes and historical events. Expected flood levels, depths, velocities, rate of inundation and duration across the site for a range of probabilities.
4. Summary of the proposed mitigation measures including operation and maintenance arrangements and how this will be managed over the lifetime of the development.
5. A summary of the residual risk to the development, the residual impact of flood risk elsewhere and the residual impact on the environment.
6. Supporting information should also be included, such as hydrological and hydraulic modelling reports, drainage impact assessment, plans and cross sections.

Landslide Risk Assessment

A Landslide Risk Assessment may be required where it is proposed to locate a development on peat soils and/or on an elevated landscape or along the coast or other circumstances as considered appropriate by the planning authority.

Landslide Risk Assessments shall be carried out by suitably qualified persons and set out in accordance with the requirements of Mayo County Council.

A Landslide Risk Assessment shall:

- Assess the potential construction and post-development risk, having regard to the design of mitigation and compensation measures.

A Landscape Risk Assessment shall include:

1. Description of the existing site and catchment area; including topography, levels, soils and underlying rock, land use, location and existing drainage
2. Description of the proposed development including, type of development, proposed floor levels, potential impact of landslide risk to and resulting from the development in the absence of mitigation, including the potential effects of climate change
3. Description of existing landslide risks including: flood hazards, flood sources, flood routes and historical events
4. Summary of the proposed mitigation measures including operation and maintenance arrangements and how this will be managed over the lifetime of the development
5. A summary of the residual risk to the development, the residual impact of landslide risk elsewhere and the residual impact on the environment
6. Supporting information should also be included, such as modelling reports, drainage impact assessment and cross sections.

Appendices

Appendix 6 – Public Safety Zones, Aerodrome Safe Guarding & Noise Contours

Public Safety Zones

Public Safety Zones (PSZ) were prepared for Ireland West Airport Knock and are used to prevent inappropriate uses of land, where the risk from the possibility of aircraft crashing near the airport is greatest. Two PSZ have been identified; an Inner public Safety Zone and an Outer Public Safety Zone. The extent of both Inner PSZ and Outer PSZ have been determined for Ireland West Airport Knock and are shown on MAP A Table 15 illustrates the development that is or is not permitted in the Public safety Zones.

Table 15 Development Matrix for Public Safety Zones

Development Type	Inner PSZ	Outer PSZ
All Existing Development	Remain	Remain
Any expansion, extension or changes of use of existing development	No further development	Generally permitted if within the density provisions in the remainder of this column
Housing i.e. residential accommodation	No further development	Generally permitted if ≤60 persons per half hectare
Holiday accommodation i.e. hotels, caravan parks	No further development	Generally permitted if ≤ 100 beds per development
Retail or leisure facilities i.e. shopping centres, sports halls, sports grounds, swimming pools, bowling alleys, golf clubs	No further development	Generally permitted if ≤ 85 persons per half hectare
Working Premises i.e. factories, offices and facilities where persons are expected to congregate such as railway stations	No further development	Generally permitted if ≤ 110 persons per half hectare
Institutional Accommodation i.e. hospitals, nursing or care homes, schools, prisons	No further development	No further development
Sports Stadia i.e. GAA , soccer or rugby stadia	No further development	No further development
Limited use – use not exceeding (approximately) a maximum of 12 hours per week i.e. Sunday markets, car boot sales, day fairs	No further development	Generally permitted if ≤ 220 persons per half hectare
Airport Terminals	No further development	Generally permitted
Car Parking	Long stay car parks (i.e.) greater than 24 hours will generally be permitted provided that persons are normally expected to park their car and then immediately leave the car park development. Buildings associated with car parks are subject to the guidance in the remainder of this Table.	Car parks will generally be permitted provided that persons are normally expected to park their car and then leave the car park development. Building associated with car parks are subject to the guidance in the remainder of this Table.

Appendices

Table 15 Development Matrix for Public Safety Zones (cont.)

Development Type	Inner PSZ	Outer PSZ
Roads and Railways	Generally permitted where vehicles and passenger trains / trams are not expected to be stationary. For example, road vehicles can be expected to be stationary at major road intersections, junctions and traffic lights. Therefore major road intersections, junctions, traffic lights and similar will not be permitted in the inner PSZ	Roads and railways, including major road and rail intersections, junctions and traffic lights generally permitted.
Bus and Rail Terminals	No Further Development	Bus and rail terminals are generally permitted provided the density does not exceed 110 persons per half hectare

Appendices

Aerodrome Safe Guarding

The Obstacle Limitation Surfaces for Ireland West Airport Knock, in accordance with the International Civil Aviation Organisations (ICAO) Publication Annex 14, Volume 1, 'Aerodromes' is indicated on MAP B.

The Map Key below indicates the development proposals that require Mayo County Council to consult with the airport licensee in relation to planning applications within the outer safeguarding boundary.

Map Key

- All applications involving major tree planting schemes, mineral extraction or quarrying, refuse tips, reservoirs, sewage disposal works, a nature reserve or a bird sanctuary and all applications connected with an aviation use

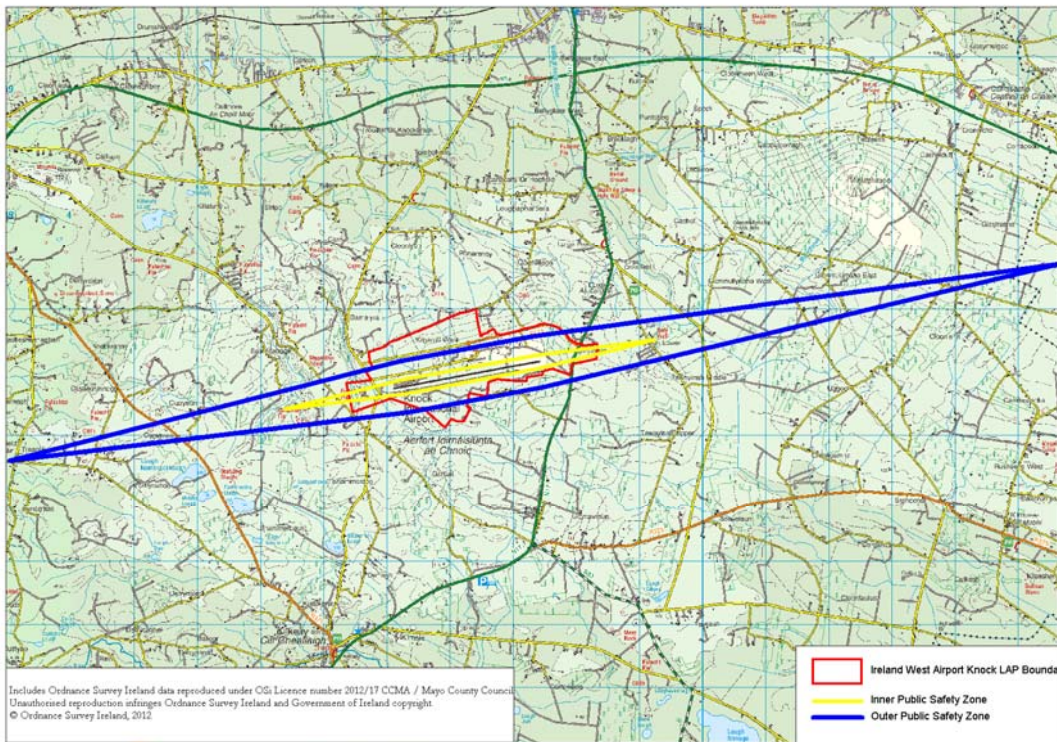
	All developments within the outer safeguarding area
	All buildings, structures, erections and works exceeding 10m in height
	All buildings, structures, erections and works exceeding 15m in height
	All buildings, structures, erections and works exceeding 45m in height
	All buildings, structures, erections and works exceeding 90m in height

Noise Contours

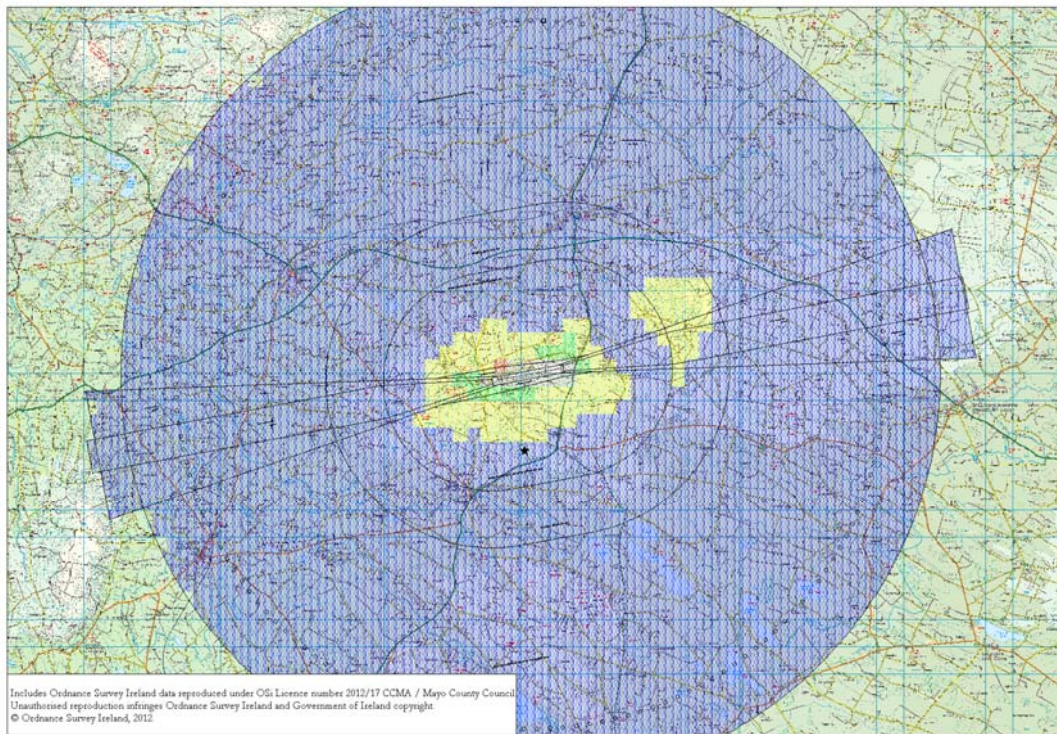
Table 16 outlines the development control standard that should be implemented depending where the location fits into the Noise Contours as shown on MAP C.

Table 16 Airborne Noise Guidance	
Noise Contour $L_{Aeq,16h}$, dB	Guidance for development of building where persons are present.
< 57	Noise need not be considered as a determining factor in determining a planning application, although the noise level at the high end shall not be regarded as a desirable level and advice may be given to ensure adequate protection against noise.
57 - 66	Noise shall be taken into consideration when determining a planning application and, where appropriate, conditions shall be imposed to ensure an adequate level of protection against noise.
66 – 72	Permission should not normally be granted. Where it is considered that permission shall be given conditions shall be imposed to ensure a commensurate level of protection against noise.
> 72	Planning permissions shall not be permitted

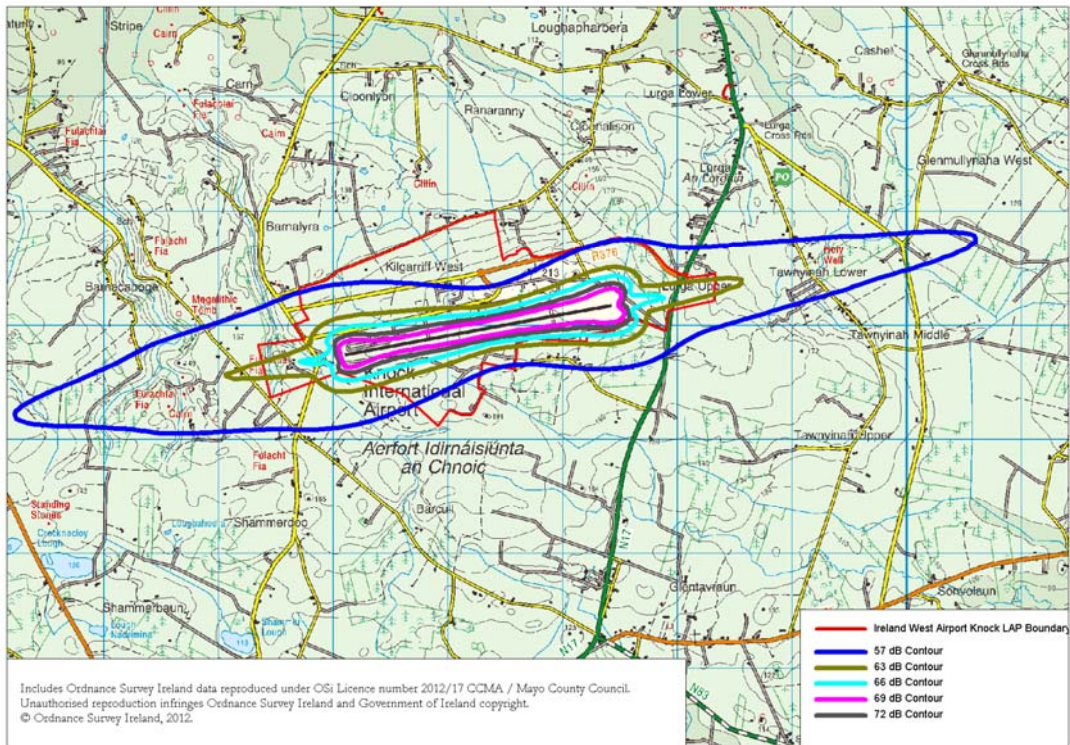
Map A Public Safety Zones



Map B Aerodrome Safe Guarding



Map C Noise Contours

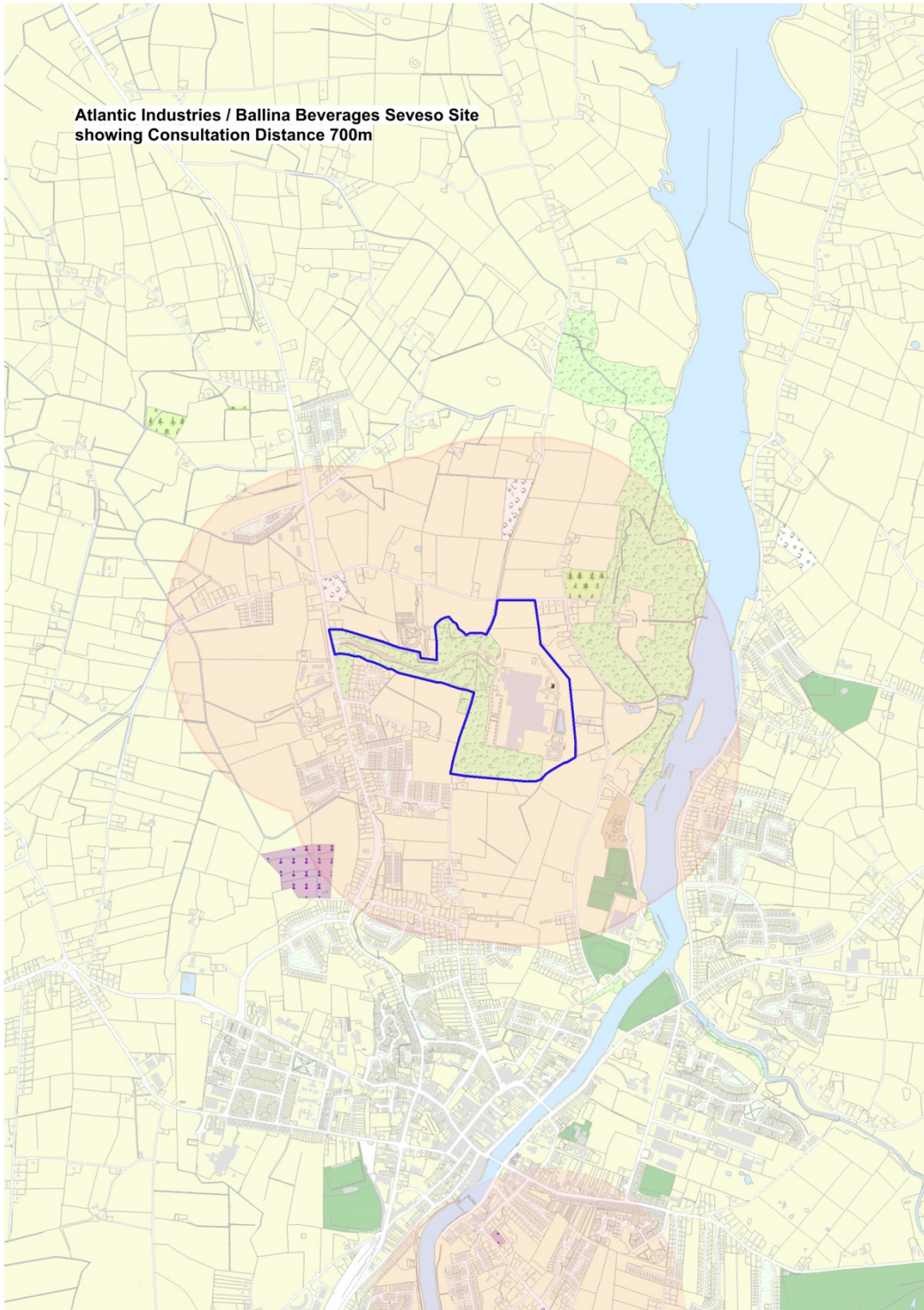


Appendices

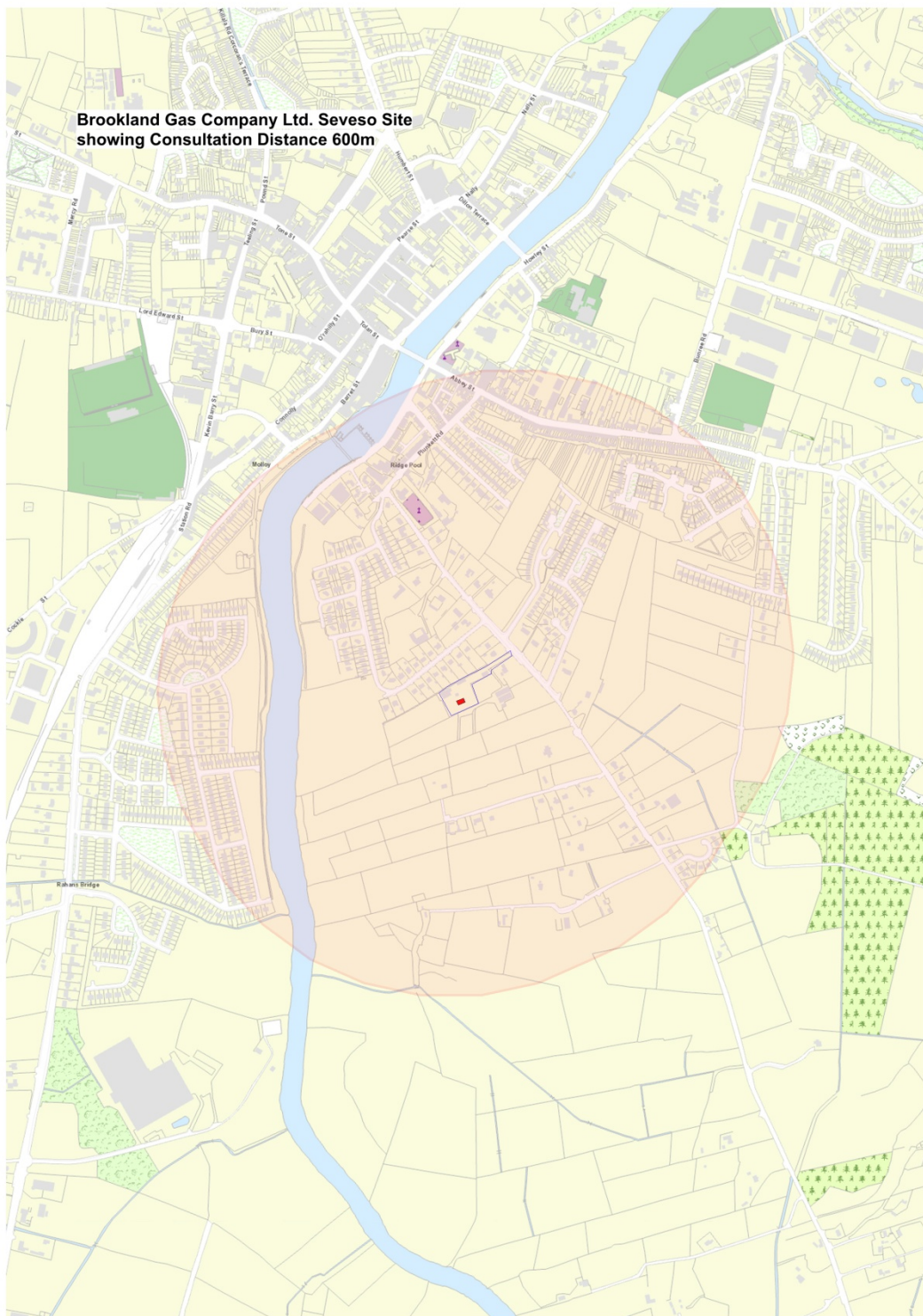
Appendix 7 - SEVESO II Sites and Consultation Distances

Table 17 Consultation Distances for existing SEVESO II sites

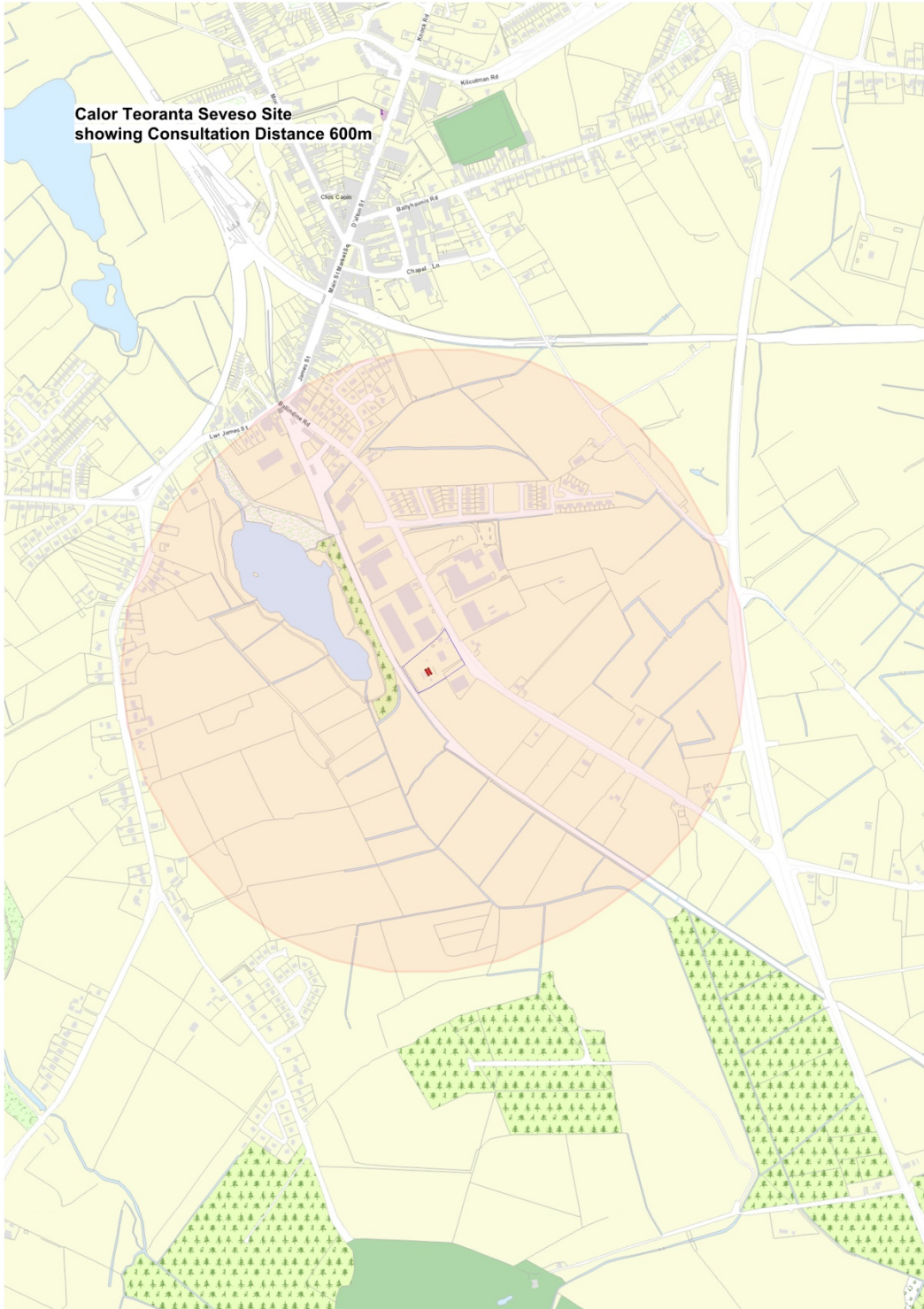
SEVESO II site	Consultation distance (also refer to maps overleaf)
Atlantic Industries, Ballina	700m
Brooklands Gas, Ballina	600m
Calor Teoranta, Claremorris	600m
Flogas Ireland Ltd, Ballyhaunis	600m
Shell E & P Ireland Ltd, Barnatra, Ballina	Shell site and landholding



Ballina, Co. Mayo

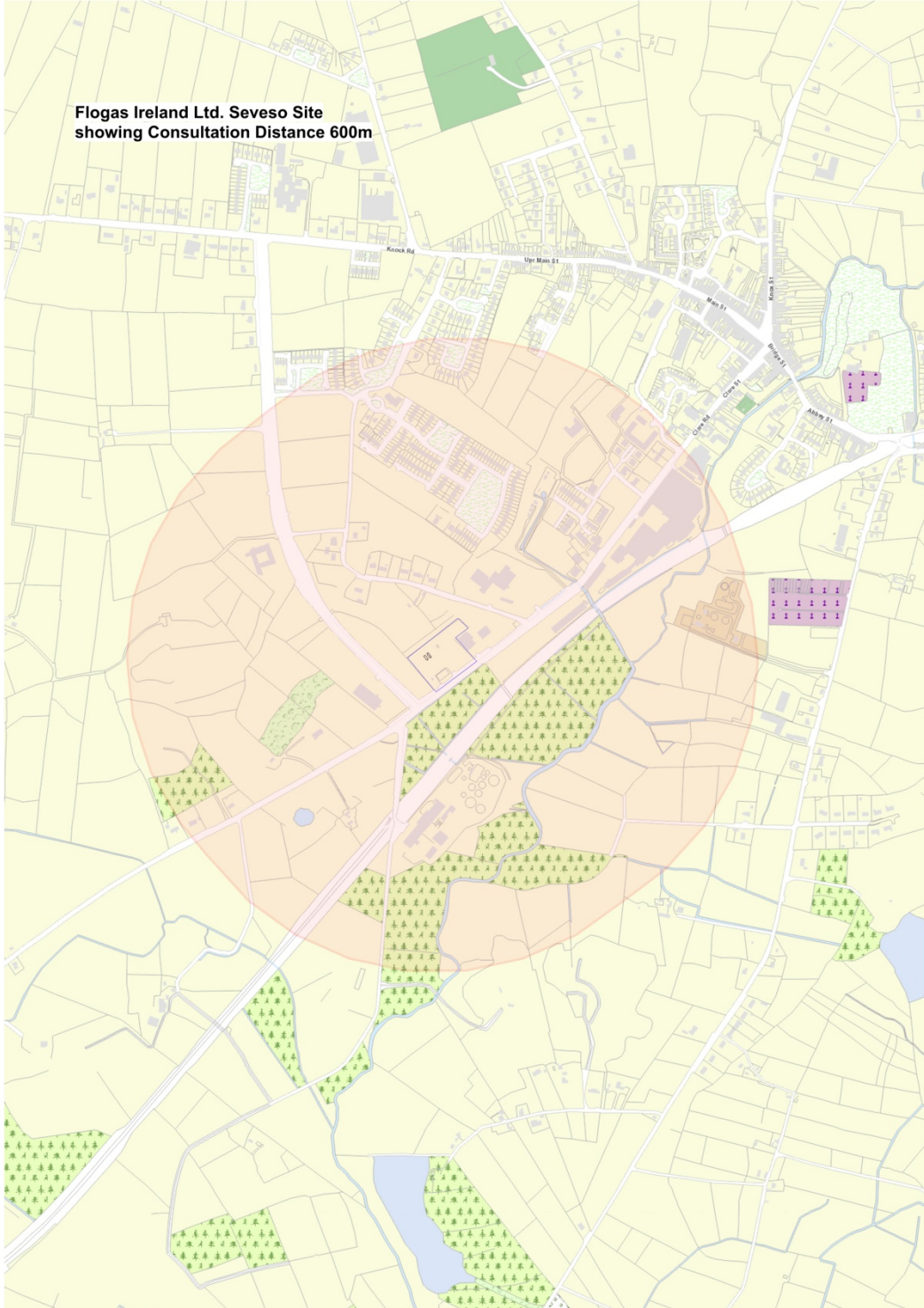


Ballina, Co. Mayo

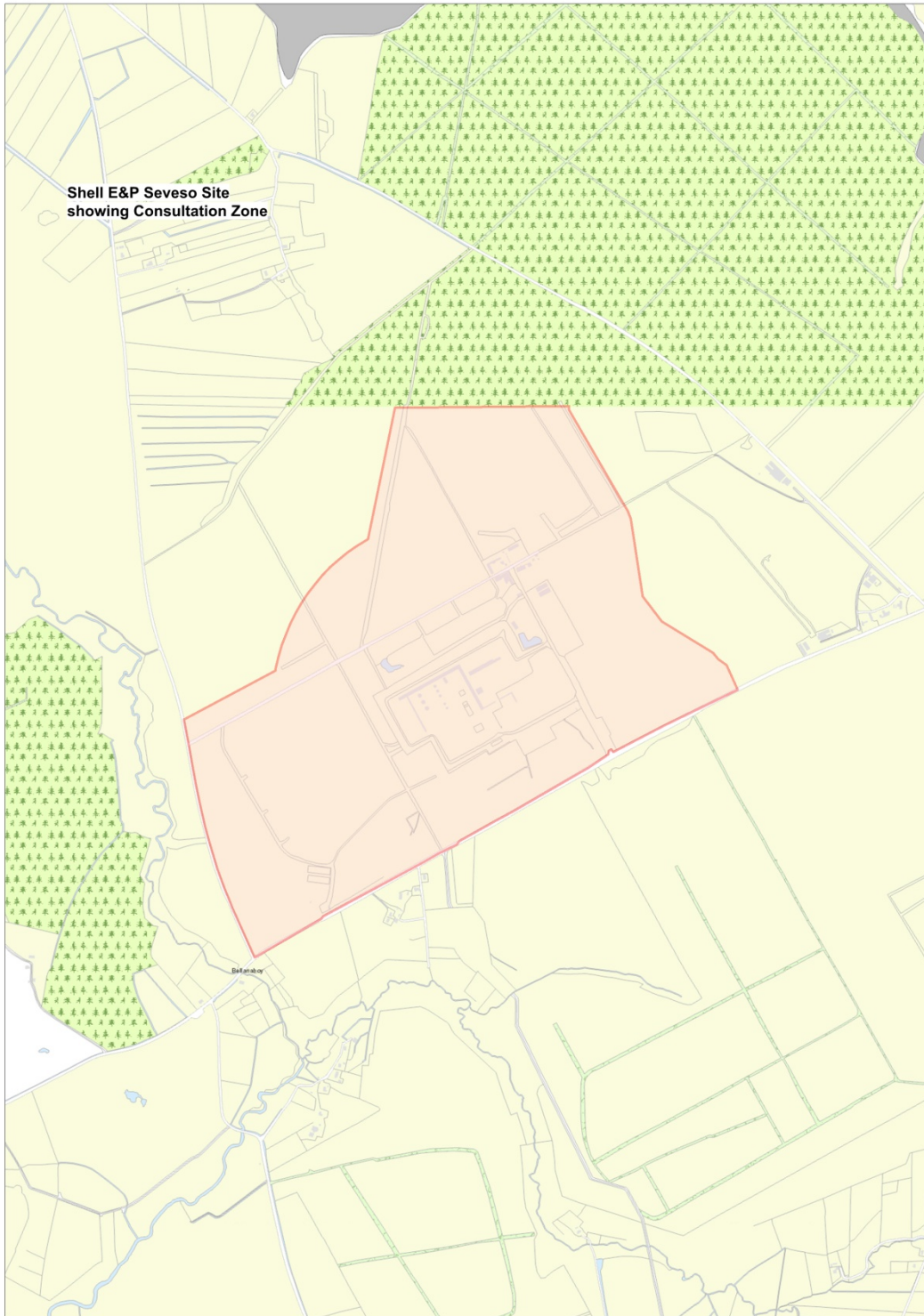


Claremorris, Co. Mayo

Appendices

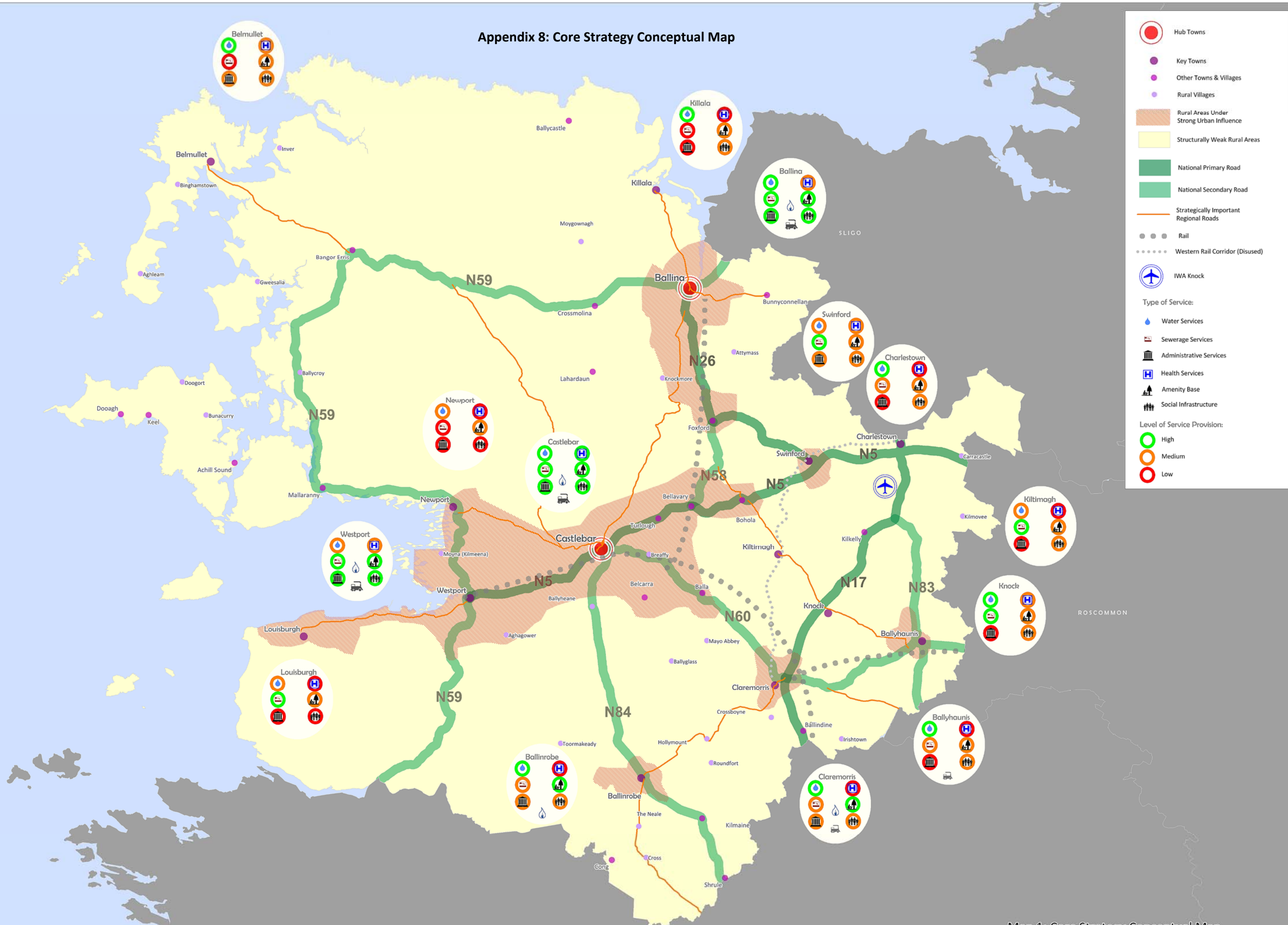


Ballyhaunis, Co. Mayo



Bellagely South, Ballina, Co. Mayo

Appendix 8: Core Strategy Conceptual Map



Legend

- Hub Towns (Red circle)
- Key Towns (Purple circle)
- Other Towns & Villages (Light purple circle)
- Rural Villages (Lightest purple circle)
- Rural Areas Under Strong Urban Influence (Brown hatched area)
- Structurally Weak Rural Areas (Yellow area)
- National Primary Road (Thick green line)
- National Secondary Road (Thin green line)
- Strategically Important Regional Roads (Orange line)
- Rail (Grey line)
- Western Rail Corridor (Disused) (Dotted grey line)
- IWA Knock (Airplane icon)

Type of Service:

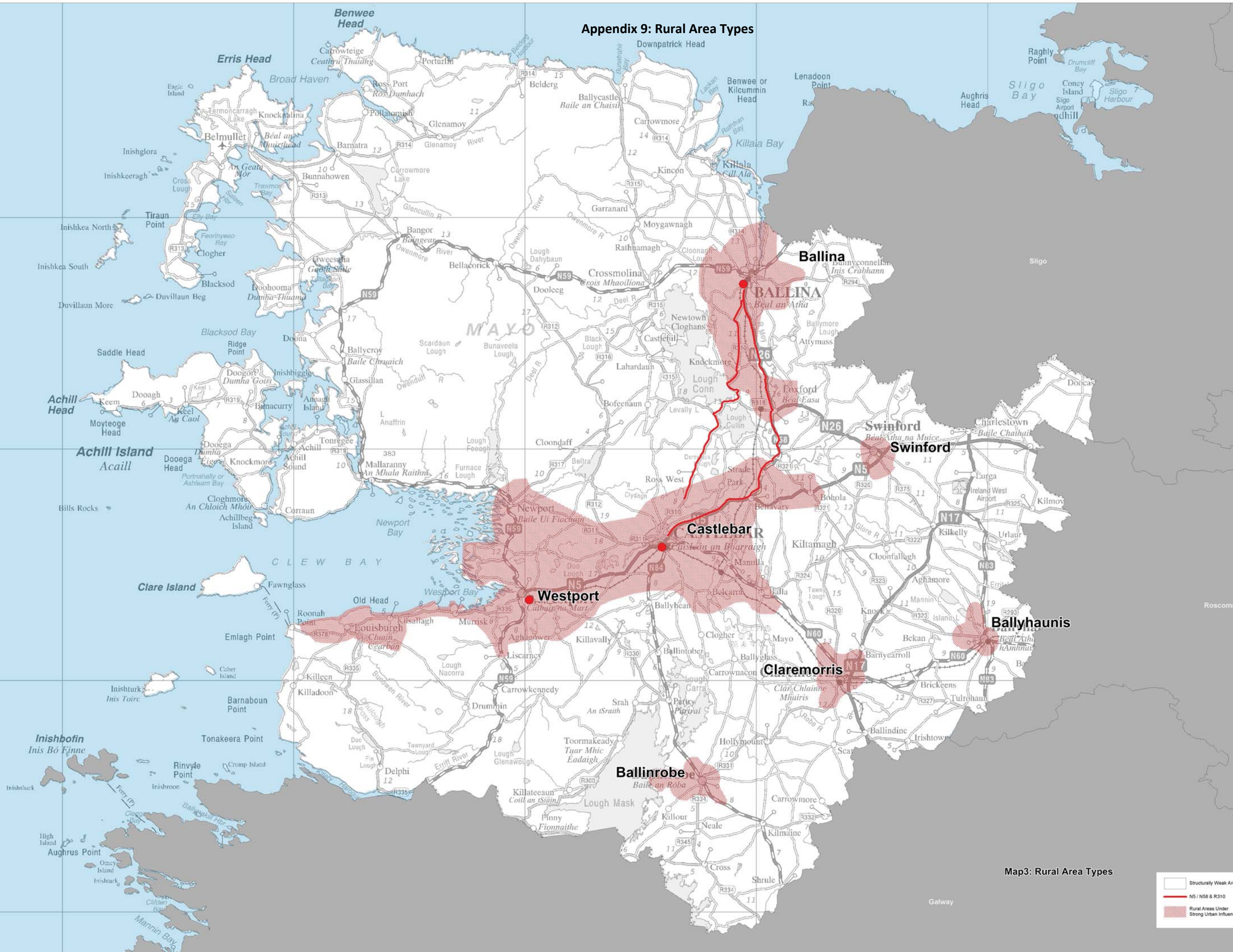
- Water Services (Blue water drop icon)
- Sewerage Services (Brown sewer pipe icon)
- Administrative Services (Grey building icon)
- Health Services (Blue 'H' icon)
- Amenity Base (Green tree icon)
- Social Infrastructure (Black group of people icon)

Level of Service Provision:

- High (Green circle)
- Medium (Orange circle)
- Low (Red circle)

Map 1: Core Strategy Conceptual Map

Appendix 9: Rural Area Types



Map3: Rural Area Types

White box	Structurally Weak Areas
Red box	N5 / NSB & R310
Red hatched box	Rural Areas Under Strong Urban Influence

Galway

Roscommon