

Buncrana & Environs Development Plan 2008-2014

APPENDIX 4 DEVELOPMENT GUIDELINES AND TECHNICAL STANDARDS



Table of Contents:

1.	HOUSING.....	1
2	TRANSPORT AND COMMUNICATIONS.....	6
3	INDUSTRIAL AND COMMERCIAL DEVELOPMENT.....	14
4	DEVELOPMENT CONTRIBUTION SCHEME.....	16
5	BUILT AND NATURAL HERITAGE.....	18
6	SIGNAGE.....	20
7	CARAVAN PARKS.....	23
8	PETROL FILLING STATIONS.....	25
9	NATURAL RESOURCE DEVELOPMENT.....	26
10.	AGRICULTURAL DEVELOPMENTS.....	29

1 HOUSING

1.1 MITIGATION

The principles of 'Design Guidance for Residential Developments', appendix 3 of this Plan, shall apply to all development taking place within the plan boundary.

Location and siting are important factors and new development should both mirror the elements of traditional local architecture and compliment setting. Orientation of development, landscaping, and treatment of the entrance and boundary detailing are all important considerations, applicants will be referred to 'Design Guidance for Residential Developments', appendix 3 of this Plan.

The integration of new houses into the landscape is considered to be a vital element in sustaining the quality of environment that is necessary for the economic and social enhancement and survival of the Town.

'Design Guidance for Residential Developments', appendix 3 of this Plan has been prepared to assist all involved in the construction of new houses, in order to achieve the aspirations of home owners on the one hand and make a substantial contribution to the well-being of the Town on the other.

Regard must be had to any environmental constraint, which the Planning Authority is bound to consider.

1.2 STANDARDS & REQUIREMENTS FOR HOUSING DEVELOPMENTS IN URBAN AREAS

1. The standards for construction set out in the Department of the Environment and Local Government publication, 'Recommendations for site development works for housing areas 1998' or any subsequent amended version of this document adopted by the Councils, shall apply to all new housing estate development.

A minimum of 15% of overall site area shall be required as public open space in all new housing estate developments on sites exceeding 0.75 hectares. For developments on sites less than 0.75 hectares, the provision of a secure 'toddler' play area plus a contribution towards the development of strategically located public open space development may be considered.

In calculating this area, roadside margins or residual open space shall be discarded. The open space shall be conveniently located within the development, and shall be levelled, drained and seeded by the developer. Housing shall generally be oriented to face open spaces to provide informal supervision.

Where the overall design concept cannot accommodate this form of open space provision, alternative arrangements will be considered such as a contribution in lieu to a communal public space or amenity development which benefits the residents, or the provision of more intensive on-site recreational facilities.

2. A detailed landscaping plan, specifying tree species, plants and screen barriers to be used in the open space, shall be submitted. Proposals for the preservation of existing trees or other amenity features shall be submitted, supported by a tree survey of the site.

3. Multiple housing schemes should reflect the scale, best design and character of Buncrana.

Housing densities should be appropriate to the location of the development and be cognisant of any good quality adjoining residential developments while ensuring that sustainable use is made of housing land. Residential densities shall be in accordance with Policy H10 of Chapter 6 of the core document.

4. In brown field and town centre locations housing developments other than flats/apartments, will be required to provide a private outdoor space for each unit of approximately 30 square metres.

Privacy is to be achieved by design, or by construction of rear boundary walls/fences.

5. Private back garden space of 48 sq. metres per unit for smaller houses (2 bedroom) and 60-75 sq. metres for 3/4/5 bedroom units should be provided. Smaller amounts of private open space will be considered where the developer proposes semi-private enclosed landscaped space for use of the immediately adjoining residents.

6. Provision shall be made for the location of services underground.

7. A minimum of two parking spaces per house shall be provided, located off the access road adjacent to the house. Grouped car parking will be considered.

8. Rear boundaries shall ensure a minimum height of 1.8 metres, whether by wall construction or by retention of existing hedgerows.

9. Lateral or side building lines will be applied in low-density developments (20 units per hectare or less). The lateral building lines will be at least 2 metres for houses with an integrated garage and 3 metres where no garage exists or the garage is detached. At higher densities relaxation of this requirement may be permitted where the design of scheme layout shows that it would not result in maintenance problems for properties.

10. Footpaths shall be dished at road junctions and at other suitable locations to facilitate the disabled.

11. No maximum density for flats/apartments will apply in town centre locations. A higher standard of housing design will be required. In certain circumstances, where design and layout merit it (the onus shall be on the developer to show same) a relaxation in the standards for site development works shall be considered, e.g. no footpaths, reduction in road width.

Private open space for apartments/duplex housing between 10 sq. metres and 20 sq. metres in town centre locations and 30-40 sq. metres in suburban locations will be required. However a contribution in lieu of this may be made to suitably located communal or public open space.

Where apartments/flats are provided over existing commercial/retail activities in town centre locations, the open space requirement will not be requested.

12. Public lighting shall be provided in accordance with E.S.B. standard requirements.
13. The water supply for the development shall be connected to the public mains through pipework and fittings and typically shall be 100 mm diameter, Class "C" at a minimum, constructed generally in accordance with item 1 above, and compliant with other technical requirements as approved by the Planning Authority.
14. Fire hydrants shall be provided within 50 metres of each house, that are capable of delivering a minimum flow as determined by the Chief Fire Officer.
15. Bonds to ensure satisfactory completion of site development works shall be provided by developers.
16. Development charges in respect of the provision of public services, roads, parking, storm drainage, open space, etc. shall be levied on housing developments in accordance with the Development Contribution Scheme.
17. Regard must be had to the needs of the disabled and the elderly in the design of housing estates.
18. Wastewater collection services shall generally be constructed in accordance with item 1 above. In addition, where pumping stations and rising mains are provided, they shall be of a capacity and specification approved in writing by the Planning Authority.
19. Lockable gullies shall be used in storm drainage systems.
20. Proposed multiple housing developments shall only be located where public sewerage is made available by the Councils.
21. It is the policy of the Council to discourage the use of long leads (service connections) to public water mains, particularly when it is anticipated that several developments are likely to take place along the same length of roadway. It is preferable in the interests of the environment, the conservation and management of water supplies, and provision of fire fighting supplies, that one pipeline of adequate size is provided which will serve several developments. Where a longlead is permitted, the works shall be carried out in accordance with section 4.2 of this document.
22. Prior to commencement of development, housing developments shall be named and numbered by the developer in accordance with the Donegal Placenames committee, in a logical and sequential manner so as to facilitate ease of access by emergency services and the public. It will also be a requirement that developers install appropriate ramps, signage and lineage within housing developments prior to first occupation.
23. Layouts for services in housing estates shall accord to the Councils agreed standards for service layout.

1.3 PROCEDURE FOR MONITORING NEW ESTATES WHEN UNDER CONSTRUCTION AND TAKE OVER OF EXISTING ESTATES.

1. New Estates (Including under Construction)

The Council will offer a new service to developers who may opt for A or B at the commencement of the construction.

OPTION A

- Self-regulation of construction standards will be allowed. Developers will have to satisfy the Council that the qualified inspector, who will inspect and certify the works of the developer and the compliance with planning conditions, has professional indemnity insurance. Prior to take over, the Council concerned will carry out an inspection to satisfy itself that the services are up to the required standards for take over.
- The Council concerned will carry out inspections and satisfy itself that the developer has satisfied the planning conditions. In such cases developers shall pay the costs of the inspections.

OPTION B

The Council concerned would get involved in the building control of all new estates and work along with the developer during the construction of the development. The relevant Council would get involved in these processes from the very beginning of the development to monitor all the work being carried out. The advantage to be involved at the start is that all underground works such as the laying of foul sewer or storm water drainage pipe can be monitored. Any problem that arises can then be dealt with at that stage, alleviating any carry on effect from that problem. Council personnel would monitor quality control during construction by the lifting and testing of samples to ensure that the material being used is within the recommended specification. The cost of carrying out such tests shall be borne by the contractor. This process of testing will benefit both the developer and the contractor.

2. Take over of Existing Estates

OPTION A

Where the relevant Council cannot identify the developer or where the developer has ceased to trade, the primary responsibility for bringing the estate up to standard will rest with the residents. When such an estate is to be taken over, the Council concerned shall seek to ensure:

- A partnership be established between the Council and the residents in the estate.
- An agreed programme of work be drawn up between residents in the estate.
- Funding scheme shall be agreed whereby the Council and the residents shall contribute towards the cost of the works.

- Schemes where the works involved can be carried out by residents will be promoted and supported by the Council.
- On completion of the works, the Council will take over the agreed services. In some cases roads, sanitary services, public lighting or amenity areas will be separately taken over.

OPTION B

Where a developer exists and can be clearly identified by the Council:

- A partnership be established between the residents, the developer, and the Council.
- An agreed programme of work be drawn up between the residents, the developer and the Council.
- Funding scheme shall be agreed whereby the developer, the Council, and the residents shall contribute towards the cost of the works.
- Schemes where the works involved can be carried out by residents will be promoted and supported by the Council.
- On completion of the works the Council will take over the agreed services. In some cases roads, sanitary services, public lighting or amenity areas will be separately taken over.

1.4 BONDS

Bonds to ensure satisfactory completion of site development works shall be provided by developers as follows:

Development type	Amount per dwelling
One-off dwelling	€2,000
Multiple development	€2,450

Bonds are subject to review and bonds secured through banking institutions will generally be for a limited period. In the event that the development works have not been completed, a further bond will be required to be deposited with the Planning Authority and subject to approval of the authority may be set at levels commensurate with specified phasing.

In multiple housing developments, rolling over of existing cash deposits to subsequent phases shall be permitted, but only following confirmation by the Planning Authority that previous phase has been satisfactorily completed.

2 TRANSPORT AND COMMUNICATIONS

2.1 ALL PUBLIC ROADS

1. **Requirement for Traffic and Transport Statement:** All planning applications requiring an access on to a National road must be accompanied by a completed Transport and Traffic Statement, i.e. TTS 1 and a TTS 2.
2. Roadside boundaries shall be maintained by the landowner to ensure vision line requirements are preserved. The Planning Authority shall encourage broadleaf planting along front boundaries. Roadside boundaries shall be set back to the minimum distance specified in Table 1 below:-

Table 1

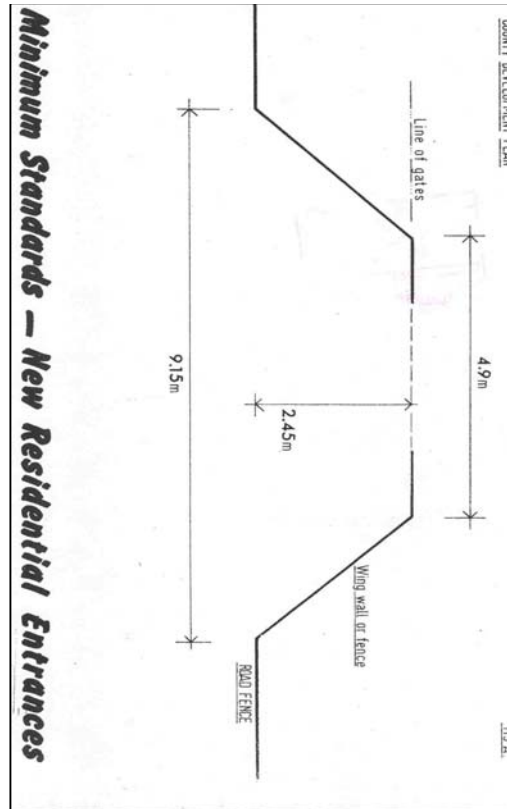
ROAD TYPE	MINIMUM SETBACK FROM CENTRE LINE OF ROAD
National Secondary Road	10.0m
National Primary Road	12.0m
Regional	6.5m
County Road	5.0m

Should the existing roadside ownership boundary be further back than the setback identified in the table above, then that boundary shall be retained.

Should the existing adjacent roadside development boundary setback be less than that stated in the table above, the Council shall decide the minimum setback.

3. **Entrance Details:**
 - a. Entrance details for residential properties shall be laid out in accordance with Table 1, Section 2.1 and figure 1 (below), Entrance Details and Residential Properties.
 - b. For non-residential entrances the setback of entrance gates/barrier from road kerb shall be minimum of 20m.
 - c. Entrance radii for all developments other than single dwellings, shall provide public road/development junction radii in accordance with the National Road Authorities, Design Manual for Roads and Bridges (DMRB) (www.nra.ie)

Figure 1: Entrance Details for Residential Properties



4. **Surface Water and Roadside Drainage:** Existing roadside drainage shall be maintained and surface water road gullies or equivalent systems shall be provided to cater for run-off from the public road. Suitable drainage systems shall be provided to prevent discharge of water from site onto public road or footpath (e.g. cattle grid system or slotted drainage block). Surface water systems shall preferably be routed to discharge to a watercourse, which is suitable to cater for the anticipated volume of water (soakpits shall not normally be encouraged). All proposed road works shall include fully designed drainage systems to the final outfall.
5. **County Road Junctions:** It is an objective of the Council to provide visibility splays at County road junctions.
6. **Road Re-instatement:** Any damage to public roads occurring as a result of a development shall be re-instated to the satisfaction of the Council, where deemed necessary, a bond shall be imposed in this regard.

2.3 NON NATIONAL ROADS

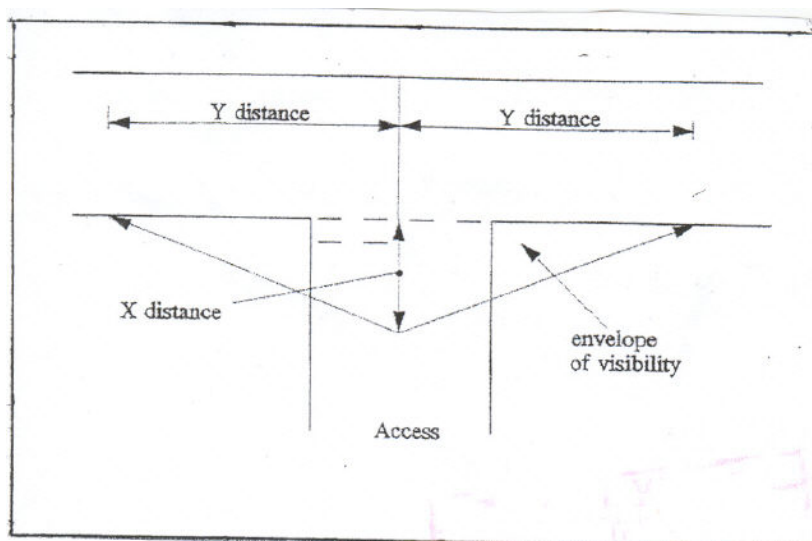
1. **Maximum acceptable gradient on approach to public road:** The table below is indicative of maximum gradients permissible on access roads from developments onto public roads – refer to National Road Authorities, Design Manual for Roads and Bridges (DMRB) (www.nra.ie) for more detail:

Table 3

Access Point	Section adjacent to Public Road	Maximum internal road gradient
Three Single (House) Dwelling Accesses or less	7m @ 4% gradient	10% gradient
Multiple Access with less than 500 AADT	15m @ 4% gradient	10% gradient
Multiple Access with greater than 500 AADT	15m @ 2% gradient	6% gradient

2. **Vision Lines:**
 - a. Vision Lines at junctions with Non-National Public Roads: Permanent visibility splays shall be provided to enable emerging drivers using the direct access to have adequate visibility in each direction to see oncoming traffic in sufficient time to make their manoeuvre safely without influencing the major road traffic speed. Vision Lines at junctions with the Non-National Public Road shall be in accordance with Table 4, below. Deviation from the requirements in Table 4 may be considered upon certification by the Applicant's Designer to be designed and constructed in accordance with the National Road Authorities, Design Manual for Roads and Bridges (DMRB) (www.nra.ie). The following diagram details the method by which the site envelope shall be calculated and presented for all planning applications.

Figure 2



Definition of 'X' and 'Y' distances:

The 'X' distance is referred to as the setback distance and shall be measured from the continuation of the nearer edge of the major road running lane (not from the continuation of the main road hard strip if this is present) along the centreline of the direct access. Where a hard shoulder on the major road continues across the line of the direct access, the 'X' distance shall be measured from the back of the hard shoulder.

The 'Y' distance is the minimum permissible vision line and shall be measured from a point on the nearer edge on the main road running lane to its intersection with the centreline of the access.

Visibility in the vertical plane shall be measured from a driver's eye-height of 1.05m and 2.0m positioned at the setback distance in the direct access to an object height of between 0.26m and 1.05m.

Table 4

Vision Lines at accesses to Non-National Roads		
Type of Road	Regional Road	Local Road
Domestic Dwelling Single Access Point (Y * X)	90m-120m x 2.4m	70m-90m x 2.4m
Cul de Sac up to 6 dwellings (Y * X)	90m-120m x 2.4m	70m-90m x 2.4m
Direct Access/ Junction Point with design year* AADT<500 (Y * X)	120m-160m x 4.5m	90m-120m x 4.5m
Direct Access/ Junction Point with design year* AADT>500 (Y * X)	160m-215m x 9.0m	120m-160m x 9.0m
Note * Design year is 20 years after date of Planning Application		

- b. Within speed limits minimum vision lines shall be approved by the Council's Roads Department and will be based on the merits of each case.
- 3. **Building Setback on Non-National Roads:** A minimum of 25m setback will be required from centreline of carriageway on Regional Roads and 15m setback will be required from centreline of carriageway on Local Roads. Where existing buildings have formed an established building line, new buildings may follow the established building line, and the proposed set back may not be required.
- 4. **Stopping Sight Distance:** Minimum stopping sight distances on Non-National Roads shall be in accordance with Table 5 below. Deviation from the requirements in Table 5. may be considered upon certification by the applicant's designer to be designed and constructed in accordance with NRA DMRB.

Table 5

Design Speed (km/h)	100	80	70	60	50
Stopping Sight Distance (m)	215	160	120	90	70

2.4 DEVELOPMENT INFRASTRUCTURE

1. In cases where the roads infrastructure is not adequate to support a proposed development in respect of road capacity, sight distances, footpaths, drainage and public lighting, the development shall not commence until the required infrastructure is fully in place.
2. Design and provision of the required infrastructure will be by agreement between the Council and the developer(s).
3. Possible funding mechanisms may include:
 - a. The developer pays a development charge to the Council to meet all of the estimated cost of upgrading the public roads infrastructure to meet the needs of the development.
 - b. The developer agrees to carry out the upgrading of the roads infrastructure as determined by the Council.
 - c. Where the developer carries out the required upgrading and the upgraded infrastructure will support further development, the Council may refund that developer, through imposition of charges on subsequent developers, availing of the improved infrastructure.

2.5 PARKING

1. Provision of Car Parking: Car parking shall be required to be provided within the site of proposed developments or in exceptional circumstances at a location close to proposed development in accordance with Table 6 & 7. Development types not specified in Table 6 shall also be required to provide off street parking at ratio reflective of anticipated demand as determined by the Planning Authority.

Commercial properties may be required to provide loading bays for appropriately sized vehicles, e.g. commercial vans, rigid lorries, articulated vehicles.

Table 6

Development	Car Parking Requirement
Dwelling house	2 per house
Flats	1.25 per flat
Shops	4 per 90m ² within speed limit 6 per 90m ² outside speed limit
Offices	3 per 90m ² within speed limit 5 per 90m ² outside speed limit
Banks	5 per 90m ²
Library	5 per 90m ²
Hotel, Motel (excluding bars, function rooms to	1 per 1 bedrooms within speed limit 1 per 1 b/room outside speed limit

be calculated separately)	
Pubs/Lounges without dancing areas	1 per 9.0m ² within speed limit 2 per 9.0m ² outside speed limit
Pubs/Lounges with dance areas, dance halls, function rooms	1.5 per 9.0m ² within speed limit 3.0 per 9.0m ² outside speed limit
Restaurant	1 per 9.0m ² within speed limit 2 per 9.0m ² outside speed limit
Creche and childcare facilities	1 space per 4 children together with drop-off bays adequate to serve the crèche/ childcare facility.
Schools	1.5 per classroom together with bus & car circulation/parking area adequate to service school population.
Third level Colleges	1 per classroom plus 1 per 6 students together with adequate bus circulation/parking area to serve school
Cinema	1 per 5 no. seats
Theatre	1 per 5 no. seats
Church	1 per 5 no. seats
Manufacturing	3 per 90m ² or 1 per 4 no. employees, whichever the greater.
Warehousing	1.5 per 90 m ² or 1 per 4 no. employees, whichever the greater
Golf, pitch and putt	2 spaces per hole
Golf driving range	1 per bay
Bowling alley	1 per lane
Hospital	1.5 per bed
Guesthouse/B&B	1 per bedroom
Nursing Home	1 per 3 bedrooms
Surgeries	3 per consulting room
Take away	3 per 9.0m ²
Sports hall/club	2 per 90m ² plus 2 per cent
Cash & Carry outlets	2 per 90m ²

Dual use of spaces shall be permitted where it is clear to the Planning Authority that one of the uses are daytime uses and the other are evening use. Where it can be established that members of public visit the site by pre-arranged coach/bus cognisance shall be taken of same in calculating car-parking requirements.

Small extensions, which relieve overcrowding, shall be excluded from requirement to provide car parking, as shall first 28m² of new developments. Applications for change of use of property shall be required to provide car-parking equivalent to requirements for proposed new use.

Net public area shall be used in calculating car-parking requirements. Commercial properties shall be required to provide loading bays where appropriate.

Table 7

DIMENSIONS OF LOADING & PARKING BAYS	
Car parking bay	5m x 2.5m
Circulation Aisles	6m
Loading Bay	Designed and sized for appropriate Service Vehicles

2. The Planning Authority shall seek financial contributions in lieu of actual parking spaces when
 - a. The developer cannot conveniently provide the required spaces.
 - b. The Council wishes to develop a centrally located car park rather than a number of individual car parks. The contribution per space will reflect the actual cost of developing the said alternative space.

3. The Council will be prepared to enter into caretaker agreements with landowners/property owners to provide car parking in towns whereby:
 - a. The landowner retains full ownership and development potential of the lands concerned.
 - b. The Council will convert the lands into temporary car parking (usually for a period of at least 5 years).
 - c. In this policy, adjoining lands owned by different landowners (back lands) may, by agreement with the parties, be aggregated into one single car park.

2.6 PAVEMENT IMPROVEMENTS

The Council will safeguard investment in road pavement improvements by encouraging pre-consultation with utility companies to ensure that underground utility lines are installed prior to pavement improvement where possible. In addition, the Council will consult with utility companies with a view to developing an agreement on the procedures to be followed when installing utilities within public roads. It is anticipated that this will result in the formulation of a policy that will ultimately be adopted by the Council.

2.7 PRIORITIES

The following priority road improvements are derived from the priorities set out in the County Donegal Development Plan 2006-2012, in relation to the road priorities that have relevance specifically to the plan area or to the wider context of Buncrana. In addition, the advancement of the Buncrana Outer Relief Road is a non-national strategic road priority.

Road Number	Route
M2/M3	Motorway/dual carriageway to serve the North west of Ireland.
R238	Ring of Inishowen

2.8 TELECOMMUNICATIONS

1. When considering planning applications for telecommunications antennae and support structures the Council will have due consideration to published Government Guidelines on Telecommunications Antennae and Support Structures.
2. The Council may attach conditions to the grant of planning permission for telecommunications antennae and support structures regarding the satisfactory restoration of the site upon decommissioning.
3. The Council will favourably consider applications, which will facilitate the development of the North West Broadband Arc Project or similar projects.
4. Each application relating to telecommunication antennae and support structures shall be assessed with respect to:
 - Siting and Design
 - Public Health and Safety
 - Visual Amenity (including measures which provide for the screening of proposed structure)
 - Residential Amenity
 - Compliance with relevant legislation
 - Proximity of structure to residential areas, schools, hospitals or nearby settlements
 - Potential for co-location of antennae or clustering of structures
 - Potential adverse impacts on archaeological sites, geological sites, protected structures and monuments.

3 INDUSTRIAL AND COMMERCIAL DEVELOPMENT

3.1 INDUSTRIAL AND COMMERCIAL DEVELOPMENT

1. A Traffic and Transport Statement shall accompany all planning applications.
2. Pre-application consultation on all large-scale manufacturing and service sector development with the Planning Authority is recommended.
3. The good neighbour principle will apply to all applications within this category.
4. Where Traffic and Transport Assessment's are required, they shall be carried out in accordance with the Traffic and Transport Assessment Guidelines as published by the NRA and DOE.
5. Car parking, commensurate with usage will be required to be provided in accordance with (Table 6 Section 2.5).
6. Landscaping and in appropriate cases, buffer zones between different uses will be required to be provided.
7. Developers shall keep a minimum of one third of a site free from development, which shall be subject to a detailed landscaping scheme.
8. Developers shall provide effective screening from the public road or residential areas.
9. All car parking to serve employees and visitors shall be provided within the curtilage of the site.
10. Car parking areas shall be landscaped and planted with trees to minimise their visual impact.
11. All car-parking bays shall be a minimum size of 5m by 2.5m, clearly marked and maintained so as to remain visible.
12. All car parking and service areas shall be drained, graded and surfaced with tarmac or similar.
13. All loading and unloading bays shall be a minimum size of 6m by 3m. (See Table 7 Section 2.5)
14. All service areas shall be located entirely within the curtilage of the site with adequate manoeuvring space and a suitable means of access to the public road being provided.
15. Access shall be provided, and kept clear at all times, for emergency services vehicles.
16. All developments shall comply with guidelines for the control of noise. During the hours of operation, noise levels as measured at the boundary of the site, shall not exceed 5dBA above the ambient.
17. All developments shall provide sufficient toilet facilities for all staff and visitors, including provision for the disabled.

18. Developers shall indicate as part of the planning application, the proposed location of all extractor points. Same shall be agreed in writing with the Planning Authority prior to the commencement of any development.
19. All waste materials shall be stored to the rear of buildings in environmentally safe conditions.
20. All waste shall be stored in such a manner so as to ensure runoff shall not seep into surface water drainage system.
21. All dangerous waste shall be stored in bunded areas.
22. All runoff from bunded areas shall be collected and disposed of separately from surface water drainage.
23. All fuel connection points or similar discharge points shall be rollover bunded.
24. All emission points from industrial or commercial buildings shall be minimum 3m above the apex of the roof, or as agreed with the Planning Authority.
25. Unless in exceptional circumstances, no more than two vehicular entrances shall be permitted to any industrial or commercial building.
26. The provision of minimum radius of any entrance used by articulated vehicles shall be in accordance with the NRA DMRB with a minimum setback of any permanent barrier from the road kerb line/ edge line to be 20m. Turning movement (Autotrack) Analysis to be supplied with application.
27. All access roads including cul-de-sacs in industrial areas shall have a minimum width of 7.3m carriageway, two 2.0m footpaths and two 1m grass verges.
28. Where necessary, an Environmental Impact Assessment will be required to accompany certain planning applications for industrial development and an Integrated Licence for pollution control may also be required from the EPA.

4 DEVELOPMENT CONTRIBUTION SCHEME

4.1 BACKGROUND

The socio and economic development of the town is dependent on the provision of the necessary infrastructural services by the Councils. Large sums have been and will continue to be expended by the Councils on the provision of these services without which many developments could not take place. It is considered reasonable that developers should contribute towards the cost of such service provision.

Section 48 of the Planning and Development Acts 2000-2006, enables the inclusion of conditions requiring the payment of a contribution in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and provided by or on behalf of the authority.

Notwithstanding the above, and recognising its role as a Development Authority, the Council will contribute to local development through various measures including the imposition of reduced levels of development charges and acceptance of payment of these charges on a phased basis where certain criteria is fulfilled.

Development Contribution Schemes have been adopted by Buncrana Town Council and Donegal County Council under section 48 of the Planning & Development Act 2000-2006 and the contributions indicated therein, or within any reviewed scheme in due course, shall be applied to proposed developments within each respective administrative area.

The Council will keep the Development Contribution Scheme under review during the period of this Plan. Charges may be increased to cover increased construction costs, inflation and external policy changes.

Car parking charges, where there is a shortfall, will be charged in accordance with the figures set out in the Development Contribution Scheme.

Note. Some exemptions and reductions within the Development Contributions Scheme apply.

4.2 Policy - Long Leads

The Councils will endeavour to facilitate the construction of one-off housing in accordance with Councils policy. Half inch connections to water mains will be allowed where considerations of good infrastructure management permit. Where the Councils concerned require an increased size water main for the provision of water supply to a single house, as opposed to a long single house connection, the Councils will provide free of charge the necessary pipes and trunk pipeline fittings up to a maximum of 100 metres length per house on the following conditions:

1. That the applicant constructs the pipeline to line, level and specification as agreed with the Water, Environment and Emergency Service of the Council, and facilitates inspection / supervision as required by the Council
2. That the completed pipeline belongs to the Council and no claim of ownership is made by the applicant

3. That a sufficient financial provision has been made, or will be made by the Councils to cover the cost of supplies.

The schedule of connection charges will be amended to introduce a disincentive to householders holding back from applying to connect in such circumstances, and awaiting the works to be completed at the expense of others.

Notes:

- The standard water connection fee will be waived in such cases, in lieu of works done by the applicant in laying the pipeline.
- Development contributions levied on the development will be unaffected by this provision.
- Road opening fees and road reinstatement standards are a matter for the Roads Service of the Councils and remain unaffected by this provision.

5 BUILT AND NATURAL HERITAGE

5.1 RECORD OF PROTECTED STRUCTURES

Three buildings are recorded on the Record of Protected Structures contained in the Buncrana Development Plan namely The Drift Inn, Buncrana Castle and Swan Mill. These are protected due to their special interest in one or a number of the following areas:- Architectural, artistic, historical, archaeological, cultural, scientific, social, technical.

Further additions to the Record of Protected Structures will be made by the Councils following a detailed programme of consultation with owners/occupiers.

Restoration, extension and alteration to protected structures is positively encouraged by the Councils, and it is to be further clarified that inclusion of a structure or a proposed protected structure onto the record does not preclude appropriate use or development. Many works, which would affect the character of the structure, or any element of it, which contributes to its special interest may be carried out to a protected structure subject to discussion/approval with the Conservation Officer and the planning officials in the Councils. The normal planning exemptions do not however apply to a protected structure or proposed protected structure nor can the principle of development be established in an outline planning permission application by virtue of the level of information required when working with a protected structure. As such the Council encourages all owner/occupiers to contact the Conservation Officer in the Council to clarify the extent of works ongoing and the information required by the Council concerned before submitting a planning application regarding proposed works to a protected structure.

An owner/occupier of a protected structure may make a written request to the Planning Authority to issue a **Declaration** as to the type of works, which it considers would/ would not materially affect the character of the structure or any element of the structure that contributes to its special interest and therefore uniqueness.

The Declaration is a paper document prepared by the Conservation Officer and outlines those works to or around a protected structure, which do require planning permission and those works, which do not. A location map clearly identifying the curtilage of the protected structure is also included within the Declaration.

A protected structure, unless otherwise stated, may include the interior of the structure, the land lying within its grounds or curtilage, as well as any other structures and their interiors lying within that curtilage, e.g.; a single cottage and associated outbuildings, a number of cottages forming a clachan, or a Georgian house with decorative internal plaster mouldings or a church with timber panelling.

The identification of the curtilage indicating the extent of protection is important because very often it is the setting of these building forms within the landscape and in relation to other buildings in their immediate environs that are of significant importance to the value of the structure, as well as or instead of the specifics of a single building. Development or re-development in close proximity to any building or structure listed on the RPS must respect the setting and character of the protected structure.

5.2 NATURAL HERITAGE DESIGNATIONS

Natural Heritage Areas (NHAs): Under the Wildlife (Amendment) Act 2000, Natural Heritage Areas (NHAs) are legally protected from the date they are formally proposed. Natural Heritage Areas represent the basic designation for wildlife protection. Lough Swilly is a designated NHA both within the plan boundary and abutting the west of the plan boundary (site code 002287)

Special Areas of Conservation (SACs): Under the 1992 European Union Habitats Directive (92/43/EEC), Special Areas of Conservation are selected and designated. They are transposed into Irish law under the European Union (Natural Habitats) Regulations 1997. Special Areas of Conservation are prime wildlife conservation areas considered to be important at Irish and European levels. Under the directive, certain habitats and species must be afforded protection. Lands at Porthaw Glen, along the coast of Lough Swilly and Lough Swilly itself are designated SAC (site code 000166).

Special Protection Areas (SPAs): SPA's are designated under the 1979 European Union Birds Directive (79/409/EEC). Special Protection Areas are for the protection of birds, especially listed rare and vulnerable species and regularly occurring migratory species. Also protected under the directive are wetlands, especially those of international importance, that attract large numbers of migratory birds. There are no lands designated SPA within the plan boundary.

6.0 SIGNAGE

6.1 GOAL

A clear uncluttered signage system, which efficiently, effectively and safely guides road users, and welcomes and informs visitors and local residents.

6.2 OBJECTIVES

- Priority shall be to develop a clear, effective and safe directional signage system for road users and for access to public facilities and other attractions.
- Provision of welcome, information and interpretative signage and associated facilities.
- Development of more distinctive signage throughout the plan area and use of signage to make the Irish language and cultural heritage more visible in the landscape.
- Avoidance of cluttered approach roads.
- To promote signage in both Irish and English throughout the plan area.

6.3 POLICIES AND PROPOSALS

The signage policy framework covers both public and privately erected signs, in the following categories

- Directional
- Welcome/information/interpretative
- Advertising
- Commercial and Business Signage
- Bus Stop signage

All policies are based on the following general principles

- Use of colour coding and symbols to provide quick and easy recognition.
- Signage should respect the architectural environment of National Monuments, important structures, areas of civic amenity, and the natural environment of views and prospects of special amenity value and interest.
- Signage within the plan area shall be provided so as to ensure that the element displayed in Irish shall be of an area, size and prominence that is at least equal to the area, size and prominence of signs provided in other languages.

1. Directional Signage

a. General Purposes Directional Signage.

- This category relates to signage guiding road users in general and includes traffic signage, scenic/tourist drives and street/place names.
- Name plates will be provided on local roads.

b. Facilities and attractions Directional Signage

- This category covers finger post directional sign posting for public facilities i.e. post office, hospitals, health clinics, libraries, public toilets, landfill sites, swimming pools, airport, industrial estates and tourist attractions
- Community Facilities (Community Centres, Sports facilities) Public and Community facility fingerpost signs must use an agreed colour (black and white) and tourist attraction fingerpost signs must use the standard

brown and white colour. Logo's/symbols must be a dominant element of the sign.

- One fingerpost sign only within the speed limit area for each facility/attraction within that area will be the norm.
- For facilities/attractions outside a speed limit area, fingerpost directional signs (in required colours) will be permitted at appropriate junctions within an 8km radius of the facility/attraction.

c. B & Bs, Guesthouses, Hotels

- Outside speed limits:- Directional Finger Post Sign (brown and white) at critical road junctions within 8km of premises.
- Within Speed Limit Areas:- Individual business directional signs will not be permitted within speed limit areas.
- On approach roads to Buncrana (Both inside and outside speed limit):-
 - (1) No individual signs
 - (2) Advance lay-bys with provision for joint and individual advertising.

d. Commercial and Business premises

- One finger post sign only, will be considered at a critical junction within the vicinity of the commercial/ business premises, and where a need is established.
- Sandwich boards shall not be permitted.

2. **Welcome, Information, Interpretation Signage**

The provision of name/welcome, information and interpretation signage forms a significant part of the Council's overall signage policy.

a. Name/Welcome Signs should be located at the entry points into Buncrana and the name/crest should be the dominant element. No other signage will be permitted. Existing entry point signs will be replaced.

b. Information Signs

The Councils will initiate an information signage system, for public private and community business information through

- Pilot scheme of Entry Point information.
- Advance information lay-bys.
- Information points in public car parks.

c. Interpretative Signs

- Interpretative Signs at areas of interest and historic significance, views and prospects.

3. **Advertising Signs**

Advertising Signs (provide no directional value) will not be permitted on approach roads into Buncrana. This includes large advertising hoardings and advance advertising for commercial facilities. Such signs will be permitted in advance lay-bys only.

4. **Commercial and Business Signage**

- One advertising sign (for business and commercial premises) shall be considered within the curtilage of the business that it advertises.
- Sandwich boards on public footpaths and roads shall not be permitted.

5. **Bus Stop Signage**

Bus stop signage for local bus providers shall be considered at agreed locations on set bus routes and all signs shall be of an agreed uniform size, design and colour

6. Signs proposed to be erected on public roadside verges (outside private property) require a license under Section 254 of the Planning and Development Act 2000-2006.

7 CARAVAN PARKS

7.1 BACKGROUND

Caravanning as an affordable means of self-catering accommodation may have some benefits for local economies, however this must be considered in the context of the cost to the environment.

Caravans often result in a conflict, between the natural amenity value of and the market demand for easy access to this resource. The nature and design of mobile homes and caravans have added to this conflict of interests.

Caravan parks should be directly related to an existing resource or nodal point that can sustain and service a complex of this nature.

A caravan park should not impact negatively on the amenity value of an area, i.e. not change the essential character or perception of an area by visually saturating the area with "temporary" structures.

7.2 LOCATION OF CARAVAN PARKS

1. The location must not interfere with any archaeological site or building/structure of historical or architectural significance.
2. The parks must comply with accepted practise in terms of traffic safety and public health requirements.
3. The parks must comply with landscaping requirements particularly to each site in order that what are essentially artificial and in-organic structures can be successfully integrated with the environment.

7.3 CARAVAN AND CAMPING SITE STANDARDS

1. A proposed caravan site shall consist of a single defined area.
2. Proper consideration shall be paid to the design and landscaping of the park with particular reference to the entrance and reception areas.
3. A maximum density of 50 caravans per hectare (20 per acre).
4. Minimum of 8m between each pitch and a minimum 9m between each pitch and any permanent structure. Additional space will be required where a car will be parked alongside a caravan.
5. Minimum 30m between any pitch and the public road or 15m if suitable screening is provided plus minimum 3m between any pitch and site carriageways.
6. A piped water supply shall be provided. Where such a supply is not available an alternative source of potable water must be provided to the satisfaction of the Council, i.e. which will permit 136 litres (30 gal) per day per pitch.
7. A fire hydrant conforming to BS750 should be provided on site a maximum of 100m from the furthest pitch. The hydrant should be connected to a 100mm minimum diameter watermain. A fire flow water supply of 2000 litres per minute sustainable for 30 minutes simultaneously with peak daily demand shall

be provided for. If no suitable water flow or source is available, storage may be provided. A fire point with hose reels shall be provided within 30m of any pitch.

8. Caravan sites shall be required to conform to Bord Failte's minimum standards with regard to sanitary services.
9. General lighting shall be provided and maintained at all times in good working order for all buildings, caravans, entrances, exits and internal roads.

8 PETROL FILLING STATIONS

1. The following conditions will apply in respect of new petrol filling stations:
 - o Where appropriate a low wall, approximately 0.6m in height, shall be constructed along the road frontage.
 - o A maximum of 2 road access points shall be provided for, which will be designed and constructed in accordance with the NRA DMRB. The applicant shall submit a document demonstrating compliance with the NRA DMRB as part of the planning application.
 - o No advertising or commercial signage shall obstruct visibility over the site access points or front boundary/wing walls.
2. A shop/café of up to 100 square metres of net retail/café area may be allowed when associated with a petrol filling station. Where retail/café space in excess of 100 square metres of net retail/café area associated with petrol facilities is sought the sequential approach to such development will apply.
3. In order to protect the carrying capacity of national routes, new petrol filling stations requiring direct access onto such routes, will not be considered outside the 60kph speed limit. This policy applies to the Bridgend - Buncrana Road (R238), which is treated as a National Primary Road for planning purposes.

9. NATURAL RESOURCES DEVELOPMENT

9.1 RENEWABLE ENERGY: General

1. Applications for renewable energy proposals shall require an Environmental Impact Assessment where the proposal meets the thresholds specified in Schedule 5 part 2(h) of the Planning and Development Regulations 2001 or where the Council is of the opinion that the proposed development would be likely to have a significant environmental impact.
2. In certain circumstances proposals for the connection of Renewable Energy Developments to the national grid may be required to be laid underground. Consequently applicants should consult with the Council on this matter prior to submitting an application.
3. Proposals for hydro energy developments shall provide for the free passage of fish. The Council will have regard to the recommendations of the Northern Regional Fisheries Board in assessing such applications.
4. The design of hydro schemes shall be of a sympathetic scale and character to the area, and incorporate landscaping/screening, where appropriate, to ensure minimum adverse visual impacts.
NB: - In addition, exempted development regulations in relation to micro renewable technologies are set out under the Planning & Development Regulations 2007.

9.2 FORESTRY

1. The application must show adherence to the guidelines published by the Forest Service on: Best Practice, Fisheries, Archaeology, Water Quality and Landscape.
2. The proposal must not materially affect objectives of Water Quality Management Plans under the Water Pollution Act 1977.
3. The application must be accompanied by a landscape map indicating inter-alia, all existing housing and roads and natural features (e.g. water) along with proposed species, creation of graduated, diffused and undulating edges and how landscape variety will be created through texture form and colour.
4. The Council will require pre-application discussion with the Roads and Transportation Directorate to agree suitable provisions for lay-bys, setbacks, road access, loading/unloading areas and for the preservation of drainage channels.

9.3 Extractive Industries

The following operational conditions may be required for extractive proposals.

1. The entire site boundary is securely fenced 24 hours a day to prohibit unauthorised public access and illegal fly tipping. Signage will be required to identify and warn of dangerous and unstable areas.

2. The County Council will require applicants / operators to submit a phased working restoration plan, indicating the anticipated rates of extraction. As a consequence, the County Council will determine the length of duration of the planning permission, having regard to the extent of the reserve/deposit.
3. Quarry operations generally will be confined to the hours of 07.00 to 18.00 hours, Monday to Friday, and 07.00 – 14.00 Saturdays, with no quarrying, processing or associated activities being permitted on Sundays or bank holidays.
Where market conditions or the nature of particular ancillary processes would require greater flexibility of working hours, such flexibility should be discussed with the County Council at the pre-application stage, and addressed in the planning application.
- 4a. Ground vibration arising from the blasting shall not exceed a peak particle of 12mm per second at any residential building.
5. Total noise levels from all operations associated with the business (apart from blasting) shall not exceed a LAeq (1hr)¹ or 57 dB (A), when measured at any residential buildings.
6. No oils or chemicals shall be discharged or allowed to discharge into surface or groundwater's on site. Oil interception traps shall be provided on drainage lines serving areas where oil products are stored or used and tanks shall be bunded.
7. No surface water from site to be permitted to discharge to public road and applicant shall take steps to ensure that no public road water discharges onto site.
8. All vehicles exiting the site shall egress via a wheel bath facility, wheel wash facilities may be considered for supplementary reasons, and signage to same effect shall be erected on site. All vehicles used for carrying matter from the site shall be fitted with tailboards or other similar devices to prevent spillages onto the public road. Details of the wheel wash and sprinkling system shall be agreed with the Planning Authority.
9. Conditions may be imposed to require the water spraying of conveyors, stockpiles and roads, and/or wheel washing of vehicles / covering & spraying of dry loads leaving the site, thereby minimising the spreading of dust and to improve air quality. Residents living within 0.5km from the source can be affected by dust, however, continual or severe disturbance from dust will usually occur within 100m from the source.
10. Conditions may be attached to the grant of planning permission requiring that; sightlines are improved at site entrances, local roads are strengthened / widened, heavy goods vehicles are limited along specified routes, and that provision is made for passing bays for vehicles within the vicinity of the site.
11. In addition, it may be necessary to provide specialised surfacing such as hot rolled asphalt at entrances, because of the turning manoeuvres of heavy vehicles.

¹ The equivalent continuous sound level – the sound level of a steady sound having the same energy as a fluctuating sound over a specified measuring period (T). Used to describe many types of noise, and can be measured directly with an integrated sound level meter).

12. Conditions may be attached to the grant of planning permission requiring the developer to lodge a financial bond to ensure satisfactory reinstatement of the site following the completion of extraction, or to pay a contribution towards the cost of upgrading or repairing the local road network.
13. Conditions may be attached to the grant of planning permission requiring that where possible, existing landscape features should be used to screen extractive operations. Landscaped mounds, sometimes using topsoil and overburden from aggregate workings, should be constructed to screen unsightly excavations, plant and storage ponds. Native trees and shrubs should be planted to create food reserves for wildlife.
14. Conditions may be attached to the grant of planning permission requiring the provision of weighbridges (on site) to monitor all traffic leaving the quarries so as to avoid overloading or to require that loading shovels are calibrated with weighing machines, and that dockets are issued to record tonnage figures.
15. All sides of the excavation adjacent to land not required for quarrying operations shall be left with a slope not steeper than one vertical / the three horizontal.
16. In the event of the working of aggregates ceasing, all building, plant and surface equipment shall be removed from the site and within six months of date or other period of time, as may be agreed in writing with the Planning Authority, to ensure that lands shall be restored to the satisfactory of the Council.
17. Applicants may be asked to supply and erect at least two signs, one on either side of the junction between the site entrance and County Road and at 30 metres from same, advising motorists of the possibility of lorries emerging onto the County Road.

10. AGRICULTURAL DEVELOPMENTS

Agricultural developments will be required to meet relevant planning standards including roads, surface water, wastewater and amenity. Meanwhile agricultural developments should comply with the European Communities (Good Agricultural Practise for Protection of Waters) Regulations 2005 (SI NO. 788 of 2005) and should have regard to relevant guidance contained within any current rural Environmental Protection Schemes.

