

# CHAPTER 16

A photograph of a modern building with a glass and wood facade, viewed through a red geometric frame. The building features a prominent wooden staircase and a glass-enclosed upper level. The red frame consists of several parallel lines that create a sense of depth and movement.

## CHAPTER 16 Development Management Standards

## 2.16 Chapter 16 Development Management Standards

Chapter 16		
Proposed Amendment CH 16.1		
Section:	Heading	Page No.
16.2.1	Urban Design Principles	420

Amend CPO 16.2 of the plan as follows:

CPO 16.2	Achieve the delivery of high-quality built environments ensuring that development is designed to a high standard in line with the ' <i>Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities and Best Practice Urban Design Manual (DoECLG 2009)</i> ', the ' <i>Urban Development and Building Heights Guidelines for Planning Authorities</i> ' (2018) and ' <i>Specific Planning Policy Requirements</i> ' (SPPRs) 1 – 4 (inclusive), the core strategy for the county and other planning considerations.
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Amend CPO 16.19 of the plan as follows:

CPO 16.19	Proposals for new apartment schemes should be designed in line with design criteria as set out in the 2018 Ministerial Guidelines – ' <i>Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities</i> ' (or any subsequent update.) and ' <i>Specific Planning Policy Requirements</i> ' (SPPRs) 1 – 9 (inclusive)
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Chapter 16		
Proposed Amendment CH 16.2		
Section:	Heading	Page No.
16.2.1	Urban Design Principles	420

Amend Table 16.2 of the Plan as follows.

Land Use	Unit	Countywide		Designated Town Centre Area	
		Min. /Unit	Max. Space	Min. Space/Unit	Max.
Residential	Dwelling		1.00	⊖ 1.00	
Visitor Parking for Residential	1 visitor space for every three dwellings		1.00	⊖ 1.00	
Shopping	100m <sup>2</sup> gross floor area		6.00		3.00
Retail Warehousing	100m <sup>2</sup> gross floor area		3.00		3.00
Cash & Carry	100m <sup>2</sup> gross floor area		2.00		2.00
Manufacturing	100m <sup>2</sup> gross floor area		2.00		1.00
Warehousing	100m <sup>2</sup> gross floor area		1.50		1.50
Office	100m <sup>2</sup> gross floor area		3.00		1.50
Bank/Financial Institutions	100m <sup>2</sup> gross floor area		5.00	⊖ 1.00	
Bar, function room	100m <sup>2</sup> gross floor area		6.00	⊖ 1.00	
Restaurant	100m <sup>2</sup> gross floor area		6.00	⊖ 1.00	
Take-away	Unit		5.00	⊖ 1.00	
Hotel/ Guest House	Bedroom		1.00		0.50
Hospital	Bed		0.33		0.10
Nursing Home	Bed		0.33		0.10

<b>Clinics and Group Medical Practices</b>	Consulting room	3.00	1.50
<b>Sports Hall/Club</b>	100m <sup>2</sup> gross floor area/ plus each court	2.00	⊖ 1.00
<b>Cinema, theatre, Stadium auditorium</b>	Per 4 seats	1.00	1.00

Table 16.2 Car Parking Standards.

Chapter 16		
Proposed Amendment CH 16.3		
Section:	Heading	Page No.
16.3.2	Residential Density	427

Insert new CPO'S after CPO 16.24 of the plan as follows:

New development proposals should be fully permeable for walking and cycling and the retrospective implementation of walking and cycling facilities should be undertaken where practicable in existing neighbourhoods, in order to a give competitive advantage to these modes for local trip making.

Where possible, new residential developments should provide for filtered permeability, i.e. provide for walking, cycling, public transport and private vehicle access while restricting or discouraging private car through trips.

Chapter 16		
Proposed Amendment CH 16.4		
Section:	Heading	Page No.
16.4	Roads and Transportation	433

Amend CPO 16.34 in the plan as follows:

CPO 16.34	<u>Traffic Management and Road Safety</u>
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All new road layouts should be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and relevant TII publications. ~~Design Manual for Roads and Bridges (DMRB).~~

Development proposals should also include provision for a sustainable modal split, with pedestrian and cycling facilities recognised as an important aspect of new design proposals.

#### Road Safety Audit

A Road Safety Audit may be required to demonstrate that a proposed development does not pose a risk to road users, create a traffic nuisance or contribute to congestion. It should be carried out on all new national road infrastructure projects and on any schemes/proposal which results in a permanent change to the layout of a national road by suitably competent persons, in accordance with TII Publications GE-STY-01024 Road Safety Audit). ~~the TII's Traffic and Transport Assessment Guidelines.~~

#### Road Safety Impact Assessment (RSIA)

A Road Safety Impact Assessment (RSIA) provides a strategic comparative analysis of the impact of a new road, or for substantial modifications to an existing road, on the safety performance of the road network as defined within the EU Directive on Road Infrastructure Safety Management (EU RISM) 2008/96/EC. The RSIA should be prepared by suitably competent persons, in accordance with TII Publications PE-PMG-02001 Road Safety Impact Assessment.

#### Traffic and Transport Assessments (TTAs)

Development proposals that are likely to create significant vehicular movements will be required to undertake a site-specific assessment to demonstrate the impact of the proposal on the integrated transport system by means of a Transport and Transport Assessment (TTA). The TTA should include an assessment of the impact of the proposal on the full range of modes of transport and incorporate traffic impact statements, road safety audits and measures to maximise accessibility of non-private car related movement, carried out by suitably competent persons, in accordance with the 'TII's Traffic and Transport Assessment Guidelines'.

Mobility Management Plans (MMPs)

(Refer Chapter 10, Section 10.6 Mobility Management Plans for instances where MMPs are required)

Mobility Management Plans should include achievable measures to reduce dependency on private car use for daily commutes and incorporate where possible;

- Measures to promote use of public transport, cycling and walking;
- Car sharing/carpooling;
- Charges for parking;
- Staggered working/business hours.

Mobility Management Plans may be subject to annual reviews. It is recognised that the first (and subsequent) annual reviews of an Mobility Management Plan are the key stages in making them tangible as they will be tailored to real travel-to-work patterns and not a generic model based upon assumptions).

Chapter 16		
Proposed Amendment CH 16.5		
Section:	Heading	Page No.
16.4.1	Parking Standards	436

Amend CPO 16.36 of the plan as follows:

CPO 16.36	Assess all planning applications for development having regard to the cycling storage requirements set out under Table 16.3 below, <b>which are considered to be a minimum requirement.</b>
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Proposed Amendment CH 16.6		
Section:	Heading	Page No.
16.5	Retail Development	437

Amend CPO 16.38 of the plan as follows:

CPO 16.38	<p><u>Service Stations</u></p> <p>In assessing planning applications for service stations, the following considerations will be taken into account:</p> <ul style="list-style-type: none"> <li>▪ Forecourt Store/Retail unit associated with a petrol filling station should generally not exceed 100sqm net floor area. Where an increase in this standard is sought, the Sequential Approach to retail development shall apply i.e. the retail element shall be assessed similar to an application for a standalone retail development in the same location.</li> <li>▪ Forecourt shops should be designed and sited to facilitate safe pedestrian and bicycle access, with unimpeded access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be demonstrated fully.</li> <li>▪ Design and layout of service stations and forecourts should be of high-quality and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.</li> </ul>
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	<ul style="list-style-type: none"> <li>▪ Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.</li> <li>▪ Ancillary services such as car wash services should be sited so as not to result in queueing onto the public road network or negatively impact on neighbouring residential amenities.</li> <li>▪ Rapid EV charging point(s) should be provided and clearly demarcated with appropriate signage, in collaboration with ESB networks.</li> <li>▪ The provision of off-line motorway service areas at national road junction and road side service facilities on non-motorway national roads and junctions will be considered having regard to Section 2.8 of the DoECLG Spatial Planning and National Road Guidelines and the TII Policy on Service Areas</li> <li>▪ <del>Service stations and associated truck parking facilities in locations at or near national roads will be assessed having regard to the Spatial Planning and National Roads Guidelines for Planning Authorities (2012).</del></li> </ul>
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<b>Chapter 16</b>		
<b>Proposed Amendment CH 16.7</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
6.6	Community Infrastructure and Facilities	439

Amend CPO 16.43 of the plan as follows:

Education Facilities

The location and provision of schools and other educational facilities are an integral part of the evolution of compact sustainable urban development and the development of sustainable communities, both in an urban and rural context. In this regard, the Council seeks to undertake planned approach to education provision and the location of new school facilities within settlements and with access to public transport and active travel modes, where feasible.

In assessing planning applications for educational facilities, the following considerations will be taken into account:

Compliance with the ‘*Guidelines on The Provision of Schools and the Planning System – A Code of Practice*’ (2008).



The need for school accommodation.

Justification for proposed site location

Details on accessibility, including pedestrian, cycle and public transport provisions and linkages to the proposed development. **In this regard, schools should be located in such a manner as to maximise the number of pupils who will live within walking and cycling distance, connected by a safe and continuous network serving these modes. The design of school facilities should prioritise accessibility by non-car modes and encourage reduced use of the private car.**

Adequate and safe set-down and collection areas to facilitate peak traffic movements and adequate car parking for staff.

Mobility Management Plan for the proposal having regard to the National Transport Authority publication '*Workplace Travel Plans: A Guide for Implementers and the Toolkit for School Travel*'.

Adequate play area(s) for pupils

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<b>Proposed Amendment CH 16.8</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
16.6	Community Infrastructure and Facilities	439

Insert new CPO after CPO 16.43 of the plan as follows:

**The Council shall prioritise road safety and traffic calming measures near or at all schools within County Westmeath.**

<b>Chapter 16</b>		
<b>Proposed Amendment CH 16.9</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
16.8	Tourism	441

Amend Section 16.8 of the plan as follows:

The Council promotes and encourages ~~sustainable forms of tourism, niche tourism and recreation in the countryside, where appropriate. Certain facilities and amenities, and associated services, are often required to support the enjoyment of tourism and recreational attractions, including areas of High Amenity value. Examples of facilities of this type ancillary to tourism include car parks, viewing~~

~~points, sanitary facilities and cafes.~~ a tourism industry that is economically, socially and environmentally sustainable including recreation in the countryside, where appropriate.

<b>Chapter 16</b>		
<b>Proposed Amendment CH 16.10</b>		
<b>Section:</b>	<b>Heading</b>	<b>Page No.</b>
16.8	Tourism	442

Amend CPO16.50 Bullet point 4 of the plan as follows:

In terms of sustainable ~~forms of niche~~ tourism and recreation, facilities should be located within existing structures, or in buildings of character requiring renovation or in traditional farm houses, where possible **and if appropriate**. Where new buildings are proposed, they should be modest in scale, sensitively located and designed having regard to existing buildings, topography and landscaped and be adequately serviced and suitably managed.