



County Development Plan 2003-2009

Comhairle Chontae Mhaigh Eo
MAYO COUNTY COUNCIL

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ABBREVIATIONS

- § BMW – Border Midlands Western
- § DED – District Electoral Division
- § EPA – Environmental Protection Agency
- § SAC – Special Area of Conservation
- § SPA – Special Protection Area
- § POP – Point of Presence
- § IT – Information Technology
- § GMIT – Galway-Mayo Institute of Technology
- § LAP – Local Area Plan
- § IDA – Industrial Development Agency
- § HGV – Heavy Goods Vehicle
- § HV – High Voltage
- § VEC – Vocational Educational College
- § RPS – Record of Protected Structures
- § SEA _ Strategic Environmental Assessment
- § ICAO – International Civil Aviation Organisation
- § DOELG – Department of Environment & Local Government
- § RMP – Record of Monuments & Places
- § ACA – Architectural Conservation Area
- § OPW – Office of Public Works
- § NHA – National Heritage Area
- § IGH – Irish Geological Heritage
- § NSAI – National Standards Authority of Ireland
- § HWM – High Water Mark

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SECTION 1

1.1 INTRODUCTION.

This is the new Development Plan for County Mayo that has been prepared in accordance with the new procedures set out in the Planning and Development Act 2000. It relates to the whole of the county excluding the Town Council Areas of Ballina, Castlebar and Westport and will form the basis for the progressive and sustainable planning of the county for the next six years and beyond.

Since the adoption of the last County Development Plan there have been major new initiatives at the local, regional and national level such as the preparation of the National Spatial Strategy and the County Development Strategy, the National Sustainable Development Plan, the national Town and Village Renewal Scheme, etc all of the above and more have had a major impact on the preparation of the Plan which has a strong strategic focus in addressing the social, economic and physical development needs of the county in a manner that is committed to the principles of sustainability.

1.1.1 Planning & Development Act 2000.

The legal basis for the preparation of the Development Plan is the Planning and Development Act 2000 which has resulted in a development plan that is quite different from previous development plans.

The new plan is required:

- € to set out an overall strategy for the proper planning and sustainable development of the County,
- € to be as consistent as possible with such national plans, policies or strategies that relate to proper planning and sustainable development,
- € to set out a number of mandatory objectives including:
 - € the zoning of land for particular uses
 - € the provision of infrastructure,
 - € conservation and protection of the environment,
 - € protection of the landscape and built environment,
 - € provision of community facilities,
 - € protection of the linguistic and cultural heritage etc.

Under the provisions of the Local Government Act 2001 the Council must have regard to Government or Ministerial Policy, high environmental standards and sustainable development in preparing and adopting the Mayo County Development Plan.

1.1.2 Pre Draft Consultation.

An integral part of the preparation of this Development Plan has been a widespread exercise of public consultation that included public meetings, consultation sessions, and meetings with statutory and non-statutory bodies. In addition a total of 65 written submissions were submitted during the statutory consultation period.

Through the consultation process a very wide range of issues, relating to the sustainable social, economic and physical development of the county were raised

and which were influential in determining the strategic aims, policies and objectives set out in the Plan.

Accordingly, the Plan should not be viewed merely as a regulatory document prepared by Mayo County Council but rather as an expression of the Council's vision, in partnership with the wider public, for the sustainable development of the county over the next 6 years and the steps we need to take to achieve this.

1.1.3 Plan Format.

The Development Plan consists of a Written Statement and Plans indicating the development objectives.

The Written Statement is in 3 sections:

Section 1 describes the broader policy and geographical context in which the plan has been prepared, examines current trends within the county and identifies key issues that the Development Plan should address.

Section 2 sets out the overall strategic aims of the planning authority and a development framework necessary for their achievement.

Section 3 describes the Development Objectives and Development Control Standards. These are a statement of the actions that the planning authority intend that will underpin the development framework and move towards meeting the overall strategic aims of the Development Plan.

The Plans consists of the Development Objectives mapped where appropriate.

The format of the Plan has been influenced by:

- € the need to ensure that the key issues raised are highlighted throughout the plan,
- € that there is a clear sequence in the approach taken, moving from the Overall Strategy through to the Development Aims and Development Objectives,
- € that the underlying issues are addressed in a sustainable manner.

Under current legal provisions the following individual Plans automatically become part of the County Development Plan:

- € *The Connaught Waste Management Plan*
- € *The Sludge Operational Plan for County Mayo*
- € *The Mayo Housing Strategy 2001-2006.*
- € *Mayo County Council Retail Strategy, 2002*
- € *Mayo Traveller Accommodation Plan 2000-2004*

1.2 CONTEXT AND DEVELOPMENT TRENDS.

This Development Plan has been prepared against a backdrop of considerable, sometimes even radical changes in many different spheres of activity at the regional, national and international level. These changes have had significant implications in relation to the manner in which the county has developed over the last decade and for physical planning generally. It is necessary to take stock of the major changes as they set the context for the manner in which we must now plan ahead for the sustainable development of the county.

International Context & Obligations

Agenda 21, the international community's action programme for economically, socially, and environmentally sustainable development, was adopted at the United Nations Conference on Environment and Development (UNCED) in Rio de Janeiro, in 1992. In Ireland, the document "Sustainable Development: A Strategy for Ireland, endorsed by Government in 1997, reflects and takes forward, in the Irish context, the programme towards sustainable development set out in Agenda 21: it also takes into account other relevant international and EU developments. Under the Kyoto Protocol, Ireland made a legally binding agreement in 1997 to limit its greenhouse gas emissions growth to an agreed level by the period 2008-2010. The National Climate Strategy translates Ireland's international agreement into a programme for action. Mayo County Council recognises its role as a key player towards achieving the target reductions agreed under the Protocol and in meeting other commitments and obligations as required by EC Directives and under various Conventions and Treaties, the basic aim of which is to ensure sustainable development.

1.2.1 NATIONAL CONTEXT.

National Development Plan 2000-2006.

The economic growth and development of the last decade has not taken place evenly across the country. Many parts of rural Ireland including Mayo have not benefited from or experienced the same levels of economic, social and physical development that has occurred primarily in the Greater Dublin Area and to a lesser extent in the other cities in the country. Balanced regional development is a fundamental objective of the National Development Plan 2000-2006. Mayo is part of the BMW Region, which has retained Objective 1 Status for Structural Funds to 2006.

The National Spatial Strategy.

The NSS is intended to provide a spatial dimension to the policy set out in the NDP to achieve balanced regional development. From the discussion papers already published it is clear that certain core concepts and principles fundamental to the strategy will have policy implications for Mayo that must be addressed in the Development Plan.

In November 2002 the Government adopted the National Spatial Strategy which sets out a strategic spatial planning framework for the country for the period 2002-2020.

The Strategy includes;

- € a spatial policy framework to support balanced development,
- € policy measures through which the potential for more balanced development will be achieved across the country

- € an integrated network of gateways, hubs, other towns, villages and rural areas that will complement and draw strength from each other

The National Spatial Strategy identifies Sligo, Letterkenny, Dundalk and Athlone/Tullamore/Mullingar as four new Gateways in addition to the five (Dublin, Cork, Limerick/Shannon, Galway and Waterford) identified in the National Development Plan. These will act at the national level to drive development over the urban and rural areas they influence and support more balanced patterns of development. At the more local level, a number of strategically located hubs have been identified which will support and be supported by the gateways. In Mayo, the towns of Ballina/Castlebar and Westport are identified as a linked development hub which, with effective connections to and from gateways (Sligo, Galway and the Midlands), will occupy a strategic position between, on the one side, the wider hinterland of West Mayo and on the other a strengthening Galway, Sligo, Donegal axis.

This central position will enable Ballina/Castlebar and Westport to act as a fulcrum for regional growth drawing on national economic progress, developing its economic strength and as a result helping to energise the wider Mayo/West Roscommon area.

Sustainable Development - A Strategy for Ireland.

The Government's policy for sustainable development is contained in The National Sustainable Development Strategy. Sustainable development is development that meets the needs of the present generation without compromising the ability of future generations to meet their needs. However, sustainable development is not just about protection of the natural and man-made environment, it is equally about the economy and quality of life and therefore relates to social, economic and cultural sustainability and achieving a balance between these three dimensions. Central to the whole concept also are that development should allow future generations to enjoy a quality of life at least as high as our own and should respect our responsibilities to the wider international community.

This plan embraces the principles of sustainability in addressing future growth and development as promoted in the Sustainable Development Strategy and is consistent with the aims of the Local Agenda 21 Plan currently being prepared by Mayo County Council. In recent years, National Guidelines have been issued such as:

- € Residential Densities – Guidelines for Planning Authorities
- € Retail Planning Guidelines for Planning Authorities
- € Tree Preservation Guidelines for Planning Authorities
- € Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities
- € Wind Farm Development, Guidelines for Planning Authorities
- € Guidelines for Planning Authorities on Childcare Facilities
- € Draft Guidelines for Planning Authorities on Landscape and Landscape Assessment the aim of which are to ensure that sustainable principles are enshrined in planning policy. All of these have influenced the preparation of this Plan.

1.2.2 REGIONAL CONTEXT.

Mayo along with Counties Roscommon and Galway and Galway City Council form the Western Regional Authority. The West Region comes under the ambit of the Western Development Commission, which also has responsibility for the other four Western counties of Donegal, Leitrim, Sligo, and Clare. The West Region is further situated in the Border, Midlands and Western Region (BMW), which currently retains its Objective 1 status.

Following from the National Spatial Strategy it is clear that there is a need for balanced development within the Region, to enable this to happen issues that are relevant to the future sustainable development of the Region can only be tackled in a meaningful way on the basis of a regional focus and regional co-operation.

The role of the Mayo both nationally and within the West Region is demonstrated by the fact that the county is the location of a number of strategically important institutions of national and regional significance, such as GMIT, The Museum of Countrylife, Turlough, Newman Institute in Ballina and the Regional Communications Centre (CAMP) in Castlebar.

Mayo County Council is committed to developing a regional perspective and will co-operate with the regional structures with a major role in regional development.

The West Regional Authority is currently preparing Regional Planning Guidelines.

1.2.3 LOCAL CONTEXT.

County Development Strategy.

The reformed institutional and policy changes initiated under the programme of *Better Local Government* emphasises improved access to local government and more participative local democracy. To this end there has been a move to area based management and local delivery of services with area offices located in Ballina, Westport, Castlebar, Belmullet, Swinford, Claremorris, Ballinrobe, Kiltimagh and Newport.

Local Government Reform.

The reformed institutional and policy changes initiated under the programme of *Better Local Government* emphasises improved access to local government and more participative local democracy. To this end there has been a move to area based management and local delivery of services with area offices located in Ballina, Westport and Castlebar.

The change from mere consultation with communities to their participation in the decision making process and the growing importance of community led initiatives in the economic, social, cultural development of local areas has meant that Development Plan policies and objectives are required to be more area based and reflective of local conditions.

1.2.4 DEVELOPMENT TRENDS.

Population 2002.

The population in 2002 is 117,428 an increase of 5904(5.3%) since 1996. Between 1996 –2002 Mayo had a higher rate of inward migration than the state as a whole (+7.9% per 1000 pop. compared to +6.8% for the state) and was significantly higher than the +1.4% 1991-96 and -10.8% in 1986-91.

Only one of the 3 urban districts showed a significant increase in population, Westport 20.1% (+856 people). Ballina experienced an increase of 1.0%. This was concentrated in the Ardnaree South Urban area with Ballina Urban actually recording a decline of 2.2% (-103 people). Castlebar Urban remained static declined by 0.1% (-4 persons).

The DEDs immediately surrounding the Urban Districts all showed significant increases in population, such as Castlebar Rural DED showing an increase of 72.1% (2465 people) and Ardnaree North +10.5% and Ardnaree South Rural +23.9% both adjacent to Ballina Urban.

All of the 7 Census Rural Areas with the exception of Belmullet experienced an increase in population between 1996-2002. These overall increases at Rural Area level however mask declines at the electoral division level. 2002 Census data is not yet available for the other towns but is clear that the DEDs in which the towns are located, together with those adjoining them all showed significant increases. In the rural areas away from the larger towns there is significant decline in population.

If current population trends persist, Mayo's population will continue to grow in overall numbers but unless the internal imbalance between the urban and rural areas is addressed rural areas will continue to decline.

Projected population

Year	1996	2001	2006	2011	2016	2021
Total Population	111,524	117,800	124,294	131,048	137,014	142,307
Change in population		7803	6,494	6,753	5,966	5,294
Workforce	42,670	51,037	57,517	61,678	62,703	63,497
Households	34,477	38,239	42,977	48,558	52,532	55,292
Change in Households		3,762	4,738	5,582	3,973	2,760
Net migration in last 5 years		5,285	3,773	2,397	785	578
Average Household Size	3.23	3.08	2.89	2.70	2.61	2.57

The projected figure 117,800 is of the same order as the actual Census figure of 117,482.

The continued decline of the population in the rural area has serious implications into the future for social and economic services such as rural schools, post offices and small shops which will become increasingly threatened. As they close, or face the threat of closure, the remaining population, often elderly and suffering from other social and economic disadvantages, becomes increasingly marginalised.

Industry and enterprise.

Economic activity in County Mayo has grown significantly in recent years, much of which has been influenced by the dramatic national growth in the economy over the same period. It is estimated that employment increased in Mayo by 28.5% between 1996 and 2001 whereas between 1990-1996 it increased by only 8.7%. This resulted

in a decreasing unemployment rate falling from 16.3% in 1996 to 10% in 2001 and 5% thereafter.

Employment is dominated by the services sector at 43%, followed with agriculture employing 22% and industry at 25%. Despite Mayo's continued high dependence on agriculture, employment in this sector declined by some 27% between 1986-1996. This decline is counterbalanced by a sustained rise in the numbers employed in the industrial and service sectors. In 1999 manufacturing employment reached a figure of 7,317 persons an increase of 18.5% from 1996. However, the five largest firms in the county account for 29% of this employment suggesting a heavy reliance on larger establishments. Mayo has less "large" establishments than would be expected for its population base and it has an above average level of "micro" plants.

There has been significant growth in enterprise in recent years, in both the larger urban areas and in the smaller towns. The fact that the smaller towns have attracted some development, particularly associated with indigenous industry indicates that they have potential for further growth if provided with infrastructure.

There is a need to develop additional employment in services and manufacturing the smaller towns and in the rural villages.

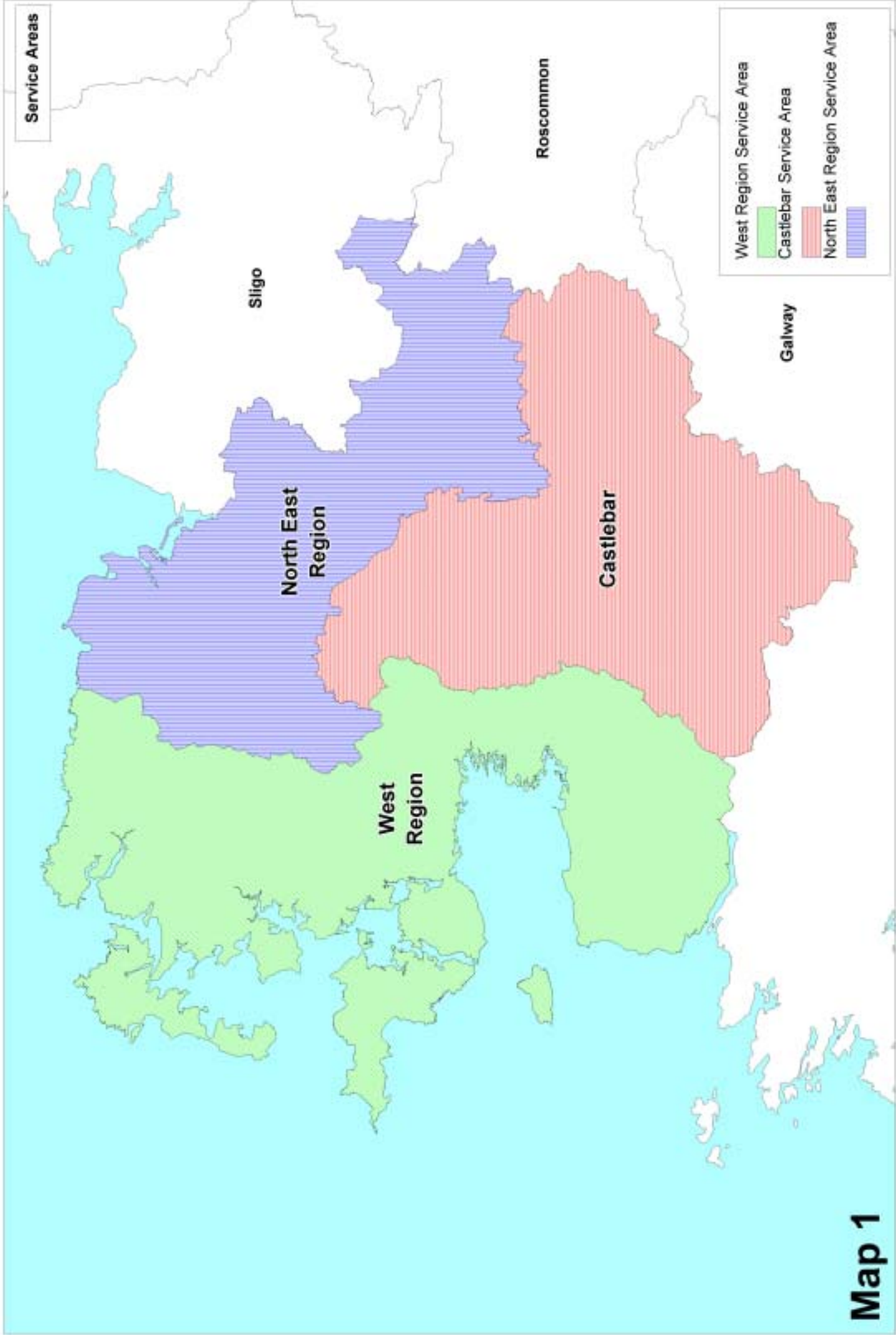
Since the 1992 Plan was made there has been substantial investment in the county's infrastructure including improvements to the strategic roads system, public water supply and wastewater disposal infrastructure. This factor has played a major role in terms of attracting industry and enterprise activities.

Land Use Patterns.

Land Use patterns in the county have changed in line with the distribution of the county's population. The number of planning applications handled by Mayo County Council has more than doubled over the last decade. In the years 1996-2001 there has been some 17,000 applications an estimated 60% (10,200) were for single houses in the countryside.

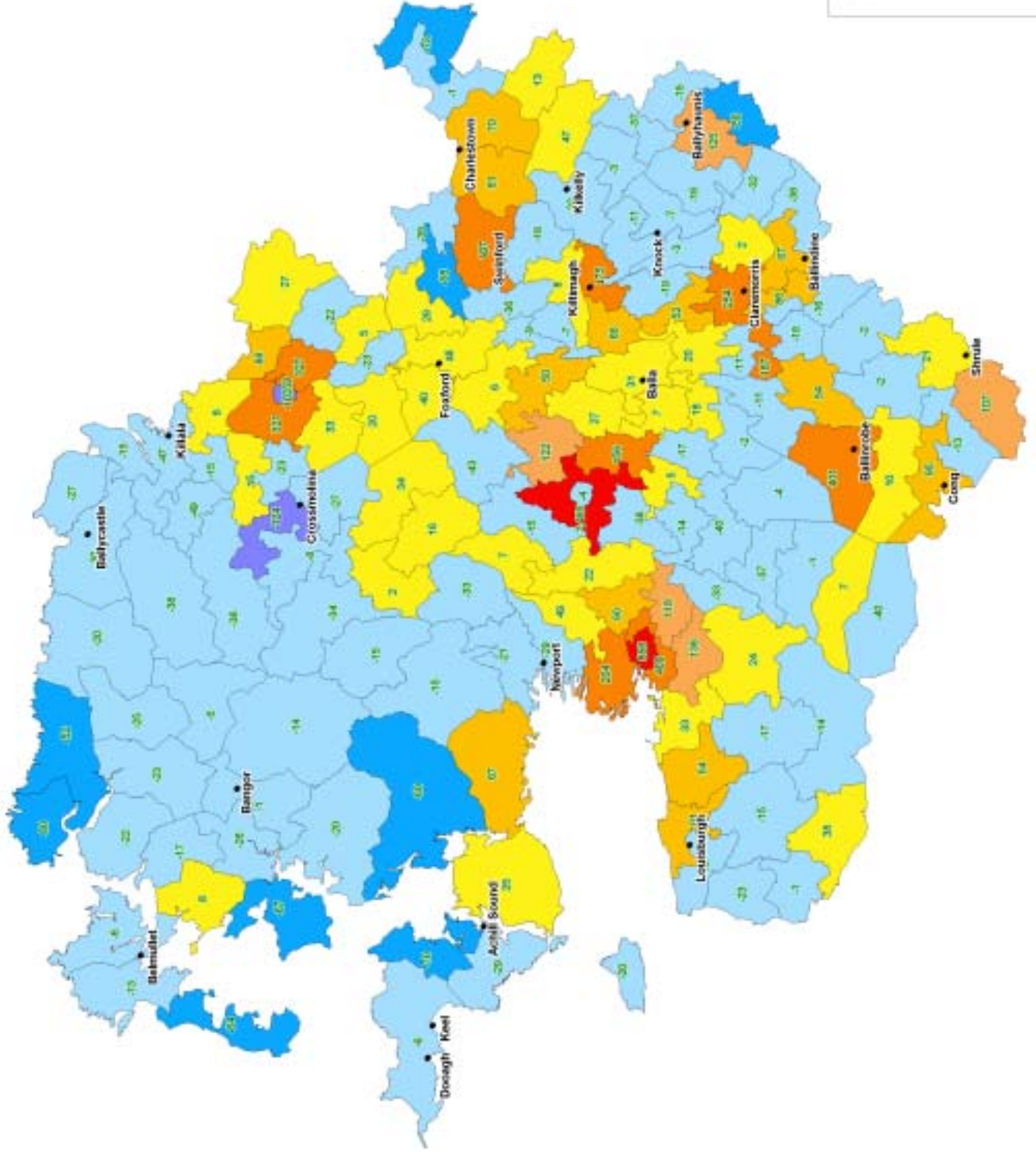
Environment.

Water quality in the county continues to decline. Agriculture is suspected as being responsible for most of the recorded instances of *slight pollution* in the county, with sewage (this includes both municipal and septic tank discharge) accounting for the bulk of the remainder. These sources are suspected as being equally responsible for most of the recorded instances of *moderate pollution*. Badly treated sewage discharges are apparently responsible for most recorded instances of *serious pollution* and the incidence of this pollution has increased markedly in recent years while that due to industry and agriculture has decreased. Results of analysis of samples from aquifers and groundwater's monitored under the EPA's national monitoring programme indicate that bacteriological contamination is the major threat to groundwater's in county Mayo. All major lakes monitored in Mayo were classified as being in the un-enriched category during the assessment period for the '*Water Quality Report (2002)*'.



Map 1

Population Change
Between 1996 and 2002



1.3 KEY ISSUES.

During the course of the public consultation process a number of issues relating to economic and social development, sustainability, settlement, quality of life, social inclusion, community development protection of the natural and built environment were raised and which the development plan must address. Additionally Mayo County Council, in developing the concerns raised in the consultations has identified some further concerns. Many of the issues are responses to significant social, economic and environmental changes that have taken place since the 1992 Development Plan.

While many of the topics raised relate to broader concerns that are addressed in the Mayo County Development Strategy it is the role of the County Development Plan to resolve, spatially, the implications arising from the concerns raised in the pre draft consultation. These are the **Key Issues** the Development Plan must address.

The Key Issues can be divided into a number of thematic areas;

Population.

With a current population of 117,428 the 2002 Census shows continued increase in the county population since 1991. However the population growth has not been evenly spread around the county

Population growth has been centred around the three main towns and to a lesser extent the other larger towns in contrast to the smaller centres

The 2002 Census indicates continuous decline in the rural population at the level of the electoral divisions. A notable exception to this are the rural areas adjacent to the three main towns and to a lesser extent some of the other towns.

Key Issue: *To halt the decline or stabilise Mayo's share of the population of the West Region.*

Key Issue: *To halt the decline of population in the rural areas of the County.*

Economic Development & Activity.

Mayo's peripherality and lack of a large-scale urban centre places it at a disadvantage in terms of attracting outside investment. Its infrastructure inadequacies reinforce these weaknesses

Relative to it's share of the regional population Mayo has a low proportion of foreign-owned plants representing only 25% of the west region total with Galway having a share of about 65%.

Indigenous small and micro-enterprises have played a major role in creating job opportunities in the smaller towns and rural areas.

Key Issue: *To ensure that the three main towns have the necessary infrastructure base, a range of social and educational facilities to ensure a good quality of life and an attractive built and natural environment to compete successfully for FDI.*

Key Issue: *To provide alternative employment for farmers leaving agriculture and those moving to part-time farming.*

Key Issue: *To ensure that the smaller towns and villages are provided with the necessary infrastructure, a range of social and educational facilities to ensure a good quality of life and an attractive built and natural environment to make them attractive vibrant options for the location of smaller indigenous enterprise activities without denying them the potential to attract overseas investment.*

Natural Resources.

Mayo has considerable natural resources which are a vital element of the county's resource base but which have not been developed to their full potential. Wind resources indicate that windfarms could be accommodated throughout the county, however, the development of wind projects has largely been confined to areas of very high amenity and ecological value resulting in conflict. Other less sensitive areas could be explored. In addition, the county has undeveloped potential for renewable energy from other sources such as hydro, solar, geothermal and tidal. The county also has significant resources in terms of aggregates a resource that has come under pressure over the last few years due to the increased demands.

Key Issue: *To ensure that wind-energy and other renewable energy sources, aggregate material and other valuable natural resources including gas, forestry, fishing, aquaculture, fisheries etc are developed to their full potential but in a manner that has due regard to environmental protection, bio-diversity conservation and the preservation of visual, scenic and residential amenities.*

Infrastructure Deficiencies.

The peripherality of the county in national and international terms is exacerbated by major infrastructure deficiencies particularly in relation to strategic road and rail connections, telecommunications and energy. These infrastructure deficiencies are a major inhibiting factor in terms of the social and economic development of the county and quality of life in general.

Key Issue: *The provision of a sound infrastructure base is of fundamental importance to the future development of the county.*

Rural Housing.

Mayo is essentially a rural county with a tradition of dispersed rural housing located in established physical and social clusters. This has played a large part in defining the character of Mayo as a county and in terms of its cultural and physical landscape. Rural housing also plays a pivotal role in sustaining rural communities and in maintaining the vibrancy of such areas.

Infrastructure Map

Cavan
Leitrim

Main Harbours



Airport



Proposed POP Swinford

30Km Radius



Gas Pipeline



110Kv Network



220Kv Network



National Primary Road



National Secondary Road



Rail



Broadband Metro Rings



Sligo

Roscommon

Galway

30Km Radius



Map 3

Key Issue: *How to reconcile the increasing demand for single houses in the countryside with the continued decline of rural population and need to ensure rural communities are sustained and increased and provided with an acceptable level of services in an environmentally sustainable manner in keeping with traditional historical patterns of development in the countryside for generations.*

Environment & Landscape.

Water Resources.

Mayo's water resources play a critical role in the economic, environmental and recreational life of the county. Their importance cannot be underestimated, Regional Water Supply Schemes, the backbone of the county's water supply system are all sourced from lakes which sustain highly valuable fishery resources. The water quality of our loughs, rivers and aquifers should be maintained to the highest possible standards.

Key Issue: *To improve the quality of our water resources and avoid further decline in water quality resulting from eutrophication as a result of excessive phosphorous input both from point sources such as waste water treatment plants, septic tanks and diffuse sources such as agriculture, forestry etc.*

Waste Management.

The quantity of waste being generated in Mayo continues to grow and there is more evidence that litter and illegal dumping are a problem in some parts of the county. The link between waste generation/disposal and sustainability in terms of the environment is well established.

Key Issue: the management of waste in the county must be addressed in line with the principles set out in the Connaught Waste Management Plan.

Key Issue: the formulation of policies that will increase public awareness in relation to waste minimisation.

Nature Conservation.

The wide diversity of, ecology and habitats in Mayo means that large areas of the county have been designated under EU Directives as candidate SAC, SPA and under National legislation, as Natural Heritage Areas.

Key Issue: *How to provide for new development without compromising the conservation value of the designated sites.*

Landscape.

The outstanding quality of the Mayo landscape is one of its major strengths. The landscape is under constant threat from inappropriate development pressures particularly over the last 5-6 years. The recent Planning and Development Act and

the Landscape Guidelines indicate that conservation of the landscape in all its contexts must now be integrated into all aspects of planning policy.

Key Issue: *How to reinforce and enhance the traditional landscape character of the countryside.*

Key Issue: *How to accommodate new development without compromising one of Mayo's major economic resources, it's landscape.*

Key Issue: *How to maintain and improve access to and enjoyment of the recreational amenities of the countryside.*

The Coast.

Mayo has the greatest length of coastline in the country and therefore issues of development, often conflicting, such as coastal erosion, tourism development, expansion of the aquaculture industry, protection of marine SACs and the conservation of marine and coastal habitats etc are arising.

Key Issue: *The need to develop a long-term perspective within the context of Integrated Coastal Zone Management within the county.*

Tourism.

The tourism industry is a powerful driver of the economy and social development, especially in rural areas that would benefit from economic diversification away from full-time farming. The potential of the county's resources for tourism development however is not fully realised in some parts of the county, in particular the more remote and sparsely populated areas. Promotion and development of tourism in the county must be underpinned by protection of the natural environment, the provision of infrastructure developments in general and tourist related infrastructure and facilities in particular. The growth in the number of holiday homes in sensitive rural areas and their impact on the landscape has the capacity damage the tourism resource.

Key Issue: *To ensure that the full potential of tourism as an economic and social force is realised in a sustainable manner with due regard to the impact on local communities and the natural environment*

Town & Village Development.

The 3 main towns in the county have been the location for most of the economic development in the recent past, with a few notable exceptions. The attractiveness of those towns and villages with Town Renewal and Village Enhancement Schemes and with road traffic relief schemes that have eased traffic congestion, has improved their standing as locations for development.

Key Issue: *To enable the smaller towns and villages to develop and present alternative choices for the location of residential, commercial and industrial development.*

Cultural and Architectural Heritage.

Our archaeological and architectural heritage is a unique and special resource, it takes into account not only the great artistic and architectural achievements of the past but also the everyday works of craftsmanship. The archaeological and architectural heritage, as well as having its own intrinsic value, is a fundamental element in developing the tourism potential of the county.

Key Issue: The need to protect and conserve the heritage of monuments and buildings and their settings from inappropriate development.

Islands & Gaeltacht Maigh Eo.

Mayo's inhabited islands have a particular and distinct culture as island communities. The Gaeltacht areas which are located in the more remote parts of the county face the challenge of retaining their special linguistic and cultural heritage. These communities are both very fragile in terms of their ability to sustain themselves due to weak demographic structures, lack of social and economic infrastructure, peripherality and employment opportunities.

Key Issue: The need to ensure that the population on the Islands and in the Gaeltacht is stabilised in order that they remain viable communities, retaining their uniqueness of culture and language.

Social, Community and Recreation Facilities.

In general there is a lack or mismatch in the provision of facilities required to meet community needs especially in relation to the elderly and children, access to such facilities even where they do exist can also be a problem. Quality of life and social inclusion are dependant on the adequate provision of social and community facilities in line with changing development needs.

Key Issue: To ensure that the provision of Social, Community and Recreation facilities is fully integrated into the planning and sustainable development of the county.

SECTION 2

2.1 OVERALL STRATEGY.

The Overall Strategy is the driving vision for the Development Plan and has been determined having regard to the aspirations set out in the County Development Strategy and Key Issues identified during the consultation phase and review of the plan.

The Overall Strategy of the County Development Plan is:

- ↓ To promote population growth in the county by facilitating economic, social and cultural development throughout the county with due regard to the role of both urban and rural areas in the overall strategic development of the county
- ↓ To define a strong sub-regional role for Mayo as a counter balance to the major urban areas of Galway city and Sligo.
- ↓ To strengthen and enhance the county's urban structure and promote sustainable vibrant rural communities.
- ↓ To promote the future growth and development needs of the county in a sustainable manner and to ensure that the benefits of economic growth and prosperity are spread to all parts of the county.
- ↓ To improve the quality of life and social well-being of all those living, working and visiting Mayo by ensuring high quality and sustainable residential, recreational, travel and working environments.
- ↓ To improve the economic competitiveness of Mayo and to promote and facilitate the provision of a sound infrastructure base throughout the county.
- ↓ To protect, conserve and manage in a prudent and sustainable manner the county's outstanding natural, built heritage and cultural resources and to seek the enhancement of these resources where appropriate and feasible.

The Overall Strategy is not intended to be an end state but rather a general direction as to how the County can develop and as with any strategy will be subject to constant review. In moving the Overall Strategy forward it is necessary to define some general **Development Aims**, in line with the concept of sustainable development the development Aims are identified broadly as Social, Economic and Environmental.

2.1.1 SOCIAL DEVELOPMENT AIMS.

- ↓ **To halt the decline or stabilise Mayo's share of the population of the West Region and to halt the decline of population in the rural areas of the County.**
- ↓ **To develop, social, cultural and community facilities in appropriate locations and scale that are accessible to all members of the community, with the long-term effect of sustaining and enriching the quality of life of people in Mayo.**
- ↓ **To ensure that as far as the available resources permit, that every family in the county can obtain a dwelling of a good standard located in an acceptable environment, at a price or rent that is affordable and in a manner which is in accordance with the principles of sustainable development.**

2.1.2 ECONOMIC DEVELOPMENT AIMS.

- ↓ **To promote development of all sections of the Mayo economy and optimise the contribution of the county's natural resource base to balanced, sustainable development and ensure that the availability of infrastructure facilities is not a limiting factor.**
- ↓ **To ensure the county's natural resources are managed and developed in a sustainable manner that will ensure they can be enjoyed by future generations.**
- ↓ **To ensure sustainable balance between the development of the tourism industry, urban and rural, and the protection and conservation of the natural and built environment on which it depends.**

2.1.3 ENVIRONMENT DEVELOPMENT AIMS.

- ↓ **To ensure the conservation and responsible guardianship of Mayo's natural and built heritage for future generations whilst optimising its potential role in sustaining local communities and the overall socio-economic development of the county.**
- ↓ **To ensure that the resource that is Mayo's diversity and variety of landscapes is utilised prudently and sustainably and that new development is integrated sympathetically into the landscape in a manner will ensure that the landscape can be handed on to future generations without being degraded.**
- ↓ **To improve the quality of the built environment in towns and villages, so that they develop as attractive viable options for the attraction of future growth and development.**

- ↓ To maintain and enhance the quality of those physical elements such as air, water soil, that contribute to the environment.

2.1.4 TRANSPORT & INFRASTRUCTURE. DEVELOPMENT AIMS.

- ↓ To develop a high quality, sustainable and integrated transportation system embracing the road, rail and air transport sectors, with an increased emphasis on the use of public transport to achieve a more balanced and sustainable transport
- ↓ To integrate and develop the transportation assets within the county including Knock International Airport and a number of strategic corridors both road and rail, into any regional planning strategy.
- ↓ To develop a high quality telecommunications infrastructure throughout the county as one means of realising and developing the social and economic potential, particularly of the smaller towns and rural areas.
- ↓ To ensure that the energy supply and distribution throughout the county is expanded and upgraded sufficiently to enable the economy, enterprise and other developments to locate in the county.
- ↓ To optimise the development of appropriate renewable energy sources, which make use of the natural resources of the area concerned in an environmentally acceptable and sustainable manner.
- ↓ To develop an environmentally sustainable water supply and sewerage infrastructure to facilitate economic and social development, particularly of the smaller towns and rural areas.

All of the individual elements that make up the Overall Strategy and Development Aims have a spatial dimension to them in terms of location and scale of development. In order to guide and direct the Overall Strategy a spatial context for future development is required, a **Development Framework**, which allows the overall strategy to be translated into various detailed development objectives required in the Plan

2.2 A DEVELOPMENT FRAMEWORK FOR COUNTY MAYO.

2.2.1 What is the Development Framework?

The Development Framework sets out a strategic, spatial blueprint for the future growth and sustainable development of the county.

2.2.2 Why do we need a Development Framework?

The policies of the 1992 Plan were geared toward halting further population decline in the county and in this regard all development was welcomed for the socio-economic benefits that it brought to the county as a whole.

It is evident however that the pattern of development since 1992 and more particularly over the past 5 years has led to an imbalance of development within the county. A number of significant features support this view:

- € Substantial growth of Ballina, Castlebar and Westport in contrast to more modest performance of many of the smaller towns and villages of the county.
- € In spite of the increased demand for single dwellings over the last decade, many of the rural electoral divisions incurred population losses.
- € In 1996, compared to the county at large, 89 of the 154 DEDs were among the most disadvantaged in the country, suggesting that current patterns of development have not spread the benefits of recent economic growth and prosperity evenly throughout the county.

In view of the changed social, economic and environmental circumstances that the county now faces and that the Development Plan must address, a new approach to development is required, one which encompasses more tailored responses to the development of various parts of the county.

The introduction of a spatial element into the wider socio-economic issues such as population patterns and distribution, scale and nature of activities and services etc requires a plan-led rather than an ad-hoc, unstructured approach to development. This is recognised in the County Development Strategy, an integral part of which is the promotion of a spatial perspective.

2.2.3 Importance of Adopting a Strategic Approach.

The full potential of Mayo in terms of its people, its landscape, natural resources, towns, villages and rural areas and sustainable patterns of development can best be realised by adopting a strategic focus to future growth and development needs. In other words we need to look at the 'bigger picture' in devising policies and objectives for long-term growth and development.

2.2.4 Guiding Principles for the Development Framework.

The Development Framework is founded on a number of national policy documents and perspectives and has at its core the need to achieve balanced, sustainable development, social inclusion and cohesion throughout the county.

The Development Framework is underpinned by a number of important sustainable development principles;

- € **the need to retain a strong vibrant rural population.**
- € **recognition of the strong inter-dependence between the larger urban centres, the towns and villages and the rural areas that make up County Mayo.**
- € **the need to consolidate existing settlements and maintain a compact urban form**
- € **the need to maintain and protect the distinctive character of rural and urban areas.**
- € **the need to match pro-active rural housing policies with policies that provide a focus for the development of the towns and villages.**
- € **the need to have regard to the sustainable use of natural resources**
- € **the need to recognise the duty of care firstly to the whole community, its environment including the need to conserve bio-diversity and to use its components wisely.**
- € **The need to manage the landscape in a sensitive and prudent manner.**

The basis of the Development Framework is that it seeks to optimise the strategic role of both rural and urban areas in realising the full potential of the county by promoting sustainable patterns of social, economic development in an manner that protects and enhances the environment.

2.2.5 The Development Framework.

In developing the framework cognisance has been taken of the fact that in the context of the National Spatial Strategy the whole of Mayo is seen as a 'single functional unit' and has potential to develop as a major sub-regional development hub between Galway and Sligo. It has been formulated having regard to the future spatial structure as set out in the strategy, which among other things, proposes Ballina/Castlebar as a linked development hub.

Key aspects of the NSS which have influenced the structure of the Development Framework include;

- € The complementary role of other towns, villages and rural areas,
- € the role of linkages in terms of good transport, communications and energy networks,
- € the suggested range of policy responses for different types of rural areas
- € the spatial planning framework set out in the NSS to support sustainable rural settlement, taking account of the different forms of settlement that have evolved.
- € the spatial structure set out in the Strategy in relation to the West Region, including its towns and rural areas

Cognisance has also been taken of the fact that the spatial perspective as advocated in the County Development Strategy needs to be expressed.

Mayo can be differentiated into 4 distinct types of area by size, function, character and role:

- € The three main urban centres of Ballina, Castlebar and Westport.
- € The larger towns of Ballyhaunis, Ballinrobe, Belmullet, Claremorris, Swinford and Crossmolina.
- € The smaller towns such as Louisburgh, Kiltimagh, Newport, Killala, Foxford etc
- € The wider rural area including villages such as Aghagower, Geesalia, Belcarra, Bohola, Bonniclon, Kilmovee etc. and a wide range of smaller rural centres where services are located

The development framework highlights a strategic objective for each of these four types of area, which in turn provides the focus for Goals and Objectives, the aim of which is to secure the sustainable and balanced development of the county.

Ballina, Castlebar and Westport.

These three towns are separate planning authorities in their own right. The sphere of influence of urban areas however, does not stop at town or administrative boundaries and towns of all sizes exert an influence on their hinterlands. Accordingly, a development framework for the county would make little functional sense if it restricted itself solely to the administrative area of the planning authority. In addition, substantial areas in the environs of these towns are still located within the jurisdiction of Mayo County Council.

Ballina, Castlebar and Westport are estimated to have a current combined population of 23,600 representing approximately 20% of the population of the county. Each of the three towns has a wide range of functions in terms of services, tourism, industry, education and administration but each has also a certain functional identity of its own. For example, Ballina has emerged as a strong market and industrial town. Castlebar is the county town and has a strong commercial/service and administrative identity. Westport has developed as a strong tourism centre of national importance. The economic, social and cultural dynamism of these towns is a catalyst for economic growth and development and exerts a major influence on the socio-economic development of the county as a whole.

The size and status, of these towns combined with their range of functions and availability of infrastructure, services and labour supply enable them to attract overseas investment and higher order functions and services into the county in a way that cannot be replicated by the smaller towns.

The NSS identifies Castlebar and Ballina as a linked development hub based on their strategic location, the large area that they serve and their relative proximity to Galway and Sligo. Attributes such as the Galway-Mayo Institute of Technology, road and rail infrastructure, access through Knock Airport and a tourism resource based on landscape, natural wilderness, the islands and angling will support this role.

Strengthening the links and capacity for co-operation between these two towns and combining their individual strengths will enable them to play a strategic role in the overall development and regeneration of the county and indeed the whole sub-region. Acting as a linked development hub it is envisaged that they will achieve the necessary concentration and characteristics of population capable of supporting a

wide range of services and facilities that would be capable of attracting and supporting higher levels of economic activity and act as an effective counterbalance to Galway city and Sligo town.

The NSS recognises that certain coastal areas have been experiencing economic growth and revitalisation based on diversification of an economy previously centred on agriculture. This process of revitalisation is supported by the successful development of a number of relatively small towns, which are associated with a growing tourism sector, a lively and attractive small town environment and spin-off employment creation in other enterprises and local services. This process is particularly evident in Westport whose scale, attractiveness and setting, is seen as a central aspect of its promotion and development. To protect its economic vitality in its strategic complimentary role as a driver of development at the county level, it will be essential to sensitively balance future development options against the need to maintain the very attributes that make it attractive in the first place.

The sub-regional strategic role of Ballina/Castlebar as a linked development hub and the complementary role of Westport necessitate the provision of appropriate levels of physical and social infrastructure including:

- € improvements to the strategic roads and rail infrastructure into the towns and improvements to Knock Airport
- € measures to address the effects of congestion in the town centres
- € measures for the enhancement of townscapes
- € improvements to the telecommunication network
- € improvements to the energy distribution system
- € improvements to water & wastewater infrastructure measures to jointly promote the combined area of Ballina/Castlebar in its role as a linked development hub

Another major consideration in developing Ballina/Castlebar as a linked development hub and Westport, is the need for strong land-use zoning policies to counter current patterns of sub-urban sprawl, ribbon development and the need to maintain compact urban areas and promote development within the built-up areas of the towns



With a high degree of infrastructure inter-connectivity between Ballina/Castlebar and the gateways (Sligo, Galway and the Midlands) and similarly between the three urban centres in the county, including the development of integrated land-use and transportation systems, the main urban centres can continue to attract major inward investment and act as drivers of development into the smaller towns and strengthen the rural areas of the county.

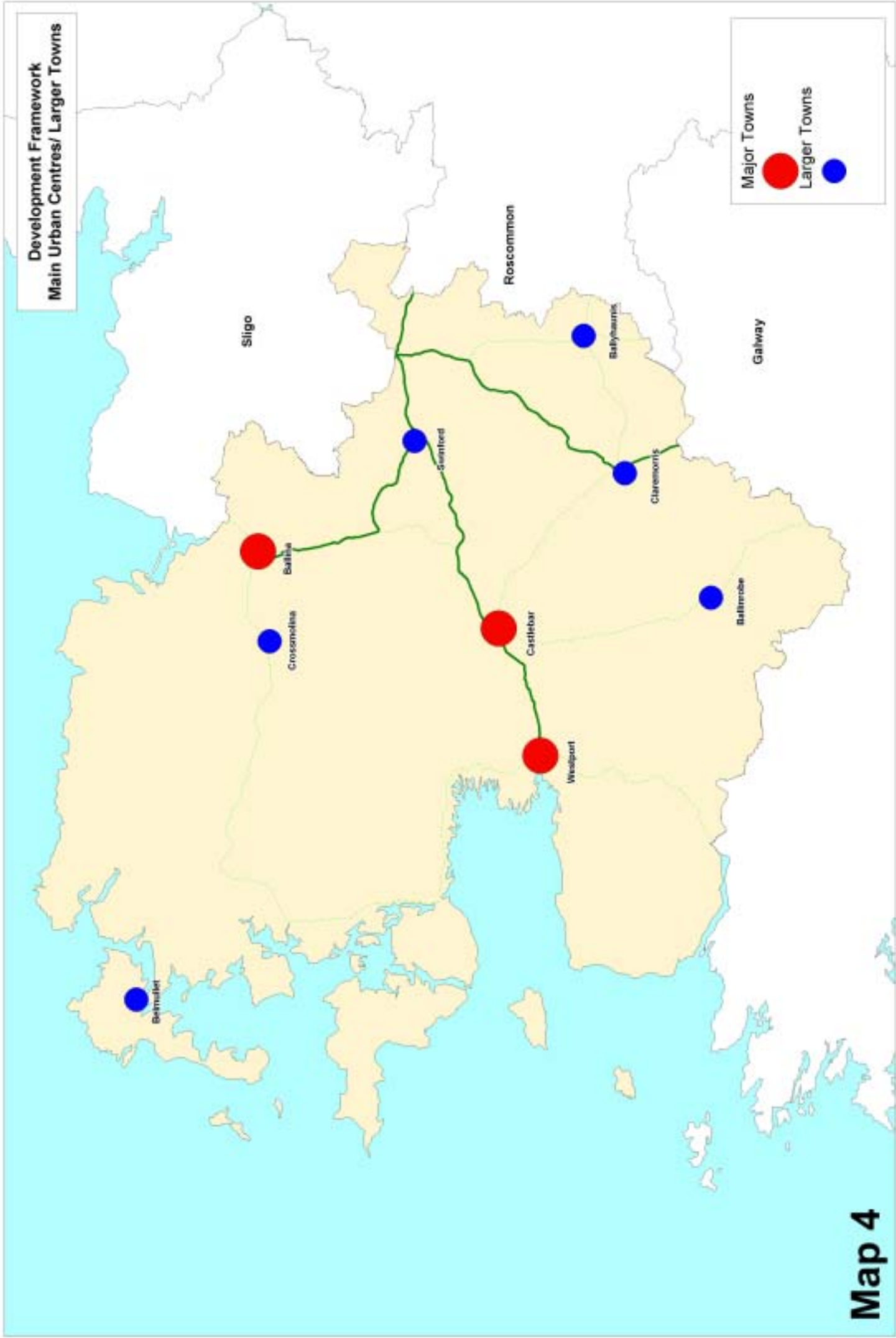
The strategic objectives in relation to these three towns are:

Development Framework Objective DF-1.1.

To promote and facilitate the growth of the combined towns of Ballina, Castlebar as a linked sub-regional development hub in accordance with the National Spatial Strategy, building on their individual and complementary strengths and potential development roles and to ensure that the necessary physical and social infrastructure supports and linkages are developed.

**Development Framework
Main Urban Centres/ Larger Towns**

Major Towns 
Larger Towns 



Map 4

Development Framework Objective DF-1.2.

To promote and facilitate the important economic and social development role of Westport in partnering the linked Castlebar/Ballina hub so as to provide a strong development focus based on its existing role as a major tourist/recreation centre of national importance complementing the role of Ballina/Castlebar as a linked development hub and to ensure that the necessary physical and social infrastructure supports and linkages are developed.

Towns & Villages

The areas that benefited most during the recent period of economic growth and prosperity were the larger urban centres. As the economy begins to slow down, there will be a stronger tendency to reinforce this pattern. One of the ways to counterbalance these effects is the promotion of a network of strong towns and villages throughout the county. The NSS emphasises the key role of the larger and smaller town and village structure in achieving balanced regional development. In relation to structurally weak areas it states that “The long-term answer to strengthening weak areas requires the strengthening of the structure of villages and towns in these areas” (p108 NSS).

Larger Towns

The towns of Ballyhaunis, Ballinrobe, Belmullet, Claremorris, Crossmolina and Swinford have a strong identity both in terms of the built environment and historically. They provide an extensive range of services, functions and employment opportunities.

They have the potential to be self-supporting to a large degree in terms of their ability to provide housing, services, employment, social and recreational facilities to their inhabitants and those living in the rural hinterlands.

They have the capacity to absorb further development in terms of size and range of services available, availability of water and sewerage facilities, level of residential demand and availability of suitable building land.

Given the geographical size of the county the location of these towns is of strategic importance in achieving balanced development. It is recognised that the different towns have different strengths and potential for development:

- € Claremorris, located at the junction of the N17, N60 with rail links to Dublin and Galway has potential as an industrial and transport hub.
- € Ballyhaunis is a strong market town with a strong agri-business identity and an important strategic role in terms of the development of east Mayo.
- € Swinford is centrally located in relation to Castlebar and Ballina. Its identity as a potential location for a POP on the telecommunications network strengthens its position for development related to or dependant on IT.
- € Ballinrobe is strategically located in relation to Galway city and major tourist and recreational amenities and has the potential for a more self-sustaining form of development, building upon established industries.
- € Belmullet and Crossmolina while being smaller in population than the other 4 towns have strategic roles in terms of north-west and north Mayo.

In the past these towns have suffered varying degrees of economic and social disadvantage. In the last five years however they have experienced a certain momentum of growth indicating latent economic potential which could be further developed by promotion and investment.

Attractive, vibrant towns are attractive not just as places to visit but as places to live and invest in and experience has shown that there is an obvious link between availability of infrastructure and programmes of town/village enhancement in stimulating economic and social activity in smaller and larger settlements.

In the context of the development framework for the county, the aim will be to promote and strengthen these towns as agents of social and economic development. This requires the provision of adequate infrastructure, business support infrastructure, locally available workforce and social and recreational facilities in order to retain existing populations and employment and ensure the development of social and economic opportunities.

It also requires attention to the built environment particularly the town centres in terms of caring for, restoring and renewing the physical fabric of the towns.

The strategic objective for the larger towns is:

Development Framework Objective DF-2

To promote and facilitate the growth and sustainable development of the towns of Ballyhaunis, Ballinrobe, Belmullet, Claremorris, Crossmolina and Swinford so that they may progress towards being thriving, attractive, compact and self-sufficient towns capable of providing a wide range of services and functions to support the inhabitants of those towns and their rural hinterlands

Smaller Towns

The smaller market towns are a vital link in the rural-urban continuum. In general, they have experienced mixed fortunes in the recent past being more susceptible to downturns in population, growth and function as their traditional role as local service centres is eroded.

These small towns have recognisable town centres and townscapes and still play a vital service role for their catchment areas. They have a more limited range of services, functions and employment opportunities than the larger centres and many have infrastructure deficiencies that have restricted potential recent growth.

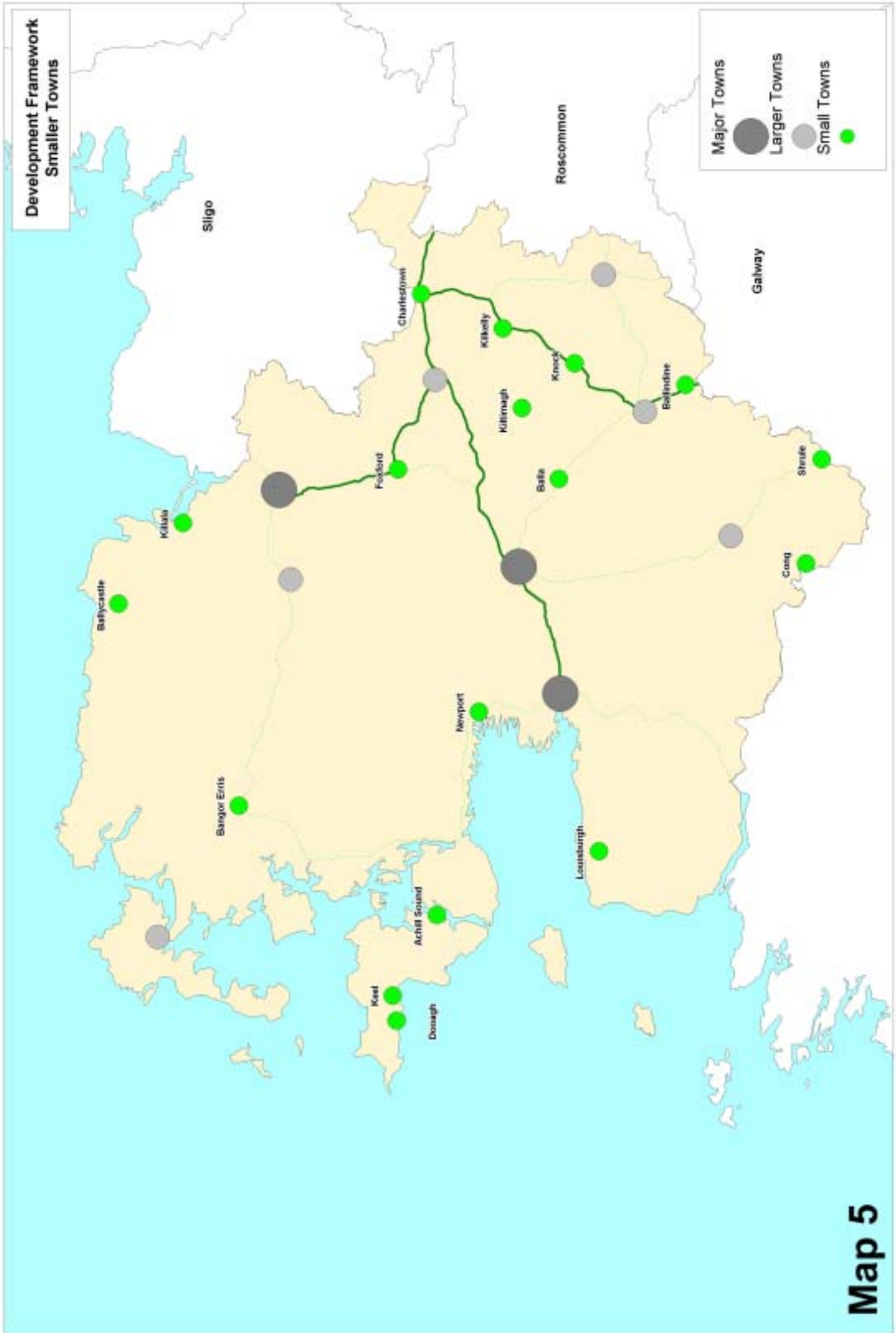
However, towns, which have experienced regeneration initiatives by community and public agencies, have responded well in terms of socio-economic development. The residential function of many of these towns has strengthened in recent years indicating that they are attractive residential options for people commuting to work elsewhere.

Most have indicated the ability to attract inward investment in indigenous enterprises. This is reflected in the development of specialist 'niche' employment uses in various towns such as tourism, fishing, fish processing, food industry, aggregates industry etc. They also have strong traditional links with their rural hinterlands.

The sustainable development of these towns is an integral aspect of the overall future growth and development of the county.

Development Framework
Smaller Towns

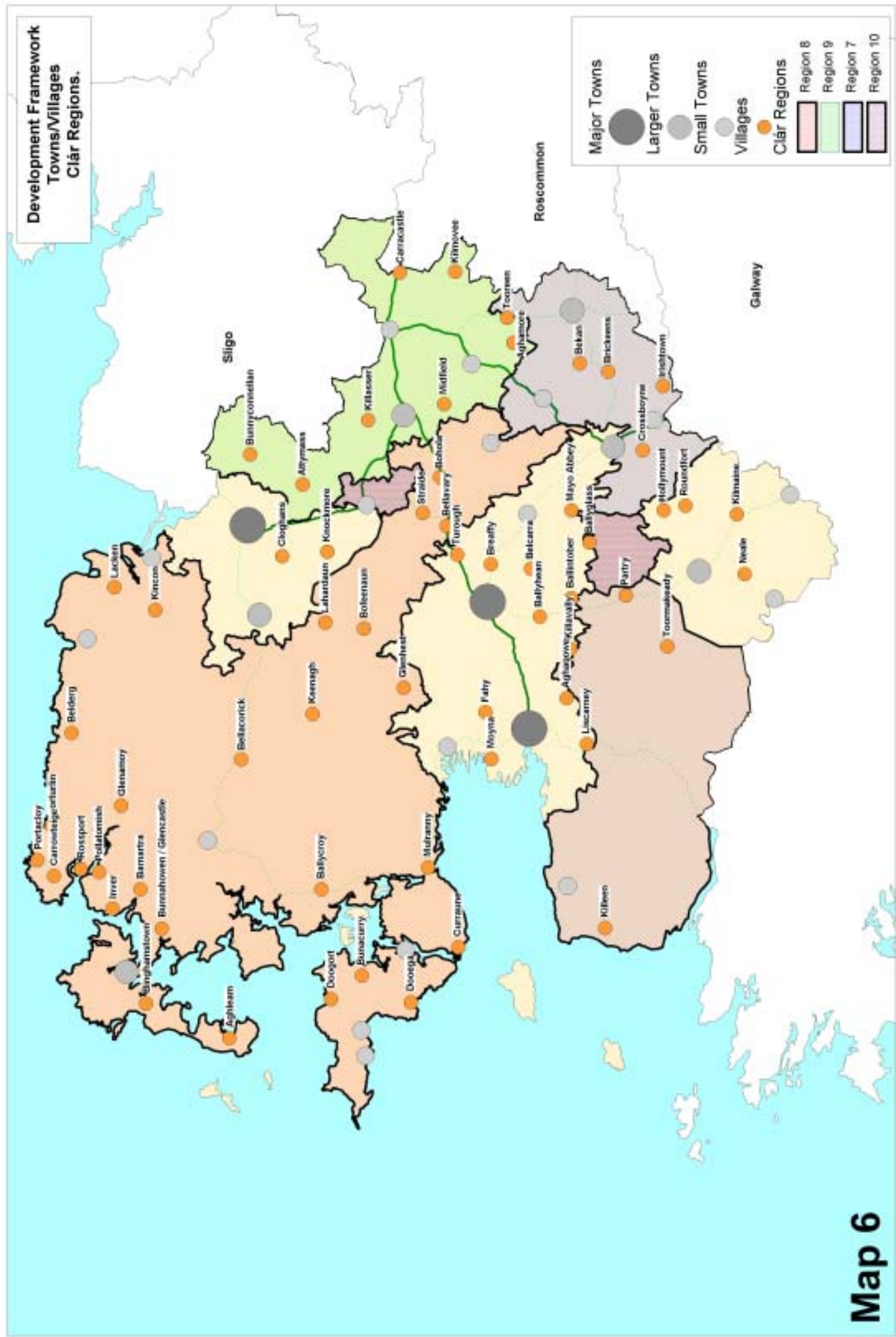
- Major Towns
- Larger Towns
- Small Towns



Map 5

**Development Framework
Towns/Villages
Clár Regions.**

Major Towns (Large grey circle)
Larger Towns (Medium grey circle)
Small Towns (Small grey circle)
Villages (Very small grey circle)
Clár Regions (Color-coded squares):
 Region 8 (Light blue)
 Region 9 (Light green)
 Region 7 (Light orange)
 Region 10 (Light purple)



Map 6

As for the larger centres the smaller towns will require the integrated provision of infrastructure, both physical and social as well as measures to protect and enhance the physical environment of the towns.

The strategic objective in relation to the smaller towns is:

Development Framework Objective DF-3

To promote the sustainable development of smaller towns so that they are sustained and consolidated as local rural service centres to enable them to provide a wide range of services and act as attractive, viable options for inward movement and investment.

Rural Areas

The rural and coastal areas of Mayo are home and workplace to a large proportion of the people of Mayo (67% in 1996). Agriculture is the primary land-use in the county and the economy relies heavily on this sector with 22% employed in agriculture in Mayo in 1996. The rural and coastal areas are also the location of major natural resources as well as our major recreational, amenity, tourist and archaeological resources.

Large parts of the rural areas and coast of the county contain some of the most outstanding landscape and seascape in the world and are designated as areas of high amenity in terms of their scenic and visual quality. Such areas are vital to the tourism economy and as such could contribute to the diversification of the economy of these areas as traditional agriculture declines in economic importance.

Rural areas also possess a rich diversity of natural and cultural heritage. Among the former are areas of national and international importance for habitats and/or species which are afforded statutory protection under EU Directives and national legislation.

A number of important considerations with regard to rural areas need to be taken into account:

- € Recent patterns of development have led to demographic imbalances with many of the rural areas experiencing population decline particularly those removed from the towns and larger urban centres.
- € Sustainable rural development objectives relate to the conservation and maintenance of areas of special environmental sensitivity arising from landscape qualities, natural resources, biodiversity and cultural heritage.
- € The rural villages, which are an integral part of the rural areas provide essential local services and facilities. They play a major role in improving the quality of life and well-being of the rural communities.

The protection of rural based resources is essential not alone for the overall benefit of the county as a whole but also for the long-term interest of those whose actual livelihood depends on rural resource based activities such as agriculture, fisheries, tourism, forestry, renewable energy and quarrying.

Accordingly, policies aimed at protecting and conserving rural areas, their biodiversity, amenities, landscape and natural resources must be matched with policies which seek to maintain and support established rural communities.

The importance of family ties and links to local areas such as a parish, village or school catchment areas as essential elements in reinforcing local community ties and networks and strengthening rural communities must also be recognised.

The quality of life of rural communities depends on the provision of services and facilities to support and sustain them. Traditional rural settlements such as the straidbhaile, clachan or dispersed village and the traditional once-off house, can play a crucial role in this regard not just in terms of reversing rural decline but also the viable provision of services and facilities that enhance quality of life and reinforce strong community identity.

To fulfil their role these villages need to grow and develop and to be seen as attractive and sustainable options for those wishing to reside in a rural environment.

Redressing the decline of rural population is essential in ensuring the maintenance of the rural communities. At one end of the rural spectrum rural areas immediately adjacent to the three main urban centres are displaying patterns of urban sprawl and ribbon development while at the other remoter rural areas continue to lose people and services.

Relevant development control policies setting out the requirements of the planning authority in relation to the housing categories that will be accommodated in the rural areas are set out in Section 3.

The strategic objective for rural areas is:

Development Framework Objective DF-4

To maintain and promote vibrant rural communities and sustainable patterns of development whilst ensuring that the environmental, natural and cultural heritage resources of the county are uncompromised and the character and amenities of the rural areas are retained.

The purpose of the Development Framework is to define spatially a role for each of the 4 types of area and to direct and enhance the growth potential of both urban and rural areas in a sustainable and balanced way. If the Framework is pursued proactively it could redress the decline of the rural areas, spreading the benefits derived from the strength of the urban centres and as such would reinforce and recreate the strong interdependency between town and country characteristic of Mayo in the past.

2.3 THE LANDSCAPE

Mayo has a world-renowned landscape which constitutes an invaluable element of the county's natural resource base. The sensitive development and conservation of this resource is essential to the underpinning of strengthened rural economies, the economy of the county in general and quality of life. Within areas, which the NSS identifies as Revitalising Areas such as the greater part of Mayo, the NSS states that '*The increased realisation of this resource potential calls for the wise management of all environmental resources in the form of landscape policies, settlement policies,*

bio-diversity and conservation of the cultural heritage'. Accordingly, landscape considerations is an important factor in the formulation of objectives in the Plan.

The '*Landscape*' is a general term used to describe the appearance of the physical environment. It is composed of a complex mixture of natural and man-made elements that can also be an important part of the identity of an individual or a community. It combines important economic, social and cultural roles- as the location of agriculture, housing and history. The natural and man-made landscapes of Mayo have co-evolved over thousands of years. They are continuing to evolve and change today.

It is important to note that human activities-and the changes that they necessitate-are integral parts of the landscape. Landscape objectives do not seek to prevent new uses or changes. Instead they attempt to manage the change to ensure that the effects of change are fair and proportionate-balancing individual needs against public rights; ensuring that the past remains visible to the future.

2.3.1 Landscape Policy

Landscape and scenery are often important considerations in making planning decisions. It is important, therefore, to provide clear, fair and easily anticipated landscape policies to guide applications and decisions. In this way, disappointments can be anticipated and avoided while also ensuring that decisions are more easily understood and accepted. To address these an independent '*Landscape Appraisal for County Mayo*' was commissioned. It's purpose was to identify and describe the landscape character of each part of the County. Following this the capacity of each area to accept change-without disproportionate effects-was evaluated and a series of policies to guide developments in each type of landscape was proposed.

2.3.2 Character Units

Mayo can be divided into 16 main areas that contain roughly similar types of topography, vegetation, land-uses and settlement patterns. (See Map titled *Landscape Character Units* in Landscape Appraisal (DLA) of Mayo). Examples include *Coastal Areas, Moorland Areas, Uplands etc.* They are useful for planning purposes because the effects of changes and new developments will be similar throughout the character unit allowing more consistent and predictable decisions.

2.3.3 Scenic Evaluation

Different areas have different potential to absorb change or new development, In some areas, the change will be visible over a very wide area with little scope for screening by vegetation or topography. New development in other areas will remain relatively inconspicuous because they will be seen in the context of other similar development or because it is easily screened. *Vulnerable Features* – such as skyline ridges or coastlines-were identified and mapped (Map titled *Scenic Evaluation-Vulnerable Features* in the Landscape Appraisal) as well as *Sensitive Areas* such as very open moors, bogs, dunes or areas of natural vegetation (Map titled *Scenic Evaluation-Sensitive Areas* in the Landscape Appraisal). Areas and routes that have been recognised as being 'scenic' generally occur within these areas (Map titled *Scenic Routes & Protected Views* in the Landscape Appraisal).

The majority of the population and economic activity occurs in areas that are identified as *Normal* and *Robust* – such areas have a ready capacity to absorb a wide range of new developments.

2.3.4 Policy Areas

In order to provide greater certainty and clarity to applicants about the landscape objectives in each area the Character Units, referred to above, were simplified and grouped into 5 Policy Areas (see Map titled Landscape Protection Policy Areas included in the Landscape Appraisal). Each area includes the guiding objectives that will be used to evaluate the appropriateness of proposals in the area. The areas are;

Montaine Coastal
Lowland Coastal
Uplands, moors, heath or bogs
Drumlins and lowlands
Lakeland Sub-Areas

2.3.5 Landscape Sensitivity Matrix

The *Landscape Sensitivity Matrix* (Fig.1) Provides preliminary guidance on the likely potential landscape impacts of a range of developments.

SECTION 3

3.1 DEVELOPMENT OBJECTIVES.

The Development Framework must be underpinned by certain priorities relating to infrastructure, both physical and social, the environment, landscape protection, use of the county's natural resources, our cultural heritage, economic development, rural development and the improvement of our towns and villages.

These priorities are related, through the Development Framework to the key issues outlined in Section 1 and are set out here in a series of **Development Objectives** and are in effect the statement of the actions the planning authority intend to take in order to achieve the Overall Strategy through the Development Plan Framework.

3.1.1 THE DEVELOPMENT FRAMEWORK.

Ballina/Castlebar/Westport Development Hub.

- DF-DH 1** It is an objective of the Council to further the concept of a regional Development Hub focussed on the joint strengths of Ballina/Castlebar/Westport towns through the Regional Planning Guidelines for the West Region.
- DF-DH 2** It is an objective of the Council to seek close co-operation and consultation with the three Town Councils to promote and create a regional role for the towns of Ballina and Castlebar combined as a linked development hub and Westport in its complementary/partnership role as major tourist/recreational and industrial centre in the county.
- DF-DH 3** It is an objective of the Council to protect and strengthen the urban function of each of the three towns of Ballina, Castlebar and Westport individually by developing compact urban form.
- DF-DH 4** It is an objective of the Council to prioritise transport, energy, and major public infrastructure projects that will give effect to the development of Ballina/Castlebar/Westport as a development hub as indicated in the Development Framework.
- DF-DH 5** It is an objective of the Council to promote and facilitate the provision of a high level of social, community and recreational facilities to enhance the quality of life in these towns.
- DF-DH 6** It is an objective of the Council that where any residential land, zoned or unzoned, is serviced by a public sewer, it is the intention of this Council that that land should be developed to its maximum potential bearing in mind the substantial investment in the public service infrastructure.

Larger and Smaller Towns.

- DF-T1** It is an objective of the Council that where any residential land zoned or unzoned is serviced by a public sewer, it is the intention of this Council that the land should be developed to its maximum potential bearing in mind the substantial investment in the public service infrastructure.
- DF-T 2** It is an objective of the Council to revitalise those towns that have experienced decline in population and services, to promote their redevelopment, enhancement and renewal of the physical fabric of the towns and villages in general
- DF-T 3** It is an objective of the Council to promote new development and land uses on the basis of good-neighbourhood principle in terms of appropriate scale and use in those towns and villages where lands have not been zoned for development pending the preparation of Local Area Plans.
- DF-T 4** It is an objective of the Council to ensure the provision of adequate infrastructure in the towns by way of water supply, sewerage, roads, footpaths and public lighting to serve the need of their communities and to provide for additional development in accordance with the Development Framework.
- DF-T 5** It is an objective of the Council to facilitate the creation of quality environments through the promotion of excellence in architecture, urban design and materials with due regard to the need to respect the character, patterns and tradition of existing places and the built form
- DF-T 6** It is an objective of the Council to encourage innovative housing design and layout solutions that address concerns of environmental sustainability with regard to matters such as energy efficiency and use of materials
- DF-T 7** It is an objective of the Council to improve the quality of the built environment of the County's towns and villages through the Town Renewal Scheme and the Council's own programme of town and village enhancement generally and as indicated in Appendix IV.
- DF-T 8** It is an objective of the Council to prepare Design Guidelines for Developments in Towns and Villages to be agreed by Councillors.
- DF-T 9** It is an objective of the Council to invoke the provisions of the Derelict Sites Act 1990 to address problems of dereliction in towns.
- DF-T 10** It is an objective of the Council to support and co-operate with the County Development Board, community groups and other relevant agencies in the planning and implementation of schemes that will help to upgrade the physical environment of the towns and villages
- DF-T 11** It is an objective of the Council to encourage the sympathetic refurbishment, redevelopment and re-use of derelict, redundant and ruined buildings

- DF-T 12** It is an objective of the Council to encourage the appropriate development of infill or back-land sites within the built up areas of towns.
- DF-T 13** It is an objective of the Council to promote and facilitate the provision of a high level of social, community and recreational facilities to enhance the quality of life in these towns.
- DF-T 14** It is an objective of the Council to establish land banks of suitably located land in or adjacent to towns and villages or other areas considered appropriate to meet demands for industry, enterprise, housing or other social and community need.
- DF-T 15** It is an objective of the Council to create a development hub in Belmullet in order to meet the economic needs of the Erris Region.

Rural Areas.

- DF-RA 1** It is an objective of the Council to reverse the decline in population of rural areas in the county by strengthening the population base of rural villages identified in the Development Framework in addition to but not at the expense of single houses in rural areas.
- DF-RA 2** It is an objective of the Council to facilitate the provision of social, community and recreational amenities in or adjacent to existing villages and to enhance the quality of life for the rural community at large.
- DF-RA 3** It is an objective of the Council to establish land banks of suitably located land in or adjacent to towns and villages or other areas to meet demands for industry and enterprise appropriate to the rural area, housing or other social and community need.
- DF-RA 4** It is an objective of the Council to ensure that new development in rural villages is appropriate in scale and size to the existing character, amenity and environment of the village.
- DF-RA 5** It is an objective of the Council to ensure the provision of adequate infrastructure in the rural villages by way of water supply, sewerage, roads, footpaths and public lighting to serve the need of their communities and to provide for additional development in accordance with the Development Framework and to support the development of telecommunications infrastructure in appropriate locations of the county.
- DF-RA 6** It is an objective of the Council to ensure that the use and appearance of all development in rural areas respects the character, quality, environment and amenity of the countryside and its vernacular traditions and their ability to be absorbed into the surrounding landscape without generating an adverse visual impact.
- DF-RA 7** It is an objective of the Council to encourage the sympathetic refurbishment, redevelopment and re-use of derelict, redundant and ruined buildings including agricultural buildings of appropriate size and scale and sites for residential and tourist related uses and other uses

deemed appropriate in scale and size to the character, amenity and environment of the countryside.

DF-RA 8 It is an objective of the Council to provide serviced land banks in low order settlements to meet the permanent housing needs of farm families and emigrants who wish to return permanently from overseas to their own locality and persons whose employment locally provides a service to the local area will be accommodated, subject at all times to the consideration of the proper planning and sustainable development of the area.

DF-RA 9 It is an objective of the Council to encourage innovative housing design and layout solutions that address concerns of environmental sustainability with regard to matters such as energy efficiency and use of materials.

Housing in the countryside.

DF-HC 1 It is an objective of the Council that, in the rural area outside of the lands zoned for residential development, in the Town Development Plans for Ballina, Castlebar and Westport and in the unserviced lands outside the lands zoned for residential development in the Development Plans for Ballyhaunis, Swinford, Ballinrobe and Claremorris, only permanent housing needs shall be accommodated, subject at all times to the consideration of the proper planning and sustainable development of the area.

DF-HC 2 It is an objective of the Council to ensure that as far as available resources permit that every family in the country can obtain a dwelling of a good standard at a price and rent that is affordable. Special consideration will be given to the provision of housing in rural areas that have sustained population loss since 1951.

DF-HC 3 It is an objective of the Council that persons other than those mentioned above and who seek to reside in the rural area shall be accommodated within existing, traditional straidbhaile (i.e. centred around church/crossroads), clachan (cluster of buildings) or dispersed villages.

DF-HC 4 It is an objective of the Council to recognise the distinctive traditional settlement patterns that have evolved in certain parts of the county in the form of small clusters such as clachans and linear groupings such as straidbhaile, while at the same time protecting valuable landscape resources and reinforcing rural communities by seeking to address the extent to which these patterns can be strengthened through appropriately scaled 'in-fill' development and avoidance of linear or ribbon development.

DF-HC 5 It is an objective of the Council to consider proposals for small, in-depth and informal clusters of not more than 4-5 houses in the open countryside for permanent housing needs subject at all times to considerations of proper planning and sustainable development.

- DF-HC 6** It is the objective of the Council to ensure that new housing development in the rural areas respects the character, visual quality environment and amenity of the countryside and its vernacular traditions in order to safeguard the country's built and natural heritage.
- DF-HC 7** It is an objective of the Council to ensure that as far as possible, new housing development in the countryside is of the highest design standards.
- DF-HC 8** It shall be an objective that consideration shall be given to returning emigrants and migrants who wish to return and build a permanent family home on family lands in accordance with proper planning and sustainable development.
- DF-HC 9** It is an objective of the Council to prepare Guidelines for Housing in Rural Areas.

Housing in Coastal Areas and Areas of High Amenity.

- DF-HHA 1** It is an objective of the Council that in the areas identified as Sensitive or Vulnerable in the Landscape Appraisal of County Mayo the permanent housing needs of the established rural community¹ will be accommodated, subject at all times to the consideration of the proper planning sustainable development of the area.
- DF-HHA 2** It is an objective of the Council that, in the areas identified as Sensitive or Vulnerable in the Landscape Appraisal of County Mayo, the siting and design of new housing shall ensure the ability of the dwelling to be absorbed into the surrounding landscape without generating an adverse visual impact
- DF-HHA 3** It shall be an objective of the Council that areas along the sea, estuaries and lake shore lines shall be referred to as scenic areas and that scenic views in those areas are protected as much as possible, and only planning permission for replacement housing, extensions or where a farmer has no other land except in those areas will be allowed.

Holiday Homes.

- DF-HH 1** It is an objective of the Council to encourage holiday homes to locate within an existing settlement where there is existing infrastructure provision to service the development and where they can contribute to maintenance of essential rural services.

¹ Permanent Housing Needs – are the needs of people who live and work in an area all year round and do not use dwellings as holiday homes.

3.1.2 ECONOMIC ACTIVITY.

Industry and Enterprise.

- EA-IE 1** It is an objective of the Council to work in partnership with the IDA, Enterprise Ireland and the County Enterprise Board Udaras na Gaeltachta and the County Development Board to promote and facilitate the location of industry and enterprise (including the technology sector) in accordance with the Development Framework and to ensure the provision of the necessary infrastructure supports and linkages are developed having regard to the need to ensure conservation and protection of the natural and cultural heritage of the county.
- EA-IE 2** It is an objective of the Council to develop an adequate range of sites for industry and enterprise in accordance with the Development Framework, where a need is identified and shall require industry to locate in those sites.
- EA-IE 3** It is an objective of the Council to facilitate agri-industry and other rural enterprise activities that are dependent on their locality.
- EA-IE 4** It is an objective of the Council to facilitate the re-use of disused industrial buildings for alternative uses.
- EA-IE 5** It is an objective of the Council to encourage the expansion of service sector employment and to recognise the opportunities it presents to retention of population in the rural area.
- EA-IE 6** It is an objective of the Council to encourage and facilitate home-based employment of appropriate type, size and scale subject at all times to the consideration of the proper planning and sustainable development of the area
- EA-IE 7** It is an objective of the Council to support decentralisation by the potential that exists for accommodating higher levels of population and/jobs growth in those settlements, which are currently served by main rail lines. Consideration should also be given to other settlements, such as Ballinrobe, Belmullet, Charlestown, Kiltimagh and Swinford, which also have this potential.

Agriculture.

- EA-A 1** It is an objective of the Council to facilitate the sustainable development of the countryside by encouraging the continued use for farming of agricultural holdings as a contributory means of maintaining population in the rural area.
- EA-A 2** It is an objective of the Council to facilitate and encourage the sustainable development of agricultural enterprises, related agri-tourism projects and farm diversification and other suitable proposals that support the development of alternative rural enterprises.

EA-A 3 It is an objective of the Council to promote sustainable agricultural development whilst ensuring that development does not have a negative impact on the visual or scenic amenity of the countryside and that no pollution or injury is caused to natural waters, wildlife habitats and areas of ecological importance.

Forestry.

EA-F 1 It is an objective of the Council to promote sustainable forestry development of appropriate scale whilst ensuring that development does not have a negative impact on the visual or scenic amenity of the countryside and that no pollution or injury is caused to natural waters, wildlife habitats and areas of ecological importance.

EA-F 2 It is an objective of the Council to work in partnership with the Forest Service to prepare and implement the Indicative Forest Strategy (IFS) for County Mayo.

EA-F 3 It is an objective of the Council that afforestation takes place in accordance with the 'Landscape Appraisal of County Mayo'.

EA-F 4 It is an objective of the Council that clear-felling of any particular stand of trees is not permitted and that felling of afforestation is carried out in a controlled manner.

EA-F 5 It is an objective of the Council to promote and encourage local community partnerships to participate in the Neighbourhood Wood Scheme.

EA-F 6 It is an objective of the Council in co-operation with forestry operators to ensure that forestry and forest related activities would not cause undue damage to the roads infrastructure of the county.

Aquaculture & Fishing.

EA-AF 1 It is an objective of the Council, through consultation with the Department of Communications, Marine and Natural Resources and other relevant agencies to avoid the location of intensive fin fish-farming in in-shore waters and to encourage it's to location in deeper waters off-shore to avoid adverse effects on game fisheries.

EA-AF 2 It is an objective of the Council to develop and improve harbours, piers, slipways and associated shore facilities and access, which can be shared by leisure, tourism and fishing and aquaculture having due regard for the protection of designated conservation areas and for marine and coastal bio-diversity.

EA-AF 3 It is an objective of the Council to support added value marine and service industries in the county, in particular the development of the seaweed and kelp industry

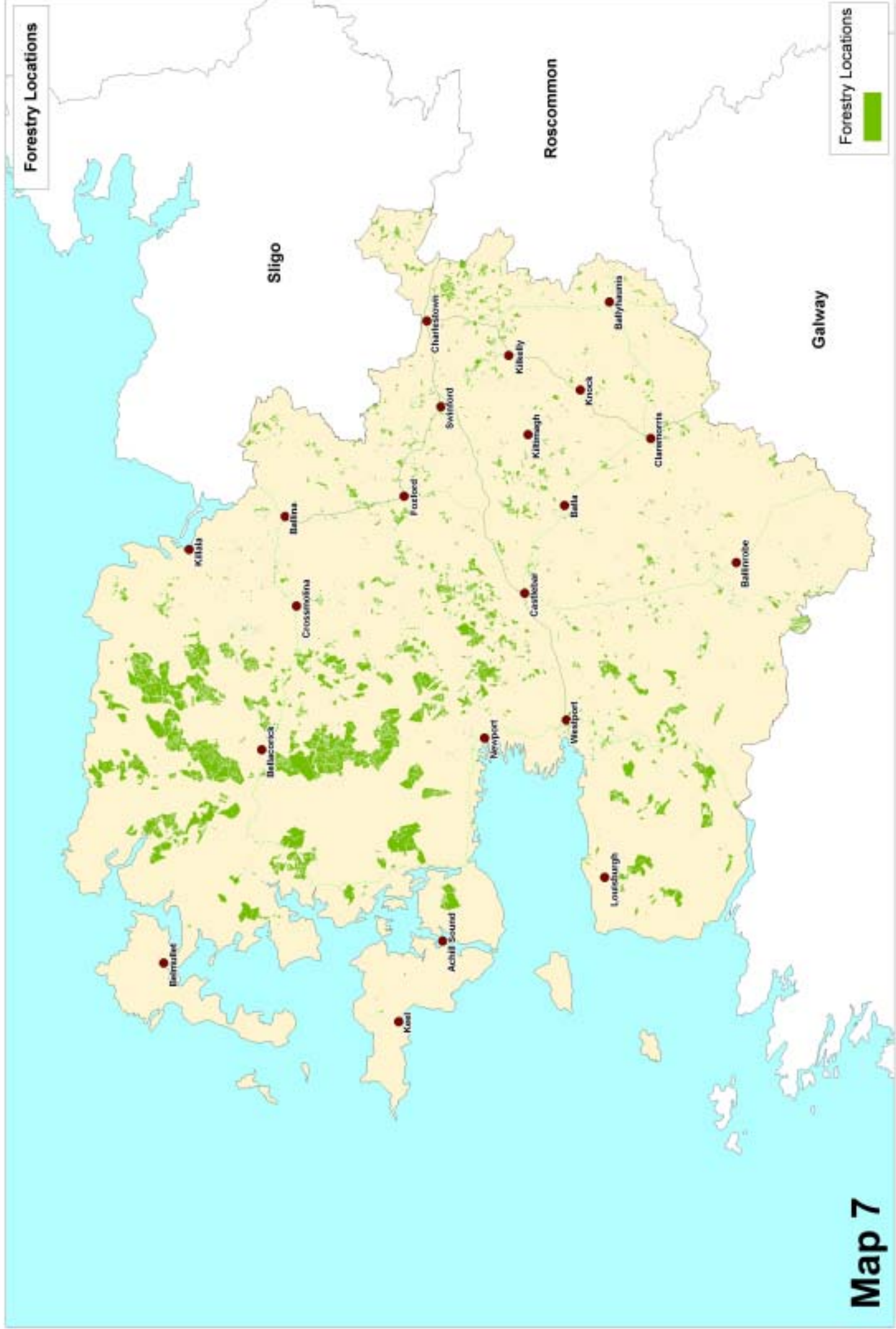
- EA-AF 4** It is an objective of the Council to seek the co-operation of those involved in aquaculture developments to strictly control the discharge of effluents in order to maintain the water quality.
- EA-AF 5** It is an objective of the Council to avoid the location of fish cages in freshwater and inner bays.
- EA-AF 6** It is an objective of the Council to support the conservation, development and sustainable management of the county's important inland fisheries resource in conjunction with all relevant authorities
- EA-AF 7** It is an objective of the Council in consultation with Duchas, the Department of the Marine and Natural Resources and other relevant agencies, to protect marine and coastal SACs and SPAs and to avoid adverse effects on marine habitats and species in general

Tourism.

- EA-T 1** It is an objective of the Council to protect those areas of outstanding landscape, the natural and built environment and cultural heritage that form the County's tourism resource.
- EA-T 2** It is an objective of the Council to encourage and assist areas, where tourism is currently underdeveloped and where there is a need for local tourism development initiatives to realise their full tourism potential
- EA-T 3** It is an objective of the Council that tourism-based development shall be located within existing settlements where there is existing infrastructure provision to service the development and where they can contribute to maintenance of essential rural services.
- EA-T 4** It is an objective of the Council to work in partnership with Mayo Naturally, Ireland West, Gaol Saoire, and other tourism organisations to promote and facilitate the provision of the necessary infrastructure supports for the development of tourism.
- EA-T 5** It is an objective of the Council to encourage clustering of tourism activities in accordance with Bord Failte's Tourism development Strategy 2000-2006
- EA-T 6** It is an objective of the Council to facilitate the protection, development and maintenance of walking and cycling routes within the County.
- EA-T 7** It is an objective of the Council to encourage and promote sustainable tourism through the encouragement of development that promotes and enhances as well as protects the county's landscape and other elements of the natural and built heritage.

Extractive Industries.

- EA-EI 1** It is an objective of the Council to safeguard mineral resources and un-worked aggregates (stone, and sand/gravel deposits) by seeking to prevent incompatible land uses, which could be located elsewhere, from being located in the vicinity of the resource.



Forestry Locations

Forestry Locations

Sligo

Roscommon

Galway

Map 7

Bairbrete

Ballaconna

Crossmolina

Ballina

Kesh

Achill Sound

Newport

Wearpoint

Lonsborough

Foxford

Castlerea

Castlerea

Swiford

Killeshin

Ballisodare

Knock

Killesly

Charlestown

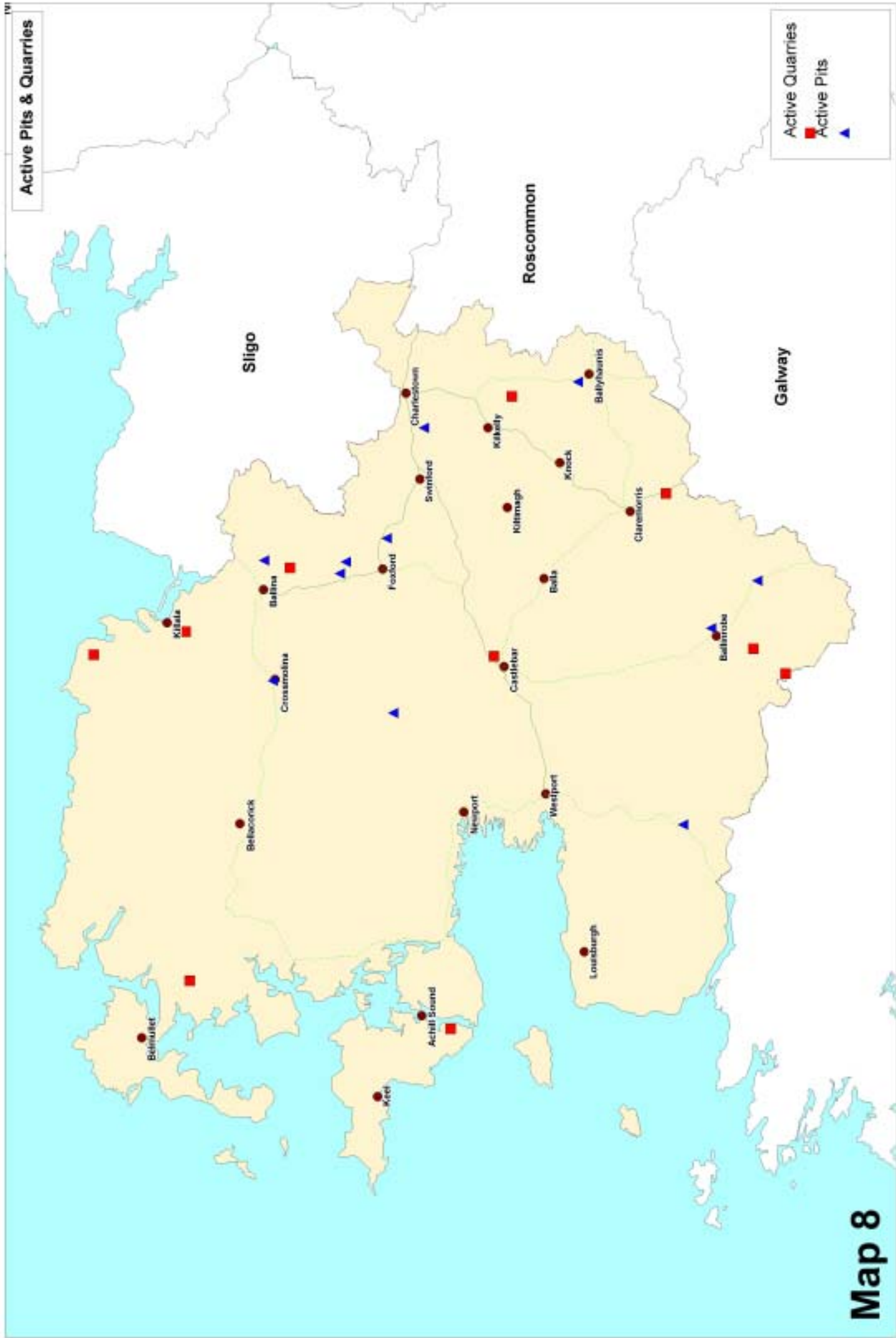
Ballyhamis

Claremorris

Ballymroe

Active Pits & Quarries

- Active Quarries
- Active Pits



Map 8

EA-EI 2 It is the objective of the Council to control all new operations and prohibit any development in areas where the visual or other environmental impacts of such works would seriously injure the amenities of the area.

EA-EI 3 It is the objective of the Council to have old disused quarries, sand and gravel pits restored to beneficial use and landscaped to integrate with the surrounding area.

EA-EI 4 It is an objective of the Council that, as part of any planning application for the large scale extraction of minerals and sand/gravel deposits, quarrying of rock and the expansion/intensification of existing operations, an Environmental Impact Assessment under the Planning and Development Act 2000) shall be required by Mayo County Council.

EA-EI 5 It is an objective of the Council to prepare a Minerals and Aggregates Development Strategy for the county.

Retailing.

EA-RT 1 It is an objective of the Council to implement the Mayo County Council Retail Strategy, 2002.

EA-RT 2 It is an objective of the Council to facilitate and encourage the appropriate provision of retail facilities in areas that are an inconvenient distance from existing retail centres to service local needs.

3.1.3 TRANSPORT & INFRASTRUCTURE.

TRANSPORT.

Land Use Integration & Transport.

- TI-LUT 1** It is an objective of the Council that proposals for all new major developments shall make provision for the incorporation of public transport infrastructure development so as not to prejudice the future delivery of a public transport service in County Mayo.
- TI-LUT 2** It is an objective of the Council through the Development Framework to encourage development that utilises public transport in the interest of transport efficiency and sustainability particularly in rural areas.
- TI-LUT 3** It is an objective of the Council to promote the improved delivery of transportation services by the formation of a Mayo Transportation Group representing all transport providers (Bus Eireann, Iarnrod Eireann, Knock Airport, Carne Airstrip, private transport companies and the local authorities and transport companies serving the Islands). It is also an objective of the Council to promote improved transport to Inishbiggle.
- TI-LUT 4** It is an objective of the Council to promote in conjunction with other local authorities and organisations the development of the Western Transportation Corridor as a means of improving the development potential of the county and the West Region.
- TI-LUT 5** It is an objective of the Council to promote Charlestown as a major transport hub for the North West on the basis of its strategic location at the intersection of the N5 and N17, its proximity to Knock International Airport and the fact that it is on the Western Rail Corridor.
- TI-LUT 6** It is an objective of the Council to promote Park and Ride facilities throughout the county.

ROAD.

- TI-R 1** It is an objective of the Council to secure improvement to the standard and safety of the public road network to cater for the economic, social and cultural development of the County.
- TI-R 2** It is an objective of the Council to protect the investment of public resources in the provision, improvement and maintenance of the public road network.
- TI-R 3** It is an objective of the Council, in partnership with the NRA and in conjunction with adjoining local authorities to secure the improvement of road links to the regions
- TI-R 4** It is an objective of the Council in partnership with all statutory agencies to maintain and upgrade both national and county roads to an appropriate capacity to meet regional and inter regional transport needs,

- TI-R 5** It is an objective of the Council to encourage an improved modal split between private motor vehicle and public transport and the redirection of heavy goods movement from road to rail.
- TI-R 6** It is an objective of the Council to promote road safety by means of the Road Safety Together Group and to actively support and promote all road safety initiatives.
- TI-R 7** It is an objective of the Council to ensure that the design of the future road network promotes safety provides as direct routes as possible and segregates cyclists from other traffic, where possible.
- TI-R 8** It is an objective of the Council to have regard to the natural and cultural heritage of the county in the pursuit of its objectives relating to the provision of transport and other infrastructure.

National Primary Roads.

- TI-NP 1** It is an objective of the Council in co-operation with the National Roads Authority to have the major improvements identified in Appendix I carried out on the National Primary roads.
- TI-NP 2** It is an objective of the Council in co-operation with the National Roads Authority to carry out maintenance and minor improvements to the National Primary roads.
- TI-NP 3** It is an objective of the Council in co-operation with the National Roads Authority to restrict developments on the National Primary roads in the interest of Road Safety.
- TI-NP 4** It is an objective of the Council to provide new relief roads and town by passes on the National Primary Network.

National Secondary Roads.

- TI-NS 1** It is an objective of the Council in co-operation with the National Roads Authority to have the major improvements identified in Appendix I carried out on the National Secondary roads
- TI-NS 2** It is an objective of the Council in co-operation with the National Roads Authority to carry out maintenance and minor improvements to the National Secondary roads
- TI-NS 3** It is an objective of the Council in co-operation with the National Roads Authority to restrict developments on the National Secondary roads in the interest of Road Safety
- TI-NS 4** It is an objective of the Council to provide new relief roads and town by passes on the National Secondary Network

Regional Roads.

- TI-RR 1** It is an objective of the Council to have the major improvements identified in Appendix I carried out on the Regional Road network

- TI-RR 2** It is an objective of the Council to provide new distributor roads, relief roads and town by passes on the network
- TI-RR 3** It is an objective of the Council to carry out maintenance and minor improvements to the Regional Road network.
- TI-RR 4** It is an objective of the Council to restrict developments on certain sections of the Regional Road network in the interest of Road Safety and to safeguard the line of any proposed new distributor roads, relief roads and town by passes
- TI-RR 5** It is an objective of the Council in co-operation with the Department of Environment and Local Government to continue to improve strategic road links within the Regional Road network.

Local Roads.

- TI-LR 1** It is an objective of the Council in co-operation with the Department of the Environment & Local Government to continue to improve strategic road links within the Local Road network.
- TI-LR 2** It is an objective of the Council to have the improvements carried out on the Local Road network.
- TI-LR 3** It is an objective of the Council to provide new link roads and town by passes on the network
- TI-LR 4** It is an objective of the Council to continue with the strengthening and improvements of the local road network and to improve strategic sections on those roads servicing aquaculture/ forestry/ agriculture/ gas industry and tourism.
- TI-LR 5** It is an objective of the Council to develop service and link roads, in partnership with private enterprise, within town and village areas to promote backland development and reduce the necessity for ribbon development.
- TI-LR 6** It is an objective of the Council to protect and develop public rights of way to areas of public attraction throughout the County while at all times striving to reach agreement with the landowners concerned.
- TI-LR 7** It is an objective of the Council to develop the local road network as cycling and walking routes. The Council will also seek to further develop and reinstate old routes where possible by securing and protecting existing rights of way in consultation with the landowners concerned

Road safety.

- TI-RS 1** It is an objective of the Council to provide a safe road system throughout the county through Road Safety Schemes, which will include the continuation of the Low Cost Safety Measure Programme, Signage and Delineation, Traffic Calming, Safety Features in the vicinity of schools.

Traffic and Transportation Studies.

- TI-TS 1** It is an objective of the Council to carry out Traffic and Transportation Studies in the larger towns and other locations as required.

Reclassification of Roads.

- TI-RC 1** It is an objective of the Council to have the N60 Castlebar-Claremorris reclassified as a National Primary Road
- TI-RC 2** It is an objective of the Council to have the N83 Ballyhaunis - Glentavraun reclassified as a Regional Road
- TI-RC 3** It is an objective of the Council to have the Charlestown–Doocastle road reclassified as a Regional Road
- TI-RC 4** It is an objective of the Council to propose reclassification of other roads as development traffic warrants.

Public Transport.

- TI-PT 1** It is an objective of the Council to co-operate with relevant transport bodies and authorities to secure improvements to the public transport system within County Mayo and adjacent Local Authority Areas.
- TI-PT 2** It is an objective of the Council to support and promote the use of, public transport and community transport initiatives and to facilitate integrated travel between rural and urban areas.
- TI-PT 3** It is an objective of the Council to ensure that the towns and villages of the county continue to be served by long distance bus services.
- TI-PT 4** It is an objective of the Council to protect lands required for the development of public transport facilities.
- TI-PT 5** It is an objective of the Council to plan the safe location of bus stops so that disturbance to traffic and pedestrian flows is minimised.
- TI-PT 6** It is an objective of the Council to promote improvements to public transport services and support initiatives designed to improve bus-rail interchange facilities, initiatives such as commuter rail and connecting feeder bus routes.

Car Parking.

- TI-CP 1** It is an objective of the Council to provide and maintain car parks throughout the county and encourage further provision in village and town centres in accordance with the Council's Car Parking Plan.
- TI-CP 2** It is an objective of the Council to commence work on car parks in the county in accordance with the councils Car Parking Plan of October 2002.
- TI-CP 3** It is an objective of the Council to identify sites for car parks in other villages and towns around the county.

TI-CP 4 It is an objective of the Council to facilitate the provision of carparking in conjunction with the private sector.

Taxis/Hackney.

TI-TH 1 It is the objective of the Council to encourage the provision of a taxi/hackney service to reduce the usage of private cars and ease traffic movement.

TI-TH 2 It is the objective of the Council to provide taxi ranks and to ensure that their provision does not impact negatively on general traffic movement or the safety of pedestrians and cyclists.

Pedestrians and Cyclists.

TI-PC 1 It is an objective of the Council that design proposals for new major developments will be required to make provisions for the development of cyclists and pedestrians

TI-PC 2 It is an objective of the Council to facilitate the development and maintenance of cycling and walking routes within the County. Junctions will be designed to facilitate pedestrians and the disabled crossing the road.

TI-PC 3 It is an objective of the Council to maintain and have improvements carried out on the public footpath network to facilitate walking with facilities at crossings for the un-sighted and disabled.

TI-PC 4 It is an objective of the Council that proposals for office, residential, retail and employment generating developments will be required to provide adequate covered facilities for the secure parking of bicycles.

TI-PC 5 It is an objective of the Council to promote Traffic Calming, Environmental Cells and Area Quiet Roads in consultation with the Community, Gardai, Fire and Ambulance Services

TI-PC 6 It is an objective of the Council to establish a complete network of inter-linked cycleways throughout County Mayo and support the retention of existing public rights of way network and to seek to ensure that all routes are appropriately sign posted, way marked and kept free from obstruction & also seek to promote new opportunities for gaining access to the countryside where possible.

Heavy Goods Vehicles.

TI-HGV 1 It is an objective of the Council to reduce the adverse effects of HGVs within the County.

Bus & Coach Parking.

TI-BCP 1 It is an objective of the Council to provide and maintain adequate bus parking facilities within the towns and villages of the County.

TI-BCP 2 It is an objective of the Council to provide and maintain adequate coach parking facilities within or on the edge of important tourist destinations and major towns within the County.

TI-BCP 3 It is an objective of the Council to provide and maintain adequate car parking facilities and viewing areas on the important tourist destinations and routes in the County.

RAIL.

TI-RL 1 It is an objective of the Council to support proposals for the reinstatement of the Sligo-Limerick Western Rail corridor.

TI-RL 2 It is an objective of the Council to support proposals for the facilitation of the Ballina-Westport-Castlebar-Claremorris (including the reopening of Balla, Ballyvary, Manulla and Islandeady Stations as rail halts for commuters) commuter link.

TI-RL 3 It is an objective of the Council to safeguard and protect all existing rail lines, associated facilities and land from redevelopment for non-transport related purposes in order to not preclude their future use as an operational transportation network.

TI-RL 4 It is an objective to facilitate a sustainable transport system by incorporating the use of feeder bus services to enable the transfer of commuters from the railway stations to the town centres and industrial estates of all the major employment centres.

TI-RL 5 It is an objective of the Council to actively seek and promote the reopening of the Claremorris-Galway rail link as well as the link to Sligo and a spur line to Knock Airport. It will co-operate in association with local bodies such as Chambers of Commerce to ascertain the support for and potential of the rail link on the basis that Westport, Castlebar and Ballina should be all linked directly to Galway through Claremorris.

AIR.

TI-AI 1 It is an objective of the Council to facilitate any future development of Knock International Airport.

TI-AI 2 It is an objective of the Council to request the Minister of the Environment to designate the area around Knock International Airport as a Strategic Development Zone.

TI-AI 3 It is an objective of the Council to create and enforce an exclusionary zone of a 13km radius of Knock Airport. The 13km exclusionary zone shall define a volume of airspace, by means of Obstacle Limitation Surfaces, above which no new objects shall be permitted. The 13km exclusionary zone shall define an area within which no new conventional or residual landfills shall be constructed.

Airstrips.

- TI-AI 4** It is an objective of the Council to ensure that any future development in the vicinity of the Carne airstrip does not jeopardise its future development.
- TI-AI 5** It is an objective of the Council to co-operate with Udaras na Gaeltachta in upgrading Carne airstrip and flight facilities.

HARBOURS, PIERS & SLIPWAYS.

- TI-HPS 1** It is an objective of the Council to provide new piers, slipways, pier extensions and other works as indicated in Appendix II.
- TI-HPS 2** It is an objective of the Council to ensure that piers, slipways and carparking facilities are adequately maintained in order to meet public use.

TELECOMMUNICATIONS.

- TI-TC 1** It is an objective of the Council to support and facilitate the development of telecommunications infrastructure, in particular broadband connectivity to accommodate the future needs in County Mayo.
- TI-TC 2** It is an objective of the Council to minimise the number of masts and their visual impact on the environment, by requiring the use, wherever possible, of an existing building, or co-location with other radio operators on existing masts and in line with the national guidelines on the location of telecommunications masts and the 'Landscape Appraisal of County Mayo'. Time limitations on Permissions and conditions in respect of replacement of obsolescent technology with more environmentally-friendly designs shall be considered by the Authority. Time limitation of permission shall always be applied.
- TI-TC 3** It is an objective of the Council to become proactive as a player in the revenue generating aspects of Telecommunications.

ENERGY.

- TI-E 1** It is an objective of the Council to seek and facilitate the extension of the national 220Kv electricity network in Mayo along with the extension of the associated fibre wrapped ESB broadband loop.
- TI-E 2** It is an objective of the Council to seek and facilitate the improvements of the electricity network in Mayo.
- TI-E 3** It is an objective of the Council to facilitate the development of alternative sources of power generation, such as CHPs (Combined Heat & Power Plants) and to encourage their inclusion in new developments where appropriate

TI-E 4 It is an objective of the Council to support the infra-structural development of ESB networks in the county, including the overhead HV Lines required to provide the network needed having regard to their effect on the environment and visual impact on the landscape.

TI-E 5 It is an objective of the Council to have a gas powered generating station built in North Mayo

RENEWABLE ENERGY.

TI-RE 1 It is an objective of the Council, in support of the National Climate Change Strategy, to encourage the production of energy from renewable sources, in particular that from bio-mass, wind, solar power, tidal, hydro, wave and geothermal

TI-RE 2 It is an objective of the Council to facilitate the development of wind energy in locations consistent with the 'Landscape Appraisal of County Mayo', the protection of natural habitats and the principles of proper planning and sustainable development.

TI-RE3 It is an objective of the Council to commence, as a matter of immediate priority, the preparation of a Wind Energy Strategy for the County.

TI-RE4 It is an objective of the Council to promote reduced consumption of energy by encouraging energy efficiency, low energy design and integration of renewable energy techniques into new and existing developments.

TI-RE5 It is an objective of the Council to adopt and maintain energy conservation measures within the Council's own operations and to encourage developers to adopt such measures.

TI-RE6 It is an objective of the Council to become a major player with local communities in the provision of RE projects through Public Community Partnerships.

TI-RE7 It is an objective of the Council to support and encourage the development of a Sustainable Energy Park at a suitable location in the County, for the display of working examples of sustainable energy sources, creation of public awareness regarding the benefits and advantages of RE and the provision of educational, training, research and development facilities relating to RE and the sustainable development of RE.

GAS.

TI-G 1 It is an objective of the Council that it fully supports the realisation of the Corrib Gas Field find and any other gas find in the County either on or off-shore. It also supports the provision of an on-shore gas terminal in North Mayo and the related pipe network through the County to maximise the benefits for the County.

INFRASTRUCTURE CORRIDORS.

- TI-IC 1** It is an objective of the Council to require major public and private utilities infrastructure to follow the line of existing infrastructure of a similar type, unless there are over-riding issues of public safety etc. in order to minimise impact on the landscape and natural environment.
- TI-IC 2** It is an objective of the Council to safeguard and protect Infrastructure Corridors from development for non-infrastructure related purposes that would prejudice their future use as an infrastructure corridor.
- TI-IC 3** It is an objective of the Council to protect areas of high sensitivity identified in the 'Landscape Appraisal of County Mayo', from large-scale visually intrusive energy infrastructure and to seek alternative routing or transmission methods.

WATER & SEWERAGE.

- TI-WS 1** It is an objective of the Council to provide water and sewerage infrastructure throughout the county for domestic, industrial, agricultural and other uses and to implement the water and sewerage schemes identified in Appendix III
- TI-WS 2** It is an objective of the Council to expedite the provision of water & sewerage infrastructure under the Serviced Land Initiative, Small Schemes Programme and Clár Initiative particularly those towns and villages under development pressure and which could play a strategic role in the Development Framework.
- TI-WS 3** It is an objective of the Council to ensure that all drinking water in the county complies in full with the EU Drinking Water Directive 98/83/EC.
- TI-WS 4** It is an objective of the Council to promote water conservation and responsible use of the resource.
- TI-WS 5** It is an objective of the Council to implement the County Mayo Strategic Rural Water Plan.
- TI-WS 6** It is an objective of the Council to implement the recommendations of the Water Conservation Project with regard to eliminating water wastage.
- TI-WS 7** It is an objective of the Council to require that septic tanks, proprietary effluent treatment systems and percolation areas be located and constructed in accordance with NSAI SR6. 1991.
- TI-WS 8** It is an objective of the Council to promote the use of Communal Proprietary Effluent Treatment Systems.

WASTE.

- TI-W 1** It is an objective of the Council to implement the Connaught Waste Management Plan and to ensure that the necessary infrastructure outlined in the plan is provided.
- TI-W 2** It is an objective of the Council to implement the Sludge Operational Plan for County Mayo and to ensure that the necessary infrastructure outlined in the plan is provided.
- TI-W 3** It is an objective of the Council that Mayo County Council will continue the promotion of environmental protection through education, implementation and support of new schemes as outlined in the Litter Management Plan.
- TI-W 4** It is an objective of the Council to continue to support the Environmental Awareness Programme that supports a Cleaner Community Campaign.

3.1.4 HOUSING & COMMUNITY FACILITIES.

URBAN HOUSING.

- HC-H 1** It is an objective of the Council to develop the sites for housing identified in Appendix IV in support of the Development Framework and in other rural locations where there is a basic nucleus of functions.
- HC-H 2** It is an objective of the Council to implement the Mayo Housing Strategy 2001-2006.
- HC-H 3** It is an objective of the Council to ensure that adequate and suitably located lands are zoned for residential and mixed developments adjacent to existing towns and villages for the purpose of facilitating sustainable residential development and the integration of social and affordable housing within developments.
- HC-H 4** It is an objective of the Council to encourage the high quality design and layout of residential development that reduces reliance on the motor car, supports movement by pedestrians and cyclists, provides adequate and convenient access to public transport and connects well with the wider locality.
- HC-H 5** It is an objective of the Council to encourage the development of increased residential development densities in accordance with the 'Residential Density-Guidelines for Planning Authorities' to facilitate the development of viable and effective public transport networks;
- HC-H 6** It is an objective of the Council to prepare a design guide for new housing areas having regard to the requirements for high levels of residential amenity, integration of community facilities and achieving appropriate mixes of house types and densities.
- HC-H 7** It is an objective of the Council to work in partnership with private developers and with the voluntary housing sector in delivering social and affordable housing.
- HC-H 8** It is an objective of the Council to provide serviced sites for private development where feasible.
- HC-H 9** It is an objective of the Council to develop infill sites in small towns and villages as a means of providing additional housing.
- HC-H 10** It is an objective of the Council to promote social inclusion by supporting the provision of community facilities and in particular child care facilities in new and established residential areas.
- HC-H 11** It is an objective of the Council to ensure that adequate green space and recreational areas are provided in all new housing developments.
- HC-H 12** It is an objective of the Council to facilitate the elderly and smaller family units by facilitating the development of '*Granny Flats*', apartments and condominiums in both rural and urban areas subject at all times to proper planning and sustainable development of the area.

HC-H 13 It is an objective of the Council to encourage the use of upper floors of retail premises as residential accommodation.

HC-H 14 It is an objective of the Council to encourage the naming of housing developments based on the Irish language and culture.

Traveller Accommodation.

HC-TA 1 It is an objective of the Council to provide traveller accommodation in accordance with the Mayo Traveller Accommodation Plan 2000-2004 and any subsequent review.

HC-TA 2 It is an objective of the Council to provide traveller accommodation as indicated in Appendix IV.

LOCAL GOVERNMENT.

HC-LG 1 It is an objective of the Council, recognising that the co-ordinated provision of services at local level is essential to reinforce local communities, a proper standard of county council buildings be provided generally and as indicated in Appendix IV.

HC-LG 2 It is an objective of the Council to take all possible measures to facilitate and encourage public participation in, and scrutiny of, local government.

HC-LG 3 It is an objective of the Council to achieve greater fiscal independence from Central Government.

HC-LG 4 It is an objective of the Council to work in spirit of close co-operation with its neighbouring local authorities.

HC-LG 5 It shall be a major objective of the Council to reduce its dependency on Private Consultants. Where there are skills deficits or skills that are rarely used then Mayo County Council should in co-operation with the other public authorities in the Province act as joint employer by employing the necessary professionals on a permanent basis in order to address the skills deficit.

HC-LG 6 It shall be an objective of the Council to commit itself to bilingualism in all dealings with the public.

HC-LG 7 It shall be an objective of the Council to appoint a full-time Irish Language Officer and to provide simultaneous translation service in the Council chamber within reasonable resources.

HEALTH.

HC-HL 1 It is an objective of the Council to work in partnership with the Health Board to improve public health services and to facilitate the availability of land and buildings in the County for local health service in support of the Development Framework.

EDUCATION.

HC-ED 1 It is an objective of the Council to work in partnership with the Mayo VEC, GMIT, and other education providers to facilitate the availability of land and buildings in the County in accordance with the Development Framework.

HC-ED 2 It is an objective of the Council to explore the feasibility of providing new schools within the County via Public Community Partnerships.

CHILDCARE.

HC-CH 1 It is an objective of the Council to work in partnership with County Mayo Childcare Committee to implement the County Childcare Strategy.

HC-CH2 It is an objective of the Council to encourage the provision of childcare facilities in rural areas.

HC-CH 3 It is an objective of the Council to ensure the provision of childcare facilities complies with 'Childcare Facilities – Guidelines for Planning Authorities'.

HC-CH 4 It is an objective of the Council to support voluntary and other agencies providing childcare services.

HC-CH 5 It is an objective of the Council to promote childcare facilities at appropriate locations including town centres, neighbourhood centres, residential areas, places of employment and educational institutions, and in areas close to public transport nodes as a key element in the development of sustainable communities.

LIBRARY SERVICES.

HC-LS 1 It is an objective of the Council to maintain and upgrade the network of library service points generally and to carry out the works indicated in Appendix IV and to upgrade the mobile library service.

HC-LS 2 It is an objective of the Council to provide a county Archive in or near one of the major towns.

HC-LS 3 It is an objective of the Council to examine the feasibility of providing new branches in Newport, Bangor Erris, Inishturk and Killalla.

HC-LS 4 It is an objective of the Council to enable diversification of use of the mobile library unit.

THE ARTS.

HC-A 1 It is an objective of the Council to ensure comprehensive provision of arts infrastructure incorporating spaces suitable for the arts and a variety of arts practices throughout the county.

HC-A 2 It is an objective of the Council to ensure a high standard of public art.

COURTHOUSES.

HC-CT 1 It is an objective of the Council in partnership with the Courts Service to provide and maintain a high level of Courthouse facilities in the county and to carry out the developments indicated in Appendix IV

BURIAL GROUNDS.

HC-BG 1 It is an objective of the Council to protect, maintain and manage burial grounds in partnership with Duchas and Local Community Committees.

HC-BG 2 It is an objective of the Council to provide new burial grounds only when extension of existing burial grounds is not possible.

HC-BG 3 It is an objective of the Council to extend the graveyards at Aghamore, Ballintubber, Balla, Ballinahaglish, Crossmolina, Killawalla, Kilmaine and The Neale.

PUBLIC CONVENIENCES.

HC-PC 1 It is the an objective of the Council to provide public conveniences specifically at major recreation sites, Blue Flag beaches and lakesides etc or public events where promoted by Mayo County Council or with others covering all areas where large numbers of people gather.

SWIMMING POOLS.

HC-SP 1 It is an objective of the Council to maintain and improve the existing level of services at the various swimming pools and to carry out the developments indicated in Appendix IV.

FIRE & EMERGENCY SERVICES.

HC-FE 1 It is an objective of the Council to provide adequate manpower, equipment, training and housing facilities to ensure an adequate fire service to serve the needs of the county.

HC-FE 2 It is an objective of the Council to provide fire stations and improvements in those locations identified in Appendix IV and adequate manpower, equipment, training and housing facilities to ensure an adequate fire service to serve the needs of the county.

MAJOR EMERGENCY PLAN.

- HC-ME 1** It is an objective of the Council to ensure that the Major Emergency Plan is implemented efficiently and effectively in order to limit the detrimental effects of a major accident on the people and the environment of County Mayo.

SEVESO II SITES.

- HC-SS 1** It shall be an objective of the Council to ensure that proposed new establishments or modification of existing establishments classified under the Seveso II Directive shall not present an unacceptable risk to the health and safety of existing populations.
- HC-SS 2** It shall be an objective of the Council to ensure that development in the vicinity of Seveso II site shall be assessed having regard to the Major Accidents Directive, the potential risks to health and safety and the need to maintain suitable separation distance between such sites and new developments.
- HC-SS 3** It shall be an objective of the Council to reduce the risk and to limit the consequence of major accidents involving hazardous substances by consulting with the Health and Safety Authority in respect of all proposals for development involving Dangerous Substances or for development in the vicinity of such establishments.

RECREATION AND AMENITY.

- HC-RA 1** It is an objective of the Council to ensure that adequate amenity and recreational open space and facilities, including community facilities and centres, are available for all members of the community at a convenient distance from their homes and places of work.
- HC-RA 2** It is an objective of the Council to prepare a Recreation and Leisure needs Plan/Study for the County.
- HC-RA 3** It is an objective of the Council to strictly control development that would significantly interfere with existing and potential Blue Flag Beaches meeting the qualifying criteria for Blue Flag designation or the recreational use of those beach areas.
- HC-RA 4** It is an objective of the Council to co-operate with Coillte in the protection of existing and development of additional forest amenity sites.
- HC-RA 5** It is an objective of the Council to provide amenity/viewing lay-bys in areas of recreational amenity and where there are views and prospects of special interest.
- HC-RA 6** It is an objective of the Council to provide and manage children's play areas in partnership with local organisations in suitable locations. It is also an objective of the Council to provide a child's playground in Castlebar.

- HC-RA 7** It is an objective of the Council to recognise children's appreciation of the natural environment (like water, sand and trees) and to encourage this by combining man made equipment and natural elements in a safe and stimulating environment.
- HC-RA 8** It is an objective of the Council to manage to the highest standard all of the public parks, forest parks, playing fields and public open spaces under its control.
- HC-RA 9** It is an objective of the Council to make appropriate provision for all forms of recreational activities both active and passive in so far as available resources permit.
- HC-RA10** It is an objective of the Council to preserve the major natural amenities of the County and to provide parks and open spaces in association with them and to enhance their recreational, amenity and conservation value.
- HC-RA 11** It is an objective of the Council to protect and preserve the public rights of way and access to traditional outdoor amenities and heritage including rivers, the shore-line and marine resources.
- HC-RA 12** It is an objective of the Council to assist and support all sporting organisations within the County.
- HC-RA 13** It is an objective of the Council to investigate ways of improving the quality and capacity of existing sporting and recreational facilities, such as encouraging more efficient use of playing fields, through initiatives in both the public and private sector.
- HC-RA 14** It is an objective of the Council to resist the loss of existing public or private recreational open space unless alternative recreational facilities are provided in a suitable location or it can be demonstrated that there is no longer sufficient demand to sustain such a facility.
- HC-RA 15** It is an objective of the Council to require developers to provide for sport and recreational infrastructure proportionate to the needs of the proposed development, as an integral element of their proposals.
- HC-RA 16** It is an objective of the Council to support the provision of a swimming pool in Belmullet and Ballinrobe through private public partnership, assistance to a private promoter or any other means.
- HC-RA 17** It is the objective of the Council to encourage improved access to recreation and leisure opportunities in the natural environment where appropriate.
- HC-RA 18** It is an objective of the Council to ensure that recreational facilities and natural amenities are made accessible to people with disabilities, children, the elderly and infirm.

CAMPING AND CARAVAN SITES.

- HC-CC 1** It is an objective of the Council to discourage the development of static caravan and camping sites in open and exposed coastal and lakeshore areas and areas that are deemed to be ecologically sensitive.
- HC-CC 2** It is an objective of the Council to assess all planning applications in accordance with the most recent Bord Failte Guidelines 'Caravans and Camping Parks Development Guidelines' and will require a high quality of design in all development proposals for static and touring caravan sites or camping sites.

GAELTACHT MHAIGH EO.

- HC-G 1** It is an objective of the Council to co-operate with Udaras na Gaeltachta, LEADER and the Department of Community, Rural and Gaeltacht Affairs to promote the regeneration of Gaeltacht areas.
- HC-G 2** It is an objective of the Council to preserve and strengthen the unique linguistic and cultural heritage of Gaeltacht Mhaigh Eo by facilitating social and economic development of Gaeltachta Mhaigh Eo through the provision of housing and social and economic infrastructure.
- HC-G 3** It is an objective of the Council to require that all permanent signage, notices and information are bilingual.
- HC-G 4** It is an objective of the Council that significant developments within or close to Gaeltacht areas shall include a linguistic impact statement to determine their impact on the use of Irish as the community language.

THE ISLANDS.

- HC-IS 1** It is an objective to co-operate with Comhdháil Oileáin na hÉireann in the sustainable, social, economic and cultural development of island communities.
- HC-IS 2** It is an objective of the Council to maintain and support the island communities by facilitating social and economic development of Mayo's inhabited islands through the provision of housing and basic infrastructure, particularly with regard to access, infrastructure and services.
- HC-IS 3** It is an objective of the Council to ensure that new development is sympathetic to the form and character of the landscapes and traditional building patterns of individual islands and has regard to the need to protect designated conservation areas.

3.1.5 ENVIRONMENT, HERITAGE & CONSERVATION.

GENERAL.

- EH-G 1** It is an objective of the Council to conserve, protect and enhance in general the special character of the county as defined by its natural heritage and bio-diversity, built environment, landscape and culture.
- EH-G 2** It is an objective of the Council to co-operate with Duchas and Heritage Council and all relevant national agencies, local and community groups and other appropriate bodies responsible for the natural and built heritage and with the tourism authorities to ensure that the heritage assets of the county are protected, enhanced and managed in a sustainable manner
- EH-G 3** It is an objective of the Council to prepare a Heritage Plan for the county in conjunction with the Heritage Council and to liaise with all relevant agencies and community groups in its preparation and implementation.
- EH-G 4** It is an objective of the Council to protect, conserve and where appropriate, restore and enhance improvement of access to the heritage assets of the county whilst having regard to the need to protect the inherent conservation and amenity value of these assets
- EH-G 5** It is an objective of the Council to work with other relevant agencies in promoting awareness and pride in the natural and built heritage of the county in general and to develop and promote codes of best practice in relation to conservation of this heritage.

NATURAL HERITAGE.

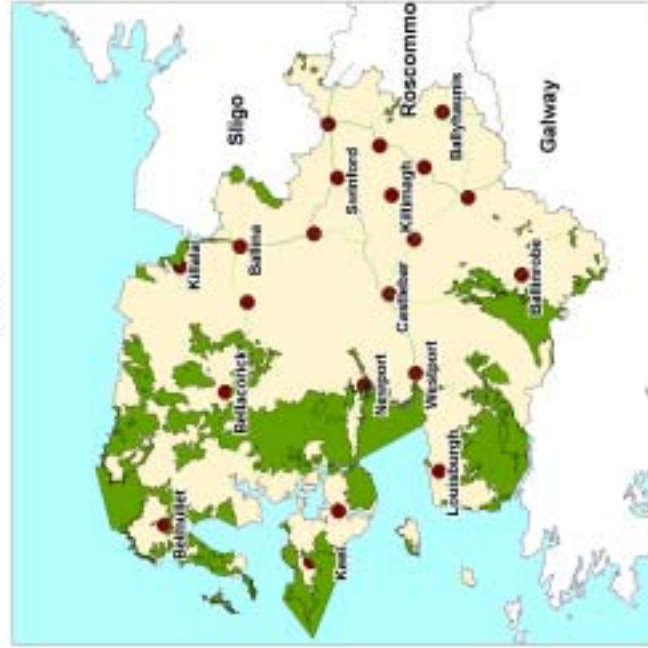
- EH-NH 1** It is an objective of the Council to protect, enhance and conserve areas designated as candidate Special Areas of Conservation, Special Protection Areas and proposed National Heritage Areas listed in Appendix V or any additional such areas that may be so designated during the lifetime of the plan
- EH-NH 2** It is an objective of the Council to protect, enhance and conserve the natural habitats and plant and animal species identified under the Habitats Directive, Birds Directive, Wildlife Act and the Flora Protection Order or any other relevant legislation that may be implemented during the lifetime of the plan including bogs, fens and turloughs listed in Appendix V.
- EH-NH 3** It is an objective of the Council to protect, enhance and conserve features of natural interest and amenity such as hedgerows, stonewalls, shelterbelts, woodlands, individual or groups of trees and forest amenity areas
- EH-NH 4** It is an objective of the Council to protect, enhance and conserve features of geological interest in the county in particular those features or areas that are listed in Appendix V.

- EH-NH 5** It is an objective of the Council to protect, enhance and conserve the bogs, fens and turloughs listed in Appendix V.
- EH-NH 6** It is an objective of the Council to use the powers available to the Planning Authority to ensure that the unique ecological, scenic, recreational and environmental character of the National Park is protected and enhanced to prohibit any development which would impair its character as a National Park.
- EH-NH 7** It is an objective of the Council to protect and enhance the conservation value of disused railway lines, waterways, walkways etc and their settings/margins as wildlife habitats and corridors notwithstanding that disused railway lines and waterways may be developed at some future date as part of the county's infrastructure in a manner that has regard to inherent conservation value.
- EH-NH 8** It is an objective of the Council to strictly control unauthorised removal of beach material and make prohibition orders where necessary
- EH-NH 9** It is an objective of the Council to make Tree Preservation Orders, Special Amenity Areas Orders and Landscape Conservation Orders where necessary.
- EH-NH 10** It is an objective of the Council to prepare a Bio-Diversity Plan for the county and to liase with all relevant agencies and community groups in its preparation and implementation.
- EH-NH 11** It shall be an objective of the Council to protect and enhance surface waters, aquatic and wetland habitats and freshwater species through the implementation of the EU Water Framework Directive.

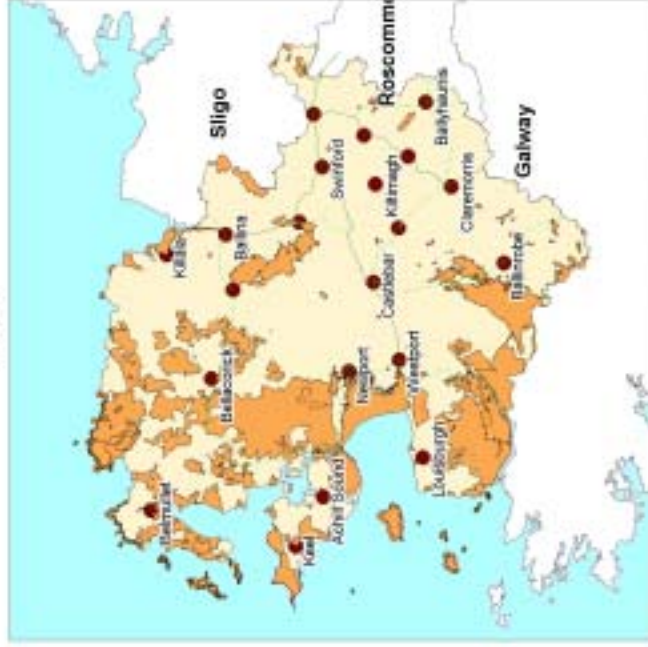
LANDSCAPE CHARACTER.

- EH-LC 1** It is an objective of the Council through the Landscape Appraisal of County Mayo contained in Appendix VI, to recognise and facilitate appropriate development in a manner that has regard to the character and sensitivity of the landscape, to ensure that development that will not have a disproportionate effect on the existing or future character of a landscape in terms of location, design and visual prominence, that development will have regard to the effects of developments on views from the public realm towards sensitive or vulnerable features and areas.
- EH-LC 2** It is an objective of the Council that all development in the county shall be considered in the context of the policies set out for the four Principal Policy Areas defined in Landscape Appraisal of County Mayo, provided such policies do not conflict with the specific objectives of this County Development Plan. These areas are described as Montaine Coastal, Lowland Coastal, Uplands, moors, heath or bogs, drumlins, Lowlands and Lakeland sub areas.

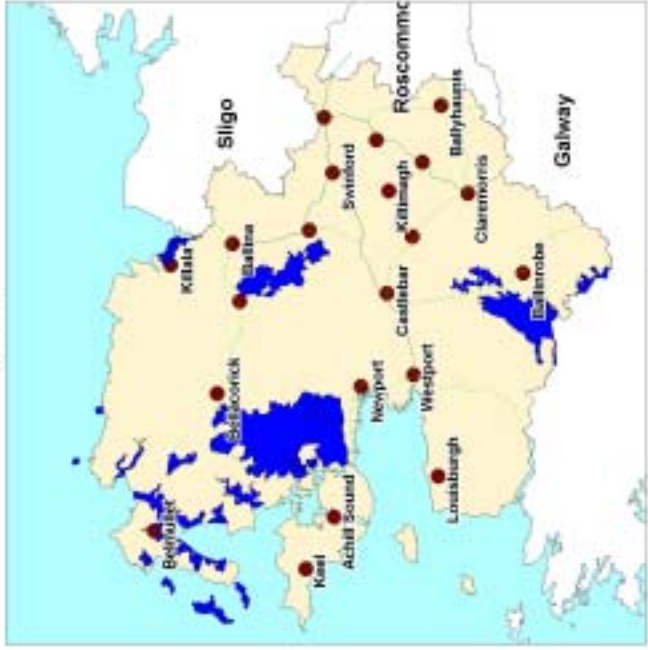
SACs



































NHAs






SPAs



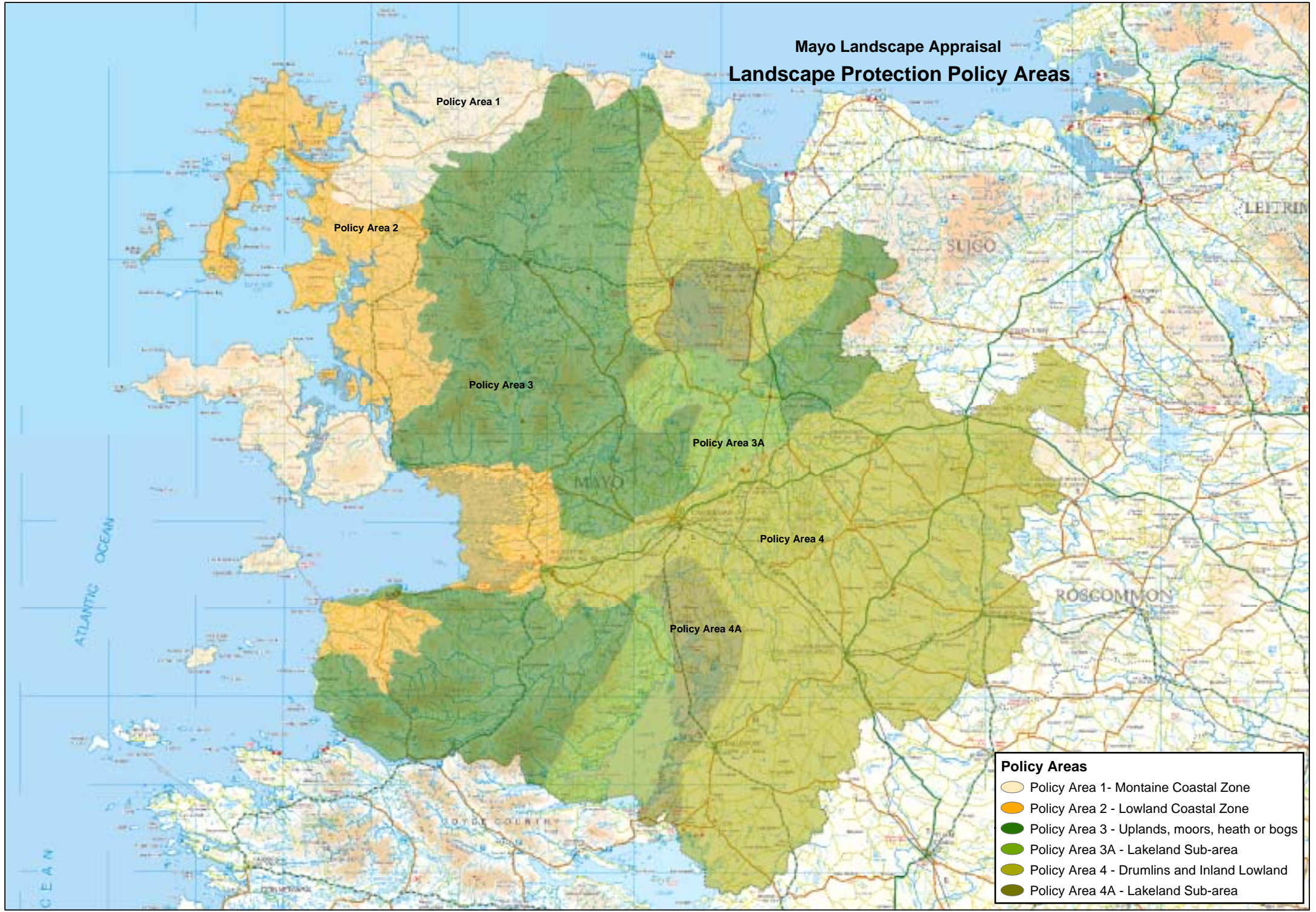
Development Impact - Landscape Sensitivity Matrix

	Wind farms	Power lines	Quarrying/ Extraction	Forestry	Commun- -ication Masts	Industrial/ Commercial	Rural Dwellings	Road Projects
Policy Area 1								
Policy Area 2								
Policy Area 3								
Policy Area 4								

Key

-  = High potential to create adverse impacts on the existing landscape character. Having regard to the intrinsic physical and visual characteristics of the landscape area, it is unlikely that such impacts can be reduced to a widely acceptable level.
-  = Medium potential to create adverse impacts on the existing landscape character. Such developments are likely to be clearly discernible and distinctive, however with careful siting and good design, the significance and extent of impacts can be minimised to an acceptable level.
-  = Low potential to create adverse impacts on the existing landscape character. Such development is likely to be widely conceived as normal and appropriate unless siting and design are poor.

Mayo Landscape Appraisal Landscape Protection Policy Areas



Policy Areas

- Policy Area 1- Montaine Coastal Zone
- Policy Area 2 - Lowland Coastal Zone
- Policy Area 3 - Uplands, moors, heath or bogs
- Policy Area 3A - Lakeland Sub-area
- Policy Area 4 - Drumlins and Inland Lowland
- Policy Area 4A - Lakeland Sub-area

VIEWS AND PROSPECTS.

- EH-VP 1** It is an objective of the Council to ensure that development does not adversely interfere with views and prospects and the amenities of places and features of natural beauty or interest when viewed from the public realm. Views and prospects worthy of preservation and protection are indicated on Map 12.

ARCHAEOLOGICAL HERITAGE.

- EH-AH 1** It is an objective of the Council to protect the archaeological heritage identified in the Record of Monuments and Places, National Monuments in the ownership or guardianship of the State and National Monuments that are the subject of Preservation Orders in Mayo and to safeguard the integrity of the archaeological sites in their setting.
- EH-AH 2** It is an objective of the Council to facilitate appropriate guidance in relation to the protection of the archaeological heritage in the county.
- EH-AH 3** It is an objective of the Council to promote public awareness and appreciation of the archaeological heritage of the county
- EH-AH 4** It is an objective of the Council to facilitate public access to the National Monuments in State care or in the ownership of the State identified in Appendix VII
- EH-AH 5** It is an objective of the Council to ensure the preservation of National Monuments that are the subject of Preservation Orders in Appendix VII and features of archaeological interest in areas that are identified as Zones of Archaeological Potential in the Record of Monuments and Places.
- EH-AH 6** It is an objective of the Council in partnership with Duchas, promote and support the concept of *Archaeological Landscapes* where areas contain several Recorded Monuments or very important sites.

BUILT HERITAGE.

- EH-BH 1** It is an objective of the Council to protect those buildings and structures identified in the Record of Protected Structures (RPS) as set out in Appendix VIII
- EH-BH 2** It is an objective of the Council to ensure that proposals for development in close proximity to any structure or building listed in the RPS respect the setting and character of the Protected Structure
- EH-BH 3** It is an objective of the Council to co-operate with relevant bodies such as Duchas -The Heritage Service, The Heritage Council and relevant local agencies or associations to ensure that structures included in the RPS are protected and maintained to acceptable conservation standards.

- EH-BH 4** It is an objective of the Council to ensure that any interventions to the structures listed in the RPS are undertaken in accordance with best conservation practice and will not detract from the special character of the structure or its setting
- EH-BH 5** It is an objective of the Council to operate a general presumption in favour of the preservation of Protected Structures with proposals for demolition considered only in exceptional circumstances.
- EH-BH 6** It is an objective of the Council to support owners of protected structures in finding appropriate alternative uses for structures that are or become vacant.
- EH-BH 7** It is an objective of the Council to actively pursue funding for building conservation and restoration of structures listed in the RPS in particular those that are in public use.
- EH-BH 8** It is an objective of the Council to prepare, in conjunction with the owners and Westport Town Council, a detailed plan for the future of Westport House and Demesne to provide both for the preservation of the House and other significant buildings as well as the core of the landscaped parts of the demesne and also for an appropriate level of commercial and other development as is necessary to provide an income to ensure the future viability and preservation of the house and demesne.

Architectural Conservation Areas.

- EH-ACA 1** It is an objective of the Council to identify and establish Architectural Conservation Areas through the preparation of Local Area Plans and to preserve the character of such areas

Other aspects of the built heritage.

- EH-OA 1** It is an objective of the Council to protect non-structural elements and traditional features of the built heritage such as stone walls and other curtilage features and historic items of street furniture such as, lighting, benches, water pumps, pillars, statues, paving etc
- EH-OA 2** It is an objective of the Council to promote the conservation, retention and/or reinstatement of traditional features such as shop fronts, entrances, windows, doors and door-cases and require that any unavoidable replacements respect the original character of the building, structure or street to which they relate.
- EH-OA 3** It is an objective of the Council to encourage the sympathetic refurbishment, redevelopment and re-use of derelict, redundant and ruined buildings and sites for residential and tourist related uses and other uses deemed appropriate in scale and size to the character, amenity and environment of the countryside.

- EH-OA 4** It is an objective of the Council to promote awareness and best practice in relation to protection and conservation of non-structural elements of the built heritage

INTEGRATED COASTAL ZONE MANAGEMENT.

- EH-CZ 1** It is an objective of the Council to initiate an Integrated Coastal Zone Management approach to coastal zone and related issues and to prepare an Integrated Coastal Zone Management Plans for areas such as Clew Bay, Killary Harbour and the Mullet Peninsula and Killala Bay.

- EHCZ 2** It is an objective of the Council to carry out the works under the National Coastal Protection Programme indicated in Appendix IV as funding permits.

WATER QUALITY.

- EH-WQ 1** It is an objective of the Council, through implementation of the EU Water Framework Directive, the Western River Basin Management Project and other associated legislation, to ensure the protection and improvement of all drinking water, surface water, ground waters, coastal and estuarine water in the county.

- EH-WQ 2** It is an objective of the Council to work in co-operation and partnership with all major stakeholders to ensure a co-ordinated approach to the protection and enhancement of the county's water resources.

- EH-WQ 3** It is an objective of the Council to prepare maps indicating the risk to water bodies and watercourses from wastewater treatment systems from single houses.

AIR QUALITY.

- EH-AQ 1** It is an objective of the Council to maintain and improve the air quality of the County through the monitoring of air emissions from industry, road traffic and agriculture and promotion of the Climate Change Strategy on a local basis through the use of renewable energy resources.

NOISE POLLUTION.

- EH-NP 1** It is an objective of the Council to ensure that noise levels pollution caused by new and existing developments throughout the county do not exceed normally accepted standards.

ADVERTISING.

- EH-AD 1** It is an objective of the Council to control the proliferation and size of advertising structures.

- EH-AD 2** It is an objective of the Council to provide advertising panels within towns and villages
- EH-AD 3** It is an objective of the Council to discourage the use of plastic and neon signs in favour of traditional materials
- EH-AD 4** It is an objective of the Council to ensure that all sign-posting of tourist routes, attractions and accommodation shall be in accordance with the most recent relevant national specifications and guidelines as set out in the Development Control Section of this Development Plan.

3.2 IMPLEMENTATION.

3.2.1 IMPLEMENTATION.

The Plan sets out the Council's vision for the overall sustainable development of the county over the next six years. Major challenges lie ahead in achieving the overall strategic aims of the Planning Authority and in monitoring and reviewing progress in the implementation of the stated policies and objectives.

The Local Area Plans will be consistent with the policies and objectives of the Development Plan and shall set the context for the zoning of land for the use solely or primarily of particular areas for particular purposes (whether residential, commercial, industrial, agricultural, recreational, open space or otherwise or a mixture of those uses).

3.2.2 LOCAL AREA PLANS.

It is an objective of the Council to prepare Local Area Plans in respect of all the larger and smaller towns and any village in the county the sustainable development of which it is considered should be addressed within the framework of such a plan. Similar plans will also be made in respect of any other area within the county which the planning authority considers suitable, and, in particular for those areas which require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the plan.

It is an objective of the Council that present zonings in all existing town plans shall remain in place unless otherwise changed by material convention until the Local Areas Plans are made.

In addition to the Local Area Plans it is also proposed to pursue the implementation of the strategic objectives of the plan through additional plans and further studies which have been referred in various sections of the plan. These are listed below not in any order of priority:

1. Minerals and Aggregates Plan for the County
2. Heritage Plan
3. Bio-Diversity Plan
4. Risk Assessment Maps indicating the risk to water bodies and watercourses from wastewater treatment systems from single houses.
5. Design Guidelines for Developments in Towns and Villages
6. Recreation/Leisure Needs Plan/Study.

3.2.3 LIKELY SIGNIFICANT EFFECTS ON THE ENVIRONMENT OF IMPLEMENTING THE PLAN.

The EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA) requires all authorities preparing formal plans to undertake SEA and to prepare a report describing the potential effects on the environment of implementing the plan. All member states are required to implement the Directive by 2004. The Directive has not as yet been transposed into Irish law.

Section 10(5) of the Planning and Development Act 2000 requires that “**a development plan shall contain information on the likely and significant effects on the environment of implementing the plan**”. This is in anticipation of implementation of the Directive in 2004.

The SEA approach for the Plan.

The purpose of SEA is to ensure that the environmental consequences of policies, plans and programmes are taken into account at the earliest possible stage in the process, ie that they are assessed during the preparation stage and before adoption. The SEA process is at the developmental stage in Ireland with no ministerial guidelines or formal procedures in place and a lack of information on experience in an Irish context to date. However, during the process of preparing the Plan the Planning Authority had regard to the environmental consequences of the proposed objectives.

Making the Development Plan is an evolutionary process moving as it does from initial consultation, preparation of Draft to consultation/inspection of Draft before final adoption. The process of assessing the likely significant effects of implementing the plan is therefore, at this stage, a preliminary and ongoing process which will be developed further in the light of submissions and issues raised during the consultation/inspection period of the Draft Plan.

SEA, as applied to plans and programmes, is concerned with direction of an impact rather than the actual degree of environmental impact. The approach taken at this point has been to identify Environmental Goals against which to appraise the Plan in terms of its potential environmental impacts. In this regard the aspects of the plan which are considered are:

1. The Development Framework-Strategic Objectives
2. The Development Objectives

Environmental Goals.

The environmental goals have been derived from existing environmental policy and legislation at national and European level whilst having regard also to the issues identified through the consultation process. The environmental goals against which the Plan are assessed are set out below

Legend	Environmental Goals
<i>f</i>	Conservation of the architectural, archaeological, cultural and historical heritage
•	Protection & prudent use of natural resources including water, soil, minerals & aggregates
	Protection & enhancement of habitats, species biodiversity and natural heritage
M	Promotion of sustainable transport
ρ	Protection of the landscape and countryside
Ξ	Promotion of use of renewable resources.
Ö	Protection of the atmosphere
<	Waste Minimisation
”	Encourage the efficient use of land
D	Maintain and improve environmental quality of areas

The environmental outcomes that may arise as a result of implementation of the Plan are set out in the form of a matrix with potential outcomes ranging between positive, neutral, negative, uncertain, indirectly positive and indirectly negative.

⊕ = Positive Impact

⊗ = Neutral

⊖ = Negative Impact

î ⊕ = Indirectly Positive

î ⊖ = Indirectly Negative

? = Uncertain

ASSESSMENT OF THE STRATEGIC OBJECTIVES OF THE DEVELOPMENT FRAMEWORK.

The Development Framework.

The Development Framework sets out the strategic, spatial blueprint for the future growth and sustainable development of the county. The basis of the Development Framework is that it seeks to optimise the strategic role of both rural and urban areas in realising the full potential of the county by promoting sustainable patterns of social and economic development in a manner that protects and enhances the environment.

Mayo can be differentiated into 4 distinct types of area by size, function, character and role:

- € The three main urban centres of Ballina, Castlebar and Westport
- € The larger towns of Ballyhaunis, Ballinrobe, Belmullet, Claremorris, Swinford and Crossmolina

Strategic Objectives of the Development Framework

- DF-1** To promote & facilitate the growth of the combined towns of Ballina, Castlebar & Westport as a sub-regional development hub, building on their individual & complimentary strengths & potential development roles & to ensure that the necessary physical & social infrastructure supports & linkages are developed
- DF-2** Promote & facilitate the growth & sustainable development of the towns of Ballyhaunis, Ballinrobe, Belmullet, Claremorris, Crossmolina & Swinford so that they may progress towards being thriving, attractive, compact & self-sufficient towns capable of providing a wide range of services & functions to support the inhabitants of those towns & their rural hinterlands
- DF-3** Promote the sustainable development of smaller towns so that they are sustained & consolidated as local rural service centres to enable them to provide a wide range of services & act as attractive, viable options for inward movement and investment
- DF-4** Maintain and promote vibrant rural communities and sustainable patterns of development.

The potential impacts of the four strategic objectives of the Development Framework are assessed in the matrix below.

Potential impacts of the Strategic Objectives of the Development Framework.

Strategic Objective	Environmental Goals									
	<i>f</i>	•		M	ρ	Ξ	Ö	<	”	D
DF-1	③	?	✱	③	③	?	③	✱	③	③
DF-2	③	?	③	③	③	?	③	✱	③	③
DF-3	③	③	③	③	③	?	③	✱	③	③
DF-4	③	③	③	✱	③	?	③	✱	③	③

Assessment of the Development Objectives.

The Development Framework, in order to be implemented, is underpinned by certain priorities relating to infrastructure, both physical and social, the environment, landscape protection, use of the county’s natural resources, our cultural heritage, economic development, rural development and the improvement of our towns and villages. These priorities are set out in a series of Development Objectives and are in effect the statement of the actions the planning authority intend to take to achieve its Overall Strategy.

The Development Objectives are categorised under the following headings:

- ⊘ Development Framework
- ⊘ Economic Activity
- ⊘ Transport & Infrastructure
- ⊘ Housing & Community Facilities
- ⊘ Environment & Heritage

The potential impacts of the objectives are assessed in the matrices below.

Potential impacts of the Development Framework Objectives.

Development Framework Objective	Environmental Goals									
	<i>f</i>	●		M	ρ	Ξ	Ö	<	”	D
DF:DH 1-5	③	?	⊘	③	③	?	③	⊘	③	③
DF:T 1-14	③	③	③	③	③		③	⊘	③	③
DF:RA 1-7	③	③	③	?	③	③	③	⊘	③	③
DF:HC 1-5	③	③	③	⑥	③	⊘	?	⊘	③	③
DF:HHA 1-2	③	③	③	?	③	⊘	?	⊘	③	③
DF:HH 1	③	③	③	③	③	⊘	③	⊘	③	③

Economic Development Aims

- € To promote development of all sections of the Mayo economy and optimise the contribution of the county's natural resource base to balanced sustainable development and ensure that the availability of infrastructure facilities is not a limiting factor.
- € To ensure the county's natural resources are managed and developed in a sustainable manner that will ensure they can be enjoyed by future generations.
- € To ensure a sustainable balance between the development of the tourism industry, urban and rural, and the protection and conservation of the natural and built environment on which it depends.

Potential impacts of Economic Activity Objectives.

Economic Activity Objective	Environmental Goals									
	<i>f</i>	•		M	ρ	Ξ	Ö	<	„	D
EA:IE 1-5	✱	?	?	?	③	✱	?	✱	③	③
EA:A 1-4	✱	③	③	✱	③	✱	?	✱	③	③
EA:F 1-6	✱	③	③	⑥	③	③	③	✱	③	③
EA:AF 1-5	✱	③	⌊	?	?	✱	✱	✱	✱	?
EA:T 1-6	③	③	③	③	③	✱	✱	✱	③	③
EA:EI 1-5	î ⑥	î ③	î ③	î ⑥	③	✱	î ③	✱	③	?
EA:R 1-2	③	✱	✱	î ⑥	③	✱	?	✱	③	③

Transport & Infrastructure Development Aims

- € To develop a high quality, sustainable and integrated transportation system embracing the road, rail and air transport sectors, with an increased emphasis on the use of public transport to achieve a more balanced and sustainable transport
- € To integrate and develop the transportation assets within the county including Knock International Airport and a number of strategic corridors both road and rail, into any regional planning strategy
- € To develop a high quality telecommunications infrastructure throughout the county as one means of realising & developing the social and economic potential, particularly of the smaller towns and rural areas
- € To ensure that the energy supply and distribution throughout the county is expanded and upgraded sufficiently to enable the economy, enterprise and other developments to locate in the county.
- € To optimise the development of appropriate renewable energy sources, which make use of the natural resources of the area concerned in an environmentally acceptable and sustainable manner.
- € To develop an environmentally sustainable water supply and sewerage infrastructure to facilitate economic and social development, particularly of the smaller towns and rural areas

Potential impacts of Transport & Infrastructure Objectives.

Transport & Infrastructure Objectives	Environmental Goals									
	<i>f</i>	•		M	ρ	Ξ	Ö	<	„	D
TI:LUT 1-4	③	✱	✱	③	③	✱	③	✱	③	î ③
TI:R 1-7	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI-NP 1-4	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI-NS 1-4	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI-RR 1-5	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
T-I LR 1-7	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI-RS 1	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI-TS 1	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI-RC 1-4	î ③	?	î ⑥	③	?	î ③	î ⑥	✱	?	③
TI:PT 1-6	✱	?	③	③	✱	✱	③	✱	③	③
TI:CP 1-4	✱	✱	✱	③	③	✱	✱	✱	③	î ③
TI:TH 1-2	✱	✱	✱	③	✱	✱	î ③	✱	✱	î ③

Potential impacts of Transport & Infrastructure Objectives (cont).

Transport & Infrastructure Objectives	Environmental Goals									
	<i>f</i>	•		M	ρ	E	Ö	<	„	D
TI:PC 1-6	✱	③	③	③	③	✱	③	✱	✱	③
TI:HGV 1	③	✱	③	③	③	✱	③	✱	✱	③
TI:BCP 1-3	③	✱	✱	③	③	✱	î ③	✱	③	③
TI:RL 1-4	✱	✱	✱	③	③	✱	③	✱	③	③
TI:AI 1-4	✱	✱	?	î ⑥	?	✱	î ⑥	✱	?	✱
TI:HPS 1-2	?	?	?	?	✱	✱	✱	✱	③	î ③
TI:TC 1-2	✱	✱	î ⑥	✱	î ⑥	✱	?	✱	③	③
TI:E 1-4	?	?	î ⑥	✱	î ⑥	③	③	✱	?	î ⑥
TI:RE 1-2	✱	③	?	✱	?	③	③	✱	③	?
TI:G 1	?	?	?	✱	?	✱	③	✱	î ③	î ③
TI:IC 1-3	?	③	î ③	③	③	î ③	î ③	✱	③	î ③
TI:WS 1-7	③	③	③	③	③	✱	③	③	③	③
TI:W 1-4	î ③	③	③	③	③	✱	③	③	③	③

Social Development Aims	
€	To halt the decline or stabilise Mayo's share of the population of the West Region and to halt the decline of population in the rural areas of the County
€	To develop social, cultural and community facilities in appropriate locations and scale that are accessible to all members of the community, with the long-term effect of sustaining and enriching the quality of life of people in Mayo
€	To ensure that as far as the available resources permit, that every family in the county can obtain a dwelling of a good standard, at a price or rent that is affordable provided it is suitably designed and appropriately located.

Potential impacts of Housing & Community Facilities Objectives.

Housing & Community Facilities Objectives	Environmental Goals									
	<i>f</i>	•		M	ρ	Ξ	Ö	<	”	D
HC:H 1-10	③	③	î ③	③	③	✱	③	✱	③	③
HC:TA-1-2	③	③	î ③	③	③	✱	③	✱	③	③
HC:LG 1	✱	✱	✱	✱	✱	✱	✱	✱	✱	✱
HC:HL 1	✱	✱	✱	✱	✱	✱	✱	✱	③	✱
HC:ED 1	✱	✱	✱	✱	✱	✱	✱	✱	③	③
HC:CH 1-5	✱	✱	✱	î ③	✱	✱	✱	✱	③	✱
HC:LS 1-4	î ③	✱	✱	î ③	✱	✱	✱	✱	③	✱
HC:A 1-2	✱	✱	✱	î ③	✱	✱	✱	✱	î ③	✱
HC:CT 1	③	✱	✱	✱	✱	✱	✱	✱	✱	✱
HC:BG 1-3	③	✱	✱	✱	③	✱	✱	✱	③	③
HC:PC 1	✱	③	✱	✱	✱	✱	✱	✱	✱	③
HC:SP 1	✱	✱	✱	î ③	✱	✱	✱	✱	î ③	✱
HC:FE 1-2	✱	✱	✱	✱	✱	✱	✱	✱	③	③
HC:ME 1	③	③	③	✱	③	✱	③	✱	✱	③
HC:SS 1-3	î ③	î ③	î ③	✱	î ③	✱	î ③	✱	✱	③
HC:RA 1-15	✱	③	î ③	✱	③	î ③	✱	✱	③	③
HC:CC 1-2	î ③	③	③	✱	③	✱	✱	✱	③	③
HC:G 1-4	③	î ③	î ③	î ③	③	î ③	✱	✱	③	î ③
HC:IS 1-3	③	î ③	î ③	③	③	î ③	✱	✱	③	③

Environment Development Aims

- € To ensure the conservation and responsible guardianship of Mayo's natural and built heritage for future generations whilst optimising its potential role in sustaining local communities and the overall socio-economic development of the county.
- € To ensure that the resource that is Mayo's diversity and variety of landscapes is utilised prudently and sustainably and that new development is integrated sympathetically into the landscape.
- € To improve the quality of the built environment in towns and villages, so that they develop as attractive viable options for the attraction of future growth and development.
- € To maintain and enhance the quality of those physical elements such as air, water and soil that contribute to the environment.

Potential impacts of Environment & Heritage Objectives.

Environment & Heritage Objective	Environmental Aims									
	<i>f</i>	•		M	ρ	Ξ	Ö	<	”	D
EH:G 1-5	③	③	③	③	③	î ③	③	✱	③	③
EH:NH 1-10	î ③	③	③	î ③	③	î ③	③	✱	③	③
EH:LC 1-2	③	③	③	✱	③	③	✱	✱	③	③
EH:VP 1	③	✱	③	✱	③	③	✱	✱	③	③
EH:AH 1-6	③	✱	③	?	③	î ③	✱	✱	î ③	✱
EH:BH 1-7	③	✱	î ③	✱	③	✱	✱	✱	î ③	③
EH:ACA 1	③	✱	î ③	✱	③	✱	✱	✱	î ③	③
EH:OA 1-4	③	✱	î ③	✱	③	✱	✱	✱	î ③	③
EH:CZ 1-2	î ③	③	③	î ③	③	?	✱	î ③	î ③	③
EH:WQ 1-3	✱	③	③	✱	î ③	✱	✱	✱	✱	③
EH:AQ 1	î ③	③	③	î ③	î ③	③	③	✱	î ③	î ③
EH:NP 1	î ③	î ③	③	î ③	î ③	î ③	③	✱	✱	③
EH:AD 1-4	î ③	✱	✱	✱	③	✱	✱	✱	î ③	î ③

SECTION 4

DEVELOPMENT CONTROL GUIDELINES.

4.1.1 General.

This chapter outlines the planning standards that will be applied by Mayo County Council to ensure that future development is in accordance with the policies and objectives set out in the development plan. As the nature of development can vary so greatly, only a general outline of standards is possible. Furthermore, where standards are described below, in most cases they are absolute minimal and are not meant to be adopted as the norms for development.

These criteria and standards are to provide guidance as to the planning authority's requirements concerning particular aspects of the design of developments, but they will operate with a certain amount of flexibility in certain circumstances. This applies where proposed development is otherwise consistent with proper planning and sustainable development and the preservation and improvement of amenities.

It is not to be assumed that compliance with these standards consequentially entitle an applicant to receive planning permission. Good design is an important requirement and all developments will be assessed as regards the quality of their design.

4.1.2 Enforcement.

In cases where development has commenced or is being carried out without planning permission or in breach of permission, the Council will consider taking enforcement action.

4.1.3 Development Contributions.

The Council is currently preparing a schedule of development contributions. Such financial contributions are awarded towards the capital expenditure necessary for the provision of infrastructure works required to facilitate development. Such works include drainage, water supply, roads, footpaths and traffic management, childcare facilities, open space and car parking.

4.1.4 Environmental Impact Assessment.

The Council may require the submission of an Environmental Impact Statement in accordance with the provisions of the Local Government (Planning and Development) Regulations, 1994. This will be done to facilitate the proper assessment of development proposals in circumstances where it is considered that a proposed development would be likely to have significant effects on the environment.

4.2 INDUSTRIAL & COMMERCIAL DEVELOPMENT.

4.2.1 Industrial Use.

The use of land for industrial Purposes shall be taken to include the use of land for the processing and manufacture of goods and products, wholesale storage of goods, assembly, repair, the extraction of materials from any land and technology parks. In areas where lands are not specifically allocated for industry and development is not

restricted, applications for industrial development will be considered in line with the principles of sustainable development, the Development Framework and development control policies generally, and taking into account:

The effect on existing and any future proposed adjacent land uses and amenities.

The need for control of undue noise levels, pollutant discharges to the atmosphere, to any waters, or public drainage services and the disposal of effluents, wastes or residues.

An application for industrial development shall include the following:

- € Detailed description of the process being undertaken and the number of people likely to be employed at the various stages of the development
- € Detailed analysis of the chemical nature, volume and rate of discharges of all effluents, wastes and atmospheric emissions emanating from the industry and detailed proposals for their treatment, discharge and disposal.
- € Detailed design drawings using appropriate design and materials, security fencing and signage.
- € Adequate space must be available for on-site storage of materials and refuse, on-site circulation, loading and unloading of goods (including fuels) in areas clear of public road, and preferably behind the building line.
- € Car park spaces shall be clearly delineated. Parking spaces for vehicles for the disabled shall be located close to main entrances to premises.
- € A minimum open space requirement of 15% will be required and provided such that it may function as an effective amenity area.
- € There shall be a minimum landscaped/planting strip to a width of 5 metres on all principal road frontages.
- € In the case of development for two or more industrial/warehousing buildings a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car-parking spaces, provided an acceptable landscaping scheme is incorporated.
- € Offices ancillary to factories, shops etc will be permitted provided the size is appropriate to the scale of the main use.
- € Full details of the public road serving the site and the impact of any increased traffic volume.
- € Proposals for waste storage prior to collection or recycling
- € Proposals for the disposal of Construction and Demolition Waste

4.2.2 Rural Enterprises.

The Council will, subject to considerations of proper planning and sustainable development consider the following:

- € The conversion of existing buildings in rural areas for small-scale employment purposes will be allowed subject to policy.
- € Agriculturally related industry, involving processing of farm produce where it is unsuited to an urban situation and is environmentally sustainable.
- € Business directly related to farming such as the servicing and repair of farm machinery, land reclamation, drainage work, agricultural contracting etc. where it will not give rise to adverse environmental effect, have safe access and not be prejudicial to residential amenity.
- € Teleworking and telecottages will be encouraged in rural areas.

4.2.3 Retail Warehousing.

All planning applications for retail warehousing should be assessed in accordance with the Mayo Retail Strategy 2002, for size availability and feasibility in town centre and on the edge of town having regard to provisions of current town plans and future Local Area Plans. In addition an appraisal of alternative locations shall be submitted as part of the planning application.

- € Retail warehouse buildings should not have an industrial appearance and signage should be limited in quantity and be an unobtrusive nature.
- € If located in towns, it must compliment the traditional architectural of the town in scale and design.
- € Adequate on site car and bicycle parking shall be provided.
- € It should have safe access
- € Car parking for the disabled shall be located close to the entrance and screening of any outdoor display areas
- € Full details of landscaping proposals shall be submitted.
- € Adequate space for loading and unloading of goods in areas clear of the public road shall be provided.

4.2.4 Industrial Estates.

Full details of existing roads serving the site, on site access roads, footpaths/cycleways, parking, loading/unloading, advertising structures, screening of storage and waste storage areas. High quality building designs must be submitted as part of the planning application.

Industrial estates shall be located on lands zoned for industry in town development plans or in future Local Area Plans.

4.2.5 Business & Technology Parks.

Business parks shall be located and designed to create an open parkland setting with a high level of landscaping.

Individual buildings in Business Parks shall be well designed with high quality finish and well screened carparking. The building line on all principal road frontage shall not be less than 15m and a landscaped strip to a width of 5m shall be provided along all principal road frontages. Signage should be discrete and site coverage shall not exceed 45%. Business and technology parks shall as far as practical, be located on lands zoned for industry in town plans or future Local Area Plans.

4.3. AGRICULTURE.

4.3.1 General

All development for agricultural purposes not specifically exempted from Planning Permission requirement by reference to Part 1 section 4 of the Local Government (Planning and Development), Act 2000 is subject to the permission requirements of the Council.

Non-exempted agricultural development will be permitted in rural areas where there are no suitable redundant buildings on the farm holding which would accommodate the development and if the Council is satisfied that the proposal is necessary for the efficient use of the agricultural holding or enterprise. Developments must be in

accordance with locating, siting and design criteria and will not be permitted in the vicinity of towns and villages, where such development would create a visual intrusion into the character of the area or an environmental nuisance.

In visually sensitive areas the Council will require that buildings be sited as unobtrusively as possible and that materials and colours are used which blend with their surroundings.

Agricultural developments shall comply with relevant guidelines as issued by the Department of Agriculture and Forestry booklet entitled "Guidelines and Recommendations on Control of Pollution from Farmyard Wastes", 1985, EPA BANTNEEC Guidance Notes, the Code of Good Agricultural Practice to Rural Environment Protection Scheme Guidance Documents (and as may be amended), as appropriate.

The Council will exercise its powers under the Water Pollution Act to ensure that agricultural development will not cause pollution to watercourses. All new and existing agricultural developments will be required to ensure that provision is made for the storage, on site, of all waste generated by non-exempted agricultural development. Storage effluents and their disposal shall comply with the following standards required by the Council;

- Roof water and clean water from yards shall be diverted to clean water outlet.
- Kerbs and channels shall be provided on silage slabs and silage effluent only shall be collected in tanks; clean water shall be diverted.
- Slurry tanks shall accommodate 20 weeks minimum accumulated slurry.
- Soiled-water tanks shall accommodate 20 weeks minimum accumulated slurry.
- Roof water shall be discharged into existing surface water drains, whether piped or open ditches.
- The storage of effluent shall not be permitted within 100m of any dwelling house except with the written consent of its owner or occupier.
- Tanks for manure-pit urine storage shall be provided and shall be capable of holding a minimum of twenty weeks accumulated effluent.
- Sufficient suitable land shall be available for the safe spreading of these effluents details of which shall be submitted with the planning application together with site location maps and land spread agreements as appropriate.

4.3.2 Large Scale Agricultural Development.

- Agricultural proposals such as mushroom farms, forestry, piggeries, poultry and other intensive animal production require special treatment. Major agricultural developments may require an Integrated Pollution Control License.
- Where local roads need improvement to accommodate large-scale intensive agricultural development, the Local Authority will require the submission of an EIS and a contribution towards that improvement.
- When considering large scale agricultural proposals, consideration will include traffic safety, pollution and waste control, satisfactory treatment of effluents

smells and noises, the size and form of buildings and their integration into the landscape.

4.3.3 Site Boundaries.

The removal of boundary hedges and trees and replacement with block walls and fencing leads to urban features in a rural environment. It can also have an effect on wildlife and lead to the removal of valuable hedgerows upon which wildlife depends. The Council will require the retention of and encourage the planting of native trees and hedgerows along all boundaries.

The following species are recommended:

Where * appears the species is recommended as primary species in upland regions.

Where ** appears the species is recommended as primary species in lowland regions.

Otherwise the following species are suitable

Scots Pine	– Pinus sylvestris
Sycamore	– Acer Pseudoplatanus
Oak	– Quercus robur or Quercus Petraea
Willow	– Salix Species
Hawthorn	– Crataegus monogyna
Holly	– Ilex aquifolium
Common hazel	– Corylus avellana
Bog birch	– Betula pubescens*
Rowan	– Sorbus aucuparia*
Common ash	– Fraxinus excelsior**
Common alder	– Alnus glutinosa**
Common beech	– Fagus sylvatica**
Common elder	– Sambucus nigra **

In coastal areas

Flax	– Phoridium tenax
Common gorse	– Ulex europaeus
Fuchsia	– Fuchsia riccartonii

Leylandii (*X cupressocyparis leylandii*) Looks intrusive in the rural landscape and provides no value as a habitat to wildlife.

Other native species suitable for planting in hedgerows in appropriate locations are;

Blackthorn	(prunus spinosa)
Crab Apple	(malus sylvestris)
Guelder Rose	(Viburnum opulus)
Spindle	(euonymus europaeus)

Plants of a local provenance should also be used.

4.4 FORESTRY.

€ The IFS for County Mayo shall inform all forestry proposals as to the sensitivity of particular areas for forestry development.

€ Forestry activities shall be appropriate in terms of nature and scale to the surrounding area and shall not be visually intrusive on the landscape cause

damage to important habitats or species or on ecology of the area. All forestry should be planted, managed and harvested in accordance with the Forest Service Guidelines for Landscape, Forest Harvesting, Archaeology, Biodiversity, and Water Quality.

- € Clear felling of not more than 25 hectares shall take place at any one time.
- € Felling licenses shall not be granted for more than 25 hectares
- € All forestry development shall be carried out in a manner that will not cause damage to the roads infrastructure or cause nuisance to other road users at any one time without prior consultation.

4.5 AQUACULTURE.

- € All development should be assessed for its effects on the views of the sea from the coast and of the coast from the sea.
- € The following details should be submitted as part of a planning application; the capacity of the shoreline to absorb its onshore facilities, access roads, car parking, waste disposal i.e. reject produce, slipways, moorings, lighting, cranes, scale of traffic and size of vehicles using facility, turning space required, impact of traffic on public road, amenities in the area and any visual aids necessary to measure the impact.

4.6 TOURISM.

4.6.1 General

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

4.6.2 Holiday Homes.

Holiday Homes should be developed in existing settlements, where services are readily available. Proposals for clusters of holiday homes are acceptable only when the location is appropriate and environmental integration can be achieved. The size of clusters must be in scale with the size of settlements in which it is located. All new developments must have regard to the Mayo County Council Design Guidelines for Rural Housing.

4.6.3 Residential Tourist Accommodation.

Such development shall be subject to the following requirements:

- € Be located in a definite settlement unless the development has specific locational needs that cannot be met within an existing settlement or is of strategic importance to the area.
- € Be served by adequate access to the public road
- € Have adequate car parking
- € Where possible involve the re-use and adaptation of existing rural buildings if the development is located outside existing settlements.

All planning applications shall be accompanied by detailed site layouts, landscaping plans, boundary treatment, building design and materials and any necessary visual aids such as photomontages which would show how the proposed development would be absorbed into or compliment the landscape

4.6.4 Marinas.

Marinas should be developed where the associated activity is already underway or where a tangible demand for such a facility exists. Marinas should provide adequate water depth, berthing arrangements for pleasure craft, navigation aids, pontoon lighting, fire safety equipment, toilet facilities, a sufficient level of road access, car parking, direct access and walkways to boats. Such a proposal should take the quality of access into account. Facilities such as boat quays should be integrated into the shoreline and avoid water intake points.

4.7 EXTRACTIVE INDUSTRIES.

The council seeks to encourage the development of the county's natural resources where appropriate. It recognises that the location of such industries is dictated by the availability of the resource and each application will be determined on its own merits.

The following criteria shall be considered when determining a planning application for extractive development, including for the proposed expansion/intensification of existing operations.

- § The extent of land ownership
- § The nature of all deposits
- § The methods of excavation and machinery
- § The quantification of production in a given time
- § Methods to reduce environmental impact
- § The impact on the adjoining road networks
- § Landscaping and screening proposals and the planning application should be accompanied by an EIS

(1) The following specifics should be given:

- Give details of depths of topsoil, subsoil, over-burden and material, at various points on the site.
- Give an indication of the type of minerals, which it is intended to extract.
- State whether the parent rock from which the mineral is extracted is suitable for other uses.
- State the estimated total quantity of rock and mineral, which can be extracted commercially on the site.
- State the estimated total quantity of rock and mineral, which can be extracted commercially on the site.

(2) Site Development.

On Ordnance Survey Sheets of suitable scale, indicate –

- the boundaries of the land to which the application applies
- the boundaries of any adjoining land in which the applicant has an interest
- the contours of the existing landform
- the location of any existing excavated/worked areas
- the areas that are appropriate to work
- the direction in which the work will occur

- the areas to be worked in each stage (if working is to be in accordance with a phased programme)
- the location and extent of any settling ponds proposed
- the location and extent of stored waste material
- the location and extent of stockpiles
- the position of any existing buildings on the site and adjacent to it
- a general layout of site showing all proposed buildings, fixed plant, roads, access points, perimeter fences, pylons, surfaced parking areas and any other installations

(3) Describe in general terms the proposed method of working the minerals source including depths of working faces, orientation of faces, details of excavation plant, estimated final excavation depth and its relationship to the water table, methods of blasting etc. if it is anticipated that a certain proportion of an excavation may occur below the water table, please indicate any alteration in working method proposed for dealing with ground water.

(4) Describe the methods to be used in removing and storing topsoil, subsoil and overburden.

(5) List the following –

- § Proposed buildings and structure
- § The type of fixed plant proposed and state the functions and dimension of each, where appropriate.

Structures.

(6) Submit plans, elevations and sections of the proposed fixed plant and machinery.

Process.

(7) Describe with the aid of a flow diagram the process to be undergone by the minerals from extraction from the ground until they leave the site.

(8) Estimate the annual tonnage to be extracted.

(9) State the design rate of output of the processing plant.

(10) Indicate the type, source and quantities of any material, which it is proposed to import to the site for addition to the source material.

(11) Details must be give if it is intended to process minerals from another source at this site.

Transport.

(12) Indicate the mode of transport of all bulk materials entering and exiting the site.

(13) If transport is via the road network, give details of –

- § The daily average number of trucks entering and leaving the site.
- § The main routes to be taken by trucks. A map showing routes must be submitted.
- § The weight and number of axles of trucks which it is anticipated will service the operation.
- § Details of proposed methods of truck sheeting and washing before leaving the site must be given.

Landscaping.

(14) Details of any landscaping scheme to be undertaken should be submitted to help relate the development to its surroundings. This should indicate any retention of existing trees or other screening e.g. mounding and any proposed screening, grassing or planting of trees or shrubs. It should also provide details of any proposals for maintenance of any planting.

Water Demand.

(15) Give details of the likely level of water demand on the site, the expected sources and quality of water required.

(16) if a private extraction scheme is proposed, provide acceptable evidence, such as stream gaugings or borehole tests (where appropriate) to indicate year round adequacy of supply.

Dust.

(17) Indicate major anticipated likely sources of dust emission on site and anticipated dust levels.

(18) State what measures are proposed to suppress and/or arrest dust emissions.

(19) Provide full details of any sprays, wetting agents, filters etc. which it is proposed to install for dust control purposes.

Use of Chemicals.

(20) If chemicals are to be used in the process, give details of:

- the number of chemicals to be used in the process
- the name and composition of each chemical
- the volume of each chemical used per annum
- the amount of each chemical discharged to any proposed settling ponds
- the proposed method of transporting the chemicals in bulk
- the proposed method of storing and protecting the chemicals in bulk
- proposals to neutralise or treat the chemicals to render them harmless

Noise.

(21) If blasting is to be undertaken, give details of:

- the blasting technique to be used
- the frequency of blasts
- anticipated noise levels caused by blasting in dB at the site boundary

Fixed Plant, Mobile Plant & Machinery.

(22) Give details of all fixed plant and machinery which it is anticipated will be noise sources, outlining for each source:

- the nature of the noise (ie. continuous, impulsive, whine etc.)
- anticipated noise level in dB(A) at the site boundary.
- Operating hours and days of operation.

(23) State the estimated noise level at the site boundary of all noise sources that will be operating together:

- between 8a.m and 8p.m.
- at night

(24) Give details of major sources of noise from the site and of any noise control measures are proposed.

Vibration.

(25) Indicate the anticipated intensity of vibrations following blasting, at the site boundary in terms of peak particle velocity.

(26) Submit details of any analysis of vibration effect of blasting on the site, which may have been undertaken.

Electricity Demand.

(27) Submit details of electricity demand on the site

(28) Is it intended to install a private source of electricity on site? If so, give relevant information.

Aqueous Discharges.

- (29) Give full details of the methods to be employed in disposing of washwater
- (30) State the quantities of silt anticipated
- (31) If settling ponds are to be used, state frequency of dredging and how it is proposed to deal with silt (e.g. location and size of silt beds and safety measures).
- (32) State if it is proposed to recycle clarified washwater
- (33) If it is proposed to discharge washwater to watercourses, public sewers or to groundwater flows, indicate the points of discharge, the average and peak flows anticipated, the anticipated suspended solids and the anticipated concentration of heavy metals, chemicals etc resulting from the settling process in the content of the effluent.
- (34) Indicate the water table level on the site.

Employment.

- (35) Indicate the anticipated employment level on the site in terms of;
- skilled
 - unskilled
 - clerical/administrative/professional

Items of Special Interest.

- (36) Indicate the presence on site of any items of historical, archaeological or special scientific interest on an accompanying map.
- (37) State what measures are proposed to conserve these items.

Trees.

- (38) Indicate the presence on the site of any individual trees, grouped trees or mature hedgerows.
- (39) State what measures are proposed to preserve these items.

Archaeology.

- (39) Archaeological Assessment of any archaeological features on the site or on lands adjacent to the site likely to be affected by the proposed operations

After use.

- (40) Submit report on the anticipated finished landform, both of each phase and of the whole excavation.
- (41) Submit plans and sections through workings showing anticipated finished gradients and their landscape treatment.
- (42) Submit detailed report on quality and condition of topsoil and overburden.
- (43) Describe proposals for rehabilitation of the site after works have been completed.
- (44) State anticipated land use suitability after rehabilitation.
- (45) Where reinstatement of vegetation on the site is proposed indicate:
- § the type of vegetation proposed
 - § methods proposed for respreading and treating the subsoil and topsoil
 - § any proposals for phased reinstatement of workings progress.
- (46) Where treatment other than restoration of vegetation is proposed (e.g. excavated areas worked out below water table)
- (47) Submit detailed specifications for reinstatement works, which shall accord with a phased programme. Specifications shall include treatment, drainage, plant species and maintenance.
- (48) Submit details of proposed method of funding the restoration/reinstatement works.

4.8 RETAILING.

- € All retail developments must have regard to the Mayo County Council Retail Strategy.
- € Where the development is located in town and villages: the design, height, scale, building lines, character of the townscape, roof height and pitch, window design shall compliment the existing town or streetscape.
- € Photomontages or visual aids showing how the proposed development integrates into the existing towns or streetscape will be submitted as part of the application.

4.9 SHOP FRONT DESIGN.

- € Mayo County Council shall require a high standard of shop front design in new shopfronts. Existing traditional shop fronts should be preserved where possible especially in town centres. Good modern design shopfronts will also be encouraged where appropriate.
- € New shop fronts, either of traditional or modern design, must respect the scale and proportioning of the streetscape by maintaining and enhancing the existing scale of development along the street and respecting the appropriate plot width.
- € Corporate image shop fronts will not necessarily be acceptable as compatibility with individual buildings and streetscape will be considered more important than uniformity between the branches of one company.
- € The use of uPVC for doors and window fascias and soffits will be discouraged because of its adverse design impact and environmental unsustainability.

4.10 AUTOMATED TELLER MACHINES (ATMS).

The Planning Authority will strictly control the location of ATMs having regard to the following:

- € The need to encourage the installation of ATMs in small rural towns and villages.
- € The design and location must be such that they are safe and easily accessible.
- € The need to protect the character of the town, village, street, building or shop front into which they are to be incorporated, in particular in listed buildings.
- € In general ATMs will not be allowed where customers queuing may cause disruption to pedestrians.
- € Canopies, signs and logos shall be discreetly incorporated into the overall design.

4.11 ROADSIDE DEVELOPMENT

4.11.1 GENERAL.

The transportation implications of development proposals will be assessed and where appropriate transport impact assessments may be required. In order that new access points do not cause a road safety problem or that the increase in traffic does not cause deterioration in environmental quality it will be necessary to apply the control policies as set out hereunder.

Where development would conflict with the route, level or layout of any proposed new roadway, or the improvement, widening, re-alignment of an existing roadway, such development will not be permitted.

Development will be prohibited where the existing horizontal or vertical sight distance is inadequate to allow a safe access from the development or where the creation of a new access near existing junctions or accesses would interfere with the safety and free flow of traffic on the road.

Development along some National roads in the County shall be restricted outside of the speed limit zone of towns and villages. This is especially important along realigned sections where it is important to maintain road safety and the return on investment of the realigned road.

Any new development shall be required to be set back 75 metres from any new offline traffic route.²

Development along National and certain Regional roads listed in **Table 1** as Controlled Roads will be restricted except for the categories listed in **Section 4.11.2** (a) and (b) and subject to the above policies. Proposals for the upgrading of existing amenity facilities along National routes shall be assessed having regard to the safety issues raised by the upgrading of such facilities.

No development will be allowed within the public right of way that would compromise road safety i.e., memorials, concrete bollards, signs and large boulders. The use of loose materials within the public right of way and at entrance set backs is not permitted. These types of developments constitute a road safety issue.

It shall be a requirement that a Road Safety Audit be conducted in respect of all proposed significant developments and submitted as apart of the planning application. A significant development would be a development, which generates 40 traffic Movements per day.

The Council will seek to protect new fence lines constructed on National Routes, which are now the property of the Council. Applications for openings in these fence lines are referred to the National roads Authority (NRA) and no openings shall be permitted without written approval of the NRA.

4.11.2 CONTROLLED ROADS.

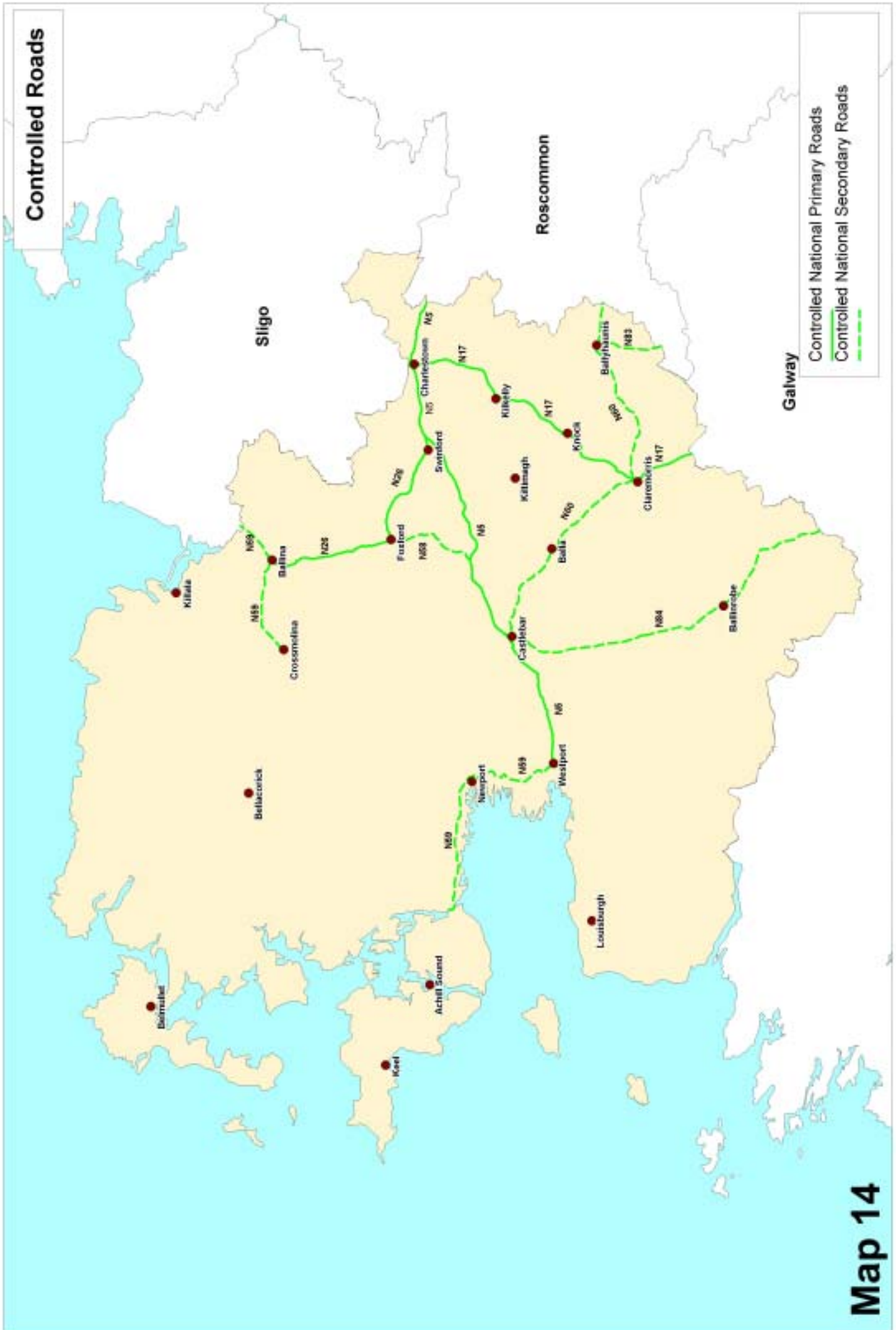
Controlled Roads are roads on which new development will be restricted in the general 100kph speed limit area. The National and Regional roads designated as Controlled Roads are listed in **Table 1** hereunder:

Table 1: Development Controlled Roads

Road	Section
N5	Westport – Roscommon County Boundary
N17	Galway County Boundary – Charlestown
N26	Ballina – Swinford
N58	Foxford – Ballyvary
N59	Mulranny – Westport
N59	Crossmolina – Sligo County Boundary
N60	Curry's shop Breaffy – Roscommon County Boundary
N83	Ballyhaunis – Roscommon County Boundary

² ie any proposed route built away from the line of an existing route

Controlled Roads



Galway

Controlled National Primary Roads
Controlled National Secondary Roads

Map 14

N84	Castlebar – Shrulue
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All new development along Controlled roads will be restricted except for permitted development set out hereunder.

a) Housing Development

- (i) The provision of a new house where an existing inhabited dwellinghouse is in need of replacement and provided the existing house will not be used for further habitation.
- (ii) The provision of a new dwellinghouse for members of a farmholders family on the family land where a suitable vehicular access cannot be created from another roadway.

b) Strategic Development.

The creation of new direct access on to these roadways for strategic development shall be considered within the framework of development policy. The need or reason for and the benefits for the 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).

4.11.3 BUILDING LINE.

The building line requirements for various developments are set out hereunder in **Table 1.1**. This building line is the minimum requirement and applicants should be encouraged to develop at a greater distance from the public roadway.

Table 1.1. Building Line Requirements.

Road Classification	Requirement
National Primary Roads National Secondary Roads	The building line shall be not less than 30 metres from the fence of a re-aligned road or from the designed fence line on an unimproved route. The front wall of new buildings shall not be linearly positioned with houses adjacent.
Regional Routes	The building line shall be not less than 20 metres from the fence of a re-aligned road or from the designed fence line on an unimproved route.
Adjacent to any other public roadway or roadway of public importance	The building line shall be not less than 10 metres from the fence of a re-aligned carriageway or from the designed fence line on an unimproved road or right of way.
Town Streets	Existing Frontage or Existing Building line
Housing Developments	The building line shall be not less than 6 metres from the front boundary (also see Section 3.3.23)

4.11.4 ACCESS REQUIREMENTS.

Access points onto the public road constitute a significant road safety issue. Generally it is considered good practice not to have a proliferation of access points particularly in areas where the maximum speed limit applies. The minimisation and consolidation of access points is therefore an important design issue.

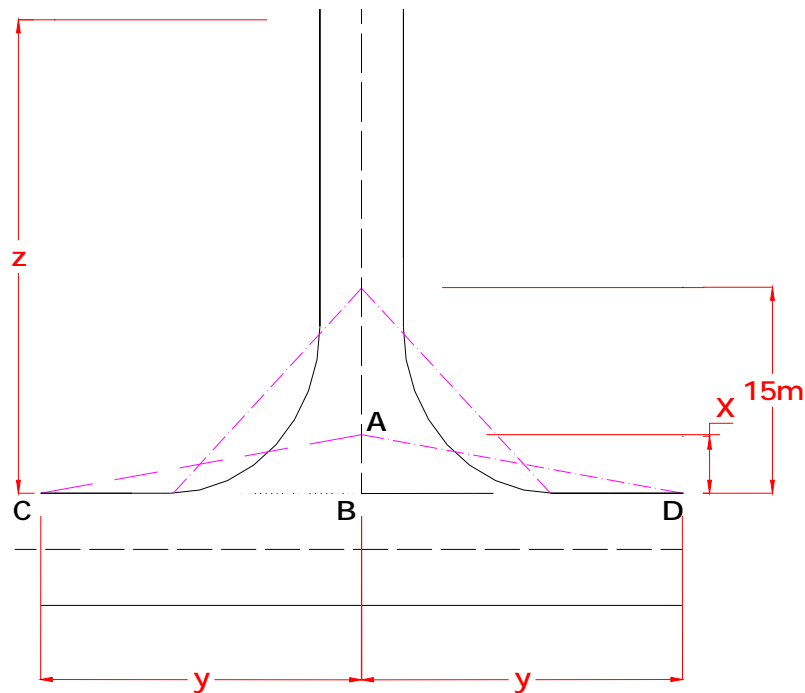
The access must be therefore designed to a high standard. This is especially important on heavily trafficked roads. In areas with hedgerows the design and location of the access should as far as possible be located to minimise the loss of these features.

Where new developments are permitted, access to the public right of way shall be provided in accordance with the following:

Access Visibility.

The access to the public right of way visibility requirements where new developments are permitted, shall be provided in accordance with the following **Figure 2**. And minimum standards set out in **Tables 2. & 3**

Figure 1



Visibility Standards

Full visibility shall be provided in the triangles 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.

The points A, B, C and D in **Figure 2** above are defined as follows :-

A is a point on the centerline of the access approach to the public road.

- B** is a point on the intersection of centerline of the access approach and of either: -
- a) the near edge of the running lane or
 - b) back of the hard shoulder where this is provided.

- C & D** are points on either :-
- a) the near edge of the running lane or
 - b) the back of the hard shoulder where this is provided.

The X distance and Y distance are defined in the following **Tables 2 & 3**

The X distance varies with type of development and the Y distance varies in relation to speed limit of the road.

Table 2 Sight Distance 'X'

Development	Distance (m)
Single dwelling	2.4
All other development	4.5

Table 3. Sight Distance 'Y'

Speed (km/hr)	50	65	80	100
Y Distance (m)	70	100	145	215

On Local Roads, which by their existing road alignment are not designed to speeds greater than 80kph, the access sight visibility requirements will be relaxed. This relaxation will not apply where the sight distances available is greater than 200m. The 'X' site distance shall be as defined in **Table 2** and the 'Y' distance shall be as defined in **Table 4**. Hereunder :-

Table 4, Sight Distance 'Y' Local Roads

Speed (km/hr)	50	65	80
Y Distance (m)	70	90	120

At locations on all roads where a single or double continuous white line exists, the forward sight visibility along the existing road is deemed to be deficient for the general speed of 100kph. The forward sight visibility along the road at the proposed access point shall be 'Y' as set out in **Table 4** measured from the turning position of the traffic lane.

Access Location.

Access to a local road shall not be sited closer to a junction of another local road than 15m and the distances outlined below if the junction is to a National or Regional road. Access to National or Regional roads or to a Local road off a National or Regional road shall not be sited closer to a junction than the following:

Table 5. Access Location

Type of Access	Distance (m)
Access to a house	100
Access to housing development	150
Access to service stations, commercial & industrial sites:	200

The distance from the junction is measured from the running edge of the lane or from the back of a hard shoulder where this is provided or from the proposed realigned road edge or hard shoulder edge.

Kerbed Access.

A kerbed access radius is required to Housing, Commercial & Industrial developments to ensure an easy transition to the developments from the public roadway. The requirements are listed in **Table 6**. Below: -

Table 6 Radius of Curvature

Road	Housing Development	Commercial /Industrial
Urban	6m	15m
Rural	10m	15m

Access Gradients.

The gradient of the access road should have a constant grade for a distance from the public right of way. This gradient is to ensure that a vehicle accessing the public right of way shall be able to stop or take off in safety in all conditions. The gradient requirements are listed in **Table 7**

Table 7. Road Gradient & Gradient Length

Road Type		National	Regional	Local
Gradient		±2%	±4%	±4%
Length	Commercial & Industrial	10m	10m	6m
	Dwellinghouse	5m	5m	5m

Access Entrances

No entrance gate shall open outwards. Gates to be set back to accommodate one vehicle* clear of the main running lane.

Entrances shall be designed and shaped to ensure the uninterrupted flow of roadside drainage. Spigot and socket Class H concrete pipes shall only be used to maintain the drainage path under an entrance. Entrances should be grouped where ever possible. Entrance layouts are shown in **Figure 3.1** to **Figure 3.4**.

Figure 3.1. Urban Access Layout

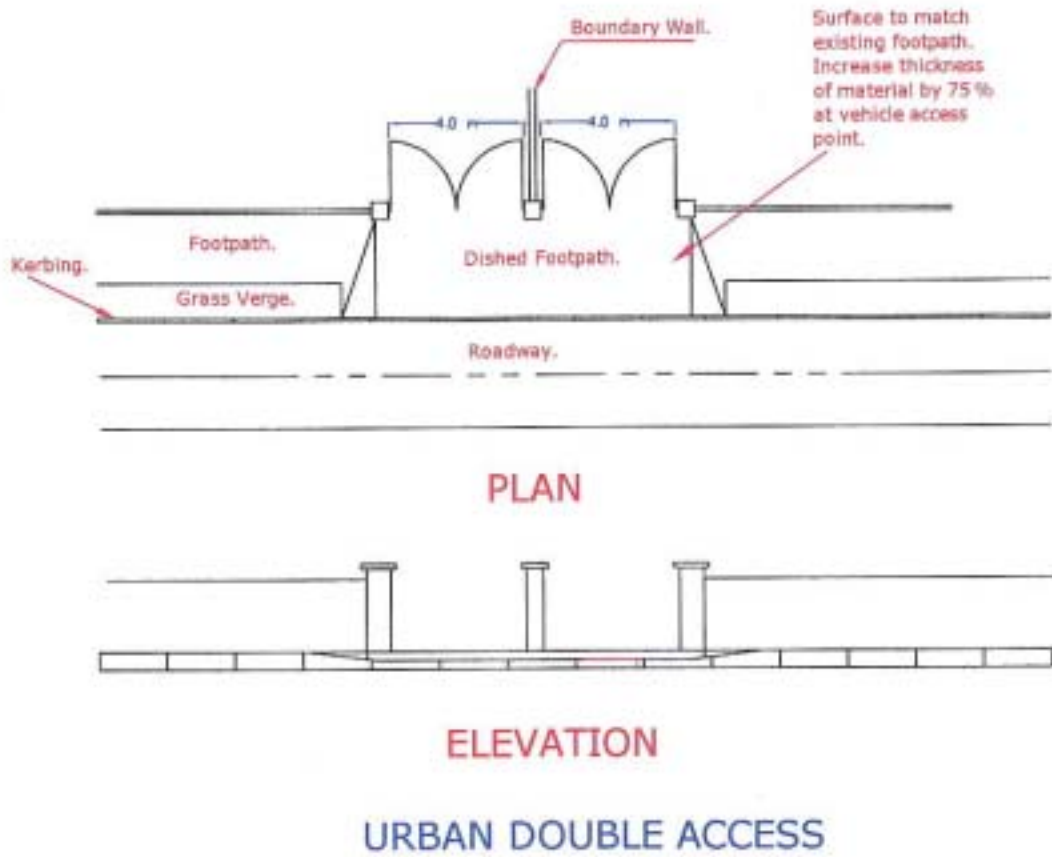


Figure 3.2. Suburban/Rural Access Layout

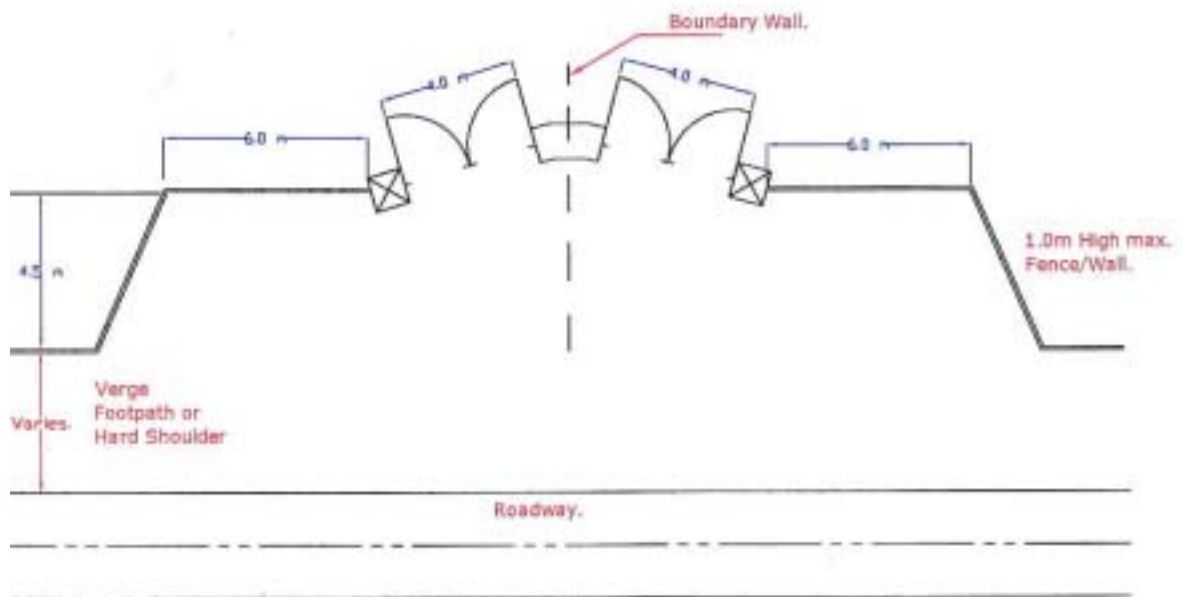


Fig 3.3. Commercial, Industrial or Agricultural Access

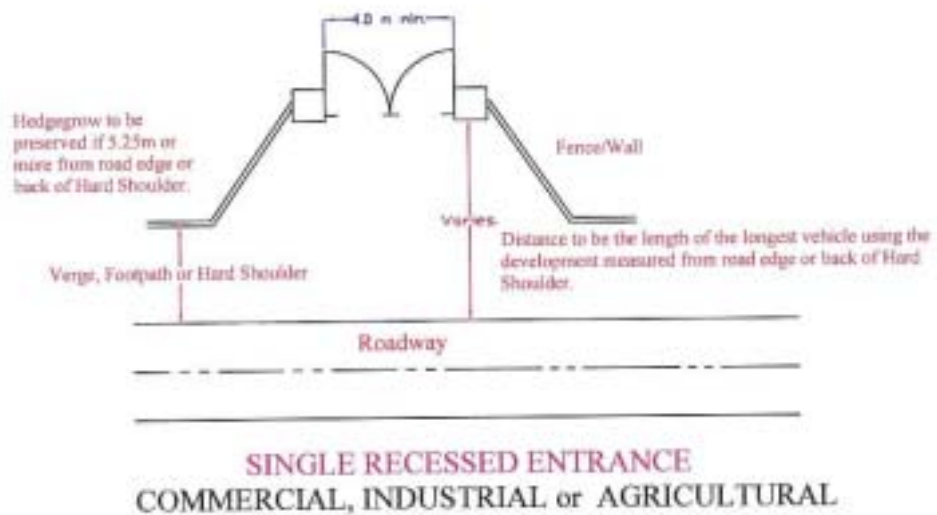
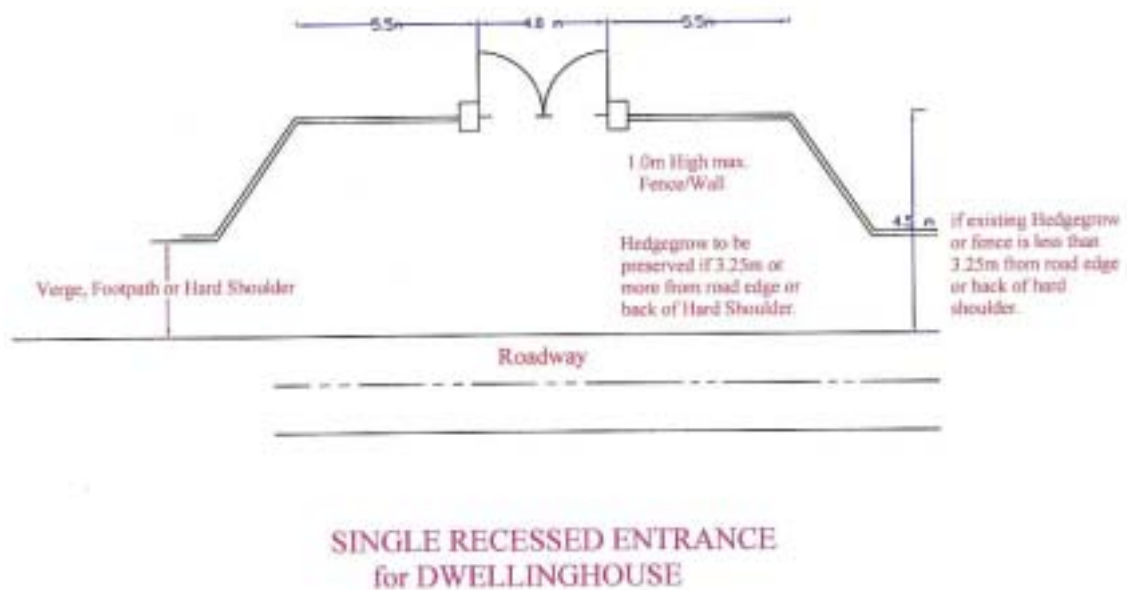


Fig 3.4. Single Dwellinghouse Recessed Access



4.11.5 SURFACE WATER.

No surface water shall be discharged from a development onto a public road but rather discharged into a sump, stream, or gully within the curtilage of the site. If the discharge is to a sump, design calculations and percolation tests must be submitted with the application. If the discharge is to a stream, design calculations on the ability of the stream to carry the discharge must be submitted with the application. The environmental impacts of surface water discharge must be also addressed

4.11.6 FILLING STATIONS – Layout Standards.

The preferred location for Filling Stations and Commercial Garages where an need is established is on the outskirts of a town inside the 50 or 65 kph speed limit area on the nearside of the road exiting the town. Filling stations will not permitted outside of speed limit areas unless under very exceptional circumstances. A proliferation of filling stations along a particular road will not be acceptable. No new kerbside pumps will be permitted. Where filling stations exist in rural areas suitable canopies that integrate with surroundings areas be allowed.

The filling station shall be laid out in accordance with **Figures 4.1 or 4.2 & Table 8**

Table 8. Filling Station Dimensions (Minimum)

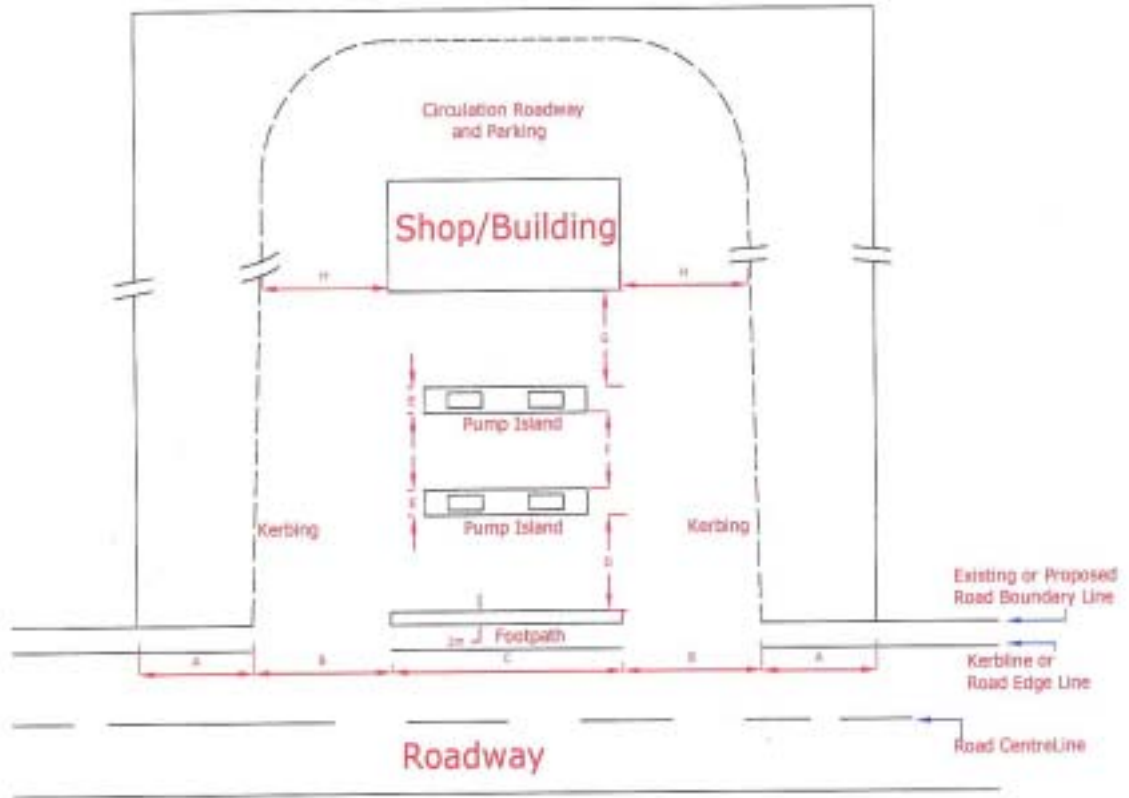
Road		Inside Speed Limit		Outside Speed Limit	
		National /Regional	Local *	National /Regional	Local *
Element of Site					
A	Frontage Width	80	65	85	70
B	Access Width	10	10	12	10
C	Distance between Access Points	30	20	30	20
D	Distance from Frontage Wall to Pump Island	10	7.5	10	10
E	Width of Pump Island	1.2	1.2	1.2	1.2
F	Width between Pump Islands	6	6	7.5	6
G	Distance from parallel Retail Frontage to Pump Island	7.5	6	7.5	6
H	Circulation Roadway	9	7.5	9	7.5
I	Height of frontage wall or island	600mm	600mm	600mm	600mm

The layout of the site must also include for the parking requirements as set out in **Tables 9 & 10**. The access points must provide vision in accordance with **Section 4.11.4** Filling Stations will not be permitted at locations where because of their appearance, noise, and fumes they would be injurious to the amenities of an area. Hard and soft landscaping, boundary treatment and external finishes to the building and other structures are important elements in the design of filling stations.

Standard corporate canopies and advertising will not always be acceptable. The forecourt canopy should be integrated into the overall design of the station. It should

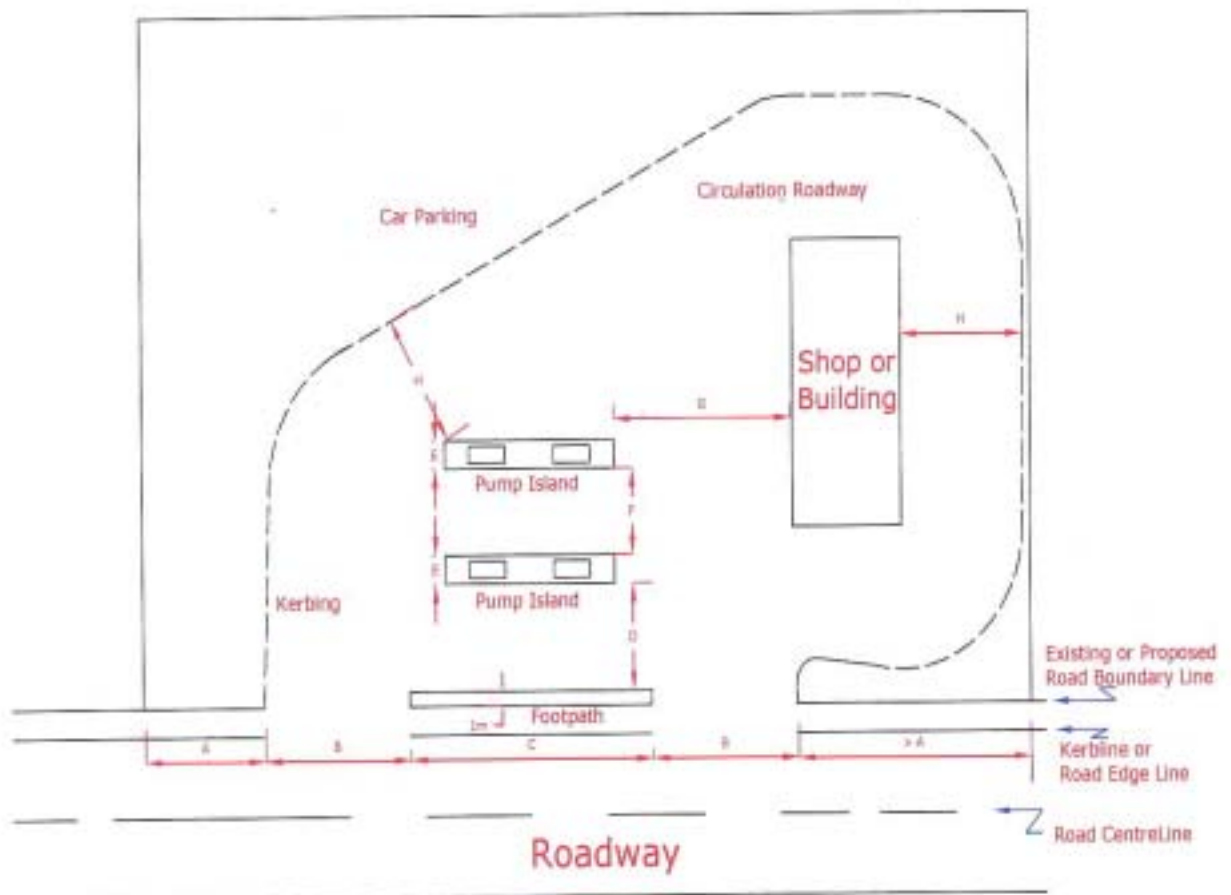
be designed and sited so that it does not dominate the surrounding landscape and buildings. Special designs maybe required for specific locations.

Figure 4.1. Filling Station Layout



Filling Station Layout (Option A)

Figure 4.2. Filling Station Layout



Filling Station Layout (Option B)

Vehicles shall not obstruct the public footpaths or carriageway while using or waiting to use the filling stations facilities. Landscaping and screening proposals shall be submitted for consideration.

The paved areas of the filling station should be surfaced in asphalt or concrete. All surface water drainage systems to be fitted petrol/oil interceptor traps.

Advertising and Canopies should be designed having regard to the site location and the existing character of the area. Advertising shall not be located where it will obstruct the public footpath, carriageway or interfere with the continuity of the streetscape and shall be located at least 1m behind the frontage wall. The height of any advertising sign shall not exceed 4.5m.

4.11.7 SERVICE GARAGES, WORKSHOPS & CAR SHOWROOMS.

All business must be conducted within the site curtilage of the development i.e. repairs, parking or selling of vehicles.

Vehicles associated with these developments shall not obstruct the public footpaths or carriageway. Advertising shall not be located where it will obstruct the public footpath, carriageway or interfere with the continuity of the streetscape and shall be located at least 1m behind the frontage wall. The height of any advertising sign shall not exceed 4.5m.

The layout of the site must also include for the Parking requirements as set out in **Tables 9. & 10.** The access points must provide vision in accordance with **Section 4.11.4.**

Garages and workshops should provide sufficient on site storage for redundant vehicle bodies, parts, waste oils and other waste prior to disposal by recycling.

Waste oils should not be disposed of in public or private sewer systems or discharged into watercourses. All surface water drainage systems to be fitted petrol/oil interceptor traps.

Landscaping and screening proposals shall be submitted for consideration.

Lighting

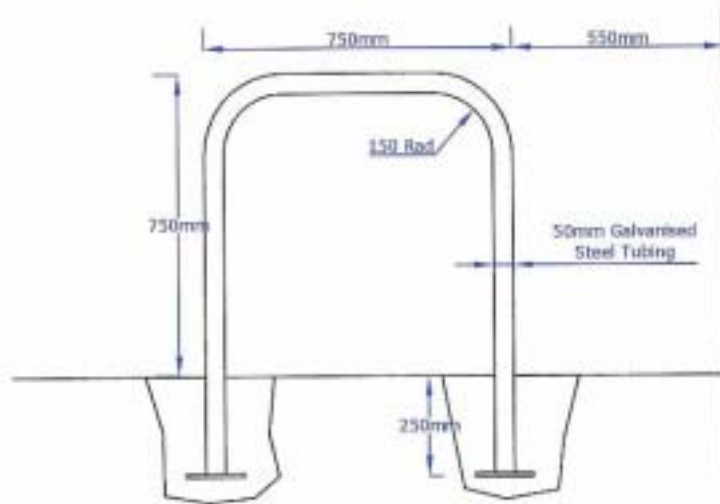
Forecourt lighting including canopy lighting should be limited to that which is necessary for the safe operation of a petrol station and should not interfere with the amenities of adjoining premises. It may be recessed so as not to cause glare, hazard of confusion to public road users. Fascia should not be illuminated.

4.12 PARKING STANDARDS.

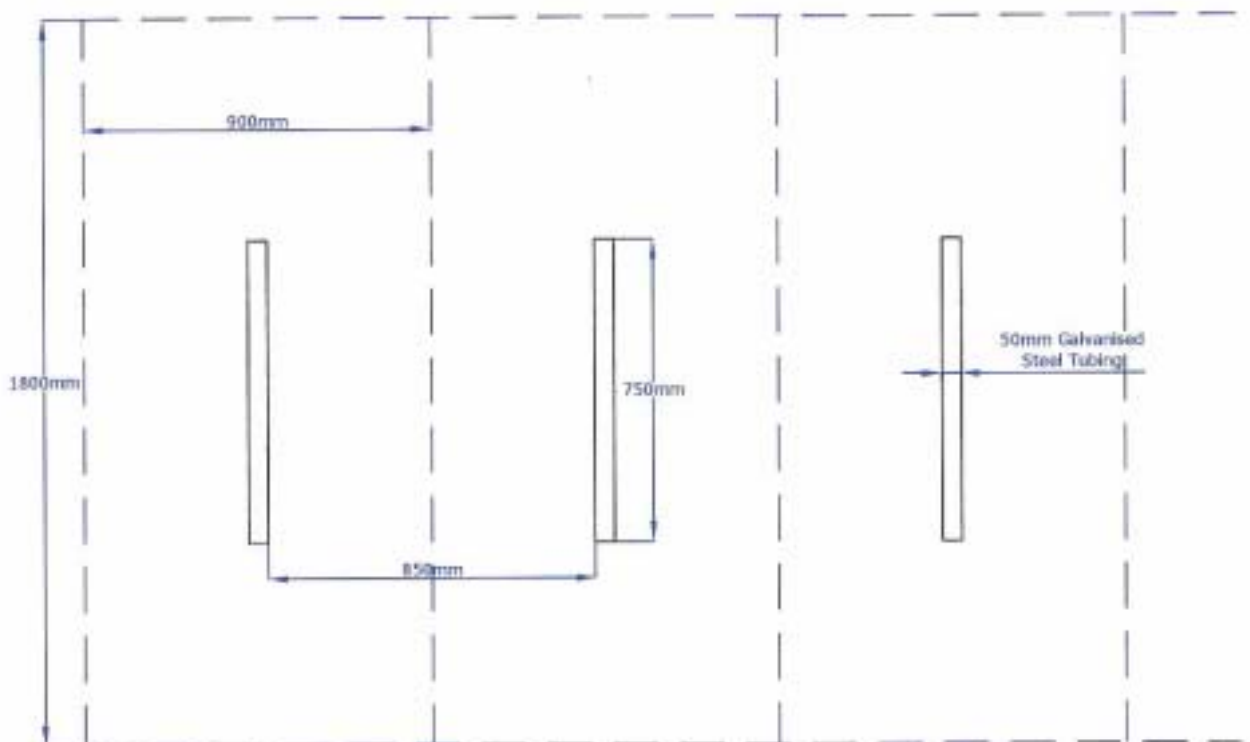
4.12.1 Bicycle Parking Requirements.

The standards for bicycle parking spaces for a development are set out **Table 10** hereunder. The bicycle parking shall be located in a prominent position within 30m of the facility served. The parking stands for bicycles should be the Sheffield Stand illustrated in **Figure 5.1.** The bicycle park should have a shelter and be signposted.

Figure 5.1. Bicycle Parking

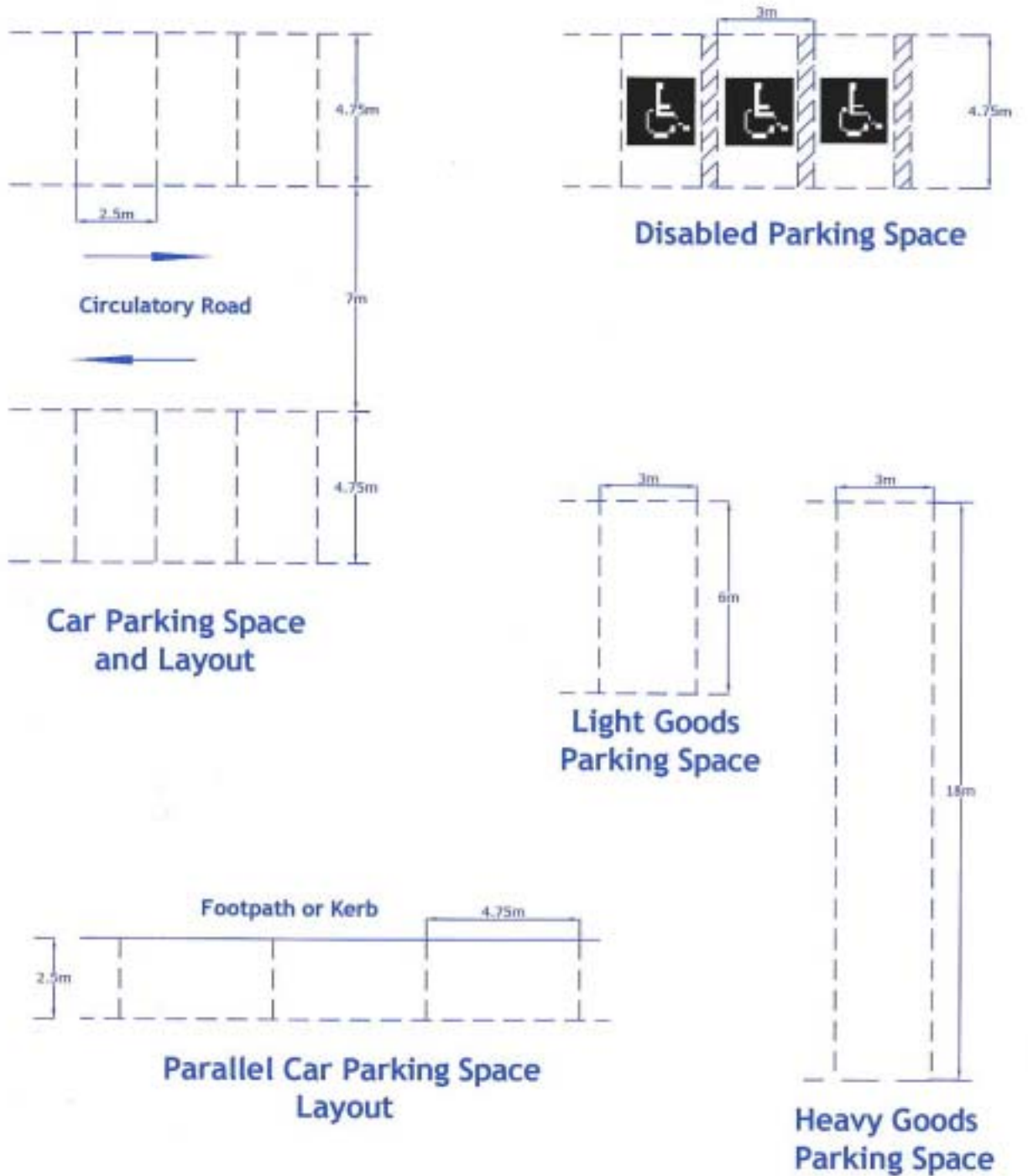


Bicycle Stand Elevation



Bicycle Parking Layout

Figure 5.2. Vehicle Parking Guidelines



4.12.2 Carparking Requirements.

The standard for required car parking spaces for a development shall be provided in accordance with the standards set out in **Table 9** Off roadway parking facilities and adequate provision shall be made to enable vehicles to turn, manoeuvre, load or unload within the site curtilage, clear of the roadway.

Where provision of on site parking is not possible either in part or in its entirety i.e. in the existing high density town core, parking may be provided off site, provided as group or dual parking or levied in-lieu in exceptional cases. The Council will require a financial contribution towards the provision of the deficit of the required parking provision.

The car parking layout for the development will be required to be designed to ensure that road, street or footpath obstruction will not occur. It is advisable that in general the service area should be located to the rear of the development.

Screening and landscaping proposals for the car parking should be submitted with the application for the development.

All parking bays should have a durable permanent surface and be marked with 100mm wide lines in durable material.

4.12.3 Disabled Parking Requirements.

Parking spaces for the disabled should be provided in developments relative to **Table 9** as follows:-

1 space per 5 – 25 spaces
3 spaces per 0 – 50 spaces
4 spaces per 0 – 75 spaces
5 spaces per 0 – 100 spaces

and 3 spaces per 100 spaces thereafter.

Parking Bays for disabled persons shall be 3m wide, clearly signed and marked with the relevant symbol, and be placed nearest to the entrance to the facility for which the parking space is being provided.

4.12.4 Loading Bay

The size of a service loading bay shall be as follows:-

Heavy Goods Vehicle	18m x 3m
Light Goods Vehicle (1500-7500kg)	6m x 3m

4.12.5 Parking Bay Dimensions

a) Bicycle Parking Bay shall be 0.8m wide and 1.8m long.

b) Car Parking Bay shall be 2.5m wide and 4.75m long. The aisle width between parking bays shall be 7m wide.

c) Car Parking Bays for disabled persons shall be 3m wide and 4.75m long, clearly signed and marked with the relevant symbol, and be placed nearest to the entrance to the facility for which the parking space is being provided.

d) Light Goods Vehicle Parking Bay shall be 3.0 metre wide and 6m long.

e) Heavy Goods Vehicle Parking Bay shall be 3.0 metre wide and 18m long.

Table 9.1. Car Parking Standards

Residential

Category No.	Type	Unit	Towns	Suburb/Rural	Service	Notes
1	Apartment	Space per unit	1.25	1	None	Innovation considered
2	Dwelling house	Space per unit	1	2	None	Innovation considered
3	Hotels/Motels	Space per bedroom		1		Excluding function room & bar. See 14 & 17 below
4	Guesthouses	Space per bedroom	1	1 per bedroom		Plus spaces as per Category 2 above
5	Self Catering	Space per bedroom		0.5 per bedroom		
6	Hostel	Space per bedroom		0.5 per bedroom		Alternatively 1 space/60m ²

9.2. Manufacturing/Industrial/Warehousing

Category No.	Type	Unit	Town	Suburb/Rural		Notes
7	Manufacturing Industry	Space per m ²	--	50m ²	90m ² per 2000m ² gfa*	
8	Light Industry	Space per m ²	65m ²	65m ²	90m ² per 2000m ²	
9	Warehousing	Space per m ²	65m ²	65m ²	90m ² per 2000m ²	

Commercial

Category No.	Type	Unit	Town		Service	Notes
10	Shopping Centre	Space per m ²	25m ²	20m ²	90m ² per 1000m ² gfa	See b & c below
11	Shops	Space per m ²	25m ²	20m ²	90m ² per 2000m ²	
12	Offices	Space per m ²	40m ²	25m ²	50m ² per 1000m ²	
13	Banks	Space per m ²	45m ²	35m ²	50m ² per 1000m ²	
14	Public House	Space per m ²	4m ²	2m ²	50m ² per 500m ²	
15	Restaurants	Space per m ²	10m ²	5m ²	50m ² per 1000m ²	
16	Hotels				50m ² per 500m ²	Add for bar area, restaurant & function area, category 14, 15, 17.
17	Discotheques Function Rooms	Public Area	3m ²	3m ²	50m ² per 500m	
18	Retail Warehousing	1 gfa	30m ²	30m ²	50m ² per 1000m ²	
19	Showroom	gfa	100m ²	50m ²	50m ² per 2000 ²	
20	Garages		30m ²	30m ²	50m ² per 1000 ²	
21	Service Stations	Space/m ² / site area	--	300m ²	135m ² per site	Additional space for shop as per 11 above

9.4. Health & Education

Category No.	Type	Unit	Town	Suburb/ Rural	Service	Notes
22	Hospitals	Per Bed	1	1		
23	Nursing Homes	Per Bed	2	2		
24	Surgeries	Per Consulting Room	2	3		
25	Primary School	Per Classroom	2	3		
26	Secondary School	Per Classroom	1.5	2		
27	Third Level	Per Employee & Per Student	1.5 + 0.25	1.5 + 0.25		Additional 0.25 per student
28	Crèches/ Nurseries, Playschool	Per Employee & per child	1 + 0.25	1 + 0.25		

9.5. Community Facilities

Category No.	Type	Unit	Town	Suburb/ Rural	Service	Notes
29	Churches/ Church Halls	Per Seat	6	6		
30	Art Centre, Library, Museum	Space per m ²	35	35		
31	Community Centres	Space per m ²	14	10		
32	Cinemas Theatres	Per Seat	4	4		
33	Funeral House	Space per m ²	10	10		

9.6. Sports

Category No.	Type	Unit	Town	Suburb/ Rural	Service	Notes
34	Golf Course Pitch & Putt	Per Hole		3		
35	Golf Driving Range	Per m Baseline		1		
36	Athletic Track Playing Field	Per Track/Field	15	15		
37	Tennis Court	Per Court	2	2		
38	Bowling Alley	Per Lane	4	4		
39	Swimming Pool	Space per m ²	20	10		
40	Sports Centre	Space per m ²	14	10		
41	Leisure Centre					To be calculated under various facilities offered
42	Marina	Berth	1	1		

*gfa is the gross floor area of the development

In the case of any use not specified above, the Council will determine the parking requirements.

Table 10 Bicycle Parking Standards

Provision must be made in the development for bicycle parking spaces in accordance with the following categories. In the case of any use not specified, the Council will determine the parking requirements.

Category	Type	Unit	Number
Residential	Apartments	Space per unit	0.25
	Dwelling	Space per unit	1
	Hotels/ Motels	Space per bedroom	0.1
Industrial	Manufacturing	Space per m ²	250
	Warehouses	Space m per 2	300
Transport	Rail/Bus Station	Space per Ha	10
Commercial	Shops	Space per m ²	100
	Offices	Space per m ²	100
Community	Churches	Space per m ²	50
	Museums	Space per m ²	100
	Cinemas/Theatre	Seat	10
Health	Surgeries	Consulting Room	1
	Hospitals	Space per m ²	1500
Education	Primary	Space per Pupil	0.2
	Second & Third	Space per Pupil	0.3
Sport	All	Space per m ²	200

4.13 KNOCK INTERNATIONAL AIRPORT.

It shall be the policy of the County Council to control development in the vicinity of the Airport in accordance with the guidelines as laid down by the existing licensing authority for airports. The following considerations should be applied when considering development proposals in the vicinity of an airport or other aviation installation:

- Developments likely to increase the bird hazard at an aerodrome should be avoided; e.g. landfill sites should not be located within a 13km radius of Knock Airport.
- Protection needs to be afforded to the navigation aids and the approach lighting provided at the airport.

- The standards and recommended practices contained in ICAO's Annex 14 and associate technical manuals should be applied to all airport-related development.

Constraints on development within designated airport control zones.

Obstacle Limitation Surfaces

Knock Airport is safeguarded in accordance with the International Civil Aviation Organisation (ICAO) publication entitled Annex 14, Volume 1, "Aerodromes", That document defines a volume of airspace, by means of Obstacle Limitation Surfaces, which should not be penetrated. The following limitation surfaces need to be protected for an airport with the characteristics of Knock Airport:

- The **approach surface** which commences at 60m from the runway threshold and slopes upwards at a gradient of 2%. The surface is 300m wide, centred on the runway centreline and splays at 15%. It extends to a distance of 15km and ceases to rise once it reaches a height of 150m.
- The **transitional surface** which slopes upwards at a gradient of 14.3% away from each side of the runway and the approach surface. It commences at 150m from the runway centreline or the edge of splayed section of the approach surface, and extends to a maximum height of 45m.
- The **inner horizontal surface** which has a radius of 4000m centred on the airport and extends to a height of 45m.
- The **conical surface** which commences at the outer edge of the inner horizontal surface (at a height of 45m) and extends upwards at a gradient of 5% until it reaches a height of 100m (145m above the aerodrome).

Noise.

The broken line on the plan indicates the approximate boundary of the zone in which aircraft noise may be significant. Noise is not uniform throughout the zone. It is more significant in the vicinity of runway thresholds and in the line of runways. Building likely to be most affected by noise include residences, schools, hospitals and conference centres.

4.14 WIND ENERGY.

The siting and design of proposed wind farms shall be assessed having regard to the recommendations in '*Wind Development – Guidelines for Planning Authorities*' 1996 and the '*Landscape Appraisal of County Mayo*'. The Council will also require an EIS to be carried out as part of the planning application.

The following matters should be considered when making an application:

- Impact on humans of the development
- Designation of the proposed site
- Layout of development
- Zone of visual impact – extent of wind turbine visibility.
- Nature of visibility
- Mitigation- location-is it appropriate, is layout appropriate. To what degree would siting the turbine against skyline be appropriate.
- Location of network serving the site
- Access roads and impact of same
- Site restoration after decommissioning
- Impacts on habitats, aquatic systems and wildlife

Control conditions may be attached to any grant of permission to reduce the impact of windfarm development in relation to the following factors;

- § The visual, noise and 'shadow flicker' impact, electro-magnetic interference and ecological impact.
- § The safety issues associated with the proposal such as clearance from overhead power lines and the location of the site in proximity to roads, residential areas and aircraft paths.
- § The potential impact of the proposal on surrounding land uses.
- § The impact of the construction of the wind farm on access roads, power lines and local amenity.
- § The siting and layout design; blade rotation; unit numbers, design and colour.
- § Heritage preservation; bonding provision; landscaping and site restoration after decommissioning should all be considered when making and assessing a wind farm application.
- § Access to the national grid availability. (including under-grounding of connecting cables where appropriate)

Design Guidelines, which should be followed by the applicant;

- The location and design of the windfarm should directly relate to the key landscape characteristics.
- The turbines and the landscape need to form a coherent unit and avoid visual confusion.
- The size of the turbines should relate to the scale of the surrounding landscape, as well as to the design of the windfarm group.
- The spacing of the turbines should be regular so as to give a consistent and repetitive image.

4.15 TELECOMMUNICATIONS.

It is the aim of Mayo County Council to provide for the orderly development of telecommunications infrastructure throughout the county in accordance with the requirements of the '*Telecommunications Antennae & Support Structures – Guidelines for Planning Authorities*' July 1996 whilst having regard to the Landscape Appraisal of Co. Mayo. Masts shall normally be permitted for a maximum of 7 years. The Council shall consider the following factors when assessing an application for telecommunication antennae:

- § The visual impact.
- § The visual impact of access roads.
- § Whether there is any potential for co-location of antennae or sharing of sites so that masts and antennae can be clustered.
- § The proximity of the proposed development to residential areas, schools, rural houses and the immediate surrounds of smaller towns and villages.

Requirements:

- The Council will seek to ensure that the development is sited so as not too adversely impact on the special character and appearance of designated conservation areas or from the artistic, architectural and historic interest of buildings listed for preservation and protection in the County Development Plan or cause damage to the archaeological heritage.
- Operators should provide a statement of compliance with the Guidelines of the International Commission on Non-Ionising Radiation Protection (ICNIRP) published in 1998, in order to reduce genuine public health and safety concerns.
- While each application will be assessed on its merits in terms of its visual impacts, only as a last resort will free-standing masts be permitted within or in the immediate surrounds of smaller towns and villages, or in a residential area or

beside schools or within 500m of rural houses. If such locations become necessary, sites already developed for utilities should be considered and masts and antennae designed and adapted for the specific location and the support structure kept to the minimum height consistent with effective operation. In residential areas or beside schools, the support structure should be monopole (or poles) rather than latticed tripod or square structure. The planning authority may also require monopole structures in other areas to minimise visual impacts.

- The application must clearly demonstrate that the proposed location is the only location possible to meet specific requirements and that all other alternatives have been examined but are not viable.
- In rural areas antennae must, where possible, be sited in forestry plantations for screening, provided that it is clear of obstruction. The operator will be required to retain a screen of trees around the site for the lifetime of the antennae. In unforested areas, softening of the visual impacts can be achieved through discreet design and siting or the planting of screening. Where masts are proposed outside existing forest areas, applicants will be required to demonstrate the technical reasons why forest sites are unsuitable.
- Antennae compounds should be securely fenced and install anti-climbing devices.
- Where there is an existing mast in an area, it is a requirement to increase the number of users. All operators will be encouraged to co-locate and are obliged to satisfy the Council that they have made every effort to do so. Where it is not possible to share the actual structure, the operator will be obliged to share the same or adjacent site in order to cluster such development.
- In proximity to large towns operators will be encouraged to locate, where possible within industrial estates or commercial areas. Proposals in other areas will be required to demonstrate the technical reasons why industrial estates or commercial areas are unsuitable.
- Following decommissioning of the antennae and associated structures, all equipment shall be removed and the site reinstated.

4.16 SINGLE HOUSES IN THE COUNTRYSIDE.

4.16.1 General

Houses should be sited in the best locations for the comfort of the occupants by ensuring the orientation of the house maximises the sunlight, are sheltered from the wind and rain, avoid dust and fumes from passing traffic and most of all have privacy. In high amenity areas, measures such as banking and appropriate tree planting should be used to minimise visual impact.

Sites in rural areas shall be a single entity and must satisfy the minimum size requirements set out in this section. Site requirements are influenced by the need to ensure the satisfactory treatment and disposal of effluent from private effluent treatment systems and traffic safety.

Minimum Site Requirements

1. Minimum site size of 2000m²
2. Minimum site frontage of 30m
3. Full compliance with SR6 1991 or other relevant standards

4.16.2 Rural Housing Clusters

Proposals for rural housing clusters will be required to comply with the following standards;

1. Not more than five houses in each cluster
2. A minimum site size of 2000m² for each house
3. Communal effluent treatment system the location of which shall comply with the minimum distance requirements set out in relevant standards
4. Proposals will only be acceptable to the Council provided satisfactory management and maintenance agreements have been entered into by all the parties involved in relation to the effluent treatments system, roads and all other services
5. Indepth development with single access point to main road
6. Informal layout with high standard of layout, design and landscaping
7. A minimum distance of 500m between clusters to maintain the rural character of the countryside.

4.16.3 Septic Tank & Proprietary Treatment units.

Single house sites in areas without mains drainage must satisfy the minimum requirements set out in the NSAI Standards Recommendations "Septic Tanks Systems: Recommendations for Domestic Effluent Treatment and Disposal from a Single Dwellinghouse" S.R.6.1991 or the EPA Manual when approved.

All applications shall be accompanied by a full report on the suitability of the site for the treatment and disposal of effluent prepared by a suitably qualified person with public liability insurance and Professional Indemnity Insurance. The report shall include the results of percolation and trial hole tests carried out in accordance with the requirements of SR 6 1991

Any new percolation areas shall be set back 30 metres from any new offline traffic routes

4.16.4 Lakeside Development.

To minimise the danger of polluting waters because of soakage conditions and land slopes, no effluent disposal system or percolation area serving single dwellings or other residential developments shall be permitted within 100 metres (328ft) from all lakes.

The minimum area for single houses sites within 400metres of the HWM of any lake and utilising effluent disposal system shall be 3000m² the minimum site width shall be 40m.

Developments consisting of more than one dwelling and effluent disposal systems and percolation areas shall be located at least 400 metres from the HWM of any lake.

4.16.5 Public Beaches.

The Council recognises the recreational and amenity value of the beaches in the county. Standards over and above the location requirements specified in respect of lakeside developments for effluent disposal specified may be required to ensure that no bacteriological or other pollution effects any public beach.

4.16.6 Communal Proprietary Effluent Disposal Systems.

Communal Proprietary Effluent Disposal Systems serving two or more rural houses will normally be permitted. The Council will consider environmentally friendly design solutions for the treatment and disposal of effluent in such circumstances and provided conditions are suitable the size of the proprietary units can be sized to accommodate additional numbers. Such proposals will only be acceptable to the Council provided satisfactory management and maintenance agreements have been entered into by all parties concerned.

4.17 HOUSES IN TOWNS & VILLAGES.

Houses in towns and villages shall be located on the established building line to maintain the existing street or townscape. Backland development in towns will be encouraged and Mayo County Council Design Guidelines for Rural Housing will ensure best practice advice on scale, proportion, design and materials.

In depth cluster type development will be considered in the towns and villages Re-use of older buildings will be encouraged and new housing built on the footprints of old ruins in scale with the vernacular character would be consistent with sustainable development. It is the policy of the council to encourage the construction of housing developments in the environs of towns and villages where they can be connected to the public sewer.

4.18 HOUSING ESTATES.

4.18.1 General

The design and layout of housing estates should comply with good practice based on Design Guides such as the Foras Forbartha "Streets for Living", the Essex Design Guide, Northern Ireland Planning Service 'Creating Places' Design Guide or similar. These guidelines incorporate guidance on layout and access. Proposals shall also have regard to the Waste Management Strategy including the spatial requirements of householders relating to waste separation, recycling etc.

The standards for construction set out in the Department of the Environment & Local Government 1998 publication "Recommendations for Site Development Works for Housing Areas" shall apply to all new housing estate development. Other standards are outlined below.

4.18.2 Density.

The Residential Density Guidelines for Planning Authorities 1999 will be used where appropriate. However whether or not a particular density is appropriate in any given case will, in practice, depend on local conditions and on the design and layout of the scheme rather than on some predetermined scale of densities for the area. Where sewerage facilities exist or are being planned for, the main determinant of the density acceptable to the County Council will be the extent to which a scheme: -

- (a) provides for both public and private open space including supervised play areas
- (b) provides adequate privacy for each household,

- (c) has a design that enables the scheme to merge successfully into the surrounding landscape,
- (d) provides for car parking, public transport, cycling and walking.
- (e) has a mix of dwelling types

4.18.3 Roads.

Housing estates shall as far as it is practical be separate from the main flows of through traffic. The need to ensure traffic and pedestrian safety should be balanced with the need to create a safe, secure and pleasant environment. All roads shall be provided with Stop Signs and corresponding road markings at their intersection with the main Distributor Road and the main Distributor Road with the Public Road. All other road intersections with the cul-de-sac cells shall be provided with appropriate Stop or Yield Signs and corresponding road markings. All intersections shall have dished kerbs, dished footpaths and tactile paving. Road gullies shall not be located opposite dished paving or driveways.

It is an objective of the Council to install traffic calming measures if requested in housing estates and outside schools in towns.

4.18.4 Pedestrian/Cycle Routes.

Residential developments will be required to provide cycling and walking routes to focal areas such as neighbourhood and town centres. The directness of these routes is important for cycling and walking to become a realistic alternative to motor transport.

All intersections shall have dished kerbs, dished footpaths and tactile paving.

4.18.5 Open Space.

Within housing estates 10% of the site area shall be reserved for open space. In calculating this area, roadside margins or residual open spaces shall be disregarded. The open space shall be conveniently located within the development, preferably as a single unit and shall be overlooked. Provision shall be made for safe play areas for children. In the case of small development groups forming part of larger development areas, the Council may reserve lands for public open space and impose a levy on each developer towards the cost of its development.

The developer 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. The feature should be provided by the developer before the development is completed and full details shall be submitted to and agreed in writing by the Council prior to the instalments of the feature.

4.18.5 Private Open Space.

All houses shall have an area of private open space behind the building line. In general the requirement shall be 100 square meters for 3/4/5/ bedroom houses. A slightly reduced standard may be acceptable for 1 or 2 bedroom houses in circumstances where a high standard of design is demonstrated and residential amenities may be enhanced.

4.18.7 Building Lines.

Normally the minimum distance of dwellings from the estate road boundary line shall be not less than 6 metres except at junctions where the minimum line may require to be increased to create adequate sight distance. Building lines may be varied from such minimum requirements to achieve subject to the controls affecting development along such roadways and normally the provision of a service road will be required and the building line requirement will be related to such service road.

4.18.8 Privacy.

The minimum clearance distance of 22 metres between first floor opposing windows shall be provided. This normally links to rear gardens being 11m deep, but this depth can be reduced in single storey housing.

4.18.9 Telecommunication, Electricity and other Services.

Telecommunication, electricity supply lines and all other services shall be laid underground. All street lighting shall be in accordance with the standards set by the Electricity Supply Board. All transformer stations, control boxes, pumping stations and any other service building shall be located unobtrusively and as not to cause obstructions to pedestrians, cyclists or the disabled.

4.18.10 Securities.

In order to protect and reduce inconvenience to would-be house purchasers, developers will be required to give security for the satisfactory completion of housing estates and the provision of roads, footpaths, sewers, lighting, open space, etc. This security will be released when the criteria set out below are fully complete. Furthermore, the Council will increasingly require the completion of essential services such as roads, footpaths and sewers, etc. prior to the construction of houses on the estate. In small scale clustered housing development the developer will be required to enter into a Section 47 agreement with the Council in order to regulate the development.

4.18.11 Development Taking in Charge.

The Council will take in charge all public areas in residential estates including public open spaces in accordance with its obligations under the Planning and Development Act 2000.

In order to take into public ownership housing estates a number of criteria need to be fulfilled by the developer/contractor. These criteria are as follows: -

- § A request for taking in charge from the developer
- § Submission of documents showing the as constructed details of roads, footpaths, watermains, sewers, stormwater pipes, lighting, power supply and telecommunications.
- § Certificates to be produced from Chartered Engineers, Architects and Utility Suppliers possessing public liability insurance certifying these documents and tests carried out on watermains, sewers, stormwater pipes, lighting, power supply and telecommunications.
- § Payment of fees to Council for the take over process.

Development Taken in Charge:

The council undertakes to carry out an inspection of the development within two months, where possible, of being notified by the developer of the request for taking in charge.

The Council undertakes to take in charge the development within 12 months of receiving a request for the developer, and where non completion arises, the Council take immediate legal action compelling the developer to complete the works within a reasonable time.

4.19 APARTMENTS

4.19.1 Apartment size.

The minimum floor area required for apartments are set out below. The planning Authority shall encourage the provision of apartments, which exceed these minimum requirements.

In general the following minimum floor areas are required for all apartments;

Apartment type	Minimum Floor Area
One Bedroom	38m ²
Two Bedroom	55m ²
Three Bedroom	70m ²

4.19.2 Open Space Provision.

The total open space provision (i.e. public/private/communal) for apartment development shall not be less than 10% of the total site area except in cases where the council considers a lower standard can be identified as serving the needs of residents.

It should be required that, in the case of apartments private open space will be provided in the form of landscaped areas, courtyards, terraces/patios and balconies.

Recommended minimum standards for private open space according to the Residential Density Guidelines for Planning Authorities DoELG should range as follows:

- € 10m² per one bedroom apartment
- € 15-20m² per two or three bedroom apartment close to town centre
- € 20m² per 1 bedroom apartment
- € 30-40m² per 2 or 3 bedroom apartment in the suburban areas.

Car parking will not be considered as part of the open space. However, drying areas, bin storage areas or fuel storage areas that are provided outside the structures can be included in the open space.

4.19.3 Internal Floor Space.

The minimum size of rooms required for new developments and conversions in all instances are set out in the Guidelines on Residential Developments in Designated Areas 1995.

In all cases the minimum size of the bathroom shall be 4m², and the minimum size of the kitchen area shall be 5m². Depending on site factors, the scale of the development and location the Planning Authority may insist on the provision of high proportion of these apartments which exceed these minimum requirements:

The minimum size of a bedroom shall be 6.5m², which is the minimum size of a habitable room required by the Building Regulations. Bedrooms from 6.5m² to 10.2m² shall be calculated as one bedspace, while bedrooms of 10.22m² and greater shall be calculated as two bedspaces.

In apartment developments every apartment shall have at least one bedroom not less than 10.2m² (i.e. the minimum size of a double bedroom)

Rooms should have reasonable spaces and proportions and have adequate space for normal living purposes.

4.19.4 Overlooking/Privacy.

The minimum clearance distance of 22 metres between opposing windows will apply in the case of apartments three storey in height.

All living rooms, kitchens and bedrooms should minimise overlooking of adjoining/adjacent residences and should be located as to avoid facing towards nearby high boundary or gable walls.

To optimise the amenities of residential units, favourable consideration will be given to the provision of balconies, in addition to other on site private open space. Such balconies should be in keeping with the overall composition of the building and should be located away from elevation overlooking the street or public road.

In all cases where a balcony is not projecting over the street a private balcony of reasonable usable size with a minimum floor area of 5m² will be required for each residential unit.

4.19.5 Amalgamation of Apartment Units.

In order to ensure a greater degree of flexibility the floor plans of small one and two bedroom apartments shall be designed so that at a later stage they can be amalgamated to form larger two and three bedroom units without excessive disruption to the structure of the building. This will allow for changes in the size and mix of apartments to meet changing requirements and demands of occupants.

4.19.6 Communal Facilities.

At the design stage adequate space must be provided for communal facilities such as litter bins, refuse bins, fuel storage, clothes drying and cycle storage. Refuse stores should be conveniently located, well ventilated and comply with all public health and safety requirements.

4.19.7 Parking.

The Council will require the car and bicycle parking provision to be in accordance with Tables 9 and 10.

4.20 COMMUNITY USE FACILITIES.

4.20.1 Schools.

- € For primary school a minimum size of 0.6 hectares of school land must be provided for schools with up to three class units and increasing in line with an increase in class units.
- € Provision must be made in primary schools for informal hard surfaced areas for organised sports activities and in secondary schools for a range of sports facilities.
- € Provision must be made for on site parking in accordance with Table 9, categories 25-27 inclusive. A safe set down area must be provided on the school site, preferably on a one way traffic management system.

4.20.2 Nursing Homes.

The need for nursing homes in the county is continuing to grow. Such facilities should be integrated wherever possible into the established residential areas of the towns, where residents can avail of reasonable access to local services. In determining planning applications for change of use of a residential dwelling or other building to a nursing residence, the following factors must be considered:

- § Compliance with the standards governing nursing home development in the Statutory Instrument No. 226 of 1993, i.e. Nursing Homes (Care & Welfare) Regulations, 1993.
- § The effect on the amenities of adjoining properties.
- § Adequate off street parking.
- § Suitable open space.
- § Proximity to local services and facilities.
- § The size and scale of the facility proposed must be appropriate to the area.

4.20.3 Childcare facilities.

Childcare facilities will be required in all new housing developments at a rate of one childcare facility providing for a minimum 20 childcare places for each 75 residential units and in accordance with the DOELG Planning Guidelines for Childcare Facilities, the Childcare (Pre-School Services) Regulations 1996 and Guidelines for Best Practice in the Design of Childcare Facilities.

Crèches/play-schools will only be permitted in existing residential areas when it can be shown that they will not cause hazard due to traffic congestion or adversely effect the amenity of adjoining residences.

Applications for crèches and play-schools within a new or existing place of work or in proximity thereof, such as an industrial estate, will be favourably considered. Applications for such proposals in terraced houses, semi-detached houses or houses located on a cul-de-sac will be treated on their merits having regard to the matters listed below in relation to parking/drop-off point, availability of private and secure open space, layout and design of the housing area and the effect on the amenities of adjoining properties

An application for a crèche and play-schools shall include the following:

- € A description of the nature of the facility, i.e. full-day care, sessional day care, drop-in facility, after school care etc
- € Details of proposed opening times
- € Proposed number and age range of children
- € Proposed number of staff
- € Internal floor area devoted to such use, excluding areas such as kitchens, toilets, sleeping and other ancillary areas
- € Details of safe and convenient car parking arrangements, for both customers and staff
- € Details of open space provision and measure for management of same

The following criteria shall be used to assess the suitability of childcare facilities:

- € The suitability of the site for the type and size of facility proposed
- € The availability of outdoor play area and details of management of same
- € The convenience of the proposed facility in relation to public transport nodes, pedestrian access from existing residential areas and/or places of work and existing educational facilities, proximity to neighbourhood, district or town centres
- € a) Traffic safety -the extent to which safe access and adequate parking and drop off facilities are provided for clients and staff
- € b) Local traffic conditions-the implications of the proposal on the existing traffic flow and general road safety of the area
- € The availability of suitable and adequate services in terms of water and sewage to facilitate the development
- € The intended hours of operation
- € The number of such facilities in the area

Temporary permissions may be granted in exceptional circumstances for between 1-5 years to assess the impact of the crèche or playgroup developments on their surroundings.

4.20.4 Burial Grounds.

Headstone shall not exceed 1.4 metre in height including plinth.

4.21 FIRE & EMERGENCY SERVICES.

4.21.1 Fire Prevention.

The following should be taken in to consideration at the planning stage;

- a) Suitable and adequate water supplies to be provided for fire fighting purposes in order to protect life and property.
- b) Developments should be located in areas where they will not adversely affect public safety or the environment.
- c) The layout of the site/estate should facilitate for the emergency services.

(a) Water.

Adequate water supplies for fire prevention for a particular type of development shall be provided on site and details of the same submitted as part of the planning application.

(b) Location.

Developments should be located, taking into consideration, the level of service (fire) in the area, the infrastructure available i.e. roads, water supplies etc. and that any deficiencies may have to be provided by the developer.

(c) Site Layout.

Access for the emergency services including road widths, turning circles etc. Shall be in accordance with the requirements of B5 of the Building Regulations, 1997.

The layout of residential site developments shall comply with the recommendations of the Department of the Environment and Local Government Publications for Housing areas or equivalent.

Adequate storage should be provided for commercial premises to ensure escape routes are unobstructed.

4.21.2 Industrial Estates.

Industrial estates should ideally be in a zoned area with good access, infrastructure and located away from residential areas. Heavy goods traffic should be minimised in towns.

4.21.3 Hazardous developments.

In addition to the above requirements these developments may require an area of land, adjacent to them, where other developments may be prohibited.

4.21.4 Seveso II Sites.

The Planning Authority shall consult with the Health and Safety Authority regarding any proposals in respect of existing or proposed establishments that are classified under the Major Accidents Directive and in respect of development within 600 metres of such establishments. This distance 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.

4.22 CARAVAN AND CAMPING SITES.

The layout, design and amenity provision, of all camping and caravan developments shall be in accordance with the specific design requirements contained in the Bord Failte Guidelines 1988, 'Model Standards for Caravan and Camping Parks' and 'Registration Regulations and Grading Criteria for Caravan and Camping Sites' or any subsequent amendments, the requirements of the Health Authority and the Fire Authority.

Siting – Proposed caravan and camping developments are required to be located in well screened, landscaped, unobtrusive locations and their design and layout to take full advantage of the natural geographical features of the site in order to reduce visual impact.

Location –sites shall not be located in open exposed landscapes in coastal or lakeshore areas or in areas where they may be injurious to the residential amenity of an area.

The impact of such development on the road network and traffic safety should also be considered.

4.23 LIGHTING AND SIGNS.

Lighting, illuminated signs and advertising shall not be located on the public right of way. Lighting or illuminated signs should be so designed so as not to cause glare or confusion to the public road user. All lighting should be angled away from the public road. Lighting should not shine directly on adjacent properties.

4.24 ADVERTISEMENTS.

(a) Advertising Signs.

A conglomeration of signs or a sign of inappropriate size can detract greatly from the appearance of an area; therefore the Council will exercise strict control on advertising signs and materials, particularly in rural areas. Apart from exempted development according to the Planning and Development Act 2000, the erection of advertising signs and structures will be evaluated according to the following criteria:

- The size and scale of signs should not conflict with those existing structures in the vicinity.
- 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.

(b) Direction Signs.

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

- The signs to be used are fingerpost signs only
- The area of the sign is maximum 0.7m²
- The information contained thereon is of a directional nature only
- The premises is not greater than 2kms distant.
- The maximum number of signs is two
- The sign will not constitute a traffic hazard

(c) Tourist Signposting.

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 and Accommodation Signs'. All other tourism related signposting will be subject to the conditions set out in sections a and b above.

4.25 ARCHAEOLOGY.

The wealth of the county in terms of its archaeology is clearly reflected in the map of the Record of Monuments and Places.

The archaeological heritage of Mayo is comprised of;

- € Recorded sites and features of historical and archaeological importance included in the Record of Monument of Places (RMP) as established under the National Monuments (Amendment) Act, 1994. (i.e. all known archaeology). This may be viewed in detailed maps in the County Council Offices.
- € Major sites of archaeological importance in Mayo in State Ownership of Guardianship (Table 6.0. in Appendix VII)
- € National Monuments which are the subject of preservation orders in Mayo (Appendix VII)
- € All previously unknown archaeology that becomes known (e.g. through ground disturbance or the discovery of sites underwater).

The Council shall seek to secure the preservation (in-situ, or as a minimum, preservation by record) of all sites and features of historical and archaeological interest. In this regard, the Council shall have regard to the advice and recommendations of Duchas, 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.

It shall be a general requirement that proposed developments, which (due to their location, size or nature) may have implications for the archaeological heritage to be subject to archaeological assessment. This includes developments that would be located at or close to archaeological monuments or site, those that are extensive in terms of area (a half hectare or more), or length (one kilometre or more) and developments that require an Environmental Impact Statement.

Zones of Archaeological Potential are identified in the Record of Monument and Places in and around a number of the towns and villages in the county. The Council will seek to ensure that features of archaeological interest in all such areas are preserved.

4.26 PROTECTED STRUCTURES.

Proposals for sites identified, as containing protected structures will be required to incorporate measures to protect, conserve and enhance the character and appearance of the structure(s).

Proposals for development involving material alteration or additions to a protected structure require planning permission and will be required to show that:

- ↓ It is compatible with and will not detract from the special character of the structure and its setting.
- ↓ It complements and reflects the design and character of surrounding buildings and area.
- ↓ Features of architectural or historic interest and the historic form and structural integrity of the structure are retained.
- ↓ Architectural features shall match those or be in keeping with the traditional detailing of the structure.

Proposals for development that compromise the setting of protected structures or which will result in material alteration or demolition of structure(s) will only be permitted where:

- € The structure is not capable of repair.
- € There is no compatible or viable alternative use for the structure.

- € 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 or structures located in ACAs should consult with the planning authority in good time as to the appropriate of proposed works or other developments and seek competent advise on the best practice for carrying out such works.

4.27 ARCHITECTURAL CONSERVATION AREAS (ACA).

Proposal for development in these areas that involve a new building, reuse, change of use and extensions will be required to:

- € To conserve and enhance the character and appearance of the ACA.
- € Respect the scale, massing, proportions, design and materials of existing structures.
- € Retain important exterior architectural features that contribute to the character and appearance of the ACA.

Demolition in ACAs.

The demolition of building within the ACAs will be restricted unless the Council are satisfied that the structure or building does not contribute positively to the character or appearance of the ACA or the building or structure is beyond viable repair or re-use.

4.28 DEVELOPMENT AFFECTING OR ADJACENT TO MAINTAINABLE CHANNELS OF ARTERIAL DRAINAGE SCHEMES.

Developments affecting or adjacent to the channels of arterial drainage schemes maintained by the Office of Public Works should satisfy the following requirements:

- € Access for OPW machinery to carry out statutory maintenance function
- € Any development should not affect the free flow of water in the channels
- € No flooding should result from such developments

Proposals affecting or adjacent to maintainable channels shall be referred to the OPW.

4.29 ACCESSIBILITY.

Access requirements for the elderly, children and people with disabilities must be incorporated into the design of shops and all other buildings, public spaces, facilities and services likely to be used by the general public.

APPENDICES.

Appendix I: List of Road Improvements

National Primary Routes

- § It is an objective to complete improvements to the three National Primary Routes N5, N17 and N26 to their entirety.
- § Major schemes on the N5 will include Westport-Castlebar, Swinford by-pass to the County Boundary (including Charlestown by-pass and Ballyvary-Swinford by-pass).
- § Major schemes on the N17 will include Knock Airport to the Mayo/Sligo County boundary (including Charlestown by-pass) and other schemes as finance becomes available
- § Major schemes on the N26 will include Ballina-Bohola including Foxford by-pass.
- § It is an objective that the new road to be constructed from Ballina to Bohola shall be declared a National Primary road - to replace the existing N26 from Ballina to Swinford.
- § It is an objective that the existing regional road from Bohola to Knock via Kiltimagh shall be upgraded to National Primary Status.
- § It is an objective to continue the route option from Bohola to Kiltimagh to the N17 Knock by-pass and link north Mayo to the Western Corridor Route.
- § It is an objective that the N60 from Claremorris to Castlebar shall be upgraded to National primary status.

Table 1.0.- National Primary Route Improvements

Objective	Route	Proposal
NP1	N26	Commence construction of Ballina-Mount Falcon section at Carrowntreila (Stage 1)
NP2	N5	Complete design, commence land acquisition and construction of Westport-Castlebar section
NP3	N5	Complete design, commence land acquisition and construction of Swinford By Pass-Roscommon Co. Boundary section including Charlestown and Carracastle By Passes
NP4	N17	Complete design, commence land acquisition and construction of Knock Airport to Curry (Co.Sligo) section including Charlestown By Pass
NP5	N26	Complete design, commence land acquisition and construction of Mount Falcon-Bohola section including Foxford By Pass
NP6	N5	Commence route selection and design of Ballyvary- Swinford By Pass section including Bohola By Pass
NP7	N5	Commence route selection and design of Castlebar Orbital Route
NP8	All	Complete the provision of a high quality pavement, minor improvements and maintenance to the un-realigned sections of roads

National Secondary Routes

It is an objective of the Council to completely upgrade the N60 from Castlebar to the N17 Claremorris by-pass, to carry out major improvements on the N60 between Claremorris by-pass and the Mayo/Roscommon County Boundary to carry out major improvements on the N84 (Castlebar-Shrule).

It is an objective to carry out major improvements on the N59 from Mayo/Sligo County Boundary to Ballina-Crossmolina-Bangor-Mulranny-Newport-Westport-Leenane.

Table 1.1. National Secondary Route Improvement

Objective	Route	Proposal
NS1	N59	Complete construction Crossmolina-Bellacorrick section at Moylaw
NS2	N60	Complete design, commence land acquisition and construction of Castlebar-Claremorris section including Balla By Pass
NS3	N59	Commence route selection and design of Ballina Orbital Route
NS4	N59	Commence route selection and design of Westport Northern Relief Road
NS5	N59	Commence design, and acquisition and construction of Ballina-Crossmolina section
NS6	N83	Commence design of Ballyhaunis-Cloonfad section
NS7	N84	Complete design, commence land acquisition and construction of Castlebar-Ballyheane section at Aghadrinagh
NS8	N60	Commence route selection and design of Ballyhaunis By Pass
NS9	N84	Complete construction of Ballyheane-Ballinrobe section at Ballyheane
NS9	N59	Commence route selection of Westport Eastern Relief Road
NS10	All	Complete the provision of a high quality pavement, minor improvements, realignments and maintenance to the un-realigned sections of roads
NS11	N59	Westport to Leenane

Regional Roads

It is an objective of the Council to carry out improvements to the Regional Road network throughout the County. The main improvements will take place on:

Table 1.2.- Regional Route Improvements

Objective	Route	Proposal
R01		Commence route selection and design of Ballina Western Relief Road
R04	R315	Commence land acquisition and realignment of sections of Pontoon-Lahardaun-Crossmolina Road
R05	R314	Commence land acquisition and realignment of sections of Killala-Ballycastle Road
R06	R314	Commence route selection and design of Killala By Pass
R07	R318	Continue land acquisition and realignment of Foxford-Pontoon road
R08	R321	Continue land acquisition and realignment of Kiltimagh–Bohola road
R09	R323	Commence route selection and design of Kiltimagh By Pass and Kiltimagh –Knock section
R10	R375	Commence land acquisition and realignment of sections of Swinford-Kilkelly Road
R11		Commence route selection and design of Westport Relief Road
R12	R335	Complete land acquisition and realignment of Westport-Louisburgh Road at Belclare
R13	R335	Commence land acquisition and realignment of sections of Westport-Louisburgh Road at Murrisk and Lecanvey
R14	R313	Complete land acquisition and realignment of Bangor-Belmullet road at Glencastle
R15	R311	Continue land acquisition and realignment of Castlebar–Newport road at Cuilmore, Derrinnumera and Rahins
R16	R334	Continue land acquisition and realignment of Ballinrobe-Cross road
R17	R346	Continue land acquisition and realignment of Cross-Cong road
R18	R345	Commence route selection and design of Cong By Pass in co-operation with Galway County Council
R19	R312	Commence land acquisition, realignment and pavement improvement of sections of Derrycoosh-Bellacorrick Road at Beltra
R20	R328	Continue land acquisition and realignment of Ballindine-Irishtown road
R21	R324	Continue land acquisition and realignment of Balla-Kiltimagh road at Balla
R22		Commence route selection and design of Castlebar North Western Relief Road
R23	All	Complete the provision of a quality pavement, minor improvements and maintenance to the un-realigned sections of roads
R24	R320	Swinford-Kiltimagh-Claremorris

By-Passes & Relief Roads

- § It is an objective of the Council to identify and preserve the lines of by-passes and relief roads on the National and Non-National road network where necessary.
- § It is an objective to advance these lines to construction stage:

Table 1.3 - By-passes & Relief Roads

Objective	Town	Proposal
BR 1	Ballina	
BR 2	Castlebar	N5 at Ballynaboll to R311 Newport Road
BR 3	Castlebar	R311Newprt Road to Snugborough
BR 4	Castlebar	Surfacing to R310 Pontoon Road
BR 5	Castlebar	R310 Pontoon Road to N5
BR 6	Ballinrobe	N84 to Watson's Lane
BR 7	Ballyhaunis	N84 to N60 Relief Road
BR 8	Ballyhaunis	N84 to R323 Knock Road
BR 9	Claremorris	Mount Street Inner Relief Road
BR 10	Claremorris	N60 to Old N17
BR 11	Foxford	N26 to N58 Relief Road
BR 12	Crossmolina	N59 East to R315 Lahardane Road
BR 13	Crossmolina	R315 to N59 West
BR 14	Ballindine	By-pass on N17
BR 15	Killala	Inner Relief Road
BR 16	Killala	Outer By-pass
BR 17	Mulranny	N59n By-pass
BR 18	Kilitmagh	R321 Bohola Road to R323 Knock Road
BR 19	Cong	By-pass
BR 20		

Appendix II: Harbours, Piers & Slipways Projects.

Table 2.0 - Harbours, Piers & Slipways Projects

<i>Location</i>	<i>Project</i>
Killala	New Slipway
Blacksod	New Pier Extension & Marina
Purteen	Development of Existing Harbour
Roigh	Provision of Parking & turning area at Pier
Porturlin	New Pier & Slipway Facility
Roonagh	New Pier Extension
Inishturk Pier	New Pier Extension
Clare Island	New Pier
Clynish	New Pier
Ballycroy	New Slipway
Inishbiggle	New Slipway
Inishlyre	New Slipway
Inishgort	New Slipway
Inishbiggle	Cablecar
Rinroe	New Pier
Westport	New marina

Appendix III: Proposed Water & Sewerage Schemes

Table 3.0. - Proposed Water Schemes

Location	Water Supply Schemes
Ballina	Ballina Town Water Conservation Scheme Ballina Regional Water Supply Scheme, Stage 3, Ballina Town. (Storage). Ballina Regional Water Supply Scheme, Stage 5, extension to Bonniconlon. Ballina Regional Water Supply Scheme, Stage 5, extension to Ballycastle.
Westport	Lough Mask Regional Water Supply Scheme, Stage 5, extension from Srah to Westport. Upgrading at Tourmakeady Treatment Works. Lough Mask Regional Water Supply Scheme, Stage 5, extension to Louisburgh/Newport/Mulranny.
Ballinrobe	Lough Mask Regional Water Supply Scheme, Water Conservation Project. Lough Mask Regional Water Supply Scheme, Stage 2, Kilmaine Water Tower.
Ballyhaunis	Ballyhaunis Water Augmentation Scheme.
Crossmolina	Ballina Regional Water Supply Scheme, Stage 4A, Extension from Lisglennon to Crossmolina.
Kiltimagh	Lough Mask Regional Water Supply Scheme, Stage 1, extension from Balla to Kiltimagh.
Foxford	Foxford Water Supply Scheme, Upgrading at Treatment Works.
Balla	Lough Mask Regional Water Supply Scheme, Stage 1, extension from Ballyheane to Balla.
Shrule	Lough Mask Regional Water Supply Scheme, Stage 2, extension to Kilmaine and Shrule.
Knock	Knock Airport Water Supply. Lough Mask Regional Water Supply Scheme, Stage 3, extension to Ballyhaunis and Knock.
Louisburgh#	Westport Regional Water Supply Scheme, Stage 3, Extension to Louisburgh.
Kilkelly	Kilkelly Water Supply Scheme, Improvements at Intake
Cong (pt)	Cong Water Supply Scheme. Upgrade Storage
Bangor Erris	Erris Regional Water Supply Scheme, Stage 2, Extension to Glenamoy.
Achill Sound	Achill Regional Water Supply Scheme, Stage 4C, Bunacurry Reservoir.
All Public Schemes	Countrywide Water Conservation project

Table 3.1. - Proposed Sewerage Schemes

Location	Sewerage Schemes
Ballina	Ballina Main Drainage, Stage 2, Phase 2 Lahardaun Sewerage Scheme
Castlebar	Ballintubber Sewerage Scheme, Ballyvary Sewerage Scheme, Extension on Old Road, Bohola Sewerage Scheme Castlebar Environs Sewerage Scheme Stage 2
Westport	Westport Main Drainage Scheme, Aghagower Sewerage Scheme Moygownagh Sewerage Scheme Tourmakeady Sewerage Scheme, Extension on Finney Road,
Claremorris	Ballyglass Sewerage Scheme Claremorris Sewerage Scheme Stage 2
Ballinrobe	Kilmaine Sewerage Scheme. Roundfort Sewerage Scheme. The Neale Sewerage Scheme Cross Sewerage Scheme
Crossmolina	Sewerage Scheme.
Binghamstown	Sewerage Scheme.
Belmullet	Sewerage Scheme. Aughleam Sewerage Scheme
Foxford	Sewerage Scheme
Charlestown	Charlestown Sewerage Scheme. Treatment Plant Upgrading
Killala	Kilalla Sewerage Scheme
Newport	Sewerage Scheme. Ballycroy Sewerage Scheme,
Kiltimagh	Sewerage Scheme
Balla	Balla Sewerage Scheme. Treatment Plant Upgrade
Knock	Sewerage Scheme. Knock Airport Sewerage Scheme
Louisburgh	Louisburgh Sewerage Scheme. Treatment Plant Upgrade
Ballindine	Ballindine Sewerage Scheme, Treatment Plant Upgrade
Kilkelly	Kilmovee Sewerage Scheme Urlaur Sewerage Scheme,
Cong	Cong Sewerage Scheme.
Ballycastle	Ballycastle Sewerage Scheme. Treatment Plant Upgrade
Bangor Erris	Gweesalia Sewerage Scheme.
Achill	Achill Sound Sewerage Scheme. Achill Sewerage Scheme, Extension Ballinsally, Clash Roads, Mulranny Sewerage Scheme, Murrevagh Extension Dooport Sewerage Scheme Stage 2
Ballyheane	Ballyheane Sewerage Scheme.
Crossboyne	Crossboyne Sewerage Scheme.
Knockmore	Knockmore Sewerage Scheme.
Killasser	Sewerage Scheme

Moygownagh	Sewerage Scheme
Straide	Sewerage Scheme
Midfield	Sewerage Scheme
Roosky	Sewerage Scheme
Carracastle	Sewerage Scheme
Mayo Abbey	Sewerage Scheme
Parke	Sewerage Scheme.

Appendix IV: Mayo County Council Development

Table 4.0. Housing

Location	Type of Housing	Number of Units
Ballyhaunis D.H.B Sites	Social Housing	14+
Corraun, Achill	Social Housing	6
Gore St, Killala	Social Housing	3
Ballycastle Rd, Killala	Social Housing	2
Aughagower, Westport	Social Housing	8
Tourmakeady, Castlebar	Social Housing	10
Clare Island	Social Housing	6
Tooraree, Claremorris	Social Housing	4
Turlough, Castlebar	Social Housing	2
Kelly's Site, Newport	Social Housing	10
Westport Rd, Newport	Social Housing	-
Remedial Works, Ballinrobe	Social Housing	-
Carracastle, Swinford	Voluntary Housing	6
Balla	Rural Turn Key Project	4
Swinford	Rural Turn Key Project	10
Bunacurry, Achill	Social Housing	15
Lough Mask Rd.	Social Housing	2
Kilmaine	Social Housing	6
Town Hall Site, Charlestown	Social Housing	6
Parkview, Charlestown	Social Housing	4
Cherryfield, Claremorris	Social Housing	2
Binghamstown	Social Housing	6
Rossport	Social Housing	6
Corclough	Social Housing	6
Fahy	Social Housing	6
Crossmolina	Social Housing	-
Lahardane	Social Housing	-

Table 4.1. Traveller Accommodation.

Housing	Halting Sites	Transient Sites
Ballina	(if housing need cannot be met in the area)	1 no. East Mayo
Ballinrobe		1 no. West Mayo
Castlebar	Ballina	
Ballyhaunis	Ballinrobe	
Claremorris	Castlebar	
Westport	Westport	
Swinford		
Charlestown	<i>Halting sites will be provided in other areas of the county where there is an established need and housing cannot be provided.</i>	
Ballindine (including villages in the general area of the above centres)		

Table 4.2. Library Service

Location	Project
Castlebar	New County Library HQ
Charlestown	New Branch
Kiltimagh	New Branch
Ballina	New Branch
Achill Sound	New Branch
Ballycastle.	New Branch
Westport	New Branch
Claremorris	Refurbishment
Crossmolina	Refurbishment
Castlebar	Refurbishment
Louisburgh	Relocate to larger premises
Foxford	Relocate to larger premises

Table 4.3. National Coastal Protection Program 2003 – 2006

Location
Bertra
Bundoola, Belmullet
Kilcuminin/Lacken Beach
Dooagh carpark & sewer rising main – Achill
Approach Road to Rathlacken Pier
Dugort Post Office
Elly Bay
Doolough – Geesala/Doohoma
Carramore Beach
Devlins, Louisburgh
Dugort Beach/Pier Road, Achill
Bayview/Ardmore, Belmullet
Murrevagh/Machair – Mulranny
Mulranny Beach causeway
Leam, Clogher, Belmullet

Table 4.4 Other Schemes

Rinroe:	Protection of public road leading to pier.
Bunafolly:	Extension of R.C. wall undertaken in 2002.
Cartue (Cartron):	Extend existing sea wall to prevent flooding of public road.
Fahy:	Protection of embankment to provide stability.
Iniskea:	Replace Sea wall
Claggan:	Provide coastal fencing
Belderrig Beach, Cross:	Provide concrete coastal blocks.
Blacksod:	Protection works at Bridget Keanes.
Clare Island:	Protection of public road and beach.
Rosmindle	Protection of public road
Keel Beach:	Protection works and dune stabilization.
Dugort Golden strand:	Dune stabilization.

Valley Beach,	
Childrens Burial Ground:	Protection works.
Cloghmore Road:	Protect sea wall.
Atlantic Drive, Ashleam:	Protection of cliff face.
Bullsmouth:	Protection works.
Dooagh Pier Road:	Protect road to pier.
Kildavnet Burial Ground:	Protect sea wall.
Tonreege:	Protect sea wall along foreshore
Kilcummin:	Protection works including breakwater and gabions.
Rathlacken Pier:	Protection works to include rock armour.
Killerduff Slipway:	Protection works of land along seashore.
Dorans Point:	Protect road and area by slipway.
Inisbiggle:	Protection of seawall at proposed slipway area
Inishnakillew:	Protection of access road.

Table 4.5. Courthouses

Location	Project
Belmullet Courthouse	New Courthouse
Achill Courthouse	Renovation
Swinford Courthouse	Renovation
Balla Courthouse	Renovation
Newport Courthouse	Renovation

Table 4.6. Swimming Pools

Location	Project
Castlebar, Lough Lannagh Village	New Pool
Claremorris	Renovate and extend
Charlestown	Upgrade
Kilmovee	Upgrade
Ballyhaunis	Upgrade
Ballinrobe	New pool

Table 4.7. Fire & Emergency Services

Location	Project
Westport	Fire Station Improvements
Swinford	Fire Station Improvements
Crossmolina	Fire Station Improvements
Castlebar	Ambulance HQ
Achill	Fire Station & Coast Guard Facility

Table 4.8. County Council Buildings.

<i>Location</i>	<i>Project</i>
Westport	Civic Offices
Ballina	Civic Offices
Castlebar	Civic Offices
Belmullet	Civic Offices
Claremorris	Area Offices
Swinford	Area Offices
Castlebar	Training Centre Extension
Ballinrobe	Area Offices
Castlebar	Council Offices Reception Refurbishment
Castlebar	Planning Department Refurbishment
Castlebar	Personnel Department Refurbishment
Castlebar	Glenparke Refurbishment
Claremorris	Temporary Offices, Thornhill House
Ballinrobe	Temporary Offices, Ballinrobe
Castlebar	Temporary Offices,(Tobins)
Castlebar	Ambulance HQ – Castlebar Fire Station
Castlebar	Council Offices, Audio-Visual in Chamber
Castlebar	Accounts Department Refurbishment
Castlebar	County Enterprise Board & Area Office, Moneen
Castlebar	EPA Office Extension
Castlebar	Group Water Schemes
Castlebar	Arts Department

Table 4.9. Town & Village Improvement Schemes

<i>Location</i>	<i>Description of Work</i>
The Mall, Castlebar	
Main St, Louisburgh	
McHale Rd, Castlebar	
Market Square, Claremorris	
Cross	
Belderrig	
Aughleam	
Blacksod	
Belmullet	
Cornmarket, Ballinrobe	
Ballyhaunis	
Westport	
Turlough	
Achill Sound	
Newport	
Foxford	
Killawalla	
Ballintubber	
Ballyglass, Castlebar	
Kilkelly	
The Quay, Ballina	

§ **Appendix V: Natural Heritage.**

Table 5.0. Candidate Special Areas of Conservation (SACs)

CANDIDATE SPECIAL AREAS OF CONSERVATION	
Duchas Site Code	Site Name
2268	Achill Head
461	Ardkill Turlough
463	Balla Turlough
2081	Ballinfad
1922	Bellacorick Bog Complex
466	Bellacorick Iron Flush
2005	Belacragher Salt marsh
471	Brackloon Woods
472	Broadhaven Bay
475	Carrowkeel Turlough
476	Carrowmore Lake Complex
2243	Clare Island Cliffs
1482	Clew Bay Complex
1899	Cloonakillina Lough
479	Cloughmoyne
485	Corraun Plateau
1955	Craoghaun/Slievemore
484	Cross Lough (Killadoon)
492	Doocastle Turlough
1497	Doogort Machair/Lough Doo
495	Duvillaun Islands
1501	Erris Head
497	Flughany Bog
500	Glenamoy Bog Complex
503	Greaghans Turlough
1513	Keel Machair/Menaun Cliffs
504	Kilglassen/Cahervoostia Turlough Complex
458	Killala Bay/Moy Estuary
516	Lacken Saltmarsh & Kilcummin Head
1529	Lough Cahasy, Lough Baun & Roonagh Lough
1774	Lough Carra/Mask complex
297	Lough Corrib
2177	Lough Dahybaun
522	Lough Gall Bog
633	Lough Hoe Bog
527	Moorehall House (Lough Carra)
470	Mullet/Blacksod Bay Complex
1932	Mweelrea/Sheefrey/Errif Complex
2144	Newport River
532	Oldhead Wood
534	Owenduff/Nephin Complex
2006	Ox Mountains Bogs
525	Shule Turlough

Duchas Site Code	Site Name
541	Skealaghan Turlough
542	Slieve Fyagh Bog
547	Tawnaghbeg Bog
2179	Towerhill House
1571	Urlaur Lakes

Table 5.1. Special Protection Area (SPAs)

SPECIAL PROTECTION AREAS	
Duchas Site Code	Site Name
37	Blacksod/Broadhaven
52	Carrowmore lake
55	Cross Lough
74	Illanmaster
84	Inishglora & Inishkeeragh
4	Inishkea
51	Lough Carra
53	Lough Conn
54	Lough Cullin
98	Owenduff/Nephin Complex
72	Stags of Broadhaven
93	Termondarragh Lake

Table 5.2. Proposed Natural Heritage Areas (NHAs)

PROPOSED NATURAL HERITAGE AREAS	
Duchas Site Code	Site Name
459	Altaconey Bog
1470	Ardgommon Wood
1970	Ballybeg Island
1473	Bangor Erris Bog
467	Benaderreen Cliffs
469	Bills rocks
1278	Burren Rock
1969	Caher Island
1492	Carrowmore Lough Shore
477	Clare Island
1483	Cloghmoyle Dunes
1485	Cloonagh Lough
1486	Cloonboorhy Lough
480	Clyard Kettle Holes
481	Coolbarreen Lough
1488	Cooraun Point Machair/Dooreel Creek
482	Creevagh Head
483	Croagh Patrick
1491	Dambaduff Lough
494	Downpatrick Head
1499	Drumleen Lough
1500	Eagle Island
1504	Frehill Island

502	Gowlaun Bog
1971	Inishdalla
1511	Inishdegil Islands
1967	Inishgalloon
506	Inishglora and Inishkeeragh
509	Inishturk
510	Kilgarriff Bog
1517	Killala Esker
511	Killaturly Turlough
1518	Kinlooey Lough
512	Kinrovar Machair
1520	Knappagh Woods
1527	Lough Alick
1528	Lough Beg, Carrowmore
519	Lough Conn and Lough Cullin
523	Lough Gower
1533	Lough Manan
1910	Mannin and Island Lakes
735	Maumtrasna Mountain Complex
1536	Mocorha Lough
1472	Mountpleasant School Turlough
2078	Moy Valley
1968	Mweelaun Island
1548	Pollatomish Bog
215	Rathbaun Turlough
385	Rostaff Turlough
1559	Slishmeen Turlough
546	Stags of Broadhaven
548	Tawnymackan Bog
550	Towerhill Lake
1566	Tristia Bog
1567	Tullaghan Bay
1570	Ummeramtarry Bog

Table 5.3. Sites of Geological Interest

<i>Feature Name</i>	<i>IGH Theme - Primary</i>	<i>IGH Theme - Secondary</i>
Clew Bay	Quaternary	
Inishkea Islands	Precambrian Geology	
Pontoon Woods	Precambrian Geology	
Annagh Head Scotchport	Precambrian Geology	
Finny Bridle Path	Precam-Dev Palaeontology	
Lough Mask Shoreline	Camb-Sil Stratigraphy	
Cong Area	Karst	
Mweelrea	Camb-Sil Stratigraphy	Carboniferous
Aile River cave	Karst	
Belderg Harbour	Precambrian Geology	
Burren	Precam-Dev Palaeontology	
Cappagh	Quaternary	Precambrian Geology
Creevagh Head	Carboniferous	
Croaghmoyle	Devonian	Carboniferous
Downpatrick Head	Carboniferous	Coastal Geomorphology
Finny School	Precam-Dev Palaeontology	

Glenisland River	Devonian	
Kilcummin Head	Carb-Pilo Palaeontology	Quaternary
Kings Hill	Devonian	Carboniferous
Port-Glenloss Point	Precambrian	Quaternary
Ross Strand	Igneous Intrusions	
Shangort	Camb-Silo Stratigraphy	Igneous Intrusions
Stella Maris	Carboniferous	
Ballynew Outcrop	Carboniferous	
Benwee Head	Precambrian Geology	
Derrycraff	Carboniferous	
Killala Esker	Quaternary	
Lough Akeel	Carboniferous	
Ringarraun	Carboniferous Upper	
Rockfleet Bay	Carboniferous	
Tawnagh More	Precambrian Geology	Carboniferous
Bollinglanna, Nth Clew Bay	Carb-Pilo Palaeontology	
Townplots, Killala	Carb-Pilo Palaeontology	

Table 5.4. Non SAC/NHA designated Bogs, Fens & Turloughs of Conservation Interest

<i>Name of Bog/Fen/Turlough</i>	<i>Main Habitat Type</i>
Derrykinlough	Raised Western
Lagduff West	Lowland Blanket
Ballycroy	Lowland Blanket
Lagduff East	Lowland Blanket
Mayfield Loughs	Fen
Robe River Bog	Fen & Raised Western
Ballymore Loughs	Fen
Carrick Lough	Fen
Lough Caheer	Fen
Knocklehard Lake	Fen
Lough Naskea	Fen
Houndswood Fen	Fen
Ballindereen Turlough	Turlough

Appendix VI: Archaeological Heritage

Table 6.0. Major Sites of Archaeological importance in County Mayo in State Ownership (O) or Guardianship (G).

<i>Monument</i>	<i>Townland</i>	<i>Status</i>
Stone Circles	Glebe	O
Two Stones	Nymphstown	O
Stone Circle	Tonaleeaun	O
Round Tower, Church	Aghagower	O
Castle	Aghalard	O
Round Tower	Balla	O
Dolmen	Ballina	O
Abbey	Ballintober	G
Castle	Ballylahan	G
Cairn	Ballymacgibbon	O
Stone Fort	Barnacahoge	O
St. Patrick's Chair	Boheh	O
Ogham Stone	Breastagh	G
Castle	Caherduff	O
Ringfort	Carbad More	O
Eochy's Cairn	Carn	O
Castle	Carrickkildavnet	G
Megalithic Tomb	Carrowcastle and Carrowcrum	O
Burrishoole Abbey (Dom.)	Carrowkeel	O
Murrisk Abbey (Aus. Fr.)	Carrowkeel	O
Cairn	Cashel	G
Burriscarra Abbey (Carm.)	Castlecarra	O
St. Bridget's Church	Clare Island (Lecarrow)	O
Church, Castle, Abbey, McNamara's House, Monk's Fishing House	Cong	O
Errew Abbey	Errew	O
Templenagalliaghdoon	Errew	O
St. Dairbhile's Church	Fallmore	O
Granuaile's Castle, Clare Island	Glen	G
Early Monastery	Inishglora	O
Early Monastery	Inishkea	O
Inishmaine Abbey (Aug.)	Inishmaine	O
Stone Fort	Kilcashel	G
Church	Kildermot	G
Pillar-Stones	Kildun	O
Killala Round Tower	Killala (Townplots West)	O
Castle, Church	Kinlough	O
Standing Stone	Lankill	O
Church, Round Tower, Slabs	Meelick	O
Moyne Abbey	Moyne (Abbeylands)	O
God's of the Neale	Nealepark	O
Kelly's Cave	Nymphsfield	O
Bunadubber Mill	Rahard	O
Abbey (Dom.)	Rathfran	O

Megalithic Tomb and Stone Circles	Rathfran	O
Wedge Tomb	Rathfranpark	O
Castle	Rockfleet	G
Stone Circle	Rosdoagh	O
Abbey (Fran.)	Rosserk	O
Abbey	Shrule	O
Friary (Dom.)	Strade	G
Church, Round Tower	Turlough	O

Table 6.1. National Monuments which are the subject of Preservation Orders in Mayo.

No. Of P.O.	Monument	Townland	O.S Map	Effective Date of Order
188	Doonamo Promontory	Aughernagalliagh	9	25/07/50
	Fort			
6/57	Ringfort	Gallgort	100	17/04/57
7/57	Burial Mound	Knockshanbally	70	12/7/57
28/76	Ringfort	Rathcarreen	118:1	17/08/76
9/83	Ringfort	Cahermalnook	123:4	11/7/83
11/83	Cairn Early Christian Enclosure/Settlement	Cairn	14:11	22/08/83
1/84	Crannog	Lenrallonrea	70:2:1	12/1/84
10/87	Crannog	Derry&Rockfield	92:13	31/07/87
2/90	Ringfort/Souterrain	Carrowmoney	109:08	1/6/90
4/98	Corraun Castle	Corraun		2/9/98
2/01	Ringfort	Turlough	070:10:5	

Appendix VII: GUIDELINES FOR OPEN SPACE DEVELOPMENT & TAKING IN CHARGE

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5.0 TAKING IN CHARGE

GUIDELINES FOR OPEN SPACE DEVELOPMENT & TAKING IN CHARGE FOR HOUSING ESTATES

INTRODUCTION

This is a general guideline for developers and consultants involved in the development of public open space, which will be taken in charge by the Council. The following guidelines are general in nature and it is assumed that the landscape/horticultural professionals involved will be aware of the relevant Irish, British and European standards.

These guidelines will also be useful with regard to the treatment of private open space and industrial sites.

1.0 TREES & HEDGEROWS

1.1 Survey

Trees are often the most dominant feature of a site and it is essential therefore that they be conserved where appropriate. If the site to be developed contains trees and or hedgerows, either within the site or on the boundaries, a detailed survey will be required to assess their condition and to evaluate their potential for retention in the context of the development.

The tree survey will only be accepted if carried out by a suitably qualified arboriculturist / horticulturist, and should contain the following information: -

Tree Number	All trees should be individually identified, tagged and mapped.
Species	(botanical nomenclature)
Height and Spread of Canopy	
Condition	
Remarks / Future Potential	This information should include an assessment of the future potential of each tree which is to be retained in the context of the site development, changes in ground level and location of underground services.

1.2 Schedule of Works to Trees

Based on the survey information a schedule and programme for felling and/or surgery works should be provided. In the case of hedgerows the recommended treatment should be included in the form of a management plan.

1.3 Protection / Conservation

It will be the responsibility of the Developer / Landscape Consultant to ensure that all of the contractors/subcontractors on site are made aware of the trees to be retained and that no incursions of any kind will be made into the area enclosed by the protection fencing which will generally consist of a stout timber post and rail.

A specific maintenance period may also be required to monitor the trees retained within a development. In this case the developer / landscape

consultant will be responsible for an remedial tree surgery works which may be required prior to taking in charge.

1.4 Tree Bond

Where trees and hedgerows are to be retained as part of a development, the Council may require a tree bond to cover any irresponsible damage to trees as a result of works on the site. This bond will be returned on completion of the development once it has been established that the trees are in a satisfactory condition and have not been unnecessarily damaged by construction works.

2.0 AGREEING A LANDSCAPE PLAN

A landscape plan will only be accepted from a Landscape Architect or other suitably qualified person. It is a two stage process of consultation, the first stage of which should be completed prior to the submission of a planning application.

2.1 First Consultation

The drawings to be provided at this stage should include the following:

A site survey / analysis detailing the existing physical features of the site, including topography levels, boundaries and buildings, trees and hedgerows, views and vistas etc.

Concept Plan outlining alternative concepts for the design of the open space and an outline proposal.

2.2 Second Consultation

Following on from the first consultation the Landscape Architect should subsequently prepare detailed proposals, which should be agreed before formally lodging in compliance.

- 2.2.1 Landscape Plan to include details on contouring, drainage, footpaths, and seating. The proposed location and extent of services should also be included.

It should be noted that overground services, junction boxes etc. will not be permitted on public open space. The location of underground services should be subject to agreement.

- 2.2.2 Planting Plan to include a bill of quantities, numbers of plants, their specification and density and location.

2.2.3 Specification

A detailed specification for the proposed works shall also be provided. The specification involved should cover all aspects of proposed landscape works. The Landscape Architect shall satisfy the Council that the contractor(s) carrying out the works on site have been made aware of the specification and are complying with it. Failure to comply with the details of the specification on

the part of the Landscape Architect or the contractor will result in delays to the agreement of the landscape plan, the subsequent works to be carried out on site, and consequently the taking in charge process.

2.2.4 Maintenance Programme

A detailed maintenance programme is an essential part of a landscape plan. In general the developer will be responsible for the maintenance of the public open space for an eighteen month period after the completion of all works. During this time the developer will be responsible for all maintenance works to the open space including the replacement of dead plant material, the cutting of grassed areas, trimming of hedges, watering, litter control, fertilising, etc. At the end of the maintenance period the Council and the Landscape Architect will meet to inspect the open space prior to taking in charge.

NOTE: It is the responsibility of the Landscape Architect to ensure that all landscape works have been completed in accordance with the agreed plan and to the relevant standard, prior to taking in charge inspection by the Council.

3.0 LANDSCAPE WORKS

3.1 Protection of Open Space

This section refers to the requirements for all landscape works carried out as part of the initial development and planting of areas of public open space. As a general rule developers are conditioned to fence off areas of public open space prior to the commencement of development on site in order to protect the open spaces from compaction caused by the movement of machines, and the storage of large amounts of topsoil, other materials and rubble. This compaction damages soil structure and impedes drainage and aeration, and consequently has an adverse affect on the growth and development of all future planting.

It should be noted that the Council sees the protection of open space as a high priority and will not permit the storage of any materials thereon unless otherwise agreed. The Council will also insist that the open spaces be fenced off prior to the commencement of works on site as conditioned. The site will be checked regularly to ensure compliance with this condition.

3.2 Grassed Areas

3.2.1 Basic Development

All development works including contouring should ideally be carried out during the summer which ground conditions are suitable, and the potential for damage to the soil structure and hydrology of the open space can be minimised. All such works should be carried out under the supervision of the Landscape Architect. In general all gradients in grassed areas shall not be less than 1; 3.

3.2.2 Soil Compaction

In cases where soil compaction has occurred the developer should arrange to have the area in question deep ripped, rotovated, and stone raked prior to seeding. Where it is suspected that dumping of spoil or rubbish has taken place the developer will be requested to dig a number of trial pits in the open

space as directed by the Council. Any extraneous materials uncovered may require to be removed from the site and the open space will be reinstated to the satisfaction of the Council. In some cases the Council may require a system of drainage to be installed.

3.2.3 Depth of Topsoil

All areas to be grassed on public open space should be provided with an adequate layer of topsoil at its surface. In general a minimum depth of 150mm of topsoil over freely drainage subsoil is acceptable.

3.2.4 Seeding

Seeding operations shall be carried out during appropriate weather conditions using an approved species mix.

3.3 **Planting**

3.3.1 Depth of Topsoil

All areas to be planted shall be provided with a minimum of 300mm depth of topsoil, with a minimum depth of 300mm of subsoil underneath.

3.3.2 Shrub Planting

Shrub planting should be used to form focal points particularly at the entrance to estates and in general should be kept to a minimum. Strips of shrub planting should not exceed 1.5 metres in width where the planting is proposed against the gable walls of houses.

3.3.4 Bulb Planting

All planting schemes carried out as part of developments shall include the provision for bulb planting. In general bulbs will be planted in drifts to compliment areas of shrub planting or under areas of woodland or groups of mature trees.

3.4 **Grass Verges**

In general all grass verges within estates will be provided with a minimum topsoil depth of 300mm provided the underlying subsoil is free draining.

3.5 **Street Trees**

It is general policy that street trees should not be planted in a position which will cause it to block street lighting to footpaths when mature. The species of street tree chosen should reflect the scale of the development and the size of the grass verge and its proximity to the carriageway. As a general rule the largest possible species should be chosen for any particular site. Each tree pit within a grass verge shall be provided with a cubic metre of topsoil.

Note: The Landscape Architect will be responsible for ensuring that the correct depth of topsoil and subsoil exists within the grass verges of the estate. The Council may request the digging of a number of random trial pits to this end.

4.0 BOUNDARY TREATMENT

4.1 General

Boundary treatment is an essential element of any landscape plan. The following points illustrate the different requirements for various types of boundary treatments.

4.2 Boundary Hedges

If a developer has been required to retain a hedge as a boundary to public open space it should be protected during development work to ensure its retention. The treatment recommended would differ according to the circumstances, in some cases a permanent fence may be required, in others it may be sufficient to provide planting to strengthen the hedge.

4.3 Walls and Railings

The details required shall include drawings and measurements, the proposed treatment for the wall (i.e. whether it is to be of stone, brick, dashed, etc), and will also show that the wall and railing complies with the relevant part of BS 1722. The specification shall also show the proposed finish for railing to be used, in general railings should be galvanised and powder coated.

Detailed specifications will also be required where a boundary is to consist of a wall on its own, a retaining wall or where steps are required to rationalise changes in level. Plans should always include the number and location of steps where proposed.

5.0 TAKING IN CHARGE

Once the open space has been developed and maintained in accordance with the above guidelines, three sealed copies of deeds of dedication, together with three copies of an as-constructed drawing at an appropriate scale should be provided, outlining the area to be taken in charge and showing clearly all of the services therein. Drawings should be provided on floppy disk where possible and the acreage of each open space to be taken in charge should also be indicated. Blank copies of deeds of dedication are available from the Council.

Appendix VIII: Tree Preservation Orders

- § Crofton Park, Ballina Tree Preservation Order 1979
- § Rosturk, Mulranny Tree Preservation Order 1980
- § Moat, Ballina Tree Preservation Order 1977
- § Mallaranny Tree Preservation Order 1993
- § Rosbarnagh Tree Preservation Order 1980
- § Callow Loughs Tree Preservation Order 1991
- § Ballyneggin, Tree Preservation Order 1993
- § Clogher, Turlough, Tree Preservation Order 1993
- § Breandrum/Windsor, Tree preservation Order 1993