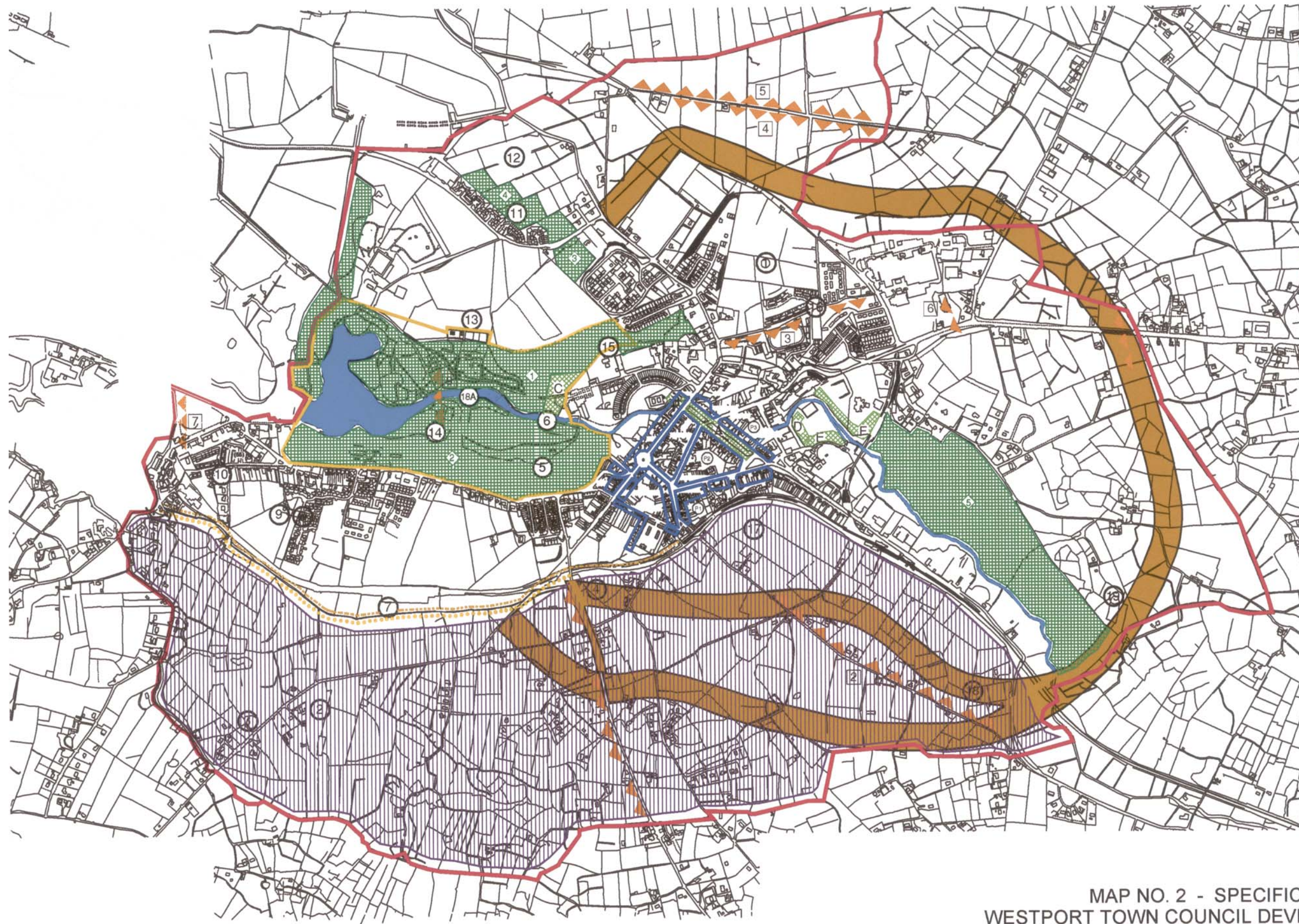


Westport Development Plan 2003

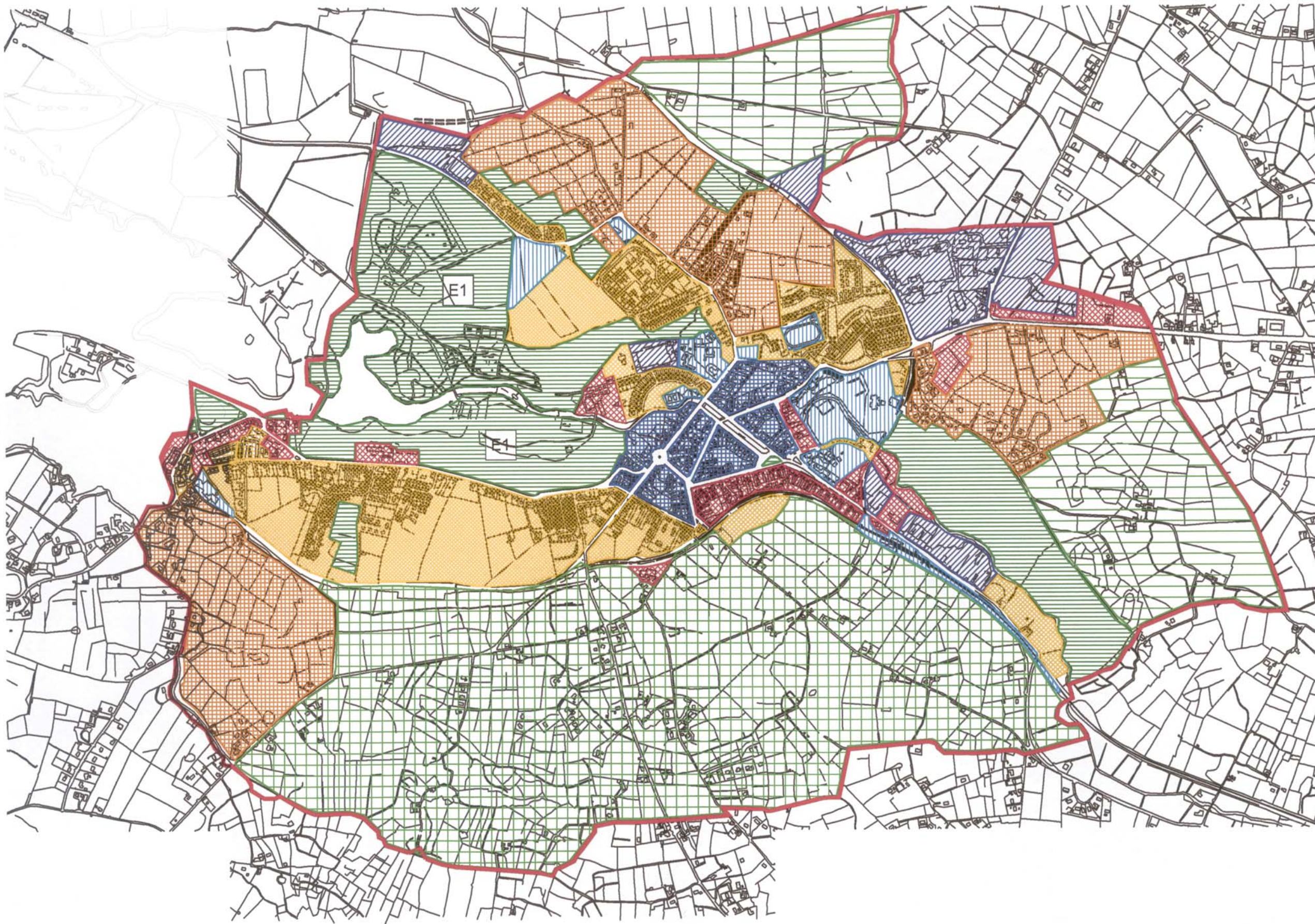


**Westport Town Council
Comhairle an Bhaile Cathair na Mart**



- Legend:
- Conservation area
 - ▲ Views and prospects to be protected (1 to 9)
 - Trees / Groups of trees to be preserved (A to F)
 - Woodlands to be protected (1 to 5)
 - ① Features of Archaeological and Historic interest to be preserved (1 to 23)
 - - - Proposed cycle path
 - - - Proposed pedestrian walk
 - Proposed roads
 - ⊙ Proposed car park (P1 - P3)
 - Historical landscape to be protected
 - Town Council Boundary Line
 - Pedestrian walk / amenity corridor
 - Prepare Local Area Plan
 - Provide for road corridors

MAP NO. 2 - SPECIFIC OBJECTIVES
 WESTPORT TOWN COUNCIL DEVELOPMENT PLAN 2003



- Legend:
- A Residential
 - B Residential (low density)
 - C Industrial
 - D Town Centre / Commercial
 - E Residential / commercial
 - F Recreation / open space
 - G Community facilities
 - H Agriculture / rural character
 - I Agriculture / visual character and / or high amenity
 - Town Council Boundary Line

LOCAL OBJECTIVES

E1 Westport Demesne to provide for holiday home accommodation and / or tourism related facilities where it can be shown that it does not detract from the visual and other amenities of the area

MAP NO. 1 - LAND USE ZONING OBJECTIVES
WESTPORT TOWN COUNCIL DEVELOPMENT PLAN 2003

TABLE OF CONTENTS

	Page No.
INTRODUCTION	i
1.0 STRATEGIC POLICIES AND OBJECTIVES	1
1.1 Regional Role	1
1.2 Town Function	1
1.3 Sustainable Development	1
1.4 Population	3
1.5 Employment and Industry	3
1.6 Infrastructural Services	3
1.7 Housing	5
1.8 Shopping	6
1.9 Education	7
1.10 Community Facilities	7
1.11 Open Space and Recreational Facilities	7
1.12 Townscape and Conservation	8
1.13 Obsolescence / Derelict Sites	9
1.14 Environment	9
1.15 Land Use	10
2.0 LAND USE ZONING AND SPECIFIC OBJECTIVES	11
2.1 Land Use Zoning Objectives	11
2.2 Housing Objectives	15
2.3 Townscape and Amenity Objectives	15
2.4 Conservation Area Objectives	16
2.5 Roads / Parking Objectives	16
2.6 Drainage Objectives	17
2.7 Water Supply Objectives	17
2.8 Amenity / Recreation / Tourism Objectives	17
2.9 Obsolescence / Derelict Sites Objectives	18
2.10 Non-conforming Uses	18
2.11 Development Contributions	18
2.12 Feasibility Of Objectives	19
3.0 DEVELOPMENT CONTROL STANDARDS	20
3.1 Residential Development: Housing Estates	20
3.2 Residential Development: Apartments, Backlands Developments and Holiday Homes	24
3.3 Commercial Development	25
3.4 Industrial / Warehousing Development	26
3.5 Density Standards: General	26
3.6 Car Parking Standards	28
3.7 Shopfronts: Design Standards	29
3.8 Advertising: Design Standards	30
3.9 Petrol Filling Stations: Design Standards	32

TABLES AND APPENDICES

		PAGE NO.
TABLE 1	LAND USE ZONING MATRIX	14
APPENDIX I	Buildings of Architectural and Historical Interest	34
APPENDIX II	The Natural Environment	40
APPENDIX III	Important Views and Prospects	41
APPENDIX IV	Important Trees/Groups of Trees	42
APPENDIX V	Features of Archaeological and Historic Interest	43

INTRODUCTION

Legal Basis

This is the new Development Plan for the Urban District of Westport prepared pursuant to the Local Government (Planning and Development) Acts 1963 to 1992.

This Development Plan was adopted by the Town Council in July, 2003.

Interpretation

This plan shall be entitled 'The Westport Development Plan 2003' but for simplicity and short reference in the text it shall be referred to as 'the Plan' or 'this Plan'. In this Plan save where the context otherwise requires: 'The Council' means Westport Town Council. The 'Planning Authority' means Westport Town Council.

The Plan Area

This plan is made and shall have effect in relation to the whole of the Urban District of Westport with the exception of Roman Island. The remainder of the area which incorporates the environs of Westport is under the jurisdiction of Mayo County Council, and it is a matter for the County Council to plan for the environs area.

Plan Period

The Strategic policies and objectives cover the long term and as such the Plan should form the basis for progressive planning for the next decade or more.

The specific works objectives of this plan cover the immediate five year period from the date of adoption.

Plan Format:

Written Statement

The Development Plan is divided into 3 Chapters as follows:

- 1.0 Strategic Policies and Objectives
- 2.0 Land Use Zoning and Specific Objectives
- 3.0 Development Control Standards

Development Plan Maps

The following maps at a scale of 1:5000 are part of the Development Plan:

- Map No. 1: Land Use Zoning Objectives
- Map No. 2: Specific Objectives

The formulation of the objectives of the Development Plan are based on a number of planning studies and other sources of information which include the following:

- Westport Urban District Development Plan, 1992
- Westport Urban Design Study, 1978
- Westport Plan 2000 - An Integrated Action Plan for Westport, Westport Urban District Council, 1998
- Mayo County Development Plan, 1992
- Galway Mayo Regional Strategy to 2004, Galway Mayo Regional Development Organisation, 1982
- National Development Plan 1994 / 1999, Government Of Ireland, 1994
- Operational Programme For Tourism 1994/1999, Government of Ireland, 1994
- Bord Failte Framework Development Plan, Bord Failte, 1989
- Operational Programme For Urban and Rural Development, Government Of Ireland, 1994
- Westport Main Drainage and Waste Disposal Scheme, Mayo County Council
- A Tourism Plan for County Mayo, Mayo County Council, 1991
- Pilot Relief Scheme for Resort Areas, 1995
- Sustainable Development: A Strategy for Ireland, Department of the Environment, 1997
- Integrated Strategy for Economic, Social and Cultural Development of County Mayo - Mayo County Development Board 2002.
- Plan for Social Housing (Department of Environment) 1991
- Mayo Housing Strategy 2001 - 2006, Mayo County Council 2001
- Residential Density Guidelines, Department of the Environment, and Local Government 1999
- Traveller Accommodation Plan 2000 - 2004, Mayo County Council 2000
- Retail Planning Guidelines, Department of the Environment, Heritage and Local Government 2001
- Retail Strategy, Mayo County Council 2002
- Westport Transport Study (TPI) 2002

1.0 STRATEGIC POLICIES AND OBJECTIVES

This Chapter of the Development Plan sets out Westport Town Council's strategic policies and objectives concerning the future development of Westport. The Policies and Objectives of the Mayo County Development Plan and the 10 year Integrated Strategy for Economic Social and Cultural Development of County Mayo provide a Strategic context for the Westport Plan.

1.1 Regional Role

POLICY:

It is the policy of the Council to consolidate the sub-regional role of Westport and to encourage the development of the town's employment, commercial, shopping, tourism, entertainment and communications functions to the extent justified by the town's role within the Galway-Mayo-Roscommon region.

1.2 Town Function

POLICY:

It is the policy of the Council to encourage the development of Westport as a centre of economic, social and cultural activity for the benefit of the population of both the town and it's hinterland.

OBJECTIVE:

It is an objective of the Council to encourage the intensification and development of tourist activities in the town.

It is an objective of the Council to encourage the development of industrial and services activity which is compatible with the urban form of Westport.

1.3 Sustainable Development

At the 1992 Rio De Janeiro Earth Summit, Ireland endorsed Agenda 21, a policy for how the nations of the world will work towards sustainable development.

The Brundtland Report of 1987 defined sustainable development as "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

While the conservation of the natural and built environment is fundamental to sustainability, the principle is much wider in recognising that in future the quality of life will be directly dependent on the health and integrity of the environment.

It is the Council's policy to have regard to the principles of sustainable development in the future planning and development of Westport. The land use policies and controls of this Development Plan, the Council's principal land use statement, are constructed on these principles.

This Plan has regard to the following sustainable development objectives:

- Protecting local capital - conserving the resource of landscape, open space, architectural and cultural heritage, including material assets.
- Minimising adverse development impact - protecting the consumption of natural non-renewable resources, including land.
- Public participation - involving the local community in environmental sustainability issues and decisions.

The Development Plan's objectives provide for:

A mix of land use zoning objectives to facilitate a balance between housing, employment, recreation and other uses consistent with reduced private motor car usage, and consistent with protecting amenities, permit a mix of land uses within each zoning objective.

Promote a re-use of derelict and under used urban land, prevent expansion into high amenity and rural areas, promote more compact urban forms, including where appropriate, increased net residential densities.

Ensure the protection of natural habitats, ecological resources and quality landscapes, conserve existing urban areas, buildings and features of high environmental quality.

Promote the use of public transport, cycling, walking and reduced private motor vehicle usage, provide adequate high quality sanitary services, promote the prevention, reduction, recycling and re-use of waste.

1.4 Population

POLICY:

It is the policy of the Council to plan to provide sufficient land to accommodate the residential population needs of the town and its environs and, in addition, to cater for the service needs of the people who live within the town's catchment area.

It is the policy of the Council to co-operate with and encourage Mayo County Council to prepare a settlement strategy for the towns and villages within the sphere of influence of Westport.

1.5 Employment and Industry

POLICY:

It is the policy of the Council to seek, through active co-operation with the relevant agencies such as Forbairt, Forfas, the County Enterprise Board and major local employers, suitable industrial and other job creating provision.

OBJECTIVES:

It is an objective of the Council that attractive, well serviced sites for industry, be provided.

It is an objective of the Council to encourage new industrial development to locate to the east of the town at Carrowbeg and to the north of the town at the County Council Industrial Park.

It is an objective of the Council to facilitate community-led job creation schemes as far as time and resources allow.

1.6 Infrastructural Services

1.6.1 Roads

POLICY:

It is the policy of the Council to secure a safe and comprehensive road network capable of accommodating the needs of both traffic and pedestrians in the town centre.

It is the policy of the Council to encourage and co-operate with the statutory bodies responsible for improving the public transport facilities in the town.

It is the policy of the Council to facilitate the consolidation of the town centre as a principal shopping area by providing adequate and suitably located car parking facilities.

OBJECTIVES:

It is an objective of the Council to safeguard routes for new roads which are likely to be required over the next 20 years.

It is an objective of the Council to provide new and extend existing car parks in the town centre, where possible.

It is an objective of the Council that developments will provide adequate on-site car parking to the standards laid out in this Development Plan. Where the development is unable to provide such car parking spaces, the developer shall pay a contribution to the Council towards car parking provided, or to be provided by the Council, which will facilitate that particular development.

It is an objective of the Council to encourage off-street car parking.

It is an objective of the Council to improve pedestrian and vehicular access to the public car parks, where required.

1.6.2 Drainage**POLICY:**

It is the policy of the Council to prevent pollution by the construction of the Westport Main Drainage Waste Water Disposal Scheme, the design and site for which has been approved by the Minister for the Environment and Local Government.

OBJECTIVES:

It is an objective of the Council to lay new sewers in areas where it is necessary to cater for excess surface water.

It is an objective of the Council to require that new developments provide independent surface water drainage systems.

It is an objective of the Council to require that developments outside the urban area receive permission from the Town Council to discharge into the system and that these developments shall also have an independent storm water system.

1.6.3 Water

POLICY:

It is the policy of the Council in co-operation with Mayo County Council to ensure that an adequate supply of water is available to meet the current and future needs of Westport.

OBJECTIVES:

It is an objective of the Council to co-operate with Mayo County Council so that the present high water quality standards are maintained in implementing the relevant European Community Water Quality Directives.

It is an objective of the Council to replace deficient sections of pipework where necessary.

1.7 Housing

POLICY:

It is the policy of the Council to continue with the provision of Local Authority Housing where it has been established that the need for such housing exists. The assessment of the need for such houses shall be kept under continuous review.

It is the policy of the Council to co-operate with private developers, to meet the new housing needs generated by the town's growth and in accordance with the Department of the Environment's Plan for Social Housing, and the Mayo Housing Strategy 2001-2006.

It is the policy of the Council to have regard to the DOE Residential Density Guidelines.

It is the policy of the Council to review from time to time the housing needs of the travelling community regularly based in Westport, and in accordance with The Traveller Accommodation Plan 2000-2004 adopted by Mayo County Council.

OBJECTIVES:

It is an objective of the Council to prevent the spread of urban sprawl and ribbon development into the countryside surrounding Westport.

It is an objective of the Council to provide housing in a central location for the elderly and disabled where there is an established need.

It is an objective of the Council to facilitate the provision of tourist accommodation such as Hotels, Holiday Homes and Hostels within Westport, subject to compliance to compatibility with the urban form and socio-economic character of Westport.

It is an objective of the Council to provide a Halting Site for the travelling community regularly based in Westport, should the need arise.

1.8 Shopping

POLICY:

It is the policy of the Council to stimulate business and commercial activity in the town centre.

It is the policy of the Council to have regard to the DOE Retail Planning Guidelines and the Mayo County Council Retail Strategy in considering proposals for large scale retail development.

OBJECTIVES:

It is an objective of the Council to promote the efficient operation of commercial undertakings in the town by facilitating access and carparking to them and consolidating the town centre.

1.9 Education

POLICY:

It is the policy of the Council to co-operate with the Educational Authorities in developing additional education facilities as are necessary to replace obsolete or overcrowded facilities or to meet increased demand.

1.10 Community Facilities

POLICY:

It is the policy of the Council to consolidate the existing facilities in Westport and to co-operate with the Statutory Bodies responsible for the provision of community services.

OBJECTIVES:

It is an objective of the Council to ensure that new community facilities provide adequate off-street carparking.

It is an objective of the Council to ensure that the amenities of neighbouring properties are safeguarded in the provision of community facilities.

It is an objective of the Council that all public facilities and places of public resort shall provide safe and easy access for the disabled.

It is an objective of the Council to provide new Civic Offices.

1.11 Open Space And Recreational Facilities

POLICY:

It is the policy of the Council to maintain, develop and extend the open spaces provision of the town and to provide new areas of open space to satisfy existing and projected demands.

It is the policy of the Council to continue to facilitate the provision of social and sporting activities as the need arises.

OBJECTIVES:

It is an objective of the Council to ensure that local open space at suitable standards is provided by developers of new residential areas.

It is an objective of the Council to encourage the improvement of the visual appearance of the approach roads to the town.

It is an objective of the Council to rationalise unused incidental open spaces throughout the town.

It is an objective of the Council to ensure that social, cultural and sporting activities provide adequate off-street car parking.

It is an objective of the Council to ensure that the amenities of neighbouring properties are safeguarded in the provision of open space and recreational facilities.

It is an objective of the Council to encourage the promotion of traditional indigenous cultural activities.

1.12 Townscape And Conservation

POLICY:

It is the policy of the Council to maintain and conserve the architectural quality, character and scale of the town.

OBJECTIVES:

It is an objective of the Council to protect the town centre, in particular, from development incompatible with it's character and visual amenity.

It is an objective of the Council to encourage appropriate use of established local building materials.

It is an objective of the Council to prohibit the use of plastic and neon lit shop signs.

It is an objective of the Council to encourage a high standard of architectural design in all developments.

It is an objective of the Council to require the use of traditional shopfront designs and materials and signs.

It is an objective of the Council to have all E.S.B. and Telecom Eireann cables underground in the town.

It is an objective of the Council to prepare and implement design guidelines for development within the Urban District.

1.13 Obsolescence/Derelict Sites

POLICY:

It is the policy of the Council to identify and secure the development and renewal of obsolete areas and derelict sites and buildings, to develop and improve them in a manner appropriate to the area.

OBJECTIVES:

It is an objective of the Council to assist developers in the refurbishment of derelict sites and buildings by way of design advice.

It is an objective of the Council to implement the provisions of Derelict Sites legislation.

1.14 Environment

1.14.1 Waste Disposal

POLICY:

It is the policy of the Council to continue to dispose of refuse by landfill utilising Mayo County Council's site at Derrinnumera.

1.14.2 Water Pollution

POLICY:

It is the policy of the Council in co-operation with Mayo County Council to implement the provisions of Water Pollution legislation, to prevent the discharge of pollutants to public sewers, watercourses and the Carrowbeg River.

1.14.3 Air Pollution

POLICY:

It is the policy of the Council, in co-operation with Mayo County Council, to implement the provisions of the Air Pollution legislation, to prevent and abate injury to amenity or health hazard resulting from the emission of pollutants into the atmosphere from whatever source.

1.15 Land Use

POLICY:

It is the policy of the Council to rationalise land use patterns in the town.

OBJECTIVES:

It is an objective of the Council to seek the co-operation of Mayo County Council in the implementation of a plan for the environs of Westport.

It is an objective of the Council to facilitate development of acceptable uses through appropriate land use zoning objectives.

It is an objective of the Council to seek to resolve the conflict resulting from existing incompatible uses.

2.0 LAND USE ZONING AND SPECIFIC OBJECTIVES

This Chapter of the Development Plan incorporates the Town Council's land use zoning and specific objectives. Map No. 1 indicates the Land Use Zoning Objectives and Map No. 2 indicates the Specific Objectives.

2.1 Land Use Zoning Objectives

It is an objective of the Plan that uses, other than the primary use for which an area is zoned, may be permitted provided they do not conflict with the primary use zoning.

Uses which conflict with the primary use will not be permitted.

A matrix table showing use classes related to use zones is provided in Table 1.

Table 1 shows uses which are:

- P - Normally Permitted;
- O - Open for Consideration;
- X - Not Permitted.

This method allows for some flexibility and identifies uses which are permitted or not permitted under each use zoning objective.

In the Plan, provision has been made for eight land use zoning objectives and these are indicated on the Land Use Zoning Map (Map No. 1).

RESIDENTIAL (A)

It is an objective of the Residential Land Use to protect, improve and develop residential areas and to provide for facilities and amenities incidental to those residential areas.

Residential areas are made up primarily of houses. Other related activities need to be accommodated close by, i.e. education, recreation, local shopping, public worship. Some of these uses are, therefore, either permitted in the residential zone or left open for consideration. Uses which would be detrimental to the residential amenities will not be permitted. These are uses such as industry, warehouses or repair garages.

INDUSTRIAL (B)

The objective of the Industrial Land Use is to provide for industrial development.

Uses which require extensive but unserviced land will not be permitted. Uses such as warehousing, heavy commercial vehicle parks, which while not compatible with the most economical use of land and services in an industrial area, are often ancillary to an industrial activity and are open for consideration.

TOWN CENTRE (C)

The objective of the Town Centre Land Use is to provide for and improve commercial and other town centre activities.

In the pursuit of this, a major consideration will be the protection of the character of the existing town centre. The town centre includes many land uses. These range from shops, offices, houses, to public open space and some industry. The objective governing the area delineated as town centre means that this land use mix will continue. Certain uses, because of their particular requirements, are best located outside of the town centre, i.e. warehousing, general industry and agricultural machinery outlets.

Given the need to maintain and enhance the overall vitality of the town centre area, Residential uses will be promoted where appropriate, on the upper floors of town centre commercial properties.

The distinctive urban design character of Westport town centre will be protected and enhanced in the context of the implementation of this Plan.

RESIDENTIAL/COMMERCIAL (D)

The objective of the Residential/Commercial Land Use is to protect, improve and renew the existing activities of the area and to provide primarily for residential use and such offices and retail commercial uses as are consistent with the existing general mix in the area.

RECREATION/OPEN SPACE (E)

The objective of the Recreation/Open Space Zone is to protect open space and to provide for public open space for recreation and amenity purposes.

An exception may be made in the case of
(i) Westport Demesne and
(ii) Colonel's Wood

The development of holiday accommodation and/or other tourism related facilities may be permitted at these locations where it can be shown that it does not detract from the visual and other amenities of the area.

COMMUNITY FACILITIES (F)

The objective of the Community Facilities Land Use is to protect existing and to provide for further development of community facilities and public facilities.

AGRICULTURE/RURAL CHARACTER (G)

Non agricultural or other resource based development will not normally be permitted where suitable alternative sites are available on land zoned for development in Westport.

Developments for single houses, or small clusters of houses within areas zoned Agriculture/Rural character (Zone G) will be considered on their merits having regard to issues such as access and services. The primary objective for these areas is to limit the extent of urbanisation in the form of housing estates and other extensive urban development during the period of the plan, while protecting any longer term development potential.

AGRICULTURE/VISUAL CHARACTER AND/OR HIGH AMENITY (H)

This zone consists of a number of landscape areas, which serve an important amenity function. Non agricultural or other resource based development will not normally be permitted in these areas.

The primary objective for this elevated area to the south of the town is to protect the landscape character. Part of this area is serviced and there are already a significant number of houses in this area with continuing pressure for further residential development to take place. It is an objective of this Development Plan to prepare a Local Area Plan for this area, and to select a road corridor in that context.

Table 1: LAND USE ZONING MATRIX

(A) = Residential
 (B) = Industrial
 (C) = Town Centre/Commercial
 (D) = Residential/Commercial
 (E) = Recreation/Open Space
 (F) = Community Facilities
 (G) = Agriculture/Rural Character
 (H) = Agriculture/Visual Character
 and/or High Amenity

P = Normally Permitted
 O = Open for Consideration
 X = Not Permitted

USE CLASS	A	B	C	D	E	F	G	H
Housing/Apartment Scheme	P	X	O	P	X	X	X	X
Single House/Apartment	P	X	P	P	X	X	P	O
Holiday Home	O	X	O	P	X	X	O	O
Holiday Home Scheme	P	X	O	O	X	X	O	X
Guesthouse/Hotel	O	X	P	P	O	X	O	O
Restaurant	X	X	P	O	X	X	O	O
Pub	O	X	P	O	X	X	X	X
Shopping Centre/Supermarket	X	X	P	X	X	X	X	X
Convenience Shop (Local)	O	X	P	P	X	X	O	X
Retail Shop (General)	X	X	P	O	X	X	X	X
School	O	X	O	O	X	P	O	X
Medical and Related Consultant	O	X	P	P	X	O	O	X
Medical Centre Clinic	X	X	P	P	X	P	X	X
Hospital	X	X	X	O	X	O	O	X
Nursing Home	O	X	O	O	O	O	O	O
Community Halls	O	X	O	O	O	P	O	X
Sports Clubs	O	X	X	O	O	O	O	O
Recreational Buildings	O	X	O	O	O	P	O	O
Cultural Uses - Library/Art Gallery	O	X	P	O	X	P	O	O
Offices	X	O	P	O	X	O	X	X
Car Repair, Garages and Panel Beating	X	O	X	O	X	X	X	X
Agricultural Machinery Outlet	X	O	X	O	X	X	O	X
Petrol Stations	X	O	X	O	X	X	X	X
Motor Sales Outlet	X	O	X	O	X	X	O	X
Car Parks	O	P	P	O	O	O	O	O
Heavy Commercial Vehicle Parks	X	O	X	X	X	X	X	X
Cinema, Dance Hall, Disco	X	X	P	O	X	X	X	X
Wholesale Outlets	X	O	X	O	X	X	X	X
Warehouses	X	P	X	X	X	X	X	X

General Industry	X	P	X	X	X	X	X	X
Light Industry	X	P	O	O	X	X	X	X
Special Industry	X	O	X	X	X	X	X	X
Workshops	X	P	O	O	X	X	X	X
Major Playing Fields	O	X	X	X	P	P	P	P
Place of Worship	O	X	O	O	O	P	O	O
Park/Playground	O	X	O	O	P	P	P	P
Camping	X	X	X	X	O	X	O	O
Cattle Shed	X	X	X	X	X	X	P	O
Boiler House	X	X	X	X	X	X	P	O
Caravan Park	X	X	X	X	O	X	O	O
Gaming Arcade	X	X	X	X	X	X	X	X
Take Away	X	X	O	O	X	X	X	X
Halting Site	P	O	X	X	O	O	O	O

2.2 Housing Objectives

It is an objective of the Council to provide for Council housing on lands acquired for that purpose.

It is an objective of the Council to investigate the feasibility of developing private sites on residential land in the Councils ownership over and above that necessary to meet immediate housing needs.

2.3 Townscape and Amenity Objectives

It is an objective of the Council to have regard to the An Foras Forbartha Design Guide for shop fronts and signs.

It is an objective of the Council to identify areas of particular landscape or townscape importance where new development will be restricted.

It is an objective of the Council to improve the street furniture, paving, etc., throughout the town.

It is an objective of the Council to designate the town centre as a Conservation Area as defined in the Specific Objectives Map.

It is an objective of the Council to preserve the buildings of architectural and historic interest listed in Appendix I and to ensure they are protected in their setting.

It is an objective of the Council to review the list of Buildings of Architectural and Historic Interest from time to time as need arises.

It is an objective of the Council to protect the features of the Natural Environment listed in Appendix II.

It is an objective of the Council to preserve the Views and Prospects listed in Appendix III and to ensure they are protected from development which would interfere with such Views and Prospects.

It is an objective of the Council to preserve the Woods, Trees and Groups of Trees listed in Appendix IV and to ensure they are protected in their setting.

It is an objective of the Council to increase the number of trees in Westport.

It is an objective of the Council to make Tree Preservation Orders under Section 45 of the Local Government (Planning and Development) Act, 1963 in appropriate cases.

2.4 Conservation Area Objectives

Apart from the individual buildings listed the town centre gains much of the essential townscape character from the alignment of the streets and the general scale and quality of the frontages.

Within the Town Centre Area, there are groups of buildings which, while the individual buildings which make up the group do not require particular consideration, the group as a whole due to uniformity of design or contribution to a streetscape adds to the urban design character of Westport. These groups of buildings have been designated as Conservation Areas in the Specific Objectives Map. Within these areas the Town Council will monitor closely any works to alter or demolish any structure.

2.5 Roads/Parking Objectives

It is an objective of the Council to have regard to the objectives of the Westport Transport Study as carried out by TPI.

It is an objective of the Council to promote the use of off-street car parks.

It is an objective of the Council to provide a multi-storey car park at the rear of Bridge Street/Mill Street (P2)

It is an objective of the Council to reserve the lines of the roads as shown on the Specific Objectives Map from any development which would interfere with the design and construction of those roads.

It is an objective of the Council to provide an off-street car park to the South West of Distillery Road (P3).

It is an objective of the Council to provide a pedestrian link between the car park at James Street and Shop Street.

2.6 Drainage Objectives

It is an objective of the Council, in association with Mayo County Council to implement the Westport Main Drainage and Waste Water Disposal Scheme.

2.7 Water Supply Objectives

It is an objective of the Council to facilitate the improvement of the town water supply by Mayo County Council.

It is an objective of the Council to eliminate the wastage of water through waste water detection and enforcement of repairs.

It is an objective of the Council to extend the use of meters to major consumers so that actual consumption is recorded and contributions are based on this.

2.8 Amenity/Recreation/Tourism Objectives

It is an objective of the Council to continue to implement a programme for the development, planting, etc., and regular maintenance of suitable areas of open space.

It is an objective of the Council to develop a pedestrian walkway (i) along the route of the disused railway from the Town Centre to Westport Quay, (ii) from Attireesh to the Lodge Road.

It is an objective of the Council to develop a Heritage Trail in Westport.

It is an objective of the Council to continue to develop the public Amenity Area at Cloonmonad.

It is an objective of the Council to encourage the rejuvenation of areas of Woodland through the appropriate management measures and replanting.

2.9 Obsolescence/Derelict Sites Objectives

It is an objective of the Council to implement the provisions of the relevant Derelict Sites legislation.

It is an objective of the Council to develop or to facilitate the development of the backlands and obsolete areas within the town centre.

2.10 Non-Conforming Uses

Some uses do not conform with the zoning objectives for their area. These are uses:

- (1) Which are in existence on 1st October, 1964; or
- (2) Which have valid permissions; or
- (3) Which have no permissions and which may or may not be the subject of enforcement proceedings.

The Planning Authority may permit extensions and improvements of premises in categories 1 and 2 where the proposed development would not be seriously injurious to the amenities of the area and would not prejudice its proper planning and development.

2.11 Development Contributions

Having regard to the capital expenditure required in the provision of infrastructure (including drainage, water supply, roads, footpaths, traffic management, open space, car parking, public lighting and the acquisition of land) which is required to facilitate development, the Planning Authority will require appropriate contributions from benefiting applicants by virtue of its powers at Section 26(2) of the 1963 Act.

2.12 Feasibility of Objectives

The objectives contained in this Plan regarding completion of works and the expenditure of money which the Town Council aim to achieve within five years shall be deemed to be objectives of the Plan within the meaning of the Act only to the extent:-

(i) that the objectives can be secured by virtue of the progress already made and by the reasonable use of the skills, technical abilities and resources of the Town Council staff;

(ii) that grants, subsidies and loans from the state, semi-state and other sources are made available when required to finance the securing of the objectives to the fullest possible extent;

(iii) that the monies required for the securing of such objectives, in addition to such monies as are available from grants, can be raised by the Town Council having regard to the overall commitments of the Council;

(iv) that the objectives remain feasible at all times.

3.0 DEVELOPMENT CONTROL STANDARDS

This Chapter incorporates development control standards relating to various types of development. The standards are intended to provide guidance towards achieving a high quality of development. The Council will apply the standards with discretion and having regard to the particular circumstances of a particular site and development.

3.1 Residential Development: Housing Estates

The standards as set out in the An Foras Forbartha publication "Recommendations for Site Development Works for Housing Areas" shall be considered in the construction of new housing estates.

3.1.1 Densities

Densities of up to eight dwellings per acre may be permitted in serviced areas which are zoned Residential on Map No. 1. Densities up to 4 dwellings per acre may be permitted in serviced areas which are zoned Residential (Low Density) on Map No. 1. The control of density will depend on the design and layout of the scheme and local conditions such as the topographical features of the site and the infrastructural capacity of the area. Higher densities may be permitted in specific instances. The following parameters will be considered in relation to densities for estates:

- (i) The area of usable public open space provided. Incidental open spaces will not be considered as having amenity value.
- (ii) The ability of roads, sewers and other infrastructure to cater for the development.
- (iii) Compatibility with the existing densities of adjoining residential areas.
- (iv) The location within the town and adjoining land uses.
- (v) The size of houses proposed.
- (vi) Privacy, daylighting and noise.
- (vii) The DOE Residential Density Guidelines.

-
- (viii) The protection of the specific landscape character will be sought in considering planning applications for areas zoned residential (low density).

3.1.2 Layout/Design

It is accepted that people need variety in their residential environment. The Council will encourage a high standard of design and innovation in housing estate layouts.

Developers will be discouraged from incorporating long straight roads into their design. Cul-de-sacs will be actively encouraged in order to promote a sense of identity and reduce traffic speeds. The paved surface of cul-de-sacs should preferably be of a different colour to that of the estate access road serving them.

Housing estates should be broken into small functional and visual groups in cul-de-sacs. The groups should be designed to:

- (a) Create areas with recognisable limits within which young children can move about safely.
- (b) Create small areas with which people can identify.
- (c) Facilitate social interaction.
- (d) Create more space within which individual families can relate to.
- (e) Facilitate the introduction of variety in the visual environment.

The design of a residential street should reflect its real use and, in particular, should acknowledge children's play. The design would make it clear to drivers, including visitors that they, in fact, share the use of the street with children and other pedestrians. Speeds should be kept in the order of 15km per hour (10 mph) and onstreet parking should be eliminated.

It is the intention of the Council to discourage houses being located on the skyline.

All estates shall be designed so as to preserve natural amenities and features that exist in the site. Mature trees, stone walls, hedgerows, etc., shall be incorporated into the design and preserved where possible.

Tree belts of a minimum depth of 5.0m shall be planted to screen estates from busy roads or to provide a backdrop to houses located in exposed locations.

Layouts shall be designed so as to minimise the degree of overlooking onto back and side gardens from adjoining dwellings or gardens.

The minimum area of a rear garden shall be 100 sq. m unless the garden is substantially wider than the house.

There shall be a minimum of 1.5m between houses and boundary walls.

Oil storage tanks shall be screened from public view.

Satellite dishes shall be so located so as not to detract from the visual amenities of the residential areas.

3.1.3 Roads/Footpaths

In general, the standards relevant to roads in housing estates are those outlined in the An Foras Forbartha "Recommendations for Site Development Works for Housing Areas". In particular the requirements in relation to junctions, lines of sight at junctions, junction radii, cul-de-sacs, road gradient, camber and crossfall, levels and clearance from carriageway shall be rigidly adhered to. In relation to construction of carriageways, only concrete or macadam is to be used as a finished course.

3.1.4 Building Lines

These shall be at least 6m from the inside edge of the public footpath along the road, except at junctions where it may be required to increase this in order to create adequate sight distance. Building lines should be varied in large estates in order to avoid monotony and rigidity. Where housing developments take place adjacent to public roads, the provision of a service road will be required with the building line relating to the service road.

3.1.5 Front Boundary Walls

The developer shall provide the front boundary walls. The materials and design shall enhance the general character of the estate and shall be uniform throughout. Only materials which are unaffected by weathering are to be used.

3.1.6 Open Spaces

A minimum of 10% of the total site area will be required for open space. Roadside margins and other small portions of ground will not be included when making calculations.

Where small estates are being developed and, consequently, open space areas are small and standards cannot be met, developers may be asked instead of providing an open space, to make a contribution to the Council towards the provision of open space. Areas which cannot be adequately drained or are inappropriately located will be disregarded as open space.

Prior to the Council taking over a private estate, all open spaces shall be levelled, drained, topsoiled, rotavated, de-stoned and seeded to the satisfaction of the Council.

Where areas of open space are assessed to be of no recreational or amenity value, because of factors such as their shape, size and location, to consider whether they might be incorporated into adjoining gardens or otherwise more appropriately utilised, with any financial gains to the Local Authority being allocated towards the cost of providing and developing more suitable open space in the same general area.

3.1.7 Drainage

It is the intention of the Council to reduce the amount of storm water discharging to foul sewers and consequently being needlessly treated at great expense.

All housing estates shall have separate foul and storm water drainage systems. Storm water, including water from yards and roofs, must discharge into watercourses or into a surface water pipe which subsequently discharges into a watercourse. In certain cases, written permission will be required by the Council allowing the developer discharge surface water into watercourses as various landowners downstream may be affected.

Sewers shall be laid on roads and open spaces and wayleaves shall be supplied to the Council if they must cross private property. The Council may require the developer to provide sewers having a capacity in excess of that required, in order to facilitate further development.

All drainage works shall have regard to "Recommendations for Site Development Works for Housing Estates" issued by An Foras Forbartha.

3.1.8 Telephone and Electricity Supplies

These shall be laid underground throughout the estate. Other ancillary installations such as transformers, sub-stations, etc., will be integrated into the development at design stage and appropriately located so that they are concealed and unobtrusive. In relation to street lighting, this shall be carried out in accordance with the Council and E.S.B. requirements.

3.1.9 Bonds and Securities

Developers will be required to provide security, by way of cash deposit, or bond, for the satisfactory completion of roads, footpaths, watermains, sewers, drains, open spaces and other services required in connection with the development, coupled with an agreement empowering the said Council to apply such security or part thereof for the satisfactory completion as aforesaid of any part of the development.

3.2 Residential Development: Apartments, Backland Development and Holiday Homes

3.2.1 Purpose Built Apartments

Apartment developments should show a high quality of building design and site layout and have due regard to the character and amenities of the surrounding landscape. They will not normally be permitted on sites which need access through predominantly family occupied housing estate development. However, they will generally be acceptable within new housing developments where planned and constructed as part of such developments.

In the case of purpose built, not converted, apartments the following density standards will apply:

1. A maximum gross floor area of 210 sq. m of floor space for each house permissible on the site;
2. A maximum of 3 flats for each house permissible on the site;
3. Apartment developments will be considered only on sites of adequate size for at least one house, and

-
4. Mixed apartments and house developments may be allowed at a density between that for flats and for houses in that zone.

3.2.2 Backland Development

The development of individual "backland" sites (i.e. rear garden areas) can conflict with the established pattern and character of development in an area. It can constitute "piecemeal development" and inhibit the comprehensive re-development of a larger backland area where otherwise reasonable development potential exists. Where acceptable sites are proposed for development, adequate open space, back garden depths, separation distances between dwellings, site lines and general effect on amenities must be satisfied. Parking accommodation for backland development must comply with the minimum standards set out in this Plan.

3.2.3 Holiday Home Development

The determination of applications for holiday home schemes will take into account the following planning considerations:

- (i) The extent to which the location, design and social/physical infrastructure for such developments relates to the existing urban structure and socio-economic composition.
- (ii) The balance between providing for planned clusters of holiday homes for that use alone, and the need to allow flexibility in the use of individual houses or small groupings of houses for use by visitors/tourists without requiring a planning permission for a change of use to do so.
- (iii) In determining individual planning applications for housing developments, consideration will be given to the inclusion of a condition(s) directed at either prohibiting the use of houses as holiday homes, depending on the individual circumstances of each application.

3.3 Commercial Development

Application for commercial development will be considered under the following headings:

- (1) Effects on existing and proposed adjacent land uses.

-
- (2) Provision for car parking, refuse storage, loading, adequate access.
 - (3) The DOE Retail Planning Guidelines and the Mayo County Council Retail Strategy.
 - (4) The import of the traffic likely to be generated by the proposed use on the roads and parking spaces in the area.
 - (5) The need to control undue noise levels.
 - (6) Maintenance of privacy, daylighting and ventilation in relation to adjoining properties.

3.4 Industry/Warehousing Development

Industry and warehousing schemes will be required to present a good quality appearance, helped by landscaping, careful placing of advertising structures, the screening of open storage areas and unobtrusive loading and parking space. Individual buildings should exhibit a high quality of modern architectural design and finish (including use of colour).

Each industrial or warehouse unit should be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road and preferably behind the building line.

In the case of development for two or more industrial/warehouse buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the buildings and the road boundary may include car parking spaces provided an acceptable landscaping scheme is incorporated. Attention is also drawn to the need to comply with the air and water pollution legislation.

3.5 Density Standards: General

Density is a measure of the relationship between buildings and surrounding space. High quality environment is possible over a wide range of densities. Too low densities waste scarce valuable serviced urban land. Over development can adversely affect adjoining amenities, generate more traffic than roads can accommodate, reduce private open space and cause sunlight, daylight, air and ventilation problems.

3.5.1 Plot Ratio

The gross building floor area divided by the gross site area is the plot ratio. The gross floor area is the sum of all floor space within the external walls of the building, excluding plant, tank rooms and car parking areas. The gross site area is all land within the curtilage of the site. The normal maximum plot ratio for non commercial development is 0.5. Commercial development will be restricted to a maximum plot ratio of 2.0. Plot ratio controls are not applicable in open space/agricultural zones. Residential density is controlled by the standards as outlined in Sections 3.1 and 3.2 above.

3.5.2 Site Coverage

The site coverage index is determined by dividing the total area of ground covered by buildings by the total ground area within the site.

A particular site coverage may be accepted only where it is consistent with other factors such as open space requirements, parking, height, fire safety standards, plot ratio, and the protection of the amenities of adjoining properties, especially dwellings. The maximum site coverage is 60%.

3.5.3 Building Height

The Planning Authority will not normally permit a building where it is significantly higher than neighbouring buildings within existing town and village streetscapes save in exceptional circumstances. In deciding applications for a high building the following impacts will be considered:

1. Overshadowing/loss of light;
2. Overlooking/loss of privacy (particularly of residential property);
3. Street scale and space scale;
4. Proximity to structures or spaces of architectural/historical importance;
5. Existing landmarks;
6. Existing spires, domes, towers or other high buildings;
7. Views;
8. Skyline;
9. Existing or proposed open areas; and
10. Civic importance.

3.5.4 Building Lines

The Council will normally insist that established building lines are maintained and that all new developments maintain the building line. Development is not to be carried out set back from the established building line except where road widening proposals require this or where improvements in the amenity potential of the street could be realised.

3.5.5 Infill Development

In general, the Council will encourage small scale infill developments within the town.

Where infill development is proposed, it is important that the design features, external materials and finishes which predominate in the area are matched or complemented in the proposed infill development.

3.6 Carparking Standards

On-site parking facilities will generally be required for all developments together with loading and unloading areas to prevent traffic hazards and obstruction of vehicle movement.

Developers will be obliged to provide for on-site parking in conjunction with the standards outlined in Table 2 below. If developers cannot provide the number of required car spaces on site, the Council may seek a financial contribution towards the cost of carparks provided in the vicinity, or to be provided in the vicinity.

Houses and Apartments	1 car space for every dwelling unit
Shops	1 car space for every 15 sq. metres
Offices	1 car space for every 20 sq. metres of gross floor space
Industry	1 car space for every 47 sq. metres of gross floor space
Warehousing	1 car space for every 47 sq. metres of gross floor space

Theatres, Cinemas & Stadia	1 car space for every 5 seats
Public Houses/Lounges and Restaurants	1 car space for every 4 sq. metres of gross floor space
Ballrooms	1 car space for every 5 sq. metres of gross floor space
Hotels & Guesthouses	1 car space for every 2 bedrooms and additional spaces for lounge bars, ballrooms, restaurants, etc.
Garages	1 car space for every 30 sq. metres and also a 50 sq. metre area to facilitate manoeuvring of vehicles on site between the public footpath and garage

3.7 Shopfronts: Design Standards

As outlined in the policy section, the Council will seek to retain the remaining traditional shopfronts in the town and care should be taken to ensure that the new shopfront designs are in keeping with the existing character especially in the older centre of the town.

The scale of a shopfront should be of a size in relation to the façade of the individual building and to the street as a whole. Equally much of the character of the Westport Town Centre is derived from the use of wood, slate, tile, colour washed plaster and hand painted signs. This tradition should be continued whenever possible in renovation work and in contemporary designs. The number of different materials should be kept to a minimum and materials such as plastics, aluminium and stainless steel should not be used.

3.7.1 New Shopfronts

Where it is proposed to insert a new shopfront into an existing building it is important to ensure that the new development:

- Maintains the vertical lines in the façade of a street provided by the differentiation of individual buildings, quoins and window proportions.

-
- Maintains the horizontal lines in the façade of a street provided by the ridges of roofs, eaves, window cills, stringcourses and the fascias of shops.

A large new building should have the façade differentiated vertically, to be consistent in scale and character with other buildings in the street. Windows, particularly in the upper storeys, should have a vertical emphasis in their proportions and shall be hardwood sliding sash. Display windows which are strongly horizontal in character should be sub-divided by the use of vertical mullions.

The horizontal lines of a new façade or shopfront should match as closely as possible those of adjacent buildings and the street façade generally. In particular the fascia or nameboard should not be of abnormal depth, e.g. breaking the first floor stringcourse or extending to cover part of the display window - but should be consistent with those of adjacent shops and in scale with the rest of the shopfront and the building as a whole. Where a business occupies more than one building the individuality of each building should be retained, as far as possible, by having a separate fascia for each building and by retaining any intervening pilasters, brackets or other forms of vertical differentiation.

3.7.2 Existing Shops

Traditional shopfronts have a distinctive character or make a particular contribution to the street scene. Where renovation is contemplated, it is important to ensure that any ornamental pilasters, brackets, cornice or other mouldings are retained, even where it is acceptable for the remainder of the shopfront to be changed. Vertical sub-divisions of existing window glazing should also be retained.

The Council will actively discourage the following:

- The removal of features or alterations to existing shopfronts where they are considered to be historical or architectural interests.
- Enlargement of existing windows above ground floor level.

3.8 Advertising: Design Standards

3.8.1 General

Outdoor advertising hoardings in the open countryside will not be permitted. In built-up areas of the town, advertising will normally be permitted, subject to the

following considerations:

- (1) Signs attached to buildings are preferable to those on free standing hoardings.
- (2) Signs should not interfere with windows or other features on the façade or project above the eaves of the skylines.
- (3) The size and scale of signs should not conflict with the size and scale of existing structures in the vicinity.
- (4) Advertising structures must be related in scale to position of the sites. They should be located at the pedestrian level and scale and not orientated to passing motorists.
- (5) Wall panel advertisements may be permitted in certain cases, i.e. shopping malls and multi-use occupancy provided they are not placed at a high level on tall buildings. The framing of such wall panels should be restrained and simple.
- (6) The Council will require commercial interests, especially chain-store outlets to restrain the use of their corporate image advertising where these are considered to be too dominant.
- (7) Group advertising will be encouraged in certain cases such as malls, etc.
- (8) All advertising above fascia levels will be severely restricted in terms of size and number in order to avoid clutter and preserve the amenity of the streetscape.

Generally, the worst offenders are garish, poorly designed illuminated box fascias and illuminated projecting box signs used indiscriminately in relation to the shopfront or building to which they relate. Ideally the sign should be an integral part of the elevational design of the building, should be simple and should avoid the creation of "clutter".

3.8.2 Local Advertising

It is accepted that there is a need for "local" advertising outside the above general category. This includes advertising a local facility available to the passing traveller

(e.g. hotels, hostel and guesthouses) and where it does not contain any name or brand other than the name of the local establishment. Such advertising must conform to a design, scale and colour scheme acceptable to the Council.

3.9 Petrol Filling Stations: Design Standards

The preferred location for petrol filling stations/commercial garages is on the outskirts of the town inside the 30 (or 40) m.p.h. speed limit, on the nearside of the road on the way out of the town. Thus it can serve both local and through traffic while traffic congestion will be less than in the town centre and vehicles will still be travelling slowly thereby causing less risk to safety or interference with traffic flow.

No filling stations/commercial garages shall be allowed in areas where a traffic hazard exists or might arise.

No new kerb side pumps shall be permitted.

3.9.1 Minimal Layout Standards for Petrol Filling Stations

(1) Site Layout

The site frontage shall be not less than 50 metres. Two openings, each not exceeding 15m and not closer together than 19m shall be required from the road onto the site. The site shall be located at least 7.5m from the front boundary of the site where the road has been re-aligned or from the proposed re-alignment line. A space of not less than 7.5m in depth shall be available behind the pump island for vehicle circulation.

Full visibility will be needed to the right and left between points 1.05m above surface level over areas defined by:

- (a) A line x feet long measured along the centre line of access opening from the continuation of the nearer edge of the re-aligned carriageway or from the proposed re-alignment edge.
- (b) A line y measured along the nearer edge of the public road carriageway from its intersection with the centre line of each access opening.
- (c) A straight line joining the ends of the above lines.

The distance x shall not be less than 5m.

The distance y shall vary with the Design Speed of the public road in accordance with the following table:-

Design Speed	Minimum Visibility Distance
Km.h	Y Metres
100	185m
80	150m
65	120m
50	90m

3.9.2 Serving Area and Parking Space

A vehicle shall not obstruct either the carriageway or the footpath while being served or waiting to be served. A filling station should, therefore, have adequate serving space off the public road within the site curtilage. Furthermore, there shall be sufficient on-site parking space for all other vehicles associated with the site, e.g. vehicles being repaired, or sold and the vehicles of employees.

3.9.3 Site Maintenance

Garages shall be required to provide an acceptable method for the satisfactory disposal of abandoned vehicle bodies and parts. Landscaping and screening shall be another important consideration for Planning Permission.

3.9.4 Pollution

Waste oil (or other such effluent) shall not be put into septic tanks or public sewers.

3.9.5 Advertisements

Lights, signs or other advertisements shall not be located on the public carriageway or where they would cause glare, hazard or confusion to public road users.

APPENDIX I

Buildings of Architectural & Historical Interest

Description	Category
-------------	----------

CASTLEBAR ST. North Side

O'Donnells	R
------------	---

South Side

The Convent	R
-------------	---

Court House	R
-------------	---

Former Christian Brothers School	R
-------------------------------------	---

Mount Browne House	L
--------------------	---

THE MALL South Mall

James Street Bridge	R
---------------------	---

Presbytery	R
------------	---

Catholic Church	N
-----------------	---

Bishops House	R
---------------	---

The West	R
----------	---

Bridge	N
--------	---

Methodist Church	R
Dwelling	R
Dwelling	R
Dwelling	R
Dwelling	R
Dwelling	R
Dwelling	R
Dwelling	R
Dwelling	R
Dwelling	R
River Wall	R
Fairgreen Bridge	R
Dwelling	R
Courtyard Buildings	R
Bank of Ireland	N
Westport Post Office	N
Dwelling	R
Ulster Bank	R
Railway Hotel	N
Last House on Street	R
River Wall	R

MILL STREET

South Side

Grove House R

HIGH STREET

Clock Tower R

West Side

Sean Malone R

J. McGing R

East Side

The Continental Café R

BRIDGE STREET

West Side

Thomas Moran R

Kate McCormacks R

Matt Molloys N

East Side

Hewetson Bros. N

Brawns Flower Shop L

Morans Shoe Shop R

Conway's Public House R

SHOP STREET

North Side

Westport Travel R

John O'Brien R

Tylers Footwear R

South Side

O'Connors Clothes R

McLoughlins Bookshop R

Thomas McGreal R

J.J. Glynn R

QUAY STREET

Michael Ring,
Auctioneer R

Corner Dwelling L

OCTAGON

Wyatt Theatre N

Glendinning Monument N

JAMES STREET

Old Garda Station R

Mews Building R

East Side

Gateway R

NEWPORT STREET

East Side

Holy Trinity School R

Ashlawn Dwellings R

The Old Rectory L

Graveyard R

West Side

Gate Lodge (dwelling) N

Church of Ireland I

WESTPORT QUAY

Custom House R

Revenue Row L

The Helm L

PROSPECT AVENUE

4 No. Dwellings L

JOHN'S ROW

Dwelling L

WESTPORT DEMESNE

Westport House N

Gate Lodge N

Lord Sligos' Boat House	N
Courtyard Buildings	N
Courtyard Buildings	N
Gates and Piers	N
Westport House Bridge	N
Hotel Westport	

Notation: I International Importance
 N National Importance
 R Regional Importance
 L Local Importance

APPENDIX II

The Natural Environment

Description	Feature of Interest
Carrowbeg River	Historical, Amenity Importance
Westport House Lough	Historical, Amenity Importance

APPENDIX III

Important Views and Prospects Views and Prospects to be Protected

- V1 - View West from Leenane Road
- V2 - View North East from Sandyhill Road
- V3 - View South from Horkans Hill
- V4 - View South from Attireesh
- V5 - View North from Attireesh
- V6 - View West from Castlebar Road at junction with Lodge Road
- V7 - View from Westport Quay to Clew Bay.
- V8 - View from Castlebar Road to Clew Bay.
- V9 - View from Westport House to Clew Bay.

APPENDIX IV

Important Trees/Groups of Trees

Map Ref.	Trees/Groups of Trees to be Preserved
A	Trees along The Mall and Fairgreen
B	Trees behind James Street
C	Trees on the roadside between The Crescent and Hotel Westport
D	Trees at junction of Newport Street and James Street
E	Trees of Convent Secondary School
F	Convent Secondary School
G	Convent of Mercy
H	Trees at Grove

Woodlands

Map Ref.	Woodlands to be Protected
1	North Wood
2	South Wood
3	Little Rampart
4	Big Rampart
5	Colonel's Wood

APPENDIX V

Features of Archaeological and Historic Interest

Map Ref.	Description	Feature to be Preserved
1	Deerpark East	Rath
2	Carrownalurgan	Rath
3	Carrownalurgan	Rath and Headstone to Peter Browne d. 1723
4	Workhouse	Graveyard
5	Cahernamart	Remains of Rath
6	Church & Graveyard & Tomb	Church belfry and Tomb
7	Rosbeg	Rath
8	Cloonmonad	Enclosure
9	Cloonmonad	Standing Stone
10	Cloonmonad	Enclosure
11	Cloonmonad	Enclosure
12	Westport Demesne	Enclosures and Pits
13	Westport Demesne	Enclosure
14	Westport Demesne	Creevaah Graveyard
15	Deerpark East	Enclosure
16	Westport Demesne	Possible Earthwork

17	Westport Demesne	Possible Souterrain
18	Westport Demesne	Westport House
18A	Westport Demesne	Deserted Medieval Settlement
19	Westport Demesne	Enclosure
20	Carrowbeg	Graveyard
21	Cahernamart	Potential Site
22	Killaghoor	Childrens Burial
23	Buckwaria	Enclosure and Monument