

# MAYO COUNTY DEVELOPMENT PLAN 2014 – 2020

INCORPORATING VARIATION NO. 1 MADE ON 13<sup>TH</sup> JULY 2015



VOLUME 1

WRITTEN STATEMENT

MAYO COUNTY COUNCIL  
COMHAIRLE CONTAE MHAIGH EO

APRIL 2014

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**Mayo County Development Plan 2014 – 2020**

**was made and adopted by Mayo County Council on the 22<sup>nd</sup> April 2014**

**This Document Incorporates:**

**Variation No. 1 made on the 13<sup>th</sup> July 2015**

**(Compliance with EU Environmental Directives and Ministerial Guidelines)**





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## Glossary of Terms

Appropriate Assessment (AA)	Is a focused and detailed impact assessment of the implications of the plan or project, alone and in combination with other plans and projects, on the integrity of a Natura 2000 site in view of its conservation objectives
Architectural Conservation Area	A place, area, group of structures or townscape, taking account of building lines and heights, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, or contributes to the appreciation of protected structures and whose character it is an objective of a development plan to preserve
Backland development	Development which takes place to the rear of existing structures fronting a street or roadway
Biodiversity	The variability among living organisms on the earth, including the variability within and between species and within and between ecosystems
Brownfield Site	A site that has previously been built on
Climate Change	Changes in the earth's weather, including changes in temperature, wind patterns and rainfall, especially the increase in the temperature of the earth's atmosphere that is caused by the increase of particular gases, especially carbon dioxide
Community Facilities	Facilities that are open to and provided for the benefit of the public
Comparison Goods	Goods that are required on an infrequent basis by individuals and households such as clothing and footwear, furniture and furnishings and household equipment (excluding non-durable household goods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreational equipment and accessories, books, newspapers and magazines, goods for personal care and goods not elsewhere classified
Convenience Goods	Goods that are required on a daily basis by individuals and households such as food, beverages (non-alcoholic and alcoholic), tobacco and non-durable household goods
Critical Mass	Refers to building up higher levels of population, services and functions in particular areas
Cumulative effects	Are changes to the environment that are caused by an action in combination with other past, present and future human actions
Development Contributions	Charges or levies placed on developers relating to the cost of services and utilities which are provided by Mayo County Council
Ecological Corridors	Nature corridors such as hedgerows, riverbanks etc. used by species to get from one conservation site/habitat to another
Ecosystem	Is a group of plants, animals and bacteria that work together to remain healthy
Environmental Impact Assessment (EIS)	Pursuant to EU Directive 85/ 337/ EEC (as amended in 1997), EIA is a legislative procedure used for identifying the environmental effects of development projects to be applied to the assessment of the environmental effects of certain public and private projects which are likely to have significant effects on the environment

Green Infrastructure	An inter-connected network of green open spaces that provide a range of ecosystem services - from clean air and water to wildlife habitat
Hedgerow	A natural or semi-natural row of bushes, shrubs and/or trees forming a boundary
Household	One or more persons occupying a dwelling which has a kitchen and bathroom facilities
Housing Stock	Houses that already exist
Infill Development	Development taking place on a vacant or undeveloped site between other developments
National Spatial Strategy	A planning framework for Ireland that aims to achieve balanced regional development and promote areas of critical mass through a network of cities and towns identified as Gateways, Hubs or Key Towns
Natura 2000 network	The assemblage of sites which are identified as Special Areas of Conservation under the Habitats Directive or classified as Special Protection Areas under the Birds Directive 79/409/EEC, or a Site of Community Importance
Natural Heritage Area	Designation for wildlife conservation in the country
Protected Structure	Any structure or specified part of a structure, which is included in the Record of Protected Structures. A structure is defined by the Act as 'any building, structure, excavation, or other thing constructed or made on, in or under any land, or any part of a structure'. In relation to a protected structure or proposed protected structure, the meaning of the term 'structure' is expanded to include: a) the interior of the structure; b) the land lying within the curtilage of the structure; c) any other structures lying within that curtilage and their interiors, and d) all fixtures and features which form part of the interior or exterior of the above structures
Recorded Monument	An archaeological monument protected under the National Monument (Amendments Act) 1994-2004
Regional Planning Guidelines	A planning framework for a Region for long term strategic development of that Region consistent with the National Spatial Strategy. (Mayo falls within the West Region)
Residential Densities	The number of residential units per area unit (e.g. hectare)
Rural Generated Housing	Housing needed in rural areas within the established rural community by people working in rural areas or nearby urban areas
Sequential approach	Where development takes place outwards from the centre of an urban area with lands closest to the town centre being developed first
Seveso II	Major Accident Directive which is aimed at the prevention of major accidents which involve dangerous substances and the limitation of their consequence for humans and the environment
Strategic Development Zone	A planning designation to allow for expeditious approval of planning for public and private developments once the development complies with a plan for the area

Strategic Environmental Assessment (SEA)	Is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme
Strategic Flood Risk Assessment (SFRA)	The assessment of flood risk on a wide geographical area against which to assess development proposed in an area (Region, County, Town)
Smarter travel	A sustainable transportation model which promotes sustainable modes of transport such as public transport, walking and cycling, along with other actions such as e-working over dependency on car travel
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to develop their own needs
Special Areas of Conservation	Prime wildlife conservation areas/sites considered of importance at both Irish and European level; the legal basis for their designation is the Habitats Directive
Special Protection Area	Sites/areas primarily classified for the conservation of bird species; the legal basis for their designation is the EU Birds Directive
Town Centre	Town, village or district centres that provides a broad range of facilities and services and serve as a focus for the community and for public transport, excluding retail parks, local centres and small parades of shops of purely local significance
Tree Preservation Order	An order made by Mayo County Council for the preservation of any tree, trees, groups of trees or woodlands. The order may prohibit the cutting down, topping, lopping or wilful destruction of trees except with the consent of the Council which may be granted subject to conditions
Urban Generated Rural Housing	Housing demand that is driven by people living and working in urban areas, who wish to live in the countryside and includes second homes

### Introduction

The County Development Plan is a spatial planning framework that gives effect to the delivery of sustainable and planned economic and social development in a manner consistent with higher levels plans and strategies such as the National Spatial Strategy and the Regional Planning Guidelines for the West Region.

The County Development Plan<sup>1</sup> will be a key element to assist economic recovery and sustainable growth in the County; generating benefits for all our citizens; enhancing the attractiveness of the County as a place in which to live, work, invest and enjoy; and supporting national policy and legislation in an integrated manner.

The Plan has eight main goals for the future development of the County and the policies and objectives in this Plan will assist in achieving the goals.

*Goal 1: To promote rural sustainability by encouraging more people to live in Rural Areas through the promotion of sustainable rural communities and economic development*

*Goal 2: To attract investment and people into the County*

*Goal 3: To ensure a sustainable economy*

*Goal 4: To adopt 'green principles' that promote a high quality of life*

*Goal 5: To create attractive settlements that promote a high quality of life*

*Goal 6: To maintain and provide additional services for our citizens, investors and visitors*

*Goal 7: To protect and enhance our natural environment*

*Goal 8: To offer visitors, from Ireland and overseas, a range of high quality experiences*

The County Development Plan is reviewed every four years after its adoption with a new Development Plan prepared every six years. This plan, when adopted, will replace the Mayo County Development Plan 2008-2014 and a decision has been taken to integrate the Local Area Plans for the towns of Ballinrobe, Ballyhaunis, Charlestown, Claremorris, Kiltimagh and Swinford into the County Development Plan.

Consultation with the public is fundamental to the plan making process. A number of consultation methods were carried out including publishing public notices (in newspapers and on the Council website) at different stages of the plan making process inviting written submissions; dissemination of information leaflets; public meetings; and drop-in sessions. The various issues arising from the consultation process inform the preparation of this Plan.

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<sup>1</sup> Referred to as "the Plan" in this document

### Format of the Plan

The Plan consists of two volumes. **Volume 1** consists of six integrated **Strategies** that have a common aim of achieving the goals of the Plan. Each Strategy includes a policy to assist in achieving the goals of the Plan, and supporting objectives to achieve that policy.

#### 1. Core Strategy & Settlement Strategy

The Core Strategy and Settlement Strategy identifies a hierarchy of four categories of Settlements (Linked-Hub; Key Towns; Other Towns and Villages; and the Countryside including Rural Villages) and sets out policies and objectives for the future development of these settlements. The Core Strategy informs the Settlement Strategy of the amount of land required for development within the timeframe of the Plan based on evidence such as population forecasting, existing infrastructure, vacant units etc.

#### 2. Economic Development Strategy

The Economic Development Strategy recognises the Council's role in supporting and promoting innovation in business; developing the Green Economy to assist in reducing costs; enhancing environmental protection; and providing infrastructure essential to support enterprise and employment. The County's Strengths and consequent Economic Opportunities are also identified in the Economic Development Strategy.

#### 3. Infrastructure Strategy

The Infrastructure Strategy addresses infrastructure provision and management and sets out the priority infrastructure projects required in the County over the Plan period.

#### 4. Environment, Heritage & Amenity Strategy

The Environment, Heritage & Amenity Strategy outlines the importance of protecting and enhancing the natural and built environment, cultural heritage and amenities and how these are integral to the overall sustainable development of the County.

#### 5. Social Infrastructure & Community Development Strategy

The Social Infrastructure & Community Development Strategy recognises that investment in social infrastructure and community development assists in achieving economic growth and employment and improves the well being and quality of life of our citizens. Social inclusion is also a key element of this Strategy.

### 6. Implementation and Monitoring Strategy

The Implementation and Monitoring Strategy outlines the key projects arising out from the Plan with an estimated commencement and completion date for each project, subject to available resources. Targets and indicators are identified to assist in monitoring the achievement of the objectives of this Plan.

**Area Plans** have been prepared for the Key Towns of Ballyhaunis, Ballinrobe, Belmullet, Charlestown, Claremorris, Kiltimagh, Killala, Knock, Louisburgh, Newport and Swinford, based on the principles of all the Strategies of this Plan, and are located at the back of the Plan in the section Areas Plans for the key towns.

**Volume 2** consists of a development guidance document entitled *Planning Guidance and Standards for Development in Co. Mayo* which also forms part of this Plan. The aim of the guidance document is to assist those wishing to develop in the County by outlining clearly what is likely to be permitted, where the development is likely to be permitted and what will be required when applying for planning permission. The guidance document is broken down into two sections: Building a Residential Development and Building Other Development. The guidance document is based on the policies and objectives in the Strategies of the Plan, government policy, planning guidance documents<sup>2</sup> and established best practice.

The Plan preparation process requires three different **Environmental Assessments**. The environmental assessments provide information on a number of environmental factors and inform policy makers and the public of the effects the plan, when implemented, will have on certain elements of the environment. The three assessments are:

- A Strategic Environmental Assessment (SEA) which indicates the likely significant effects the Plan will have on the environment.
- A Habitats Directive Assessment (HDA) which indicates the likely impacts the Plan will have on the Natura 2000 network.
- An accurate and fully approved Strategic Flood Risk Assessment (SFRA) which informs policy makers and the public of flood risk in the area.

Mayo County Council accepts that current (2013) Flood Risk Assessment is inaccurate and outdated and cannot be used until it is fully approved.

A separate statement has also been prepared below which shows that the development objectives in the development plan are consistent, as far as practicable, with the conservation and protection of the environment.

The Environmental Assessments form part of this Plan and are available to view on [www.mayococo.ie/cdp](http://www.mayococo.ie/cdp)

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<sup>2</sup> Appendix 5 outlines the Ministerial guidelines and includes information which demonstrates how the planning authority has implemented the policies and objectives of the Minister contained in the guidelines – a requirement under Section 28 of the Planning & Development Acts 2000-2010

## Environmental Statement

### Environmental Statement

Pursuant to Section 10 (1D) of the Planning & Development Acts 2000-2010 a development plan must include a written statement which shows that the development objectives in the development plan are consistent, as far as practicable, with the conservation and protection of the environment.

The Mayo County Development Plan 2014-2020 was prepared in conjunction with three environmental assessments which informed the plan making process of the likely significant environmental effects:

- The Strategic Environmental Assessment (SEA) which indicates the likely significant effects the Plan will have on the environment.
- The Habitats Directive Assessment (HDA) which indicates the likely impacts the Plan will have on the Natura 2000 network.
- The Strategic Flood Risk Assessment (SFRA) which when updated and approved will inform policy makers and the public of flood risk in the area.

During the plan making process the SEA and HDA assessed the objectives in the Plan and their likely impact on the environment, with a number of objectives in the Plan providing for the carrying out of environmental assessments for developments arising out of the Plan where required.

The SFRA informed the plan of flood risk areas and this was taken into consideration in the land use zoning objectives.

A number of material alterations to the Draft Plan were proposed during the plan making process. The SEA Environmental Report Addendum No. 1 and the Natura Impact Report Addendum No. 1 concluded that some of these would produce significant effects on the environment and / or on one or more European sites, in view of the sites' conservation objectives. The Draft Plan was, however, adopted in April 2014 with these material alterations.

### Variation No 1 of Mayo County Development Plan 2014 – 2020

Variation No 1 of the Mayo County Development Plan 2014 – 2020, which was initiated in July 2014 addresses the sections of the Plan (adopted in April 2014) deemed likely to result in significant effects on the environment including aspects of the Plan deemed likely to have a significant effect on one or more European sites and/or which were inconsistent with Ministerial Guidelines for Planning Authorities on Sustainable Rural Housing and Spatial Planning and National Roads."

In accordance with Article 13K of the Planning and Development Strategic Environmental Assessment (SEA) Regulations, 2004 (as amended) and Part XAB of the Planning and Development Act, 2000 (as amended) Variation No. 1 was assessed for its impacts on the environment and on the integrity of one or more European sites.

## Environmental Statement

It is considered that no significant environmental effects are likely as a consequence of Variation No. 1 with reference to the relevant criteria of Schedule 2A of S.I. No. 436 of 2004 (as amended).

Additionally, it was determined, in view of best scientific knowledge, that Variation No. 1, individually or in combination with another plan or project is not likely to have a significant effect on one or more European sites.

Since the purpose of Variation No. 1 is to, *inter alia*, address deficiencies in the adopted Plan from an SEA / Appropriate Assessment perspective and therefore to prevent significant effects on the environment and / or one or more European sites, Variation No. 1 is deemed likely to have positive effects on the environment and / or the integrity of one or more European sites.

The Environmental Assessments form part of this Plan and are available to view on [www.mayococo.ie/cdp](http://www.mayococo.ie/cdp)



### 1. The Core Strategy & Settlement Strategy

The Census of Population 2011 indicates that the population of Mayo has continued to increase. Since 1971 the population has increased by 19%. The most recent increase in population (2006-2011) is dispersed across the County with 72% of Electoral Divisions (EDs) experiencing population growth, ranging from 0.4% to 25.8%.

The key message of the National Spatial Strategy and Regional Planning Guidelines is that critical mass<sup>3</sup> in cities and large towns are essential to facilitate balanced regional development. By building up populations in the Linked Hub and Key Towns a number of services can be provided or extended in these towns such as public transport, amenities and water services infrastructure. This in turn will contribute to creating attractive settlements which in turn will attract investment and people.

The Plan recognises that there are different categories of settlements throughout the County from the large towns to small villages, and all have complementary roles to play in the future growth and prosperity of the County. In recognition of this, a Settlement Hierarchy for the County was developed in the last Development Plan consisting of the Linked Hub; Key Towns; Other Towns and Villages; and the Countryside including Rural Villages. The last Development Plan also identified two different types of rural areas in the County, classified as *Rural Areas Under Strong Urban Influence* and *Structurally Weak Areas*. The *Rural Areas Under Strong Urban Influence* are the rural areas generally located near the Linked Hub towns and the Key Towns that have experienced high population increases due to their proximity to the towns. The *Structurally Weak Areas* are the remaining rural areas in the County.

Below the level of "Countryside including Rural Villages" in the Hierarchy, there are a number of rural villages around which Community Action Plans have been or are currently being prepared under the Community Futures Programme. These Action Plans reflect the priorities of the communities involved. Some of these villages were included in the Settlement Hierarchy in the previous Plan; however, as they are not serviced they are not included in the Hierarchy in this Plan. However, the Planning Authority recognises the importance of these Action Plans in sustaining and supporting rural communities in these areas. The relevant villages include: Ardagh, Carnacon, Cooneal, Islandeady, Killasser, Killawalla, Killeen, Kincon, Banagher-Carrowmore Lacken, Meelick, Midfield, Partry and Straide and any other village participating in the Community Futures Programme.

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<sup>3</sup> Critical mass refers to building up higher levels of population, services, and functions in areas.

## The Core Strategy & Settlement Strategy

Figure 1 - The Settlement Hierarchy 2014-2020



### The Settlement Strategy

The key element of the Core Strategy and Settlement Strategy is to continue to focus growth into the Linked Hub and Key Towns and to relate growth of the smaller towns and villages to the availability of infrastructure such as water and waste water. Priority will be given to decreasing residential and retail vacancy rates in the towns and villages.

It is also recognised that rural areas have an essential role in this settlement structure by progressively increasing rural population to sustainable levels

Enterprise and employment and infrastructure (physical and social) provision in the towns and villages outside the Linked Hub and Key Towns will be considered in accordance with the relevant Strategies of this Plan.

## The Core Strategy & Settlement Strategy

The Settlement Strategy builds on the Strategy in the previous Plan; but is modified in order to address unsustainable trends outlined above and to reflect various national policy and guidance documents issued since the previous review. There is a greater emphasis on the role of the linked hub and Key towns in promoting economic growth and development and encouraging sustainable transport options and smart travel principles in accordance with principles outlined in “Smarter Travel – A Sustainable Transport Future”<sup>4</sup>. Addressing the issue of vacancy is a key objective of the strategy.

The strategic role of the towns is given greater prominence in the Settlement Strategy by incorporating Area Plans for all Key Towns within the Plan; and by prioritising the key role of the town centre areas. Strengths, weaknesses and opportunities are identified in each town enabling a more focused approach in terms of responding to opportunities which may present themselves over the lifetime of the Plan. In order to encourage sustainable development through consolidation of existing development; completion of unfinished estates and sustainable use of existing/planned infrastructure and other resources, a sequential approach through the use of phasing is applied to the zoning and release of undeveloped residential zoned lands in the Area Plans.

In terms of housing in rural areas, it is recognised that there is a tradition of dispersed settlement patterns in the County. This is a valued part of our heritage. The decline in rural population represents a threat to its sustainability. It is necessary therefore to place a greater emphasis on encouraging more people to establish a permanent residence in rural areas. In coastal areas of the County, distinctive settlement patterns have evolved in the form of clusters such as clachans and linear groupings.

The Rural Area types, their extent and location remain unchanged in this Plan. The location and extent of these areas were determined during the preparation of the previous Plan following agreement between the Planning Authority and the department of Environment, Heritage and Local Government and taking account of the rural policy framework in the NSS and Sustainable Rural Housing Guidelines.

However, the Settlement Strategy acknowledges the issue of vacancy by encouraging the use of vacant properties as an alternative to new build and also replacement or renovation of existing structures for residential use in preference to new development. In addition, the zoning of lands for low density housing in the Area Plans and focusing on smaller settlements with water and waste water infrastructure, will give additional choice to those who wish to enjoy the benefits of rural living in close proximity to services.

The two Rural Area types – Structurally Weak Areas and Rural Areas under Strong Urban Influence are shown on Map 3 Rural Area Types.

### **The Core Strategy and a Sustainable Land Use Framework**

Table 1 identifies the amount of land required for residential development for the next six years. This in turn will inform the amount of land required for other purposes such as retail, commercial, industrial, community and amenity use for the same period.

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<sup>4</sup> This policy documents sets out the Government’s future transportation policy for the country until 2020.

## The Core Strategy & Settlement Strategy

In order to ensure the land requirements are provided for within a sustainable land use framework which supports the implementation of the Core Strategy, Area Plans have been prepared for settlements classified as Key Towns in the Settlement Hierarchy (excluding Westport which has its own statutory Development Plan).

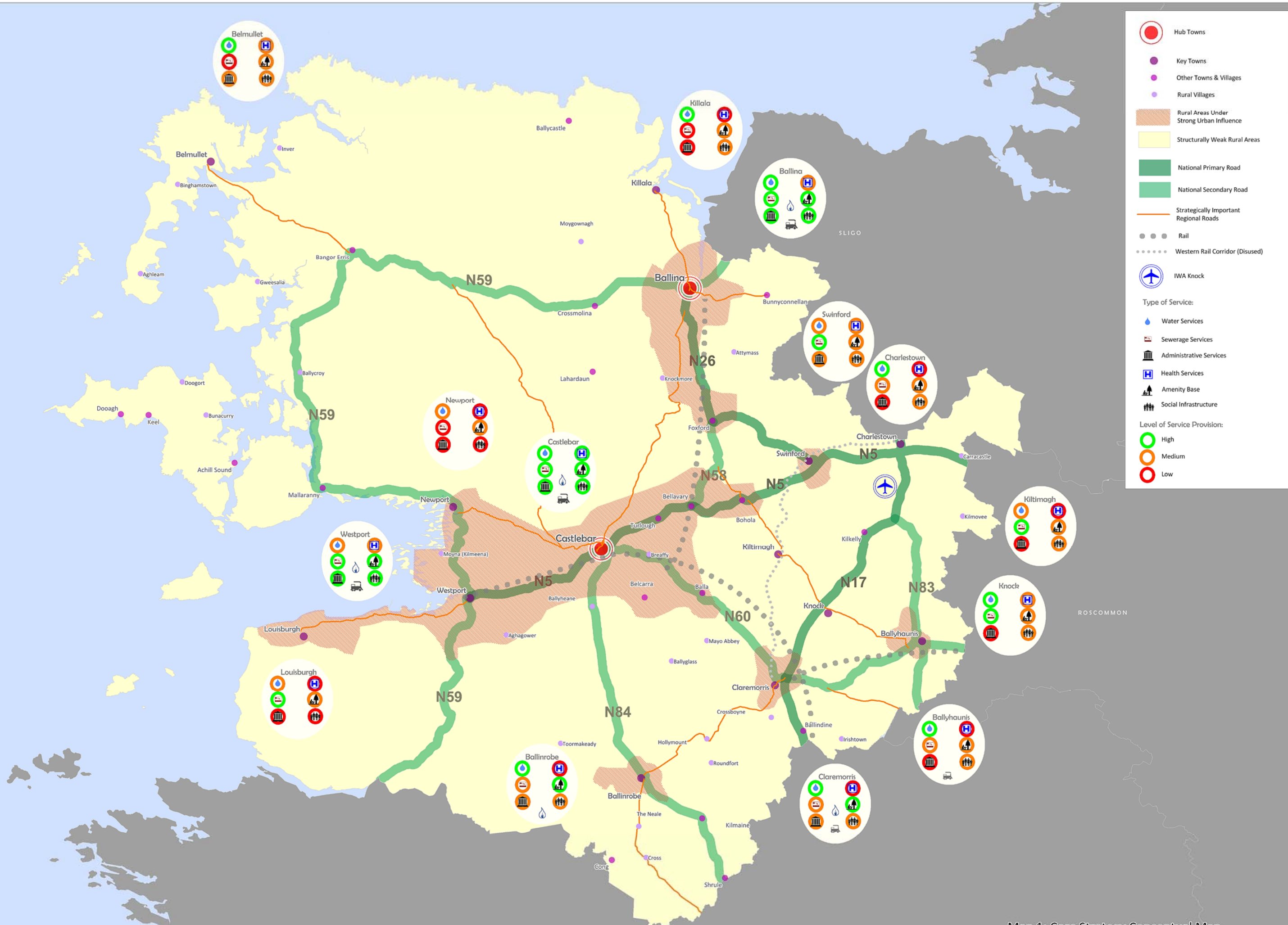
The Castlebar-Ballina linked hub and Westport each have separate stand alone statutory Development Plans which incorporate Core Strategies for these towns and their environs. The Core Strategies for the County and these three towns must ultimately be consistent with each other in order to ensure consistency with the Regional Planning Guidelines.

Therefore this Core Strategy and Settlement Strategy contains a policy for these towns and the stand alone Development Plans formulate their policies/objectives in line with this policy and other policies and objectives in this Plan to ensure consistence with the Regional Planning Guidelines.

The Area Plans for the Key Towns are at the back of this Plan.

Residential development in the remainder of the settlement hierarchy (i.e. Other Towns and Villages and the Countryside and Rural Villages) is subject to the Housing Objectives below. All other development (i.e. non-residential) in the remainder of the settlement hierarchy (i.e. Other Towns and Villages and the Countryside and Rural Villages) is subject to the relevant Strategies of this Plan.

Map 1 is a conceptual map of the Core Strategy and illustrates the classification of settlements; the extent of the two rural area types and relevant road and rail routes serving the settlements.



Map 1: Core Strategy Conceptual Map

## The Core Strategy & Settlement Strategy

**Table 1 (A)**  
**Core Strategy Table: Linked Hub (LH) Towns & Key Towns (KT)**

Settlement	Castlebar	Ballina	Westport	Claremorris*	Ballinrobe	Ballyhaunis	Swinford	Kiltimagh	Belmullet	Knock	Charlestown	Newport	Killala	Louisburgh
Settlement Hierarchy	LH	LH	KT	KT	KT	KT	KT	KT	KT	KT	KT	KT	KT	KT
Population in 2011	12318	11086	6063	3412	2704	2312	1435	1127	1089	811	755	616	574	422
Population Targets for 2020	15290	12510	6888	3877	3072	2627	1630	1280	1237	921	858	700	652	479
No. of Housing Units Required (2011-2020)	1238	593	330	186	142	121	78	70	62	62	58	33	33	23
No. of Housing Units that can be provided	1670	1228	1415	762	508	373	277	230	179	401	269	175	90	69
(Vacant Units excl. holiday homes)	910	799	533	(470)	(324)	(292)	(206)	(137)	(159)	(230)	(180)	(144)	(86)	(54)
(Unfinished Housing Estates***)	384	52	145	(167)	(78)	(43)	(31)	(21)	(1)	(92)	(64)	(31)	(4)	(0)
(Permitted but not constructed***)	376	377	737	(125)	(106)	(38)	(40)	(72)	(19)	(79)	(25)	(0)	(0)	(15)
Housing Units Shortfall (S)/Excess (E)	442(E)	635(E)	885(E)	576 (E)	366 (E)	252 (E)	199 (E)	160 (E)	117 (E)	339 (E)	211 (E)	142 (E)	57 (E)	46 (E)
Current amount of:														
Undeveloped Lands Zoned for Housing(nearest ha)	254	155	128	63	54	40	32	16	0	0	8	0	0	0
Associated Housing Yield (units)	3881	2465	1694	722	1141	889	813	319	0	0	208	0	0	0
Housing yield Other Lands**** Units	74	117	720	292	64	130	130	102			108			
Proposed amount of:														
Undeveloped Lands Zoned for Housing (nearest ha) **	NA****	NA****	NA****	63	58	45	31	23	19	20	8	5	6	18
Phase 1 (Hectares/Yield)				(11/93)	(7/140)	(2/28)	(2/39)	(4/84)	(2/32)	(6/62)	(1/26)	(0/0)	(0/0)	(1/14)
Phase 2 (Hectares/Yield)				(52/629)	(51/673)	(43/612)	(29/189)	(19/388)	(17/246)	(14/191)	(7/46)	(5/48)	(6/66)	(17/274)
Associated Housing Yield (no. of units) **	NA****	NA****	NA****	722	813	640	228	472	278	253	72	48	66	288
Proposed Housing yield Other Lands**** Units(Hectares)	NA****	NA****	NA****	292(15)	144(15)	130(7)	130(7)	102(5)	56(3)	202(8)	108(5)	20(1)	28(1)	14(1)

\* Claremorris LAP adopted. Figures updated accordingly.

\*\* Residential zoning is in two phases. Figures given are total of all phases.

\*\*\* Developments of ≥ 2 houses

\*\*\*\* Development Plans for Castlebar, Ballina and Westport are current, therefore any changes to the current amount of undeveloped lands will not be examined until these plans are reviewed

\*\*\*\*\*Lands (non-residential) that permits residential development

## The Core Strategy & Settlement Strategy

**Table 1 (B)**  
**Core Strategy Table: Other Towns & Villages & The Countryside**

Settlement	Foxford	Crossmolina	Balla	Keel-Dooagh	Shrule	Kilkelly	Achill Sound	Bangor Erris	Ballindine	Ballycastle
Population in 2011	1326	1061	671	582	418	372	275	293	350	234
Population Target for 2020	1507	1206	763	661	475	422	312	333	398	266
No. of Housing Units Required (2011-2020)	72	58	37	32	23	20	15	16	19	13
No. of Housing Units that can be provided	≥240	≥117	≥82	≥69	≥27	≥74	≥39	≥68	≥128	≥31
(Vacant Units excl. holiday homes)	(185)	(112)	(82)	(66)	(27)	(67)	(39)	(66)	(68)	(31)
(Unfinished Housing Estates***)	(55)	(5)	(0)	(3)	(0)	(7)	(0)	(2)	(60)	(0)
(Permitted but not constructed***)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)
Housing Units Shortfall (S)/Excess (E)	≥168 (E)	≥59 (E)	≥45 (E)	≥37 (E)	≥4 (E)	≥54 (E)	≥24 (E)	≥52 (E)	≥109 (E)	≥18 (E)
Current amount of: Undeveloped Lands Zoned for Housing(ha)	0	0	0	0	0	0	0	0	0	0
Associated Housing Yield	0	0	0	0	0	0	0	0	0	0
Proposed amount of: Undeveloped Lands Zoned for Housing (ha)	0	0	0	0	0	0	0	0	0	0
Associated Housing Yield (no. of units)	0	0	0	0	0	0	0	0	0	0

\*\*\* Developments of ≥ 2 houses  
N/K = Not Known at this time

## The Core Strategy & Settlement Strategy

**Table 1 (B) contd.**  
**Core Strategy Table: Other Towns & Villages & The Countryside**

Settlement	Bonniconlon	Bellavary	Kilmaine	Cong	Turlough	Mulranny	Belcarra	Bohola	Lahardane	Countryside
Population in 2011	185	160	166	123	272	242	222	170	156	78636
Population Target for 2020	210	182	189	140	309	275	252	193	177	88123
No. of Housing Units Required (2011-2020)	10	9	9	7	15	13	12	9	9	3795
No. of Housing Units that can be provided	≥5	≥1	≥16	≥32	≥32	≥54	≥18	≥67	≥43	≥6363
(Vacant Units excl. holiday homes)	No data	No data	(16)	(32)	(20)	(54)	(18)	(29)	(19)	(6321)
(Unfinished Housing Estates***)	(5)	(1)	(0)	(0)	(11)	(0)	(0)	(38)	(24)	(42)
(Permitted but not constructed***)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)	(N/K)
Housing Units Shortfall (S) /Excess (E)	5 (S)*	8 (S)*	≥7 (E)	≥25 (E)	≥18 (E)	≥41 (E)	≥6 (E)	≥58 (E)	≥34 (E)	≥2568 (E)
Current amount of: Undeveloped Lands Zoned for Housing(ha)	0	0	0	0	0	0	0	0	0	0
Associated Housing Yield	0	0	0	0	0	0	0	0	0	0
Proposed amount of: Undeveloped Lands Zoned for Housing (ha)	0	0	0	0	0	0	0	0	0	0
Associated Housing Yield (no. of units)	0	0	0	0	0	0	0	0	0	0

N/K = Not Known at this time

\* Vacancy data not available for Bonniconlon or Bellavary. Therefore there may not be a shortfall of housing units in these towns.

\*\*\* Developments of ≥ 2 houses



## The Core Strategy & Settlement Strategy

**Table 1 (C)**  
**Core Strategy Table: County**  
**Total of Tables 1 (A-B)**

	<b>TOTAL</b>	<b>URBAN</b>	<b>RURAL</b>
<b>Population of Co. Mayo in 2011</b>	130638	52002 (40%)	78636 (60%)
<b>Population Target for Co. Mayo for 2020</b>	148414	60291 (41%)	88123 (59%)
<b>No. of Housing Units Required (2011-2020):</b>			
<b>Total County</b>	7222	3427	3795
<b>Excluding Castlebar, Ballina &amp; Westport<sup>1</sup></b>	5061	1266	3795
<b>Total No. of Housing Units that can be provided (excluding Castlebar, Ballina &amp; Westport)<sup>1</sup>:</b>	≥10839	≥4476	≥6363
<b>(Constructed but vacant)</b>	(≥9534)	(≥3213)	(≥6321)
<b>(Permitted but not constructed)</b>	(≥1305)	(≥1263)	(≥42)
<b>No. of Excess Housing Units excluding Castlebar, Ballina &amp; Westport<sup>1</sup></b>	5805	3237	2568
<b>Current amount of:</b>			
<b>Undeveloped Lands Zoned for Housing (ha)</b>	213 ha	213 ha	0
<b>Associated Housing Yield (no. of units) excluding Castlebar, Ballina &amp; Westport<sup>1</sup></b>	4092 units	4092 units	0
<b>Proposed amount of:</b>			
<b>Undeveloped Lands Zoned for Housing (ha)</b>	296 ha	296 ha	0
<b>Associated Housing Yield (no. of units) excluding Castlebar, Ballina &amp; Westport<sup>1</sup></b>	3880 units	3880 units	0

<sup>1</sup> Castlebar, Ballina & Westport have their own statutory Development Plans

## The Core Strategy & Settlement Strategy

### **Supporting Strategies**

Other strategies in the Plan, namely the Economic Development Strategy, Infrastructure Strategy, Environment, Heritage and Amenity Strategy, Social Infrastructure and Community Development Strategy; Implementation and Monitoring Strategy and the Housing Strategy (Volume 3) all support and are aligned with the Core Strategy and Settlement Strategy.

### **Housing Strategy**

Section 94 of the Planning and Development Acts 2000-2011 requires a development plan to include a housing strategy for the purposes of ensuring that the housing needs of the existing and future populations of the County are met in a sustainable manner.

This is achieved by utilising the data set out in the Core Strategy Tables 1(A, B & C) to estimate the present and likely future demand for housing in the County and to ensure that sufficient zoned and serviced land is available within the Plan to meet the existing and forecast needs for the Plan period. The Core Strategy data was also used to estimate the amount of social and affordable housing required in Mayo for the Plan period. The Housing Strategy is set out in Volume 3 of the Plan. However, objectives to secure its implementation are incorporated in this section of the Plan under Housing Objectives.

### **Retail Development**

A successful retail sector that safeguards existing retail floorspace as well as providing additional floorspace has an important role to play in realising the aims of the Settlement Strategy. The Economic Development Strategy recognises a three tier retail hierarchy in the County, which is consistent with the top three tiers of the Settlement Strategy, which aims to concentrate higher order shopping functions in Castlebar, Ballina and Westport, encouraging more generalised retail provision in the Key Towns, while further providing for local shopping facilities in smaller towns and rural villages.

It is recognised that the retail sector is pivotal to regeneration and renewal of the town centre and town core areas, their economic viability and delivery of a high quality public realm, built environment and sense of place. Core shopping areas are identified in the Area Plans and it is a strategic aim to re-establish the primacy of the town centres as the commercial/retail hub. The sequential approach to development will be applied to proposals for retail development in accordance with the Retail Planning Guidelines for Planning Authorities (DoEHLG 2012). Proposals will be expected to make a positive contribution in terms of the public realm and quality of the built environment in line with the principles set out in the accompanying Urban Design Manual.

### **Infrastructure Strategy**

The availability and role of infrastructural capacities is integral to the formation and subsequent delivery of the Core Strategy, particularly in relation to the following key infrastructure:

- Transport in particular strategic infrastructure such as the national roads, regional roads, railway and air infrastructure and greenway infrastructure
- Water services
- Social infrastructure

## The Core Strategy & Settlement Strategy

### Transport

Transport infrastructure including road, rail, air and greenway plays a strategic role in terms of implementing the Core Strategy and Settlement Strategy. The national road network and elements of the non-national road network play a key strategic role in connecting the Linked Hub and Key Towns within the Region and to the Gateways (Sligo, Galway and Athlone) and Hub town (Tuam) destinations outside the County. Therefore, key objectives of the Settlement Strategy are to maintain and protect the safety and efficiency of the national road network in accordance with the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG 2012) and to support the achievement of goals and targets as outlined in the Department of Transport policy “Smarter Travel: A Sustainable Transport Future – A New Transport Policy for Ireland”.

The National Roads and Strategically Important Regional Roads which serve Mayo are listed below and are shown on Map 1 Core Strategy Conceptual Map.

National Roads		Strategically Important Regional Roads	
Road Number	Road Classification	Road Number	Section
N5	National Primary Road	R294	Ballina-Bonniconlon
N17	National Primary Road	R310	Ballina-Castlebar
N26	National Primary Road	R311	Castlebar-Newport
N58	National Secondary Road	R312	Castlebar-Bellacorrick
N59	National Secondary Road	R313	Belmullet-Bangor Erris
N60	National Secondary Road	R314	Ballina-Killala
N83	National Secondary Road	R323	Kiltimagh-Ballyhaunis
N84	National Secondary Road	R334	Ballinrobe- Co. Galway
		R335	Westport-Louisburgh
		R327	Claremorris-Cloonfad
		R331	Ballinrobe-Claremorris
		R321	Ballylahan-Kiltimagh

In addition to the above listed roads, the network of additional Regional roads and local roads provide important transport functions and connectivity for the various settlements and rural communities which they serve.

Whilst a number of key projects have been completed or commenced since the adoption of the 2008 -2014 Plan, the peripherality of the County, in national and international terms, is exacerbated by continued deficiencies in the strategic road infrastructure. In this regard, priority projects considered necessary to support the Core Strategy are listed in Table 3 (Infrastructure Strategy).

Additional transport links from the linked hub and key towns to Dublin are provided by rail infrastructure. At present, rail links are on an east-west axis focusing on Dublin. The disused part of the Western Rail Corridor which runs through the east of the County, if re-opened, could potentially provide important strategic links along a north-south axis to Sligo, Galway,

## The Core Strategy & Settlement Strategy

Limerick, Cork, Waterford and Rosslare. The Settlement Strategy therefore supports the growth of towns along the Western Rail Corridor.

Ireland West Airport Knock provides direct linkages to Dublin, the UK and various European destinations. The Planning Authority has adopted a Local Area Plan for Ireland West Airport Knock and will continue to seek the designation of this area as a Strategic Development Zone in order to realize the full development potential of the airport as an economic driver for the County and the West Region.

The Great Western Greenway is considered an important element of the transport infrastructure of the county. Currently it provides cycle and pedestrian connectivity between the Key towns of Westport, Newport and the smaller settlement of Achill Sound. Planned extensions connecting the Castlebar hub to the Greenway will provide further sustainable transport options for communities living in settlements adjacent to the Greenway.

The alignment of the settlement hierarchy with key transport networks (by means of the Settlement Strategy) promotes consolidation of population growth in a way which best facilitates travel by sustainable modes in accordance with the Department of Transport 'Smarter Travel – A Sustainable Transport Future'.

The Area Plans set out a sustainable spatial framework for compact sustainable urban development through land-use zoning policies to counter current patterns of suburban sprawl and ribbon development and to promote development within the built-up areas of the towns (in line with the Guidelines on Sustainable Urban Residential Development DoEHLG 2009). The consolidation of towns in the Settlement Hierarchy, particularly the Key Towns, supports the maintenance and provision of new or improved public transport provision and also supports the potential development of the Western Rail Corridor.

### **Water Services**

In order to ensure implementation of the Core Strategy existing deficiencies will require to be addressed, particularly in the linked hub, Key Towns and other settlements where improved water services infrastructure is required to protect water quality and the environment. Therefore, availability, satisfactory capacity and quality of water services infrastructure will inform consideration of all future development proposals. Priority water infrastructure requirements are identified in Table 3 (Infrastructure Strategy).

### **Social Infrastructure**

The settlements in the settlement hierarchy are served to varying degrees (depending on size and location on the hierarchy) by social infrastructure including housing, health, education, administration and various public facilities. The settlement strategy seeks to build up the critical mass which will support the maintenance and expansion of existing facilities in these settlements and the development of additional facilities.

### **Strategic Environmental Assessment**

The Core Strategy and Settlement Strategy have been informed by national legislation and other EU Directives including the Strategic Environmental Assessment (SEA) Directive, Habitats Directive, Floods Directive and Water Framework Directive and incorporates wider planning, economic and social objectives. SEA examines the likely significant effects on the environment of implementing the Plan and the Habitats Directive Assessment (HDA) examines the likely impact on the Natura 2000 network.

## The Core Strategy & Settlement Strategy

The SEA Environmental Report sets out details of the identification, description and evaluation of the draft Mayo County Development Plan 2014 – 2020 in addition to reasonable alternatives. The SEA process consisted of the examination of the specific aims and objectives of each alternative scenario in the context of their potential effects on a range of environmental factors including biodiversity, flora and fauna, population, human health, soils and geology, water, air and noise, climatic factors, material assets, cultural heritage and landscape.

Three Alternative Scenarios were evaluated during the SEA process:

- **Scenario 1:** Concentration of growth in the Linked-Hub of Castlebar-Ballina only
- **Scenario 2:** Concentration of growth in the Linked-Hub, Key Towns, and other towns with strictly limited development in rural areas
- **Scenario 3:** Development of the Ballina-Castlebar linked hub, other towns and serviced (sewerage) villages, along with appropriate development in the rural areas.

Evaluation and selection of the preferred alternative scenario entailed a methodical approach which encompassed the examination of each of three alternative scenarios in the context of their capacity to protect, maintain, conserve and / or restore all of the aforementioned environmental factors, by virtue of their Environmental Protection Objectives (EPOs). In this way, a holistic evaluation of each alternative scenario was undertaken, with a focus on environmental consideration in addition to sustainable development.

By a process of elimination, Scenario 3 (subject to mitigation) emerged as the preferred scenario for the framework around which the Core Strategy and Settlement Strategy was devised. The framework first and foremost avoids adverse impacts on the environment or provides for appropriate mitigation of any adverse impacts. The spatial framework of Scenario 3 is shown in Figure 2. Although assessment of Scenario 3 indicated conflict with a number of Environmental Protection Objectives, these conflicts are deemed to be suitably mitigated by measures (identified in the SEA Environmental Report) which are incorporated into the various supporting strategies, policies and objectives in the Plan.

Scenario 3 supports growth in a hierarchy of settlements which include the Linked Hub, Key Towns, other towns and small serviced (sewerage) villages, along with appropriate development in the rural areas in the county, based on achieving target populations in the Core Strategy. It acknowledges the role of existing settlements and sustainable rural settlement and aligns with the spatial framework of the NSS and RPGs.



## The Core Strategy & Settlement Strategy

The strategic aims of the Core Strategy and Settlement Strategy are to:

- Ensure the sustainable development of the Linked Hub of Ballina-Castlebar to fulfil roles identified in the National Spatial Strategy and Regional Planning Guidelines;
- Ensure the sustainable development of the Key Towns so they can act as adequate service and employment centres for the surrounding hinterland; and
- Manage development outside the Linked Hub and Key Towns in a way that ensures the viability of rural communities but does not give rise to long-term problems such as climate change and water quality; and
- Facilitate the provision of a suitable range of house tenure, type and size having regard to the demographic structure of the population in the County.

The achievement of the above aims and consistence with the National Spatial Strategy and Regional Planning Guidelines are dependant on the implementation of the policies and objectives outlined in this Strategy and relevant objectives of other Strategies in this Plan.

### Policy

#### General

P-01 It is the policy of the Council to ensure the sustainable development of the Linked Hub and Key Towns in the County and to manage development outside these towns in a way that ensures the viability of rural communities while ensuring environmental protection through the implementation of the objectives and Development Guidance document of this Plan.

#### Linked-Hub of Castlebar-Ballina

P-02 It is the policy of the Council to support the sustainable development of the Linked Hub of Castlebar-Ballina to facilitate long term economic growth and a minimum population target of 28,700 persons by 2022 within the context of a high quality environment and to ensure that the towns are centres of economic growth to attract and support a wide range of services and amenities and deliver a high quality of life, thereby making the areas attractive as places to work, live, visit and invest in, while ensuring no significant adverse effects on the environment including the Natura 2000 network.

P-03 It is the policy of the Council to prepare a Strategy for the Linked Hub of Castlebar-Ballina.

#### Key Towns

P-04 It is the policy of the Council to promote and facilitate the growth and sustainable development of the towns of Béal an Mhuirthead (Belmullet), Ballinrobe, Ballyhaunis, Claremorris, Charlestown, Killala, Kiltimagh, Knock, Louisburgh, Newport, Swinford and Westport in their role as Key Towns, towards achieving the population targets set out in the Core Strategy Table (Table 1(A)), with an appropriate range of social and physical infrastructure, facilities and services, including retail and commercial and enterprise development to serve the inhabitants of the towns and their rural hinterlands through the implementation of the policies

## The Core Strategy & Settlement Strategy

and objectives in the Key Town Section of this Strategy and the Development Guidance document of this Plan.

### Other Towns and Villages

P-05 It is the policy of the Council to support the sustainable development and growth of the towns of Foxford, Crossmolina, Balla, Keel-Dooagh, Shrule, Kilkelly, Achill Sound, Bangor Erris, Ballindine, Ballycastle, Bonniclon, Bellavary, Kilmaine, Cong, Turlough, Mulranny, Belcarra, Bohola and Lahardane to the population levels set out in the Core Strategy Table (Table 1(B)) and through the implementation of the Housing objectives below, the other Strategies and Development Guidance document of this Plan.

### Countryside/Rural Areas

P-06 It is the policy of the Council to support the sustainable development of the countryside and rural villages in the County.

### Housing Objectives

#### General

HG-01 It is an objective of the Council to facilitate the provision of suitable housing including type, size, design and tenure, in the County in accordance with the Core Strategy Tables (Table 1(A-C)), the Mayo Housing Strategy and the Development Guidance document<sup>5</sup> accompanying this Plan.

HG-02 It is an objective of the Council to maximise the use of the existing housing stock throughout the County by exploring the viability of utilising existing vacant housing stock as an alternative to new build.

HG-03 It is an objective of the Council to address the issue of Unfinished Housing Estates in the County by implementing the guidance manual *Managing and Resolving Unfinished Housing Developments* (DoECLG 2011), in particular by including unfinished housing development units into calculations for housing requirements; examining the potential of vacant stock for other uses (e.g. community/cultural/holiday home use); requiring the preparation of Site Resolution Plans by developers/financial institutions/new investors; and considering reconfiguration of unfinished housing estates that promotes improved quality of life.

HG-04 It is an objective of the Council to minimise ribbon development, with the exception of infill development, due to adverse impacts arising from this pattern of development relating to road safety, future demands for the provision of public infrastructure as well as visual impacts.

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<sup>5</sup> Mayo County Development Plan 2014-2020 Volume 2 Planning Guidance and Standards for Development in Co. Mayo



### Urban Housing

UH-01 It is an objective of the Council to ensure that future housing in urban areas in the County is located on lands zoned for residential use. In un-zoned towns and villages residential development shall be located in town/village centres or immediately adjacent to town/village centres (based on the sequential approach); on serviced lands; and in accordance with the Development Guidance document of this Plan.

UH-02 It is an objective of the Council to prepare Design Guidelines for Towns and Villages in the County. In the interim the design guidance and principles set out in the Villages Design Statements for Louisburgh, Mulranny and Belcarra and the Urban

Design Assessment & Guidelines for Kiltimagh as set out in the Kiltimagh Local Area Plan shall apply.

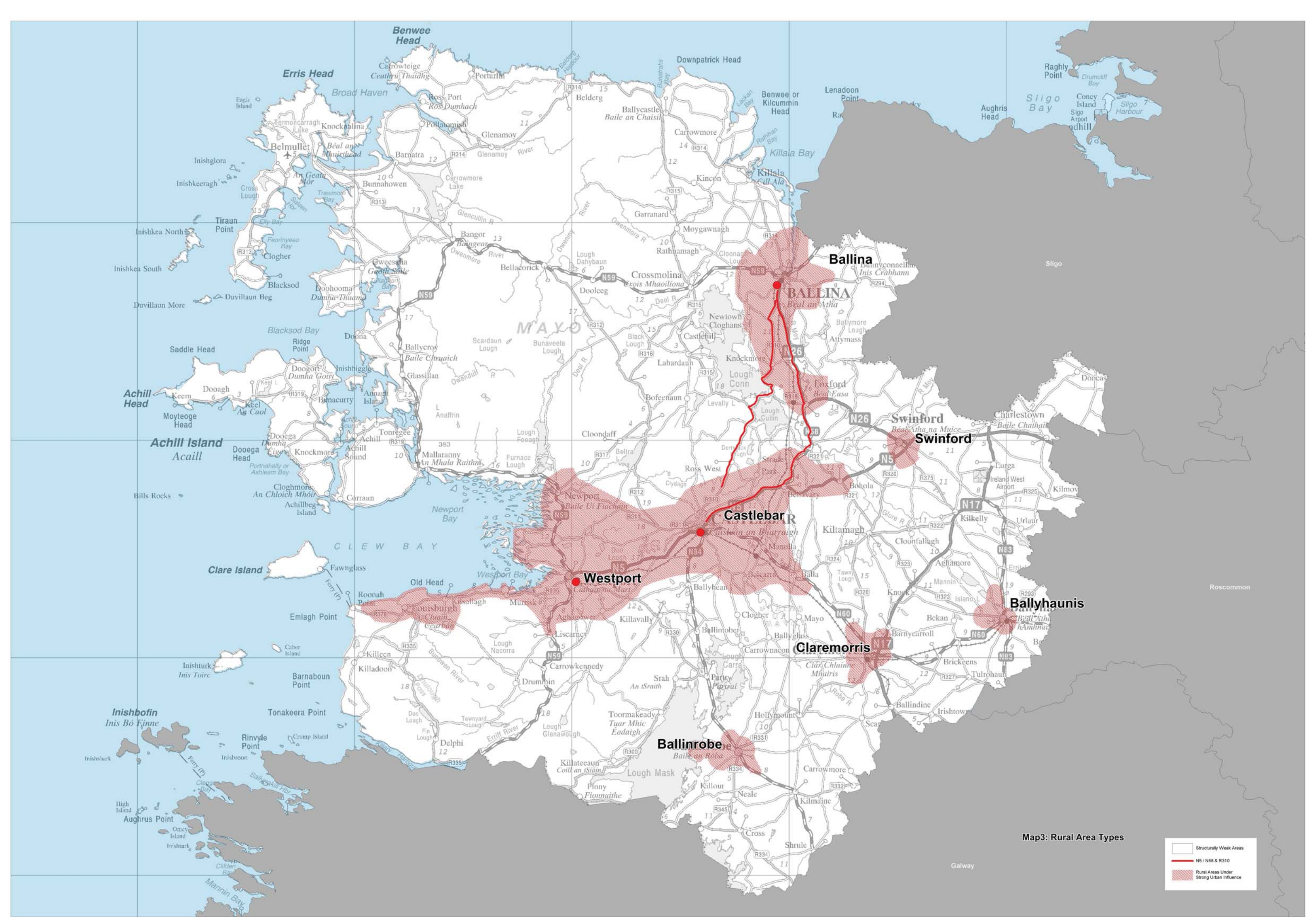
UH-03 It is an objective of the Council to encourage the development of sustainable residential communities through the promotion of innovation, high quality building design and appropriate layouts that prioritise walking, cycling and public transport options and provide for a high level of permeability, accessibility and connectivity to the existing built environment, services and facilities. In this regard all new residential developments shall comply with the recommendations outlined in the 'Guidance for Sustainable Residential Development in Urban Areas' and the 'Urban Design Manual – A Best Practice Guide' (DoEHLG 2009).

UH-04 It is an objective of the Council to encourage in-depth residential development in the smaller settlements of the settlement hierarchy, of appropriate scale, design and density compatible with the intrinsic character and scale of those settlements, to provide an alternative choice for those seeking to live in a more rural setting and to sustain the smaller settlements as a focus for rural population growth and service provision.

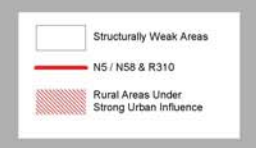
### Rural Housing

RH-01 It is an objective of the Council to ensure that future housing in rural areas complies with the *Sustainable Rural Housing Guidelines for Planning Authorities 2005* (DoEHLG), Map 1 Core Strategy Conceptual Map and the Development Guidance document of this Plan.

RH-02 It is an objective of the Council to require rural housing to be designed in accordance with the Design Guidelines for Rural Housing (Mayo County Council). Consideration will be given to minor deviations from the guidelines where it can be demonstrated that the deviation will not have an adverse visual impact on the landscape or on local residential amenity in the Area.



Map3: Rural Area Types



## The Core Strategy & Settlement Strategy

### Social & Affordable Housing

- SA-01 It is an objective of the Council to review the Interim Mayo Housing Strategy 2014-2020 (Volume 3) when Part V of the Planning and Development Acts 2000-2012 is revised to take account of the new economic and policy context as outlined in the Housing Policy Statement issued by the Department of the Environment, Community and Local Government on June 2011 or subsequent guidance.
- SA-02 It is an objective of the Council to secure the implementation of the Interim Mayo Housing Strategy 2014-2020 by:
- a) Ensuring that adequate lands are zoned for residential development in accordance with the Core Strategy
  - b) Requiring that a maximum of 20% of all zoned land developed for residential use, or for a mixture of residential or other uses shall be reserved for the purposes of Section 94(4)(a)(i) of the Planning and Development Acts 2000-2012
  - c) Requiring a mix of house types in all new residential developments to meet the categories of social housing need identified for the particular area
  - d) To ensure that the existing housing stock throughout the County is not under-utilised by exploring the viability of utilising existing vacant housing stock as an alternative to new build
  - e) Encouraging social integration of minority groups.

### Specific Housing Needs

- AL-01 It is an objective of the Council to ensure that those with specific housing needs, such as the elderly, persons with a disability, homeless people and travellers are accommodated in a manner which is appropriate to their specific needs.
- AL-02 It is an objective of the Council to support the development of housing for specific housing needs, including the concept of independent living for older people and people with a disability and to ensure where possible that housing for such groups is integrated with mainstream housing.
- AL-03 It is an objective of the Council to facilitate the provision of appropriate accommodation for older/dependent relatives within close proximity to the existing family home.
- AL-04 It is an objective of the Council to take reasonable steps to secure the implementation of the West Regional Homeless Action Plan 2012-2016 and any subsequent adopted plans.
- AL-05 It is an objective of the Council to take reasonable steps to secure the implementation of the Traveller Accommodation Plan 2009-2013 and any subsequent adopted plans.

### **Other Development in Other Towns & Villages & All Rural Areas**

- TV-01 It is an objective of the Council to promote appropriate development and appropriate growth in other towns and all rural areas in an effort to ensure ongoing rural sustainability. Any new development shall respect the scale and character of the existing settlement.
- TV-02 It is an objective of the Council to support the improvement and enhancement of the physical fabric and environment, of the smaller towns and villages through measures in co-ordination with CLÁR and Leader Programmes, Derelict Sites Legislation and the Development Management Process.

### 2. Economic Development Strategy

Since the adoption of the last County Development Plan in 2008 a radical economic downturn has emerged nationally giving rise to issues both at a national level and County level including:

- Pressure on levels of funding available to organisations and agencies
- Sharp unemployment rates<sup>6</sup>
- Emigration
- High property vacancy rates<sup>7</sup>

However many positive outcomes have also occurred in Mayo since 2008 which assist in the promotion of the County as a place to invest, work, visit and live in, and indicates confidence in Mayo, including:

- Population growth
- Significant investment in infrastructure e.g. Great Western Greenway, Smarter Travel, roads, piers, water services and broadband
- Increased rail service to the County
- Establishment of new indigenous businesses
- Investment in renewable energy developments, including the Atlantic Marine Energy Test Site
- Recognition of the continuing success of towns in the County through winning and runner up placements in the Tidy Towns competitions; Irish Times Best Place to Live; and Retail Excellence of Ireland Best Towns & Cities in Ireland.

The Government has also committed to achieving economic recovery and getting Ireland "back to work" and have published a number of documents with specific strategies, targets and actions which support this initiative including:

*Action Plan for Jobs 2012 & 2013*  
*Delivering Our Green Potential*  
*Harnessing Our Ocean Wealth*  
*Strategy for Renewable Energy*  
*Food Harvest 2020*  
*Supporting Economic Recovery and Jobs Locally*

Mayo County Council recognises its role in delivering these strategies, targets and actions at a local level by continuing to support and promote innovation in business; develop the Green Economy; enhance environmental protection; and provide infrastructure essential to support enterprise and employment. In addition, it is recognised that the County needs to be an attractive place to encourage people to live, work, visit and invest in. In December 2012, the Enterprise & Investment Unit (EIU) of Mayo County Council was established. The aim of the EIU is to grow a culture of enterprise and investment in Mayo. Key objectives include working to support sustainable job creation; promoting the Mayo message globally; co-ordinating initiatives in key strategic areas for the County; and facilitating the transition

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<sup>6</sup> 130% increase recorded in Mayo from May 2008 to July 2012

<sup>7</sup> Average vacancy rate of retail property in Key Towns (excl Westport) is 35%; Average vacancy rate of residential property (excluding holiday homes) is 18%

to the establishment of the Mayo Local Enterprise Office. The key sectors the Unit is currently focusing on are Tourism, Renewable Energy, ICT, Marine, Micro Enterprise and the Diaspora, with a view to expanding into other areas in due course following the completion of an Emerging Sectors report currently being prepared.

In order to grow a culture of enterprise in the County and to attract new enterprise into the County, it is imperative that Mayo is an attractive place to encourage people to live, work and invest in and most importantly that the infrastructure in the County is of high standard that allows Mayo to be competitive. In this regard there needs to be an emphasis on:

- Improving the national road network to serve the Linked Hub and Key towns;
- Continued investment in telecommunications including high speed broadband;
- A secure electricity supply;
- Developing at least one port facility with good road/rail access and adequate zoned lands adjacent to it to service the off-shore renewable energy industry;
- Maintaining and developing the railway network in the County, including the protection of the Western Rail Corridor for future rail use;
- Supporting the continued development of Ireland West Airport Knock;
- Ensuring enough land is zoned for enterprise and employment in Linked Hub and Key towns;
- Provision of start up units at appropriate locations in the County; and
- Identifying and providing other key infrastructure to allow for the sustainable development of marine and land based: tourism, energy and renewable energy, ICT, fishing and aquaculture, food, agriculture and other emerging sector developments.

This Plan provides a framework that encourages **sustainable growth** in the County, through the provision of services, access, appropriately zoned lands, infrastructure (water, wastewater, transportation, telecommunications etc) and clear sustainable policies and objectives to attract investment and people into the County. It is important to note that notwithstanding the current economic climate the Development Plan will ensure that development is carried out in a sustainable manner.

### Retail

A successful retail sector has a crucial role to play in terms of economic growth and development, in stimulating regeneration and renewal of the town centres thereby contributing to their overall economic viability and delivery of high quality public realms and built environment. However, the dynamics of the retail sector have been severely tested in recent times. In September and October 2012, the Forward Planning Department of Mayo County Council undertook a survey of trading as well as vacant retail units in each of the Key Towns<sup>8</sup>. Details are shown in Table A below:

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<sup>8</sup> Castlebar, Ballina and Westport were not surveyed due to each of those having separate statutory Development Plans.

<b>Town</b>	<b>Breakdown Comparison/ Convenience</b>	<b>Trading</b>	<b>Vacant</b>	<b>Vacancy Rate</b>
Ballinrobe	Comparison 29 (3 bulky) Convenience 12	41	19	32%
Ballyhaunis	Comparison 23 (4 bulky) Convenience 12	35	26	43%
Belmullet	Comparison 36 (8 bulky) Convenience 15	51	10	16%
Claremorris	Comparison 57 (9 bulky) Convenience 20	77	40	34%
Charlestown/Bellaghy <sup>9</sup>	Comparison 10 (1 bulky) Convenience 8	19	18	49%
Killala	Comparison 3 (0 bulky) Convenience 4	7	4	36%
Kiltimagh	Comparison 5 (0 bulky) Convenience 8	13	7	35%
Knock <sup>10</sup>	Comparison 20 (0 bulky) Convenience 3	23	6	21%
Louisburgh	Comparison 5 (0 bulky) Convenience 3	8	14	64%
Newport	Comparison 8 (1 bulky) Convenience 6	14	5	26%
Swinford	Comparison 32 (4 bulky) Convenience 12	44	15	25%

As Table A shows, the number of trading units per town surveyed varied greatly from town to town.

The survey also focussed on the issue of vacancy. An average vacancy rate of 35% was recorded across all the key towns (Westport not included). Many of the vacant units were small stores that would appear to have been operated by independent sole traders, which once dominated our small towns.

The Council's objectives relating to retail development, as well as the specific development management standards set out in Volume 2, aim to support the existing retail traders, as well as supporting the future growth of the sector in a sustainable manner.

The Regional Planning Guidelines (RPGs) outline a number of strengths of the West Region and the opportunities these strengths present for the future. Using this as a basis, a summary of the strengths and economic opportunities for Mayo are set out in Table 2.

<sup>9</sup> Bellaghy was included with Charlestown due to joint Local Area Plan that exists

<sup>10</sup> It was noted that the comparison retail sector in Knock almost exclusively caters for the tourist in terms of the choice of products on offer, i.e. gifts/memorabilia etc

## Economic Development Strategy

Table 2 - Strengths and Economic Opportunities for Co. Mayo

Strengths	Economic Opportunities
Location	Promote County as 'Gateway' to Europe. Attract transatlantic infrastructure landing points.
Good existing base of Foreign Direct Investment (FDI)	Develop multi-national location clusters. Encourage additional FDIs to locate to Mayo. Develop spin-off enterprises.
Improving infrastructure: Water Sewerage Telecommunications Energy Waste management Transport (road, air, rail, sea) Cycle ways/walk ways (Greenways)	Promote to attract investment. Attract ICT industries. Encourage e-working. Reuse & recycling of waste products. Production of renewable energy from waste products. Direct export or import of goods. Promote alternative freight transit choices. Provide alternative transport options.
Established agriculture, fishing and aquaculture industry	Production of high value foods. Production of 'value added' foods. Organic farming. Establish network of farmers markets. Diversify products. Sustainable agri-tourism. Promote sustainable attractive environment. Interaction between tourism and food sectors.
Designated Linked – Hub and 11 Key Towns	Develop towns to provide employment, retail and services to a wide catchment.
Third level institutions	Increase role in R&D support to enterprises and innovative industries (e.g. renewable energy). Provide courses relevant to skills required in the workplace. Continue to provide innovation in Business Centres for new businesses.
Marine environment with long varied and interesting coastline and off-shore islands	Develop a Blue Economy in line with <i>Harvesting Our Ocean Wealth</i> . Develop a Blue Playground, a sustainable marine leisure tourism sector. Attract cruise liners. Expand fishing and aquaculture. Develop Sea Technology. Establish centre for Marine Research and Development Derive an economic return from marine energy and renewable energy sources.
Unique landscape	Develop a unique tourism sustainable product. Derive an economic return in a sustainable manner.
Natural assets for renewable energy	Promote sustainable renewable energy developments in appropriate locations. Develop Green Enterprise. Pilot renewable energy developments. Develop wave test sites. Spin-off green industries and green economy. R&D in third level institutions.
Off-shore natural gas and on-shore distribution network	Promote associated enterprises/industries. Expand gas distribution network.
High quality of life	Protect and promote to entrepreneurs, multi-nationals and highly skilled individuals.



## Economic Development Strategy

Table 2 - Strengths and Economic Opportunities for Co. Mayo cont.

Built and cultural heritage	Protect, sustainably enhance and promote built and cultural heritage to derive an economic return and enhance quality of life. Encourage appropriate re-use of heritage structures. Protect and enhance Gaeltacht areas.
World renowned attractions (e.g. Croagh Patrick, Westport House, Museum of Country Life, Ballycroy National Park, Knock Shrine, Ceide Fields, Moy River, Great Western Greenway)	Protect, sustainably enhance and promote attractions to derive an economic return and enhance quality of life. Increase the number of quality attractions. Extend the length and increase the number of Greenways in the County.
Ireland West Airport Knock	Create opportunities to facilitate new enterprise through the establishment of a Strategic Development Zone

### Natural Resources

There has traditionally been a strong extractive industry sector in County Mayo which, like the rest of the country, has suffered in recent years due to the economic downturn. Quarrying in the County is largely divided between sand and gravel supplies, as well as crushed rock, and is an important sector both in terms of employment and as a local source of raw materials. The Council supports the continued development of the extractive industries sector and will aim to ensure that development is carried out in a manner which has full regard to the principles of sustainability.

The sustainable development of other natural resources in the creation of employment and enterprise; such as fisheries and marine related enterprise is also acknowledged. However, it is also recognized that development of these resources must ensure protection of the County's significant natural resource base including its landscape, biodiversity, water resources and other natural resources many of which are of international importance.

## Economic Development Strategy

The strategic aim of the Economic Development Strategy of this Plan is to maintain and attract new business investment into the County by continuing to provide and/or facilitate the provision of sustainable infrastructure; encouraging and supporting business innovation; and supporting local and international business through the implementation of the policy and objectives below and the relevant Strategies and the Development Guidance document of this Plan.

### Policy

PY- 01 It is the policy of the Council to encourage and promote enterprise and employment development at appropriate locations in the County in accordance with the Core Strategy and Settlement Strategy of this Plan and through the implementation of the objectives below.

### General

E-01 It is an objective of the Council to continue to promote the County to attract enterprise and investment into Mayo through the Enterprise & Investment Unit and/or Local Enterprise Office with a focus on a number of established and emerging sectors including tourism, manufacturing, marine, renewable energy, ICT, food and agri-food.

E-02 It is an objective of the Council to continue to support new and existing enterprises in the County through the provision of training, mentoring, financial supports, advice and networking events.

E-03 It is an objective of the Council to encourage enterprise and employment development to locate in brownfield sites or unoccupied buildings in town centres or where appropriate in existing industrial/retail parks or other brownfield industrial sites in preference to undeveloped zoned or unzoned lands.

E-04 It is an objective of the Council to facilitate agri-industry and other rural enterprise activities that are dependent on their locality in rural locations, where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity. Preference will be given to occupying vacant structures which the planning authority consider appropriate for the use proposed.

E-05 It is an objective of the Council to encourage and facilitate home-based employment of appropriate type, size and scale, where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity.

E-06 It is an objective of the council to require all new developments to comply with the Development Guidance document<sup>11</sup> of this Plan.

E-07 It is an objective of the Council to review the Development Contribution Scheme.

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<sup>11</sup> Mayo County Development Plan 2014-2020 Volume 2 Planning Guidance and Standards for Development in Co. Mayo

### Agriculture

- AG-01 It is an objective of the Council to support the sustainable development of agriculture, with emphasis on local food supply and agriculture diversification (e.g. agri-business and tourism enterprises) where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity.
- AG-02 It is an objective of the Council to support farmer's markets and weekly local food and craft markets in the settlements, including the key towns, outlined in the Core Strategy and Settlement Strategy of this plan.

### Forestry

- FY-01 It is an objective of the Council to promote sustainable forestry development of appropriate scale in accordance with the Indicative Forest Strategy for Mayo or any amendment to it where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity.
- FY-02 It is an objective of the Council to work in partnership with Coillte to identify opportunities for tourism and recreation facility development within commercially managed forests, where appropriate.

### Marine Resources, Aquaculture & Fishing

- MF-01 It is an objective of the Council to support the sustainable development of the marine sector and subject to Government policy to prepare a Marine Strategy for Co. Mayo to include the following: Marine Spatial Planning; Leisure; Tourism; Aquaculture; Fishing; Renewable Energy; Other energy resources including Hydrocarbons; Transportation; ICT; Marine Biotechnology; Coastal Protection; Ecosystem Management, having regard to *Harvesting Our Ocean Wealth An Integrated Marine Plan for Ireland* July 2012.
- MF-02 It is an objective of the Council to support the sustainable development of marine aquaculture and fishing industries having regard to best environmental practices so as to maximize their contribution to jobs and growth in coastal communities where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity.
- MF-03 It is an objective of the Council to protect the County's valuable inland fishery resource and support its sustainable development through the protection of water and habitat quality and facilitation of ancillary infrastructure at appropriate locations.

### Tourism

- TM-01 It is an objective of the Council to support and promote sustainable tourism development, accessible to all throughout the County and to work in partnership with tourism organisations, and adjoining Local Authorities where necessary, in securing the development of tourism enterprises and infrastructure in suitable locations where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity.
- TM-02 It is an objective of the Council to ensure that tourism related accommodation such as holiday homes, hotels, caravan/camping parks etc., are 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, unless it is proposed to reuse an existing structure outside a settlement and in such cases where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential amenity or visual amenity.
- TM-03 It is an objective of the Council to continue to provide where possible, or encourage the provision of, walkways and cycleways throughout the county where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network or visual amenity, and to promote the County as a premier walking/cycling destination in the Country.

### Extractive Industries

- EI-01 It is an objective of the Council to ensure that the development of aggregate resources (stone and sand/gravel deposits) is carried out in a manner which minimises effects on the environment, including the Natura 2000 network, amenities, infrastructure and the community, and has full regard to the principles of sustainability.
- EI-02 It is an objective of the Council to ensure compliance with the Quarry and Ancillary Activities Planning Guidelines for Planning Authorities DoEHLG (April 2004) or any new or subsequent quarry guidance.

### Renewable Energy

- RE-01 It is an objective of the Council to implement the Renewable Energy Strategy for Co. Mayo 2011-2020 or any amendment to same.
- RE-02 It is an objective of the Council to identify at least one renewable energy hub in the County which will allow for the development of renewable energy devices and associated infrastructure/vessels/equipment and deployment of the same having regard to the needs of the industry while ensuring no adverse impact on the environment including Natura 2000 sites.

RE-03 It is an objective of the Council that proposals for wind farms shall demonstrate consistency with the *Landscape Appraisal of County Mayo* with reference to the four Principal Policy Areas shown on Map 3A Landscape Protection Policy Areas and the Landscape Sensitivity Matrix (Figure 3), and the Wind Energy – Guidelines for Planning Authorities (2006).

### Retailing

RT-01 It is an objective of the Council to support and promote the retail sector in the County and to ensure compliance with the Retail Planning Guidelines for Planning Authorities DoECLG (April 2012) and Retail Design Manual DoECLG (April 2012).

RT-02 It is an objective of the Council to undertake an expert study into the possibility of revising downwards existing retail floorspace caps for convenience stores (primarily) in the County, in all locations except the Linked Hub (Castlebar/Ballina) and Westport as a possible measure to protect established town centres having regard to consumer choice.

RT-03 It is an objective of the Council to actively promote a hierarchy of retail functions in the County as set out in Appendix 1 and that complements the Settlement Hierarchy of this Plan:

- a. To retain and further develop the higher order shopping functions in Castlebar, Ballina and Westport as the main retailing centres of the County.
- b. To encourage retail provision in the Key Towns in order to realise their role as Key Towns.
- c. To retain and further develop local shopping facilities in Other Towns & Villages and Rural Villages.

RT-04 It is an objective of the Council to promote and reinforce all town centres in the County as primary shopping areas and to take a proactive approach to facilitate site assembly in town centres (having regard to the built heritage in the town) to address issues such as vacancy and urban sprawl.

RT-05 It is an objective of the Council to strictly control the location and range of goods sold from retail warehouse units in order to ensure that the retail primacy of the town centre is not unduly prejudiced.

RT-06 It is an objective of the Council that proposals for retail development in towns and villages shall make a positive contribution to the general townscape through the promotion of excellence in urban design, consideration of the built heritage and designed to a scale appropriate to the settlement.

RT-07 It is objective of the Council to support any proposed action initiatives, to further enhance the vitality and vibrancy of town centres, particularly at evening/night. Such action initiatives may include mobility management plans to improve access to retail areas for all, particularly pedestrians and cyclists. Such initiatives may also include improvements to the public realm, such as street furniture, planting and street cleaning.

### Childcare Facilities

CP-01 It is an objective of the Council to work in partnership with Mayo Childcare Committee to implement the *County Childcare Strategy* and to encourage the provision of childcare facilities at appropriate locations in rural areas, town centres, neighbourhood centres, residential areas, places of employment and educational institutions and in areas close to public transport nodes.

### Advertising & Signage

AD-01 It is an objective of the Council to:

- Control the proliferation and size of advertising structures
- Provide advertising panels at appropriate locations in towns and villages having regard to the built heritage
- Discourage the use of plastic and neon signs in favour of traditional materials
- Ensure that all sign-posting on tourist routes, attractions and accommodation complies with the most recent relevant national specifications and does not give rise to traffic hazard or interfere with the character of the landscape
- Control the proliferation of road side signage along National Routes in accordance with the 'Spatial Planning and National Road Planning Guidelines (Jan 2013); NRA' and to ensure that the provision of tourist and leisure signage is in accordance with the 'Provision of Tourist and Leisure Signage on National Roads (March 2011); NRA' or any subsequent guidance as appropriate.

### Major Accidents & Seveso II Sites

SS-01 It is an objective of the Council to ensure that the siting of proposed new establishments or modification of existing establishments classified under the Seveso II Directive as listed in Appendix 2, shall not present an unacceptable risk to the health and safety of existing populations.

SS-02 It is an objective of the Council to ensure that appropriate distances are maintained between any proposed development and any existing Seveso II establishment in the interest of the health and safety of the occupiers of the proposed development.

SS-03 It is an objective of the Council to ensure that proposed Seveso II establishments and / or development in the vicinity of existing Seveso II sites shall be assessed having regard to the Major Accidents Directive, Health and Safety Authority (HSA) generic land-use planning advice, the potential risks to health and safety and the need to maintain suitable separation distances between such sites and residential areas, areas of public use and areas of particular natural sensitivity or interest.

SS-04 It is an objective of the Council to require that:

- a) the siting of new establishments
- b) modifications to existing developments and
- c) new development in the vicinity of existing establishments

shall take into account the need to prevent major accidents involving hazardous substances and safeguard both the public and the environment.

### 3. Infrastructure Strategy

Infrastructure in this Strategy refers to physical infrastructure required for transport, water services, waste, energy and utilities, gas, renewable energy, energy efficiency and telecommunications. The Council is responsible for the provision of some forms of infrastructure but the majority of infrastructure is provided by state agencies and private providers and in such cases the Council works to facilitate the provision of infrastructure. As indicated in other Strategies of this Plan, investment in infrastructure is a key element in economic growth, employment, wellbeing of our citizens and environmental sustainability.

Since the adoption of the last County Development Plan in 2008 a number of infrastructure projects have been completed or have commenced in the County. A sample of the projects are set out in Appendix 3

Notwithstanding the current economic climate which has given rise to challenges in securing funding for infrastructure, the Council recognises its role in providing, or facilitating the provision of physical infrastructure essential to support the existing and future population of the County and economic growth and in particular by improving links between the Linked Hub and Key Towns, and to the Gateways in the West Region (Galway and Sligo). Map 2 illustrates the strategic transportation network serving and linking the Linked-Hub and Key Towns in the County.

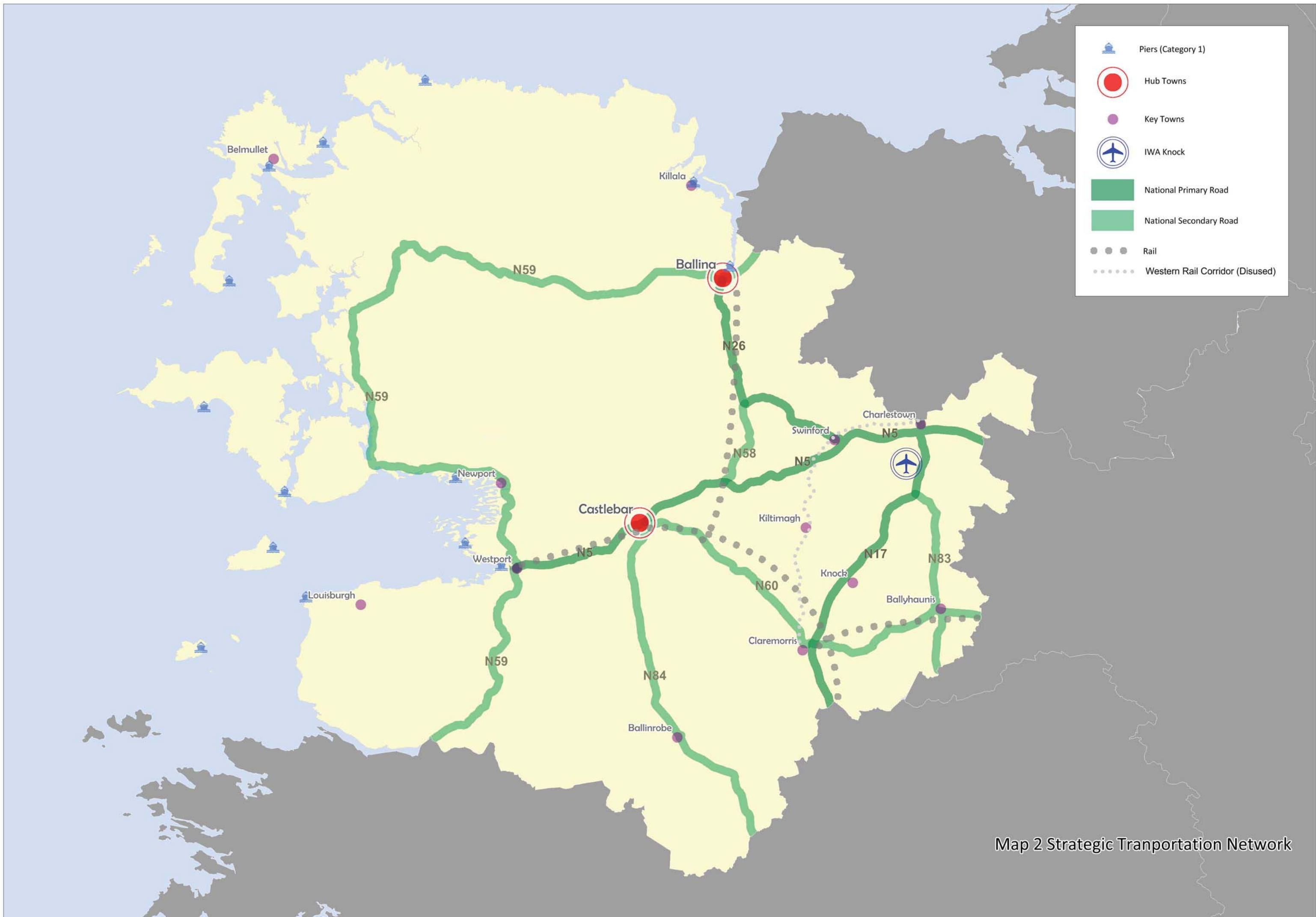
The Regional Planning Guidelines (RPGs) list key infrastructural projects required for balanced development of the Region and emphasise the link between the provision of infrastructure and land use planning. Building on the RPGs the priority<sup>12</sup> infrastructure requirements for the County over the plan period are identified in Table 3.

The Council will also continue to support extensions and improvements to existing infrastructure and services in the County such as Ireland West Airport Knock, rail and bus network, rural transport programme etc.

The Council will also support innovation in infrastructure such as the development of Renewable Energy, Information and Communication Technology and Smarter Travel.

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<sup>12</sup> Priority projects identified but these are not exclusive. Other projects will be carried out during the lifetime of the Plan.



Map 2 Strategic Transportation Network



## Infrastructure Strategy

**Table 3 - Priority Infrastructure Projects for Co. Mayo 2014-2020**

<b>Water Services</b>	<p>Belmullet, Foxford, Charlestown Sewerage Scheme          Killala Sewerage Scheme          Newport Sewerage Scheme          Ballinrobe Waste Water Treatment Plant upgrade          Ballyhaunis Waste Water Treatment Plant upgrade          Lough Mask Regional Water Supply Scheme: Srah-Westport          Lough Mask Regional Water Supply Scheme: Kiltimagh.          East Mayo Regional Water Supply Scheme serving Charlestown, Swinford, Ireland          West Airport Knock, Foxford &amp; Kilkelly          Ballina Regional Water Supply Scheme (Storage/Mains)          Ireland West Airport Knock Treatment Plant upgrade and Sewerage Scheme</p>
<b>National Roads</b>	<p>N5 Westport to Turlough          N5 Turlough to Bohola incorporating N58          N26 Ballina to Bohola          N17 Re-alignment         <ul style="list-style-type: none"> <li>a. Knock to Charlestown (including N17 Charlestown Bypass)</li> <li>b. Claremorris to Ballindine</li> <li>c. Knock to Claremorris</li> </ul>         N59 Westport to Mulranny          Existing N60 Castlebar to Claremorris         <ul style="list-style-type: none"> <li>a. Lagnamuck</li> <li>b. Heathlawn</li> <li>c. Manulla Cross</li> </ul>         Offline N60 Castlebar to Claremorris          N59 Ballina to Crossmolina</p>
<b>Critical Town by-passes</b>	<p>N59 Ballina Relief Road          N84 Ballinrobe Relief Road          N83 Ballyhaunis Relief Road</p>
<b>Other Roads</b>	<p>R327 Claremorris - Cloonfad Road at Kilknock          R312 Castlebar - Bellacorrick Road at Glenisland          R311 Newport - Mulranny Road at Cloonshill          R335 Westport - Louisburgh Road at Lecanvey          R324 Neale - Cross Road at Dowagh          R324 Glencorrib - Headford Road at Moyne Bridge          R314 Killala - Ballycastle Road at Killybrone Phase 2          R295 Link to Attymass Road Ballina          LP112/LS5114 link with N59 Ballina          R323 – Traffic Calming at entrance to Knock Utd.</p>
<b>Public Car Parks</b>	<p>Swinford Town Centre Car Park          Killala Town Centre Car Park</p>
<b>Amenity</b>	<p>Proposed Greenway:         <ul style="list-style-type: none"> <li>• Killala to Islandeady via Ballina, Foxford, Turlough and Castlebar</li> <li>• Croagh Patrick to Leenane via Louisburgh</li> </ul>         On Road Cycle Routes:         <ul style="list-style-type: none"> <li>• Mulranny to Belmullet</li> <li>• Ballycastle to Killala</li> <li>• Islandeady toward Westport</li> </ul>         Castlebar Swimming Pool          Refurbishment of Castlebar Town Park</p>
<b>Rail</b>	<p>Western Rail Corridor</p>
<b>Other transportation</b>	<p>Implementation of Smarter Travel infrastructure projects</p>

*cont.*

## Infrastructure Strategy

**Table 3 Priority Infrastructure Projects for Co. Mayo 2014-2020 (cont.)**

<b>Harbours &amp; Piers</b>	<p>Porturlin – New pier &amp; slipway          Ballyglass – Pier extension &amp; new slipway          Killala Main Pier - Improvements to harbour wall and deck, extension of slipway, new hardstand for car park &amp; boat storage pontoons and increased berthing area, dredging of harbour area and approach channel, upgrade navigation aids and development of recreational area.          Westport - New marina, dredging and improvements to harbour facilities          Rinroe - Pier extension          Roigh Pier - Extension to slipway, pontoon &amp; gangway          Bundorragha - Widen &amp; extend existing pier &amp; construct new slipway          Cloghmore - New slipway and hardstand area          Newport Quay - Repair sea walls          Ballina Harbour – Reconstruct/Repair defective harbour wall, clean berthing area and develop additional mooring facilities and improved access to boats          Killerduff Pier –pier extension &amp; additional slipway</p>
<b>Waste</b>	<p>Civic Amenity site in the Barony of Erris          Civic Amenity site at Claremorris</p>
<b>Community facilities</b>	<p>Westport library          Crossmolina Fire Station          Ballina Fire Station          Mary Robinson Centre          National Salmon Life Centre          Mayo County Museum</p>
<b>Civic Offices</b>	<p>Westport (former Convent site)          Castlebar (former Imperial Hotel)</p>
<b>Telecommunication</b>	<p>High speed broadband</p>
<b>Energy Infrastructure</b>	<p>400kV line and other new 110kV circuits as required and associated upgrades to the existing transmission lines</p>

The strategic aim of the Infrastructure Strategy of this plan is to maintain and provide additional key infrastructure and to work with other agencies in the provision of infrastructure to attract new business investment and people into the County through the implementation of the policy and objectives below and the Development Guidance document of this Plan.

### Policy

PY-02 It is the policy of the Council, in conjunction with all relevant statutory agencies and infrastructure providers to provide, or facilitate the provision of, high quality sustainable infrastructure to serve the economic and social needs of the County through the implementation of the objectives below.

### General

I-01 It is an objective of the Council to provide, or facilitate the provision of, all infrastructure projects set out in Table 3, with priority given to infrastructure serving the Linked-Hub and Key Towns or areas where significant environmental or safety issues are evident and require the particular infrastructure to solve the issues and where it can be demonstrated that the development will not have significant adverse effects on the environment, the integrity of the Natura 2000 network or visual amenity.

## Infrastructure Strategy

- I-02 It is an objective of the Council to require relevant infrastructure developments to comply with the relevant requirements of the Development Guidance document<sup>13</sup> of this Plan.
- I-03 It is an objective of the Council that the final route of any major public and private utilities infrastructure is in line with best International Practice. Among other things, this process will require that a highly detailed study be carried out incorporating technical and environmental and health and safety considerations to assist in selecting the most appropriate route. The feasibility of using all existing linear infrastructure corridors or the undergrounding of overhead lines should be given due consideration on a case-by-case basis, to ensure the best route is selected from a technical, economic and environmental point of view. The Council will safeguard and protect infrastructure corridors from development for non-infrastructure related purposes that would prejudice their future use.

### Land Use Integration & Sustainable Transport

- LS-01 It is an objective of the Council to support and promote an integrated approach to land-use planning and transportation through the implementation of the Area Plans.
- LS-02 It is an objective of the Council to support sustainable travel in the County by ensuring future population and employment growth predominantly takes place in urban areas that will warrant provision of public transport services.
- LS-03 It is an objective of the Council to implement the key goals, targets and actions of *Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020* and the *National Cycle Policy Framework 2009 – 2020*.

### Roads

- RD-01 It is an objective of the Council to protect the capacity and safety of the National Road Network and Strategically Important Regional Road network (listed in Appendix 4) in the County and ensuring compliance with the Spatial Planning and National Roads Planning Guidelines (January 2013).
- RD-02 It is an objective of the Council to support improvements to the existing National Road and Regional Road network including road schemes and by-passes outlined in Table 3 where it can be demonstrated that the development will not have significant adverse effects on the environment, the integrity of the Natura 2000 network or visual amenity.
- RD-03 It is an objective of the Council, in co-operation with the Department of Environment, Community and Local Government, to continue with the strengthening and improvement of the local road network including links, by-passes and relief roads, with priority given to those serving the Linked-Hub and Key Towns and interconnection between such settlements, where it can be demonstrated that the development will not have significant adverse effects on the environment or Natura 2000 network.

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<sup>13</sup> Mayo County Development Plan 2014-2020 Volume 2 Planning Guidance and Standards for Development in Co. Mayo

## Infrastructure Strategy

RD-04 It is an objective of the Council to provide a safe road system throughout the County through Road Safety Schemes and to encourage the promotion of road safety in the County.

RD-04A It is an objective of the Council in conjunction with the Roads SPC to look at the feasibility of constructing pull in points on all local primary and local secondary roads in order to allow slow moving traffic to pull over.

RD-04B It is an objective of the Council to review all signage on National Secondary and Primary Routes on a regular basis.

RD-05 It is an objective of the Council to continue to review road classifications in the County and reclassify where deemed necessary.

### Parking Provision

PP-01 It is an objective of the Council to support and facilitate the provision of public parking facilities at appropriate locations, including the provision of bus parking facilities within and on the edge of towns and villages, and at appropriate scenic viewing points and scenic routes where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network, residential or visual amenity.

### Pedestrians & Cyclists

PC-01 It is an objective of the Council to encourage and facilitate the maintenance and further development of the public footpath network, public rights of way, walking and cycling routes and associated infrastructure, including the provision of bicycle racks in all towns and villages, in the County, including where possible the retrofitting of cycle and pedestrian routes into the existing urban road network, by carrying out works in accordance with the National Transport Authority's National Cycle Manual and to support the establishment of a network of interlinked cycle ways and walk ways in the County and the adjoining Counties, having regard to best practice standards and where it can be demonstrated that the development will not have significant adverse effects on the environment or the integrity of the Natura 2000 network.

### Rail

RL-01 It is an objective of the Council to support and encourage the provision of a high-quality rail network and service (including commuter services) and ancillary works for passenger and freight carriage to, from and within the County, including the re-opening of the Western Rail Corridor where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

RL-02 It is an objective of the Council, to work with Irish Rail, to safeguard and protect all existing or historic rail lines and associated facilities from redevelopment for non-transport related purposes in order to not preclude their future use as an operational transportation network.

## Infrastructure Strategy

RL-03 It is an objective of the Council, in conjunction with Iarnród Éireann and relevant tourism interests to investigate the use of the Western Rail Corridor for velo-rail as an interim use for the rail line pending its reopening for passenger and rail freight.

### Bus

BS-01 It is an objective of the Council to support the provision of public and private bus services, including the Rural Transport Programme, in the County by:

- a. Encouraging appropriate and sustainable development patterns that will support the provision of services; and
- b. Supporting the provision of bus shelters and park & ride facilities at appropriate locations in the County where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

### Air Transport

AT-01 It is an objective of the Council to support the development of Ireland West Airport Knock in accordance with the Ireland West Airport Knock Local Area Plan 2012.

AT-02 It is an objective of the Council to request the Minister of the Environment, Community and Local Government to designate the area within the Ireland West Airport Knock Local Area Plan as a Strategic Development Zone.

AT-03 It is an objective of the Council to safeguard public safety in the area around Ireland West Airport Knock by ensuring all development within 15km of Ireland West Airport Knock be subject to safe guarding restrictions outlined in the Development Guidance document of this Plan.

AT-04 It is an objective of the Council to ensure any development associated with light aircraft/helicopter activity is located in areas that avoid significant adverse effects on the environment, the integrity of the Natura 2000 network and residential amenity.

AT-05 It is an objective of the Council to support the implementation of Ireland West Airport Knock Local Area Plan 2012 – 2018 in so far as resources permit.

### Ports, Harbours and Piers

PH-01 It is an objective of the Council to develop and improve ports, harbours, piers, slipways and associated shore facilities and access, including those that can be shared by leisure, tourism, fishing, renewable energy and aquaculture, where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

PH-02 It is an objective of the Council to investigate the potential for developing Ballina, Westport and Ballyglass/Blacksod harbours for increased usage and greater economic benefit where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

## Infrastructure Strategy

### Water Services

- WS-01 It is an objective of the Council to ensure the provision of an adequate level of water services infrastructure throughout the County to meet domestic, commercial, industrial and other needs, having regard to the Core Strategy and Settlement Strategy of this Plan, the Water Services Investment Programme, the Rural Water Programme and Table 3 above and where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.
- WS-02 It is an objective of the Council to ensure a safe and secure water supply is provided in the County.
- WS-03 It is an objective of the Council to promote water conservation and responsible use of water by introducing water metering charges.
- WS-04 It is an objective of the Council to ensure that water services requirements of all new developments will not exceed existing water services infrastructural capacity available unless additional capacity is provided.

### Waste

- WL-01 It is an objective of the Council to implement the Regional Waste Management Plan for the Connaught Region (as amended) or replacement plan with particular emphasis on reuse, recycling and disposal of residual waste in the most appropriate manner where it can be demonstrated that the development will not will not have significant adverse effects on the environment, the integrity of the Natura 2000 network, residential or visual amenity.
- WL-02 It is an objective of the Council to increase environmental awareness in relation to reducing, re-using and recycling waste.

### Information and Communication Technology

- TC-01 It is an objective of the Council to support and facilitate the delivery of high capacity ICT infrastructure, broadband networks and digital broadcasting in the County having regard to the Government Guidelines *Telecommunications Antennae and Support Structures-Guidelines for Planning Authorities 1996* (DoEHLG) and Circular Letter PL 07/12 and where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.
- TC-02 It is an objective of the Council to locate telecommunication masts in non-scenic areas, having regard to the *Landscape Appraisal of County Mayo*, or in areas where they are unlikely to intrude on the setting of, or views of/from, national monuments or protected structures.
- TC-03 It is an objective of the Council to set up a register of approved telecommunication structures in the County to assist in the assessment of future telecommunication developments and maximizing the potential for future mast sharing and co-location.

### Energy

- EY-01 It is an objective of the Council to support and facilitate the provision of a reliable energy supply in the County, with emphasis on increasing energy supplies derived from renewable resources whilst seeking to protect and maintain bio-diversity, wildlife habitats, the landscape, nature conservation, and residential amenity.
- EY-02 It is an objective of the Council to implement the Renewable Energy Strategy for Co. Mayo 2011-2020.
- EY-03 It is an objective of the Council to promote energy conservation through reduced consumption and incorporating renewable energy technology into building design standards.
- EY-04 It is an objective of the Council to seek the extension of the Gas Network to other towns in the County and to Ireland West Airport Knock.
- EY-05 It is an objective of the Council to support and facilitate the provision of a high quality electricity infrastructure in the County, whilst seeking to protect and maintain bio-diversity, wildlife habitats, scenic amenities, including protected views and nature conservation.

### 4. Environment, Heritage & Amenity Strategy

Mayo has a varied and unique landscape which contains a broad range of natural and cultural resources<sup>14</sup>. Natural resources include water bodies, agricultural land, forestry, soil, geology, mineral deposits and flora and fauna. Cultural resources include settlements, archaeological monuments and built heritage.

Legislation and Conventions have been adopted at EU and national level to assist in the protection and management of our natural and cultural environment. The legislation and conventions require protection to be given, among other things, to:

- The Landscape
- The Natura 2000 network
- Natural Heritage Areas
- Water
- Protected Structures and Architectural Conservation Areas
- Recorded Monuments and Places

In this regard a number of documents have been prepared by, or in association with, Mayo County Council to assist in the appropriate management of our natural and cultural resources including:

- The Landscape Appraisal of County Mayo
- The Record of Protected Structures
- The Heritage Plan
- Local Biodiversity Action Plan
- Heritage Inventories
- Western River Basin District Plan *Water Matters*

Deriving from our natural and cultural heritage are a number of amenities such as walkways, cycle ways, bathing areas, boating areas, fishing rivers and lakes etc. and many of our valuable assets including Croagh Patrick, Westport House, Ballycroy National Park, Turlough House, Ballintubber Abbey, Céide Fields, Knock Shrine, Great Western Greenway, The Moy River, Tochar Phadraig, Atlantic Drive, Blue Flag Beaches to name just a few.

The sensitive development and conservation of these resources is essential to the economy and quality of life of our citizens in that they provide amenity and recreation; water supplies; food; fuel; flood protection; coastal protection; and nutrient recycling.

Central to environmental management is climate change. As stated in the *National Climate Change Strategy 2007-2012*, there is now a scientific consensus that global warming is happening, that it is directly related to man-made greenhouse gas emissions and if unmanaged, climate change will have dramatic adverse effects on peoples' lives, the environment and the prospects for growth and development. The Strategy also states that there is an economic consensus that the costs of inaction will greatly outweigh the costs of action, and that progressive climate change policies, based on innovation and investment in low-carbon technology, are consistent with global economic growth.

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<sup>14</sup> The Strategic Environmental Assessment carried out in conjunction with this Plan include full details of the baseline environment of County Mayo and can be viewed on line at [www.mayococo.ie/cdp](http://www.mayococo.ie/cdp)



In this regard, our landscape can assist in reducing greenhouse gas emissions. Soils and forests act as a significant carbon sink which prevents the release of carbon into the atmosphere. Therefore it is important to retain these carbon sinks. In addition greenhouse gas emissions can be reduced through other measures already outlined in this Plan such as energy conservation, exploitation of renewable energy resources, innovative building design and materials and integration between land use planning and transport.

The Regional Planning Guidelines (RPGs) support a common approach between Local Authorities in the Region in managing and protecting the landscape, with particular reference to the Atlantic Coast and the uplands of Mayo & Galway.

The strategic aim of the Environment, Heritage & Amenity Strategy of this Plan is to ensure the County is developed in a manner that does not compromise the value of our natural and cultural resources through the implementation of the policy and objectives below and the Development Guidance document of this Plan.

### **Policy**

PY-03 It is the policy of the Council, in conjunction with all relevant statutory agencies, to recognise the inter-relationship between the environment (natural and cultural); the economy; and well being of our citizens and thereby ensuring development in the County does not compromise the value of, or cause deterioration to, our natural and cultural resources by implementing the objectives below and the Development Guidance document of this Plan.

### **Monitoring of Environmental Impacts**

MEI-01 It is an objective of the Council to monitor the significant environmental effects of the implementation of the Plan through ongoing environmental monitoring programmes and other data collation processes.

### **Climate Change**

CC-01 It is an objective of the Council to support the *National Climate Change Strategy* and methods of reducing anthropogenic greenhouse gases on an ongoing basis through implementation of supporting objectives in this Plan, particularly those supporting use of alternative and renewable energy sources, sustainable transport, air quality, coastal zone management, flooding and soil erosion and promotion of the retention of, and planting of trees, hedgerows and afforestation subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

CC-02 It is an objective of the Council to integrate climate change considerations into all areas of the Council's roles and responsibilities and into all its works and operations where feasible.

### **Air Quality & Noise**

AN-01 It is an objective of the Council to support the implementation of the Air Quality Regulations.

AN-02 It is an objective of the Council to require that noise levels from new and existing developments do not exceed normally accepted standards, as set down in the Environmental Noise Regulations 2006.

AN-03 It is an objective of the Council to support the Noise Action Plan (or any subsequent revision).

### **Coastal Zone Management & Protection**

CZ-01 It is an objective of the Council to facilitate an Integrated Coastal Zone Management approach to the coastal zone areas of the County to ensure sustainable development and the protection and enhancement of the man-made and natural resources of these areas where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

CZ-02 It is an objective of the Council to support measures to protect the coastal edge and coastal habitats from destruction and degradation to ensure that their roles as ecological corridors, coastal flooding and storm surge buffers are retained and enhanced.

CZ-03 It is an objective of the Council to undertake, or facilitate the provision of, environmentally-sensitive coastal protection works where appropriate where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

CZ-04 It is an objective of the Council to strictly control unauthorised removal of beach material and make prohibition orders where necessary.

CZ-05 It is an objective of the Council to protect, enhance and conserve all beaches in the County and to retain Blue Flag status on beaches currently awarded this status whilst seeking to increase the present number of Blue Flag beaches where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

### **Flooding & Soil Erosion**

FS-01 It is an objective of the Council to restrict inappropriate development in areas at risk of flooding (inland or coastal) as identified on flood risk maps, erosion and other natural hazards or would cause or exacerbate such a risk at other locations. As part of this, the Planning Authority shall require a Flood Risk Assessment and/or a Landslide Risk Assessment for any new development.

FS-02 It is an objective of the Council to require certain developments in the settlements identified in the Core Strategy and Settlement Strategy to incorporate "Sustainable Urban Drainage Systems" as part of the development proposals. Surface Water Management Systems should be designed in accordance with Sustainable Urban Drainage Systems (SUDS).

### Water Quality

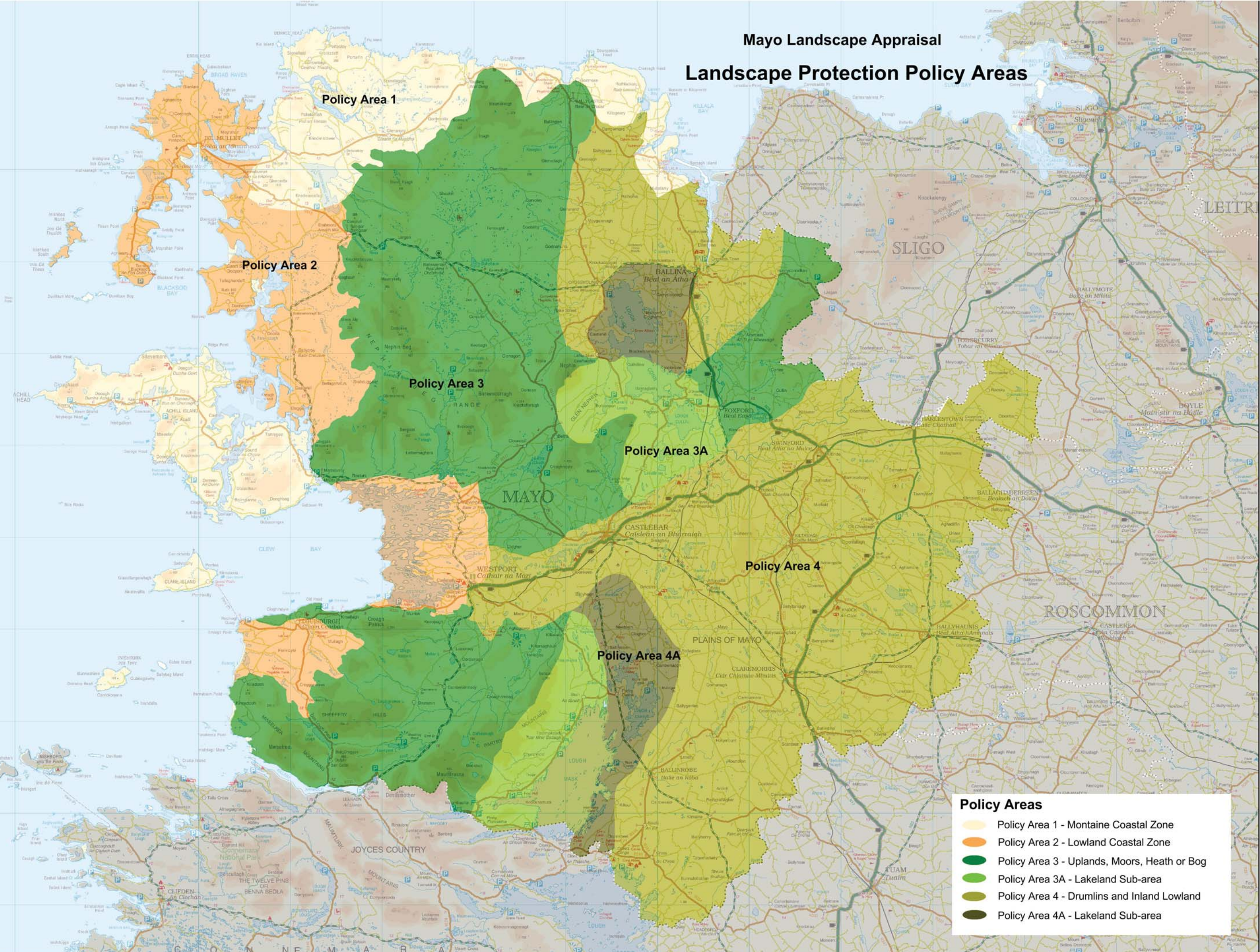
- WQ-01 It is an objective of the Council to implement the Western River Basin District Management Plan “*Water Matters*” 2009-2015 to ensure the protection, restoration and sustainable use of all waters in the County, including rivers, lakes, ground water, coastal and transitional waters, and to restrict development likely to lead to deterioration in water quality or quantity.
- WQ-02 It is an objective of the Council to require development in an unsewered area which includes a septic tank/proprietary effluent treatment unit and percolation area to be rigorously assessed in accordance with the accepted EPA Code of Practice for single houses or small communities, business, leisure centres and hotels, taking into account the cumulative effects of existing and proposed developments in the area. Any planning applications for development which require such systems shall be accompanied with an assessment carried out and certified by a suitably qualified person (*i.e.* the holder of an EPA FETAC certificate or equivalent) with professional indemnity insurance.
- WQ-03 It is an objective of the Council to require any new development to connect to a public water supply or Group Water Scheme. Connections to wells for individual housing units in unserved rural areas will only be considered where there is no public water main or Group Water Scheme serving the site and where it can be demonstrated that connection to the proposed well will not have significant adverse effects on water quality or water quantity in the area and can provide a potable water supply in accordance with EU Drinking Water standards.

### Landscape Protection

- LP-01 It is an objective of the Council, through the *Landscape Appraisal of County Mayo*, to recognise and facilitate appropriate development in a manner that has regard to the character and sensitivity of the landscape and to ensure that development will not have a disproportionate effect on the existing or future character of a landscape in terms of location, design and visual prominence.
- LP-02 It is an objective of the Council that all proposed development shall be considered in the context of the *Landscape Appraisal of County Mayo* with reference to the four Principal Policy Areas shown on Map 3A Landscape Protection Policy Areas and the Landscape Sensitivity Matrix (Figure 3), provided such policies do not conflict with any specific objectives of this Plan.
- LP-03 It is an objective of the Council to protect the unique landscape of the County which is a cultural, environmental and economic asset of inestimable value.

# 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 Bog
- Policy Area 3A - Lakeland Sub-area
- Policy Area 4 - Drumlins and Inland Lowland
- Policy Area 4A - Lakeland Sub-area

# 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

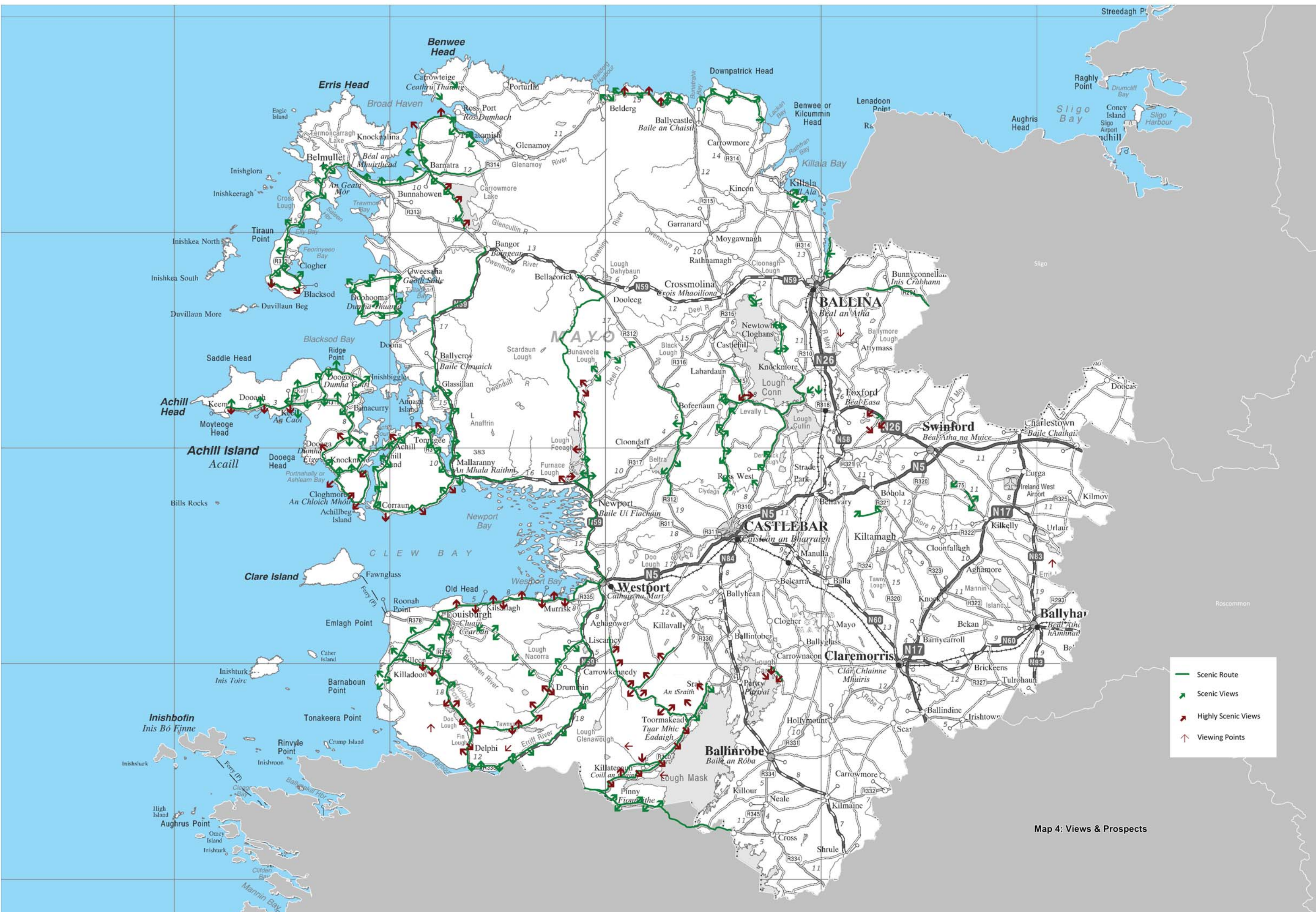
-  = High potential to create adverse impacts on the existing landscape character. Having regard to the intrinsic physical and visual characteristics of the landscape area, it is unlikely that such impacts can be reduced to a widely acceptable level.
-  = Medium potential to create adverse impacts on 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.

### **Views and Prospects**

VP-01 It is an objective of the Council to ensure that development does not adversely interfere with views and prospects worthy of preservation and protection as outlined on Map 4, or on the views to and from places and features of natural beauty or interest (e.g. coastline, lakeshores, protected structures, important historic sites) when viewed from the public realm.

### **Heritage**

GH-01 It is an objective of the council to implement the County Mayo Heritage Plan and Biodiversity Plan in conjunction with The Heritage Council, Heritage Forum, relevant stakeholders and the community.



Map 4: Views & Prospects

### Natural Heritage

NH-01 It is an objective of the Council to protect, enhance, conserve and, where appropriate restore:

- a) Candidate Special Areas of Conservation, Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas and proposed National Heritage Areas, Statutory Nature Reserves, Ramsar Sites and Biogenetic Reserves, including those listed in the Environmental Report documenting the Strategic Environmental Assessment of this plan and any modifications or additional areas that may be so designated during the lifetime of the plan.
- b) 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.
- c) Features of natural interest and amenity, which provide a unique habitat for wildlife including ecological networks (including ecological corridors and stepping stones), riparian zones, hedgerows, stonewalls and shelterbelts.
- d) Bogs, fens and turloughs listed in the Environmental Report documenting the Strategic Environmental Assessment of this plan.
- e) Features of geological interest as listed in the Audit of County Geological Sites (Mayo County Council).
- f) The conservation value of disused railway lines, waterways, walkways *etc.* notwithstanding that some of these items (e.g. disused rail lines) may be developed at some future date as part of the County's infrastructure where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.
- g) Surface waters, aquatic and wetland habitats and freshwater and water-dependent species through the implementation of all appropriate and relevant Directives and transposed legislation.
- h) Trees or groups of trees protected under Tree Preservation Orders listed in the Environmental Report documenting the Strategic Environmental Assessment of this plan, as well as trees and woodlands of particular amenity and nature conservation value, or which make a valuable contribution to the character of the landscape, a settlement or its setting.
- i) Sites of local conservation importance including those identified in the *Local Biodiversity Action Plan*.

NH-02 It is an objective of the Council to ensure that the unique ecological, scenic, recreational and environmental character of Ballycroy National Park is protected and enhanced, and to prohibit any development, which would impair its character.



- NH-03 It is an objective of the Council to implement Article 6(3) and 6(4) of the *EU Habitats Directive*, by screening all plans and projects for appropriate assessment and to ensure those with potential to have significant effects on the integrity of Natura 2000 or European Sites (cSACs, SPAs), whether directly (in situ), indirectly (ex-situ) or in combination with other plans or projects, are subject to an appropriate assessment and the preparation of an NIR or NIS in order to inform decision making.
- NH-04 It is an objective of the Council to fully integrate wildlife and biodiversity considerations into all areas of the Council's roles and responsibilities and into all its works and operations.
- NH-05 It is an objective of the Council to increase awareness of the importance of the natural heritage of the County and to promote education, knowledge and pride in our natural heritage.
- NH-06 It is an objective of the Council to support the implementation of the National Biodiversity Plan.
- NH-07 It is an objective of the Council to promote best practice in the control of invasive species in the carrying out of both local authority and private development.
- NH-08 It is an objective of the Council to assist in the control of native and non native invasive or harmful species which represent a serious threat to our environment, fresh water systems and lakes.
- NH-09 It is an objective of the Council to utilise appropriate opportunities to enhance and create wildlife habitats where they arise.

### Archaeological Heritage

AoH-01 It is an objective of the Council to:

- a) Protect the archaeological heritage and especially sites 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, and to safeguard the integrity of the archaeological sites in their setting.
- b) Require that planning applications within the zones of archaeological potential as outlined in the *Record of Monuments and Places* include an archaeological assessment as set out in the Development Guidance document<sup>15</sup> accompanying this Plan.
- c) Require that all large scale planning applications (i.e. development of lands on 0.5 ha or more in area or 1km or more in length) include an archaeological assessment as set out in the Development Guidance document<sup>16</sup> accompanying this Plan.

<sup>15</sup> Mayo County Development Plan 2014-2020 Volume 2 Planning Guidance and Standards for Development in Co. Mayo

<sup>16</sup> Mayo County Development Plan 2014-2020 Volume 2 Planning Guidance and Standards for Development in Co. Mayo

- d) Facilitate appropriate guidance in relation to the protection of the archaeological heritage in the County.
- e) Promote public awareness and appreciation of the archaeological heritage of the County.
- f) Protect the tentative World Heritage Site in Mayo on the UNESCO Tentative List - Ireland 2010, The Céide Fields, from inappropriate development and support its nomination to World Heritage Status.
- g) Facilitate public access to National Monuments in State care or in the ownership of the State where it can be demonstrated that the development will not have significant adverse effects on the environment, the integrity of the Natura 2000 network, residential amenity or visual amenity.
- h) Ensure the preservation of National Monuments that are the subject of Preservation Orders and features of archaeological interest in areas that are identified as Zones of Archaeological Potential in the *Record of Monuments and Places*.
- i) Protect, enhance and promote awareness of the industrial heritage of the County.
- j) Protect historic burial grounds within the County and encourage their maintenance in accordance with best conservation principles.

### Architectural Heritage

- AH-01 It is an objective of the Council to protect buildings and structures included in the Record of Protected Structures (RPS) which forms part of this Plan (Volume 4).
- AH-02 It is an objective of the Council to review the *Record of Protected Structures* including taking into consideration ministerial recommendations arising from the National Inventory of Architectural Heritage and add structures of special interest as appropriate, including industrial, maritime or vernacular heritage.
- AH-03 It is an objective of the Council to ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively designed and sited and is appropriate in terms of the proposed materials, scale, density and layout, impact on historic features and junction with the Protected Structure and would not detract from the special interest, character and setting of the Protected Structure.
- AH-04 It is an objective of the Council to promote and improve the understanding of the architectural heritage of Mayo.

- AH-05 It is an objective of the Council to ensure that any new development or alteration to a building within or adjoining an Architectural Conservation Area positively enhances the character of the area and is appropriate in terms of the proposed materials, scale, density and layout, proportions, plot ratio and building lines.
- AH-06 It is the objective of the Council to identify places of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest and to define them as Architectural Conservation Areas and to undertake an assessment to inform the potential ACA designation for the following areas:
- a. *Ballinrobe*
  - b. *Killala*
  - c. *Pontoon*
  - d. *Dugort*
- AH-07 It is an objective of the Council to protect the character of an Architectural Conservation Area and to prohibit the demolition of a structure that positively enhances the character of an Architectural Conservation Area, except in very exceptional circumstances. Where demolition is granted an assessment of the impact of the replacement structure on the character of the Architectural Conservation Area will be required.
- AH-08 It is an objective of the Council to require that proposals for development within historic gardens, demesnes and estates include an appraisal of the designed landscape prior to the initial design of any development, so that this evaluation informs the design and respects the built heritage and horticultural elements of the site.
- AH-09 It is an objective of the Council to protect buildings and features of industrial and maritime heritage.
- AH-10 It is an objective of the Council to promote the sympathetic maintenance and re-use of vernacular built heritage and to encourage the retention of original fabric such as windows, doors, renders, pub/shop-fronts, roof coverings and interiors etc.
- AH-11 It is an objective of the Council to promote the sympathetic maintenance of traditional features and other built heritage such as stone walls and other elements such as post-boxes, water pumps, paving etc.
- AH-12 It is an objective of the Council to ensure that measures to upgrade the energy efficiency of Protected Structures and historic buildings do not damage the historic fabric.
- AH-13 It is an objective of the Council to promote a high quality built environment by encouraging excellence in design (both rural and urban); and innovative design and site layout solutions that address concerns of environmental sustainability, with regard to matters such as energy efficiency, use of materials etc.

### Natural Recreation, Amenities & Open Space

NR-01 It is an objective of the Council, where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network, to:

- a. Strictly control development that would materially interfere with existing and potential Blue Flag Beaches meeting the qualifying criteria for Blue Flag designation or the recreational use of those beach areas.
- b. Co-operate with Coillte and the Forest Service in the protection of existing and development of additional forest amenity sites and to support appropriate community planting schemes.
- c. Manage to the highest standard all public parks, open spaces and amenities under the control of the Council and to avoid loss of any open space in the County unless an alternative superior open space can be provided.
- d. Support the provision of high quality and accessible open space at a convenient distance from homes and places of work.
- e. Preserve the major natural amenities of the County and provide sustainable ancillary facilities to enhance their recreational, amenity and conservation value and to control inappropriate and non-compatible uses.

### Access to Heritage and Amenities

AC-01 It is an objective of the Council, within the lifetime of this plan, to:

- a. Identify, preserve and enhance existing accesses and public rights of way to recreational areas including the coast, upland areas, lakeshores, river-bank areas and heritage sites
  - b. Where necessary, establish new accesses and public rights of way to recreational areas including the coast, upland areas, lakeshores, river-bank areas and heritage sites in co-operation with landowners and the local community. When public rights of way are identified, the owners of the public rights of way shall be notified in accordance with the Planning & Development Acts 2000-2010
  - c. Map public rights of way in accordance with the Planning & Development Acts 2000-2010
- a. and b. shall be carried out in accordance with best sustainable management practices, any guidance from the Department of the Environment, Community and Local Government and where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.

## Environment, Heritage & Amenity Strategy

- AC-02 It is an objective of the Council to work in partnership with Fáilte Ireland to facilitate the development of the Wild Atlantic Way including appropriate road upgrading, picnic sites and on-road interpretation, as well as increasing awareness of other key flagship projects in the County subject to no significant adverse effects on the environment including the integrity of any Natura 2000 site.
- AC-03 It is an objective of the Council to support and promote the development of an inter-county coastal path linking Mayo, Galway and Sligo subject to no significant adverse effects on the environment including the integrity of any Natura 2000 site.

### 5. Social Infrastructure & Community Development Strategy

Social Infrastructure in this Strategy includes health care services, education facilities, burial grounds, fire and emergency services, recreational and cultural facilities. The Council are responsible for the provision of some social infrastructure while the remainder is provided by Government departments, state and local agencies, and private providers and in such cases the Council works to facilitate the provision of social infrastructure. A Socio-Economic Committee within the Local Authority will, amongst other functions, provide oversight of all local and community development programmes in the county, and will produce a 5-year County Local and Community Plan encompassing all State funded local and community development interventions.

Investment in social infrastructure assists in achieving economic growth, employment and improves the well being and quality of life of our citizens.

Social inclusion is a key element of the work of Mayo County Council. Social inclusion is where efforts are made to ensure people of all backgrounds and circumstances can achieve equality and access to the facilities and services needed to achieve their own potential in life.

The Gaeltacht Areas and the Islands are two areas in the County which have a distinctive culture. These areas also tend to be located in peripheral areas that continue to face significant challenges including maintaining population, services and their unique identity.

The strategic aim of the Social Infrastructure & Community Development Strategy of this Plan is to maintain and improve social infrastructure under the control of the Council in the County; to work with other agencies in maintaining and improving social infrastructure in the County; and to ensure the provision/improvement of social infrastructure and community development is fully integrated into the spatial planning and sustainable development of the County through the implementation of the policy and objectives below and the Development Guidance document of this Plan.

#### Policy

PY-05 It is the policy of the Council, in conjunction with all relevant statutory agencies and social infrastructure providers, to provide, or facilitate the provision of, high quality sustainable social infrastructure, improve the quality of life for the citizens of the County and to reduce social exclusion through the implementation of the objectives below.

#### General

SC-01 It is an objective of the Council, in conjunction with the Mayo County Development Board, to support the provision of a broad range of social and community facilities within settlements or in close proximity to existing facilities or in new multipurpose centres or public transport routes to meet the changing needs of all sectors of the community.

SC-02 It is an objective of the Council to require relevant social infrastructure developments to comply with the standards set out in the Development Guidance document<sup>17</sup> of this Plan.

### Social Inclusion

SI-01 It is an objective of the Council to:

- a) Support the *National Disability Strategy* and ensure compliance with the *Disability Act 2005*
- b) Continuously seek to improve and provide additional facilities which maximize accessibility to persons with disabilities or other special requirements to public services, buildings and community facilities
- c) Seek to improve the quality of life for disadvantaged individuals and communities in the County.

SI-02 It is an objective of the Council to strengthen the unique linguistic and cultural heritage of Gaeltacht Mhaigh Éo by supporting and facilitating improved physical, social and economic infrastructure at appropriate locations throughout the Gaeltacht areas and to require a Language Impact Statement in respect of significant developments within or close to Gaeltacht areas or where deemed appropriate to determine their impact on the usage of Irish as the community language.

SI-03 It is an objective of the Council to maintain and support the communities of Mayo's inhabited islands by facilitating sustainable social and economic development through the provision of, or facilitating the provision of, infrastructure (social and physical), housing and services, having regard to the traditional building patterns of the Islands and the need to protect the cultural and natural heritage of the Islands.

### Healthcare

HH-01 It is an objective of the Council to support the provision of improved health services on suitably zoned lands in the Linked Hub, Key Towns and in Other Towns and Villages, on lands in the town centres or immediately adjacent to town centres (based on the sequential approach) which are serviced (water service, footpaths, lighting etc.)

### Education

ED-01 It is an objective of the Council to support the development of education facilities for all levels of education and education services at suitable locations in the County and to implement the *Provisions of Schools and the Planning System Code of Practice 2008*.

### Burial Grounds

BG-01 It is an objective of the Council to protect, maintain and manage burial grounds.

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<sup>17</sup> Mayo County Development Plan 2014-2020 Volume 2 Planning Guidance and Standards for Development in Co. Mayo

### Fire & Emergency Services

FE-01 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.

### Cultural Facilities

ART-01 It is an objective of the Council to support the implementation of the *Mayo County Council Strategic Arts Plan 2011-2016* and to ensure comprehensive provision of arts infrastructure incorporating spaces suitable for the arts and a variety of arts practices throughout the County.

LIB-01 It is an objective of the Council to implement the *Mayo County Library Development Plan 2010-2014* or any subsequent Plan.

### Sport Facilities

SOS-01 It is an objective of the Council to:

- a. Support the provision of adequate and accessible sports facilities at a convenient distance from homes and places of work
- b. Support the Mayo Sports Partnership and the implementation of the sports strategy *Promoting an Active Mayo 2010-2014* and any subsequent strategy
- c. Assist and support sporting organisations in the County and to investigate ways of improving the quality and capacity of existing sporting facilities, such as encouraging more efficient use of playing fields and encouraging shared use of existing facilities
- d. To resist the loss of existing sporting facilities unless the facility is provided on an alternative site or it can be demonstrated that there is no longer sufficient demand to sustain such a facility
- e. To maintain and improve the existing levels of services at existing public pools and to support the provision of a swimming pool in Béal an Mhuirthead (Belmullet) and Ballinrobe through public private partnership, assistance to a private promoter or any other means and to support as resources permit, the Áras Attracta Swimming Pool, Swinford.



## Implementation & Monitoring Strategy

### 6. Implementation & Monitoring Strategy

#### Implementation

The policies and objectives outlined in this Plan will be implemented in a number of ways over the next 6 years. Some will be on-going while others will be by way of individual projects. Table 4 identifies the projects/actions arising out of this Plan and gives an approximate commencement date for each project and the Section in Mayo County Council responsible for the management of the project, subject to resources.

**Table 4 - Projects Arising from the Plan**

Project	Estimated Commencement Date	Estimated Completion Date	Project Manager
Design Guidelines for Towns & Villages	2015	2017	Architect's Section & Forward Planning Section
Development Contribution Scheme Review	2014	2015	Forward Planning Section
Housing Strategy Review	2014	2014	Housing Section
Linked-Hub Strategy	2016	2018	Forward Planning
Strategy to promote employment and support local enterprise	2014	2016	Mayo County Enterprise Board
Designation of Ireland West Airport Knock as a Strategic Development Zone	Commenced	2014	Forward Planning Section
Public Rights of Way	2014	2016	Socio-Economic Committee
Tree Preservation Orders	2016	2018	Forward Planning Section
Town Centre Management Programme	2014	2020	Forward Planning Section
Retail Floorspace Cap Study	2016	2018	Forward Planning Section
Smarter travel provision in Key Towns	2014	2016	Forward Planning Section
Road Safety Schemes	2014	2020	Roads Section and Mayo National Regional Design Office
Review of Road Classifications	2014	2020	Roads Section and Mayo National Regional Design Office
Ballina, Westport and Ballyglass/Blacksod Harbours study	2014	2017	Westport & Ballina Senior Engineers
Introduction of Water Metering	2014	2016	Water Services Section
Register of Telecommunication Structures	2014	2014	Planning Section
Green Infrastructure Survey in Key Towns	2014	2016	Forward Planning Section

## Implementation & Monitoring Strategy

### Monitoring

Two years after the adoption of the Plan the Manager will prepare a Progress Report on the progress achieved in securing the objectives in the Plan. The progress shall be monitored based on the Targets and Indicators set out in Table 5 along with monitoring the progress of the projects outlined in Table 4. The Progress Report shall be circulated to the members of the planning authority. The Environmental Assessments will also be subject to monitoring.

**Table 5**  
**Monitoring - Targets & Indicators**

Strategy	Target	Indicator
Objectives set out in Core Strategy & Settlement Strategy	Achieve population targets in Core Strategy Table	No. of persons in settlements
	Facilitate the provision of suitable housing for all citizens	No. of homeless persons No. on housing list No. of housing units granted planning permission
	Reduce residential vacancy rate	Percentage of houses vacant
	Reduce number of Unfinished Housing Estates	No. of housing estates classified as Unfinished Housing Estates
	Urban settlements to comprise of a minimum of 49% of population by 2020	Urban Rural ratio
	Achieve all objectives in Area Plans	No. of objectives achieved
Objectives set out in Economic Strategy	Decrease unemployment rate	No. of persons employed No. of persons on live register
	Increase levels of employment in key sectors	No. employed in key sectors
	Increase employment levels in Key Towns	No. of new jobs in Key Towns No. of new enterprises in Key Towns
	Promote and support enterprises	Number of enterprises grant aided  No. of planning applications granted for enterprise developments
	Increase no. of tourists to the County	No. of tourists to the County
	Decrease vacancy rate in retail properties in each Key Town	No. of retail properties vacant in each Key Town
Objectives set out in Infrastructure Strategy	Commence/complete all priority infrastructure projects in Table 3	No. of projects commenced/completed
	Provision of other infrastructure in the County under the control of MCC	No. of projects commenced/completed
	Reduce reliance on car	No. of additional public transport services/ routes provided  Percentage of persons using car to travel to work/school/college

## Implementation & Monitoring Strategy

**Table 5 (cont.)  
Monitoring - Targets & Indicators**

Strategy	Target	Indicator
Objectives set out in Infrastructure Strategy	Provide safe road network	No. of Road Safety Schemes implemented  No. of fatal road accidents in the County
	Provision of public parking	No. of public car parks/spaces provided in the County
	Provide safe and secure public drinking water supply	Q-value of public drinking water  Capacity of public water supply
	Increase reuse and recycling rate in the County	Reuse and recycling rate
	Increase energy output from renewable energy sources	No. of renewable energy developments permitted in the County
Objectives set out in Environment, Heritage & Amenity Strategy	Derive economic return from Heritage	No. of nationally important sites open to public
	Protect endangered native species	General health of endangered native species and habitats
	Protect and enhance built heritage	No. of sites/structures on Recorded Monument list, Record of Protected Structures and other databases and no. of Architectural Conservation Areas  No. of public structures enhanced  Level of funding provided
	Meet River Basin Management Plan objectives	Level of attainment of River Basin Management Plan objectives
	Maintain good air quality	Air quality measurement
	Avoid increased flooding /landslide incidents	No. of flooding/landslide incidents
	Maintain or increase no. of blue flag beaches	No. of blue flag beaches
Objectives set out in Social Infrastructure & Community Development Strategy	Provide/improve social infrastructure under the control of Mayo County Council	No. of new facilities provided or improved
	Reduce social exclusion	No. of new facilities provided to improve quality of life for disadvantaged individuals or communities  Level of employment in the Gaeltacht and on the Islands with population over 50 persons

## Area Plans for the Key Towns

### Area Plans for the Key Towns

A number of Development Plans and Area Plans have been prepared for the Linked Hub towns and Key Towns in the County.

Stand alone Development Plans have been prepared for the Linked Hub towns of Castlebar<sup>18</sup> and Ballina<sup>19</sup> and the Key Town of Westport<sup>20</sup>. The Development Plans are consistent with the Regional Planning Guidelines.

#### Area Plans

Area Plans have been prepared for the Key Towns and form part of this Plan. The Area Plans are consistent with the policies and objectives of this Plan.

Key Towns are the Second Tier towns of the Settlement Hierarchy which have been identified as towns that will assist in achieving balanced regional development by facilitating population growth and employment creation opportunities.

Eight towns in Mayo have been identified as Key Towns in the Regional Planning Guidelines for the West Region. The towns are Ballinrobe, Ballyhaunis, Belmullet, Claremorris, Swinford, Charlestown, Louisburgh and Westport.

Four additional towns have been identified by Mayo County Council as Key Towns due to their location in rural areas where the urban structure is weak and where they could play a key role in delivering services and supporting employment in physically remote and peripheral areas.

The Council recognizes the important role of smaller towns, and these include the Key Towns such as Killala, Newport and Knock in the context of their location as outlined in the National Spatial Strategy (NSS) and of Kiltimagh due to its location on the Western Rail Corridor and in an area of Village Strengthening and Rural Area Opportunities (NSS).

To realise the role of the Key Towns, public and private investment will be required in both physical and social infrastructure including: water services; roads connectivity; telecommunications; energy; development lands; business support infrastructure; and social and recreational facilities.

It will also be essential to improve the physical attractiveness of the Key Towns as places in which to invest in, to live and work. This will require attention to the built environment particularly the town centres, in terms of caring for, restoring and renewing and revitalising the physical fabric of the towns.

To achieve the role of the Key Towns, Area Plans have been prepared for each Key Town, with the exception of Westport (see above). The Area Plans set out specific policies and

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<sup>18</sup> Castlebar & Environs Development Plan 2009-2014

<sup>19</sup> Ballina & Environs Development Plan 2009-2015

<sup>20</sup> Westport Town & Environs Development Plan 2010-2016 (as varied)

objectives for each Key Town, including zoning objectives. **The policies and objectives (including zoning objectives) in the Area Plans supersede those in any existing Local Area Plans<sup>21</sup> made for the Key Towns.**

### **Phasing of Residential Development**

In order to encourage sustainable development through consolidation of existing development; completion of unfinished estates and sustainable use of existing/planned infrastructure and other resources, a sequential approach through the use of phasing is applied to the zoning and release of undeveloped residential zoned lands in the Area Plans as follows:

#### **Phase 1 lands**

Phase 1 lands are those lands comprising of unfinished housing estates listed in the Department of Environment, Community and Local Government's National Housing Development Survey 2010 and lands that currently have planning permission for 2 or more housing units that have not yet commenced development. Although the potential yield of housing units from Phase 1 lands in Claremorris, Ballinrobe, Kiltimagh and Charlestown is in excess of the housing need requirements for the duration of the plan, it is considered that this approach ensures adequate provision for residential demand while also prioritising the completion of unfinished developments in these towns.

#### **Phase 2 lands**

Phase 2 lands are located further from the town centre than Phase 1 lands. In the existing Local Area Plans, (Ballinrobe, Ballyhaunis, Claremorris, Kiltimagh, Swinford and Charlestown), Phase 2 lands refer to residential zoned lands that were deemed to be excess to requirements<sup>22</sup> and were therefore rezoned as Residential Phase 2. Such lands will not be considered for development until 70% of the lands in Phase 1 has been fully developed or, subject to the establishment of proven, evidenced based demand for a specific house type not available in Phase 1 or an overriding justification for development on Phase 2 lands based on changed circumstances that may require the release of additional lands. This Phase 2 land use zoning objective will continue to apply in the Area Plans.

In towns that did not previously have zoning (Belmullet, Killala, Knock, Newport), Phase 2 Residential zoning incorporates lands that, due to their location and existing/adjoining land uses, are deemed to be suitable for housing rather than other uses in the long term.

#### **Criteria for development of Phase 2 lands**

New residential development on lands zoned Phase 2 shall only be considered where one or more of the following circumstances apply:

- (1) 70% of all lands to which Phase 1 relates is fully developed and subject to the establishment of proven evidence based demand for the development in accordance with the Core Strategy.
- (2) There is an overriding justification for development on Phase 2 lands based on changed circumstances that may require the release of additional lands.

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<sup>21</sup> Key towns for which there are LAPs are Ballinrobe, Ballyhaunis, Claremorris, Charlestown –Bellaghy, Kiltimagh and Swinford

<sup>22</sup> Following the adoption of the Core Strategy into the previous MCDP 2008-2014

## Area Plans for the Key Towns

- (3) Single houses shall only be considered where it is established that the lands in question are part of the overall family land holding and there is no other lands appropriately zoned within the Area Plan boundary.

### **Consolidation of Town Centres**

Notwithstanding the prioritisation of Phase 1 lands as outlined above, the planning authority considers that revitalisation of the town cores through appropriate development, including residential development, is crucial in terms of creating vibrant, attractive towns capable of attracting investment and population growth. Residential use is permitted in all the town centre zones and the planning authority will encourage and prioritise development which promotes consolidation of the town cores on infill and brownfield sites in accordance with the principles set out in the Sustainable Residential Development in 'Urban Areas: Guidelines for Planning Authorities' and its companion document 'Urban Design Manual' (DEHLG, 2008).

This section sets out current issues, strategic aims and policies and objectives for all the Key Towns. The Area Plans focus on Strengths, Weaknesses, Opportunities and Solutions; and policies and objectives, including zoning objectives, specific to the Key Town to which it refers.

### **Current challenges for Key Towns**

The main current challenges for Key Towns are:

- Retaining services
- Revitalising town centres
- Reducing dereliction
- Decreasing vacancy rates
- Re-assessing residential densities
- Provision of infrastructure
- Promoting Smarter travel patterns

### **Strategic Aims for Key Towns**

The strategic aims for the Key Towns are to:

- Support and promote the towns' role as a Key Town;
- Encourage continued growth within the development boundary of the town to create an integrated, vibrant and sustainable town;
- Ensure an adequate supply of land is available for development in line with assessments of housing, commercial, industrial, community and recreational land needs;
- Re-establish the primacy of the town centre as the commercial/retail hub through encouraging retail competition and consumer choice and reversing expenditure leakage;
- Address the issue of vacancy and dereliction and promote regeneration;
- Support improvements to the streetscape and the public realm;
- Encourage the strengthening of services in the town;

## Area Plans for the Key Towns

- Upgrade existing infrastructure such as wastewater treatment, water supply, transportation and pedestrian networks;
- Promote smarter travel patterns;
- Encourage the protection and appropriate development of the towns' heritage (cultural, natural and built); and
- Protect and appropriately enhance the natural environment.

## Area Plans for the Key Towns

### Polices & Objectives for Key Towns

In order to achieve the strategic aims for the Key Towns and to ensure consistency in the approach to future planning and development in all Key Towns, the policies and objectives below shall apply to all the Key towns, along with the specific policies and objectives outlined in the individual Area Plans.

### Settlement Strategy

#### Policy

P-04 It is the policy of the Council to promote and facilitate the growth and sustainable development of the towns of Béal an Mhuirthead (Belmullet), Ballinrobe, Ballyhaunis, Claremorris, Charlestown, Killala, Kiltimagh, Knock, Louisburgh, Newport and Swinford in their role as Key Towns, towards achieving the population targets set out in the Core Strategy, with an appropriate range of social and physical infrastructure, facilities and services, including retail and commercial and enterprise development to serve the inhabitants of the towns and their rural hinterlands.

### Economic Development

#### Policy

P-05 It is the policy of the Council to promote the Key Towns as areas suitable for robust economic development as deemed appropriate.

#### Objective

- O-01 It is an objective of the Council to:
- a. Identify and support a niche economic role for each of the Key Towns
  - b. Identify the key assets in each Key Town and encourage or assist in developing these assets in a sustainable manner
  - c. Implement the zoning objectives for enterprise and employment in each of the Key Towns
  - d. Prioritise key infrastructure for enterprise and employment in each of the Key Towns
  - e. Continue to make the Key Towns more physically attractive to encourage people to work, visit and live in them.

### Town Development

#### Policy

P-06 It is the policy of the Council to create integrated, attractive, vibrant and sustainable Key Towns.



## Area Plans for the Key Towns

### Objective

O-02 It is an objective of the Council to:

- a. Implement the land use zoning objectives (see below) in each of the Key Towns
- b. Create high quality urban environments in the Key Towns through the requirement and provision of high quality design in buildings, structures, open spaces and the public realm that improves the quality of life for residents, visitors and other users of the town by implementing the Development Guidance document accompanying this Plan and relevant policies and objectives set out in this Plan
- c. Address the issue of vacancy in the Key Towns by encouraging new uses into vacant properties in preference to new developments and by reviewing the development contribution scheme to encourage use of vacant properties
- d. Address the issue of Unfinished Housing Estates in the Key Towns by implementing the guidance manual *Managing and Resolving Unfinished Housing Developments* (DoECLG 2011)
- e. Consider the release of lands phased for residential development where 70% of the lands in Phase 1 have been fully developed and subject to the establishment of evidence based demand for the development in accordance with the Core Strategy and Settlement Strategy of this Plan<sup>23</sup>
- f. Encourage in-fill development, reuse of brownfield sites and reuse of derelict sites on appropriate sites in the Key Towns where the proposal respects the existing scale and character of the area
- g. Encourage use/redevelopment of over ground floor stories of buildings for appropriate uses, including residential in the town centre of the Key Towns
- h. Encourage appropriate late evening/night time economy in the town centres of the Key Towns
- i. Prepare Design Guidelines for Towns and Villages in the County
- j. Set up Town Centre Management Programmes in a number of the Key Towns.
- k. To utilise established methodologies in developing the centres of all Key Towns such as the Saul Project and Western Regional Authority surveys on Swinford.

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<sup>23</sup> Lands zoned *Residential* (consisting mainly of existing built up residential areas) and *Residential Phase 1* are the lands which are earmarked for development during the lifetime of this Plan. Phase 2 lands will only be considered for new multi-unit residential development where the relevant criteria applies (see Objective O-07(h))

## Area Plans for the Key Towns

### Physical and Social Infrastructure

#### Policy

P-07 It is a policy of the Council to prioritise key physical infrastructure (waste, water, transportation, parking, communications and energy) provision and to ensure provision of a high level of social infrastructure (health care services, education facilities, burial grounds, fire and emergency services, recreational and cultural facilities) in each of the Key Towns.

#### Objective

O-03 It is an objective of the Council to:

- a. Identify infrastructure deficiencies in each of the Key Towns and to actively seek to upgrade/replace infrastructure deficiencies
- b. Identify, plan and encourage smarter travel provision in each of the Key Towns
- c. Strengthen and improve transport linkages between the Key Towns and Linked-Hub.

O-04 It is an objective of the Council to:

- a. Support the provision of an extensive range of services (e.g. health, nursing homes, education, postal, recreation) and community facilities (e.g. community buildings, youth centres, sports facilities, recycling facilities, recreational grounds) by supporting the retention and further provision of services at appropriate locations in the Key Towns
- b. Ensure access to housing in accordance with the Mayo Housing Strategy
- c. Support the investment in health care centres in the immediate areas both in and around the Key Towns.

### Green Infrastructure

#### Policy

P-08 It is a policy of the Council to ensure a high level of green infrastructure (e.g. communal green space, private gardens, institutional land, local parks, river corridors, floodplains) provision in each of the Key Towns.

#### Objective

O-05 It is an objective of the Council to:

- a. Identify green infrastructure deficiencies in each of the Key Towns and to actively seek to create or enhance green infrastructure
- b. Resist the loss of existing private or public green infrastructure in Key Towns unless an alternative site is provided in a suitable location

## Area Plans for the Key Towns

- c. Retain or improve access to green infrastructure
- d. Ensure that any new development in the Key Towns does not increase flood risk in the relevant catchment area.

### Natural and Cultural Heritage

#### Policy

P-09 It is a policy of the Council to conserve and enhance the local distinctiveness reflected in the built environment, the natural landscape and the cultural heritage of the Key Towns and to sustainably manage these assets to maximise benefits for all particularly in areas such as improved quality of life, tourism, education and recreation.

#### Objective

O-06 It is an objective of the Council to:

- a. Identify, protect and enhance scenic and environmentally sensitive areas in the Key Towns
- b. Conserve, protect and enhance existing Recorded Monuments & Places and Protected Structures in the Key Towns in a sustainable manner
- c. Make Architectural Conservation Areas in the relevant Key Towns and to review the Record of Protected Structures in the Key Towns
- d. Make Tree Preservation Orders and conserve and protect green infrastructure, Natura 2000 sites, Natural Heritage Areas, Local Biodiversity Areas and ecological corridors in and adjacent to the Key Towns
- e. Encourage and support the restoration of derelict buildings in the form of advice and guidance from Mayo County Council.

### Land Use Zoning

#### Objective

O-07 It is an objective of the Council to zone lands in the Key Towns for one or more of the following uses and to implement the following land use zoning objectives:

- a. Agriculture: To reserve land for agricultural and rural uses and to preserve the amenity of the town setting
- b. Industry: To provide land for industrial use and ancillary facilities
- c. Enterprise & Employment: To provide land for light industrial and appropriate commercial development
- d. Community Services/Facilities: To provide land for community and social facilities

## Area Plans for the Key Towns

- e. Infrastructure & Utilities: To provide land for public infrastructure and public utilities
- f. Recreation & Amenity: To provide land for recreation and amenity purposes
- g. Town centre: To maintain and enhance the vitality, viability and environment of the town centre and provide for appropriate town centre uses
- h. Opportunity Site: To provide for a mix of uses not considered in the above zoning objectives specific to the location within the Key Town
- i. Residential: To protect the amenity of existing residential areas and provide further lands primarily for residential development at appropriate densities and ancillary facilities. New residential development on lands zoned Phase 2 shall only be considered where one or more of the following circumstances apply:
  - (1) 70% of all lands to which Phase 1 relates is fully developed and subject to the establishment of proven evidence based demand for the development in accordance with the Core Strategy.
  - (2) There is an overriding justification for development on Phase 2 lands based on changed circumstances that may require the release of additional lands.
  - (3) Single houses shall only be considered where it is established that the lands in question are part of the overall family land holding and there is no other lands appropriately zoned within the Area Plan boundary.

Land Use zoning for the Area Plans is based on individual land uses, such as residential, enterprise and employment, industry, recreation and amenity etc. Whilst this approach gives broad land use based definitions to particular zones, it should also be acknowledged that, within each zone, there may be other existing uses that may not accord with the primary zoning. In this regard, the land use zonings used in the Area Plans generally represent the primary or predominant type of use for a zone, taking account of existing development, local amenity, the Area Plan Strategy and other relevant factors.

Within each of the proposed land use zonings, there may be other specific uses that could be considered acceptable, provided they do not undermine the primary use objective. These cases will be assessed through the development management process in terms of individual merit. There may be other existing authorised uses that do not conform to the land use zoning in the Area Plans. In such cases consideration will be given to extensions and other works to such premises, provided they are located within the existing site curtilage and would not prejudice local amenity or the proper planning and sustainable development of the area.

Whilst the land use zonings are based on individual primary uses, sudden changes in the nature of uses and scale of development at the boundaries between different zones should be avoided. In particular, any development within an area that is close to the boundary with a residential zoning should be carefully designed so as not to prejudice existing or future

## Area Plans for the Key Towns

residential amenity. This approach should also apply to proposed developments close to the boundaries of all zones.

The overall aim of the land use zoning strategy is to create sustainable neighbourhoods and reduce the overall need to travel in the towns. In this regard, future proposals must demonstrate compatibility with existing land uses and contribute to the future sustainability of the towns.

## Area Plans for the Key Towns

The following matrix indicates the type of development/uses that may be permitted in each of the land use zones.

<b>Land Use Zoning Matrix</b>	
<b>Land Use Zoning</b>	<b>Uses Generally Permitted</b>
Residential High Density (≤20 units/Ha)	<p>Houses, apartments, retirement homes, care homes, medical services, public and community facilities, institutional uses, childcare facilities, places of worship, local shops, local services, leisure &amp; recreation, open space; along with uses that are considered ancillary to the aforementioned uses.</p> <p>Local and home offices may be acceptable, provided that there is no detrimental impact on residential amenity or traffic and that the use does not prejudice the primary use of the town centre for office use.</p> <p>All proposals that would be detrimental to established or future residential amenity will not be permitted. These include industrial and warehousing and uses generating significant levels of traffic, noise and other nuisance.</p>
Residential Low Density (≤5 units/Ha)	<p>Houses, retirement homes, care homes, childcare facilities, outdoor recreation, open space, agriculture, and community facilities; along with uses that are considered ancillary to the aforementioned uses.</p> <p>Local and home offices may be acceptable, provided that there is no detrimental impact on residential amenity or traffic and that the use does not prejudice the primary use of the town centre for office use.</p> <p>Development which is compatible with the adjacent land use zoning and which will not have an adverse affect on existing uses may be permitted.</p> <p>All proposals that would be detrimental to established or future residential amenity will not be permitted. These include industrial and warehousing and uses generating significant levels of traffic, noise and other nuisance.</p>
Town Centre	<p>Shops (including supermarkets), off-licenses, offices, civic and public buildings, places of worship, public houses, hotels, restaurants, indoor leisure, car parks, apartments, houses, community facilities, parks and open spaces and retirement homes; along with uses that are considered ancillary to the aforementioned uses.</p> <p>Uses that would be detrimental to the vitality and amenity of the town centre, such as industrial uses, will not normally be permitted.</p>
Enterprise & Employment	<p>Light Industry, Warehousing (retail and non-retail), Major Offices, Business and Technology Units, Specialist Offices, R&amp;D enterprises, car showrooms, light engineering works, wholesale and trade outlets, public utilities, petrol filling stations, builders providers, repair garages, civic amenity centres, agriculture outlets, distribution depots, heavy vehicle parks, workshops, tourism related development; along with uses that are considered ancillary to the aforementioned uses.</p> <p>Uses that would prejudice the primacy of town centre or would undermine the objectives of other land use zoning will not be permitted.</p>

## Area Plans for the Key Towns

### Land Use Zoning Matrix (cont.)

Land Use Zoning	Uses Generally Permitted
Industry	<p>Industry, Light Industry, Heavy Engineering Works, Warehousing (non-retail), Business &amp; Technology Units, R&amp;D Enterprises; along with uses considered ancillary to the aforementioned uses.</p> <p>Uses that would prejudice the primary industrial function of this zoning or would undermine the objectives of other zoning will not be permitted. These include residential and retail uses.</p>
Recreation & Amenity	<p>Outdoor sport and recreation, buildings associated with outdoor sport and recreation and ancillary uses, parks, open space, camp sites, agriculture, allotments; along with uses that are considered ancillary to the aforementioned uses.</p> <p>Temporary markets and exhibitions may be permitted.</p>
Community Services/ Facilities	Schools and education, places of worship, community centres, health centres, leisure and recreation, libraries, cemeteries, open space, childcare facilities, public and civic facilities; along with uses that are considered ancillary to the aforementioned uses.
Agriculture	<p>Agriculture, open space, public utilities, outdoor, recreation, camp sites, allotments and cemeteries; along with uses that are considered ancillary to the aforementioned uses.</p> <p>New houses will only be permitted in this zone which complies with the rural housing objectives set out in the Core Strategy and Settlement Strategy of this Plan.</p>
Infrastructure & Utilities	Public utilities infrastructure, public and civic facilities and public infrastructure; along with uses considered ancillary to the aforementioned uses.
Opportunity Site	<p><b>Ballinrobe Area Plan</b></p> <p>Opportunity Site 1: Mixed uses such as Residential, Recreation, Community Facilities, Open Space and Amenity , Retail and Commercial uses</p> <p>Opportunity Site 2: Mixed uses such as Community and Culture Facilities, Retail, Residential and Amenity , Commercial and Recreational uses</p> <p>Opportunity Site 3: Mixed uses such as Retail, Commercial, Residential and Recreational uses</p>
	<p><b>Claremorris Area Plan</b></p> <p>Opportunity Site: To provide for the production of electricity by renewable energy technologies, incorporating wood Biomass only. To provide for a mix of industries (with no production of wood chip or wood pellets on this site) or research and development facilities where it is established that there is a need to locate such uses, within, adjacent or in close proximity to the primary user of the site (i.e. for the production of electricity from renewable energy technologies, incorporating wood Biomass only) or where it is established that there is insufficient appropriately zoned lands to facilitate such uses</p>
	<p><b>Swinford Area Plan</b></p> <p>Opportunity Site: Mixed uses such as nursing homes, primary care centres and child care facilities.</p>

Area Plans for the Key Towns

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### **BALLINROBE AREA PLAN**

Ballinrobe town is currently the largest urban area in South Mayo. The town is situated along the main Galway to Castlebar road at the junction of the N84 National Secondary Road and the R334 Regional Road. Ballinrobe is well located for easy access to some of the most scenic areas in Ireland. Ballinrobe is located on the River Robe, which flows west into Lough Mask and the River Bulkan.

Ballinrobe is said to be the oldest town in Mayo and dates back to 1390. The town has a strong history as a fair and market town. The town's role as a garrison town during British rule is still very much evident today in the form of the town's rich built heritage, and the town has one of the highest concentrations of protected structures in the county.

Ballinrobe is an important service town for the wide agricultural hinterland of South Mayo. It provides a wide range of services and facilities to meet the daily needs of the local population. In addition, the town has developed its employment base to include more significant industries that provide important employment opportunities to the town's population, which grew from 2098 in 2006 to 2704 in 2011, an increase of 29%.

The town has an active Community Development Council the objectives of which include creating sustainable local development, seeking additional infrastructural services and improving the socio-economic conditions in the town. There are a number of major infrastructure projects that will assist in making the town increasingly attractive for investment and growth, including the link to the natural gas network and the N84 Ballinrobe By-Pass.

Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 368 persons from 2011-2020 which equates to 142 households<sup>24</sup>. Currently 324 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Ballinrobe to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town.

Having carried out an assessment of the town, Table 6 below sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the Natura 2000 network.

#### **Policies and Objectives for Ballinrobe**

Building on the Strengths, Opportunities and Solutions in Table 6 and in order to secure the sustainable development of the town, the following objectives specific to Ballinrobe shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

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<sup>24</sup> Taking the average household size for Ballinrobe of 2.6 – (Source CSO Website)

## Area Plans for the Key Towns - Ballinrobe

### Objectives

- KTBE-01 It is an objective of the Council to encourage development in the town of Ballinrobe in accordance with the Land Use Zoning Map BE1.
- KTBE-02 It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 6 where it can be demonstrated that the development will have no significant adverse effects on the environment including the integrity of the Natura 2000 network.
- KTBE-03 It is an objective of the Council to ensure infill development respects the unique height-to-width ratio with respect to the building design in Ballinrobe town centre and maintains the existing sense of enclosure on town centre streets.
- KTBE-04 It is an objective of the Council to encourage the re-development and refurbishment of Bridge Street/High Street whilst safeguarding the protected structures and their curtilages along the street.
- KTBE-05 It is an objective of the Council to encourage re-development of all derelict buildings in Ballinrobe registered on the Derelict Sites list.
- KTBE-06 It is an objective of the Council to designate within the lifetime of this plan an Architectural Conservation Area for Ballinrobe Town centre, including all or parts of Bowgate Street, Main Street, High Street/Bridge Street, Glebe Street and Abbey Street.
- KTBE-07 It is an objective of the Council to encourage the development of the site rear of New Street/Convent Road for appropriate uses as outlined in the land uses generally permitted on Opportunity Site 3 in the Land Use Zoning Matrix, with pedestrian links to New Street/Convent Road.
- KTBE-08 It is an objective of the Council to seek ways to make more use of the Cornmarket area, including making the area pedestrian and market place friendly, and to encourage and support the provision of a weekly market in the Cornmarket area.
- KTBE-09 It is an objective of the Council to increase the capacity and upgrade the existing waste water treatment plant in Ballinrobe.
- KTBE-10 It is an objective of the Council to implement the recommendations of the traffic study carried out on Ballinrobe town in 2007 on behalf of Mayo County Council, along with, and placing emphasis on, the implementation of measures to promote smarter travel in the town.
- KTBE-11 It is an objective of the Council to support and secure a strategic footpath and cycle path network for the town and its environs generally in line with that indicated on Map BE2.

## Area Plans for the Key Towns - Ballinrobe

- KTBE-12 It is an objective of the Council to encourage the re-establishment of the Ballinrobe to Claremorris dismantled railway line as a walking and cycling route or as a spur line of the Western Rail corridor.
- KTBE-13 It is an objective of the Council to encourage the appropriate refurbishment of Cranmore House and the Military Barracks for amenity and cultural purposes.
- KTBE-14 It is an objective of the Council to protect the water quality and riparian zone of the rivers Robe and Bulkan. Any proposed developments adjacent to or close to watercourses shall be carefully assessed to ensure that there is no adverse impact to the water course, its riparian zone or to any waterbody into which it flows including potential adverse effects on, *inter alia*, the Lough Corrib, Moorehall (Lough Carra), Lough Carra/Mask Complex candidate Special Areas of Conservation and Lough Mask, Lough Carra and Lough Corrib Special Protection Areas.
- KTBE-15 It is an objective of the Council to make Tree Preservation Orders for the tree groups along the River Robe and important tree groups in the town.
- KTBE-16 It is an objective of the Council to protect and enhance all significant views of interest in Ballinrobe, including those identified on Map BE2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.
- KTBE-17 It is an objective of the Council to support and promote one of the Region's iconic attractions - horse racing in Ballinrobe - along with angling and other tourism/recreational activities in the town, where it can be demonstrated the development will not have adverse effects on the environment including the integrity of the Natura 2000 network.
- KTBE-18 It is an objective of the Council to consider the development of the Opportunity Sites shown on Map BE1 in accordance with the land uses generally permitted as outlined in the Land Use Zoning Matrix.
- KTBE-19 It is an objective of the Council to consider the architectural heritage, historic landscape setting and views, biodiversity, flora and fauna of the Bowers Walk, Military (Cavalry) Barracks and Cranmore House and demesne as a fundamental aspect of any development proposals on the lands zoned for Opportunity Sites 1 & 2 on the Land Use Zoning Map BE1. Any development proposals must be considered within the context of an integrated design approach for the lands as a whole which shall be informed by:
- an architectural conservation plan, historic landscape survey and visual impact assessment

## Area Plans for the Key Towns - Ballinrobe

- the Bower's Walk Conservation and Management Plan (July 2013, commissioned by the Ballinrobe Community Development Council, Mayo County Council and the South West Mayo Development Co.) and
- all relevant environmental assessments as set out in Appendix 5, Volume 2 of Mayo County Development Plan 2014 - 2020.

**Table 6 Strengths, Weaknesses and Opportunities and Solutions for Ballinrobe Town**

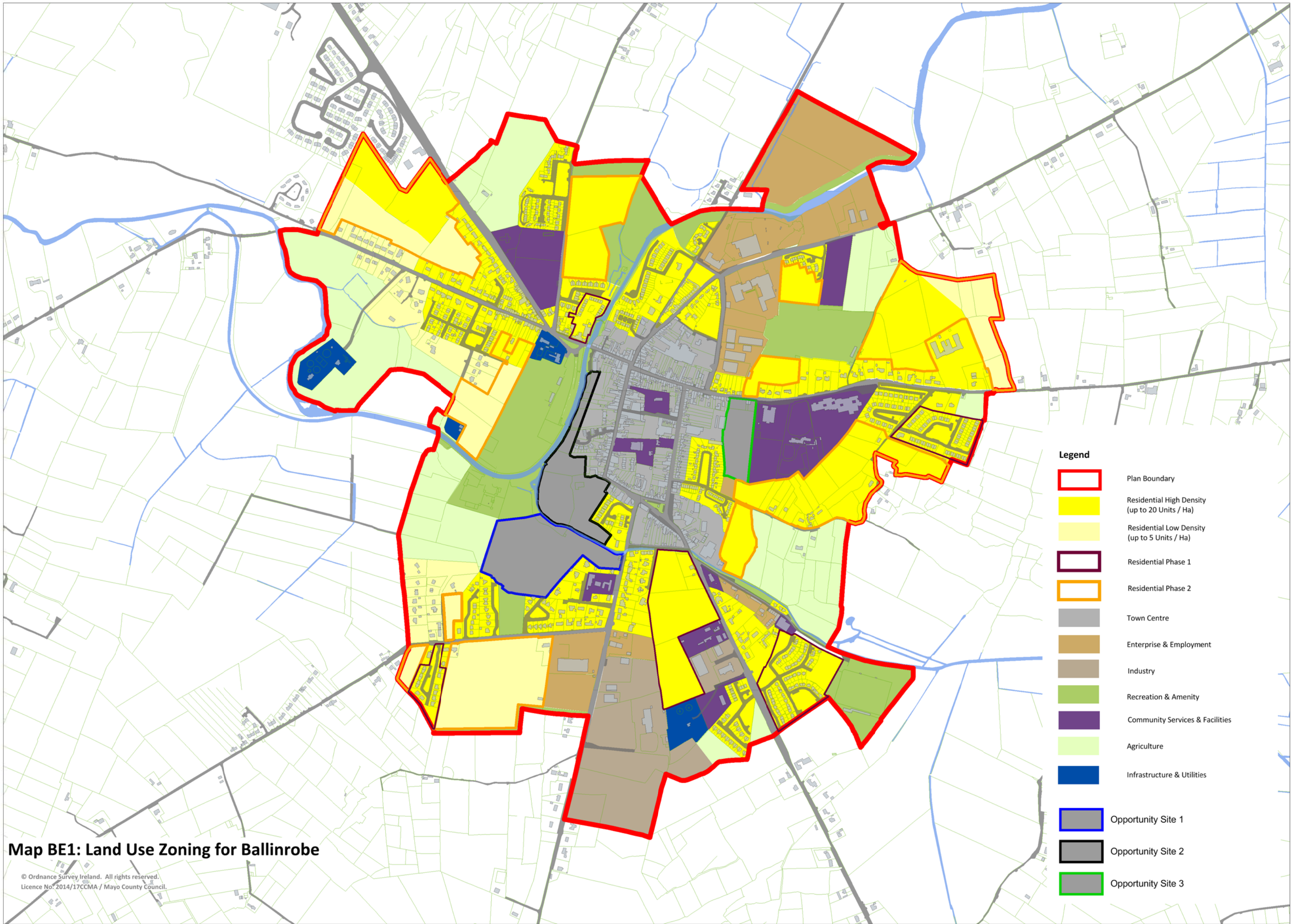
Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Key Town Designation(+) Significant population growth (+) <i>66% growth during period 2002-2011</i></p> <p>Multi-cultural population (+) <i>70% Irish; remainder other nationalities</i></p> <p><i>Strong community spirit(+)</i></p>	<p>Continue to build up population base for balanced regional development and to retain and attract investment and services into the town.</p>
<p>Unemployment rate above the national average (-) <i>Unemployment rate in Ballinrobe 21%; National rate 19%</i></p>	<p>Continue to support job creation.</p>
<p>Infrastructure:</p> <p>Abundant public water supply (+) <i>Source: Lough Mask Regional Water Supply Scheme 95% of households connected</i></p> <p>Public sewerage system (-) At capacity (8000pe)</p> <p>Gas distribution network in the town (+)</p> <p>Good Road Linkages to Castlebar (Hub town)Galway (Gateway city) (N84) and Claremorris (Key Town) (R331) (+)</p> <p>Metropolitan Area Networks (+)</p> <p>Access to internet including Broadband (+) <i>70% households connected; 85% of internet access is Broadband</i></p> <p>Large percentage of new housing stock (+) <i>60% of housing stock is ≤20 years</i></p>	<p>Promote to attract investment into the town. Ensure all development connects to public water services. Provide choice of energy supply to users. Good access links to Linked Hub and Gateway (Galway) but upgrades needed.</p> <p>Prioritise upgrade of Waste Water Treatment Plant</p> <p>Enhances attractiveness of town to potential business investment</p>
<p>Rich cultural and natural heritage (+) <i>Town dating back to 1390</i></p> <p><i>35 Protected Structures 7 Recorded Monuments &amp; Places Habitats and Ecological corridors</i></p>	<p>Develop cultural, tourist and amenity facilities from existing structures such as Cranmore House and former Military Barracks.</p> <p>Promote and protect cultural, built and natural heritage in the town.</p>
<p>Broad range of services, shopping facilities and community facilities (+)</p>	<p>Continue to support and encourage the development of services, retail and community facilities. Encourage development of a late evening/night time economy in the town.</p>

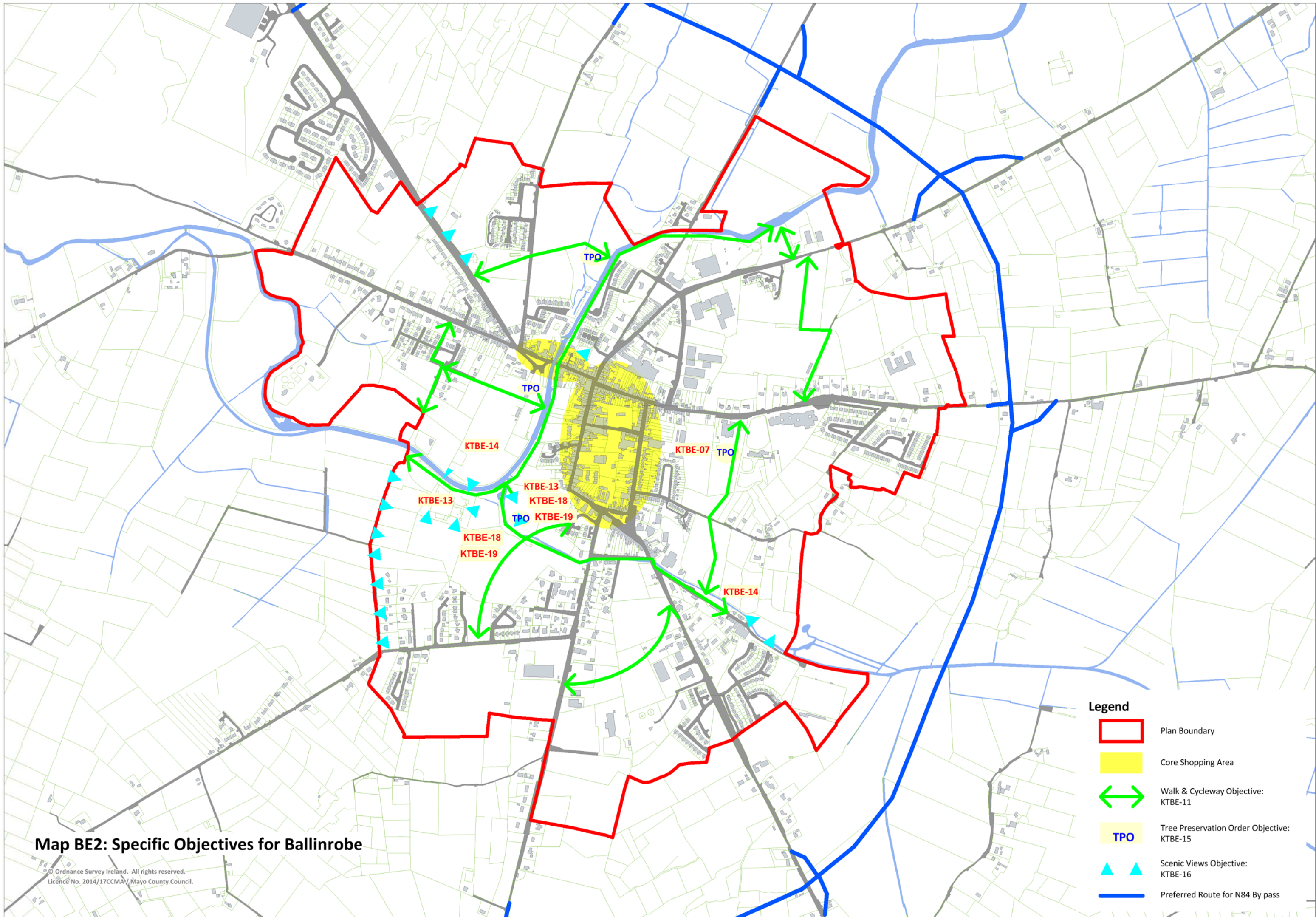
## Area Plans for the Key Towns - Ballinrobe

**Table 6 Strengths, Weaknesses and Opportunities and Solutions for Ballinrobe Town (cont.)**

<b>Strengths (+) &amp; Weaknesses (-)</b>	<b>Opportunities &amp; Solutions</b>
No. of industrial units available for letting or purchase <i>4 industrial units</i>	Readily available premises for enterprise and employment opportunities
Good amenity base (+) <i>Natural environment (Robe and Bulkan rivers and proximity to Loughs Mask and Carra)</i> <i>Manmade (race course and dismantled railway route)</i>	Further develop amenity base for citizens and to increase tourism potential. Develop amenity uses and tourism potential from fishing, angling, horse racing, cycling and musicals.
High vacancy rate in buildings (-) <i>24% residential units vacant; 4 unfinished housing estates (Situation as of 3/12/12)</i> <i>32% retail units vacant</i>	Properties available for residential and commercial use. Consolidation of vacant units may provide suitable units.
Urban sprawl (-)	Consolidate development by encouraging infill development, re-development or occupancy of vacant properties. Create strong pedestrian links from developments to the town centre and services.
Dereliction (-) <i>18 Registered Derelict Sites</i>	Encourage re-development of derelict sites. Focus on improvements to Bridge Street/High Street where dereliction is prevalent. Implement Derelict Sites legislation.
Pedestrian movement (-)	Improve pedestrian links between residential, commercial, amenity and services. Appropriate renewal of walkways along Robe and Bulkan riversides with links into the town centre. Encourage Smarter Travel patterns
Heavy traffic flow in town centre (-)	Prioritise Ballinrobe Relief route. Encourage Smarter Travel. Redevelop former railway line to Claremorris.
Townscape & Public Realm (-)	Protect integrity of streetscapes. Path refurbishment and removal of cables/wires on main streets. Appropriate planting, paving and lighting. Protect existing trees by making Tree Preservation Orders.

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**Map BE2: Specific Objectives for Ballinrobe**

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**Legend**

- Plan Boundary
- Core Shopping Area
- Walk & Cycleway Objective:  
KTBE-11
- TPO
- Scenic Views Objective:  
KTBE-16
- Preferred Route for N84 By pass



### BALLYHAUNIS AREA PLAN

Ballyhaunis is located in east Mayo at the intersection of the N60 and N83 National Routes and within close proximity to a number of large urban centres such as Claremorris and Tuam. The town lies on the Dublin-Westport railway line. It provides a wide range of services and amenities to a significant rural hinterland. The footprint of the town has developed primarily to the west of the River Dalgan focussed around four main streets i.e. Main Street, Knox Street, Bridge Street and Clare Road. The town originally grew up around the Augustinian Friary, which dates from 1348.

The key economic activities in Ballyhaunis are relatively concentrated in a number of significant companies that relate directly and indirectly to the food processing industry. The town also has a range of other manufacturing industries that includes furniture, plastics and kitchen construction. A range of medium to small retail shops as well as employment in the state sector and the financial sector provide important employment in the town. Ballyhaunis remains an important service town for a wide agricultural hinterland in East Mayo and into County Roscommon. The population of the town increased from 1708 in 2006 to 2312 in 2011, an increase of 35%<sup>25</sup>.

Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 315 persons from 2011-2020 which equates to 121 households<sup>26</sup>. Currently 292 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Ballyhaunis to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town.

Having carried out an assessment of the town, Table 7 sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### **Policies and Objectives for Ballyhaunis**

Building on the Strengths, Opportunities and Solutions in Table 7 and in order to secure the sustainable development of the town, the following objectives specific to Ballyhaunis shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### **Objectives**

KTBY-01            It is an objective of the Council to encourage development in the town of Ballyhaunis in accordance with the Land Use Zoning Map BY1.

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<sup>25</sup> Source – Census 2011

<sup>26</sup> Taking the average household size for Ballyhaunis of 2.6 – (Source - Census 2011)

## Area Plans for the Key Towns - Ballyhaunis

- KTBY-02 It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 7 where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network.
- KTBY-03 It is an objective of the Council to improve the attractiveness of the Town Centre's built fabric, including the encouragement of appropriate redevelopment and renewal of vacant sites and buildings, in particular Knox St, and to ensure high architectural quality in all new developments.
- KTBY-04 It is an objective of the Council to encourage re-development of all derelict buildings in Ballyhaunis registered on the Derelict Sites list.
- KTBY-05 It is an objective of this Plan to comply with the requirements of objectives SS-01 and SS-02 in the Infrastructure Strategy of this Plan regarding the Seveso II site "*Flogas Ltd*", Clare Road.
- KTBY-06 It is an objective of the Council to increase the capacity of and upgrade the existing waste water treatment plant in Ballyhaunis.
- KTBY-07 It is an objective of the Council to facilitate the construction of the town's outer by pass where it can be demonstrated that the development will have no adverse effects on the environment including the integrity of the Natura 2000 network and to safeguard the line of the proposed route of the road from any development that could prejudice the construction and safe operation of the road.
- KTBY-08 It is an objective of the Council to ensure that the strategic importance, capacity and safe operation of the Knock Link Road is maintained by restricting the number of access points entering and exiting onto the road.
- KTBY-09 It is an objective of the Council to continue to encourage rail use as a sustainable mode of transport and to promote the upgrading of the rail services to the town and connecting bus services. It is also an objective of the Council to ensure the future protection of lands adjacent to the railway station from inappropriate development that could jeopardize the long term viability and improvement of the transport facility.
- KTBY-10 It is an objective of the Council to promote the town's strategic location in relation to Ireland West Airport Knock.
- KTBY-11 It is an objective of the Council to support and secure a strategic path network for the town and its environs generally in line with that indicated on Map BY2.

## Area Plans for the Key Towns - Ballyhaunis

- KYBY-12 It is an objective of the Council to utilise a system of Pay and Display parking in selected areas in the town centre and to monitor and review the impact of this. It is also an objective to improve the quality and provision of off-street town centre parking and encourage the use of such facilities.
- KTBY-13 It is an objective of the Council to seek ways to make more use of the Town Square area, including making the area pedestrian and market place friendly.
- KTBY-14 It is an objective of the Council to protect the water quality and riparian zone of the river Dalgan and to encourage appropriate developments that enhance their landscape setting and public benefit. Any proposed developments adjacent to or close to watercourses shall be carefully assessed to ensure that there is no adverse impact to the water course, its riparian zone or to any waterbody into which it flows, in addition to the integrity of Natura 2000 sites within an appropriate radial buffer zone.
- KTBY-15 It is an objective of the Council to encourage the enhancement and extension of the Dalgan River walkway and to safeguard the value of the river as an ecological “green corridor”. Riverside walkway provisions should be incorporated, where appropriate, into development proposals bounding the river. All such proposals shall be carefully assessed to ensure that there is no significant detrimental impact on the watercourse or any other water body into which it flows, in addition to the integrity of Natura 2000 sites within an appropriate radial buffer zone.
- KTBY-16 It is an objective of the Council to make Tree Preservation Orders for the tree groups identified in Map BY2.
- KTBY-17 It is an objective of the Council to protect and enhance all key views of interest in Ballyhaunis, including those identified on Map BY2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.
- KTBY-18 It is an objective of the Council to improve the overall attractiveness of Ballyhaunis for visitors and tourism, including through the enhancement of the visual amenity of the town and its approaches and through the encouragement of new or extended facilities for tourists, including quality tourist accommodation, attractions and activities.
- KTBY-19 It is an objective of the Council to protect the Abbey and its associated lands as one of the town’s key tourist attractions.
- KYBY-20 It is an objective of the Council to support and, where possible, implement measures to create interpretative walking routes in and around the town, linking the town’s special features of built and natural heritage interest.

## Area Plans for the Key Towns - Ballyhaunis

- KYBY-21** It is an objective of the Council, in accordance with the relevant strategies and development guidance contained in this County Development Plan, to work with existing service providers and relevant interests to promote Ballyhaunis as the key tourist location within East Mayo and the gateway to the wider County area.
- KTBY-22** It is an objective of the Council to facilitate a mixed use extension to the existing town centre on lands to the east of Aisling Drive with pedestrian links to Clare Road and Hazelhill areas.
- KTBY-23** It is an objective of the Council to facilitate a mixed use extension to the existing town centre on lands to the rear of Knox Street/Main Street incorporating redeveloped surface parking, which is overlooked, with strong pedestrian access to Main Street and Knox Street.
- KTBY-24** It is an objective of the Council to facilitate a mixed use extension to the existing town centre on vacant lands on Barrack Street incorporating redeveloped and overlooked surface parking, and a strong urban streetscape along the site's front boundary.

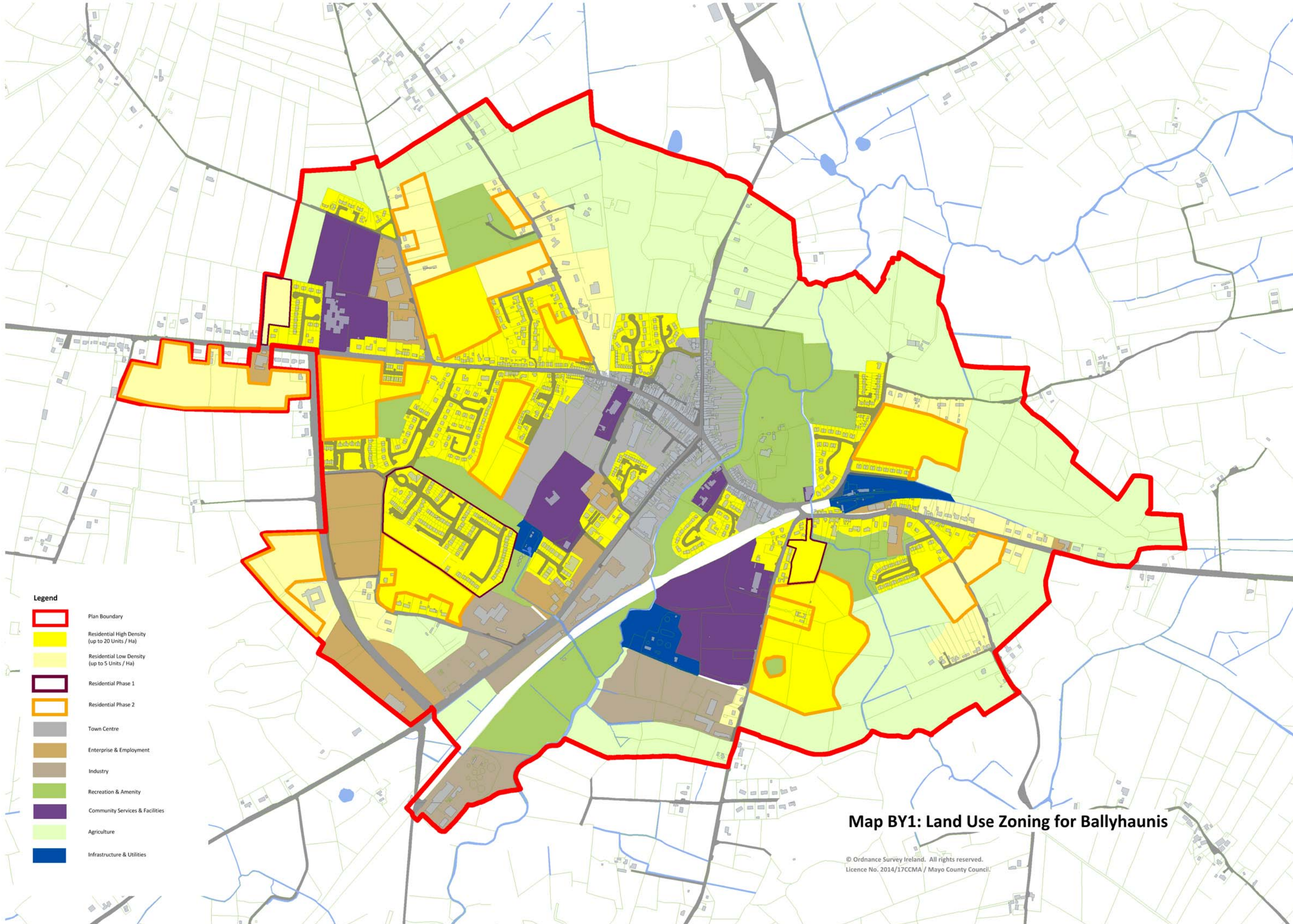
**Table 7 Strengths, Weaknesses and Opportunities and Solutions for Ballyhaunis Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Key Town Designation (+) Significant population growth (+) <i>67% growth during period 2002-2011</i>  Multi-cultural population (+) <i>55% Irish; remainder other nationalities</i> <i>Strong community spirit(+)</i>	Continue to build up population base for balanced regional development and to retain and attract investment and services into the town.
Unemployment rate above than national average (-) <i>Unemployment rate in Ballyhaunis 21%; National rate 19%</i> <i>Strong employment in the food processing sector (+)</i>	Continue to support job creation.
<b>Infrastructure:</b>  Abundant public water supply (+) <i>Source: Lough Mask Regional Water Supply Scheme and</i> <i>87% of households connected to public mains supply</i>  Public sewerage system (-) <i>Design capacity (4000pe) exceeded</i>  Good transport Links(+) <i>Road Linkages to Ireland West Airport Knock</i> <i>Railway station in town</i>  Access to internet including Broadband (+) <i>61% households connected; 86% of internet access is Broadband</i>  Large percentage of new housing stock (+) <i>57% of housing stock is ≤20 years</i>	Promote to attract investment into the town.  Ensure all development connects to public water services.  Prioritise upgrade of Waste Water Treatment Plant.  Promote rail access.  Provide choice of energy supply to users.

## Area Plans for the Key Towns - Ballyhaunis

**Table 7 Strengths, Weakness and Opportunities and Solutions for Ballyhaunis Town (cont.)**

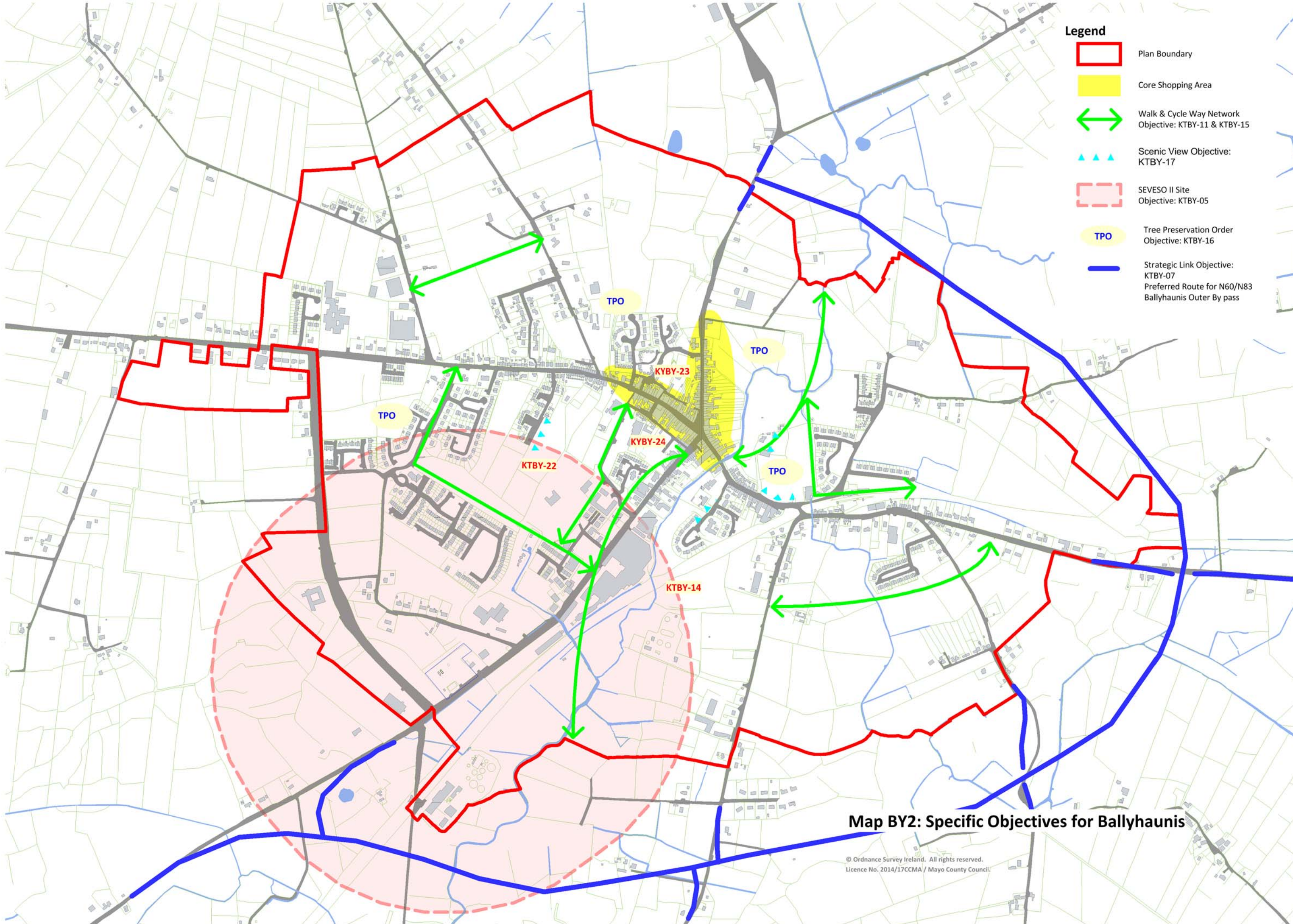
Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Rich cultural and natural heritage (+)  <i>Town dating back to 1348</i>  <i>4 Protected Structures</i>  <i>14 Recorded Monuments &amp; Places</i>  <i>Habitats and Ecological corridors</i></p>	<p>Develop and promote cultural, built and natural heritage, as well as tourist and amenity facilities.</p>
<p>Broad range of services, shopping facilities and community facilities (+)</p>	<p>Continue to support and encourage the development of services, retail and community facilities.            Encourage development of a late evening/night time economy in the town.</p>
<p>No. of industrial units available for letting or purchase  <i>2 industrial units</i></p>	<p>Readily available premises for enterprise and employment opportunities</p>
<p>High vacancy rate in buildings (-)   <i>25% residential units vacant (excluding holiday homes); 2 unfinished housing estates (as of 1/12/12)</i>  <i>43% retail units vacant</i></p>	<p>Properties available for residential and commercial use.            Consolidation of vacant units may provide suitable units.            Prioritise existing vacant units.</p>
<p>Urban sprawl (-)</p>	<p>Consolidate development by encouraging infill development, re-development or occupancy of vacant properties.            Create strong pedestrian links from developments to the town centre and services.</p>
<p>Dereliction (-)   <i>8 Registered Derelict Sites in the town</i></p>	<p>Encourage re-development of derelict sites.            Focus on improvements to streets such as Knox St. where dereliction is prevalent.            Implement Derelict Sites legislation.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.            Appropriate walkways along Dalgan riverside with links into the town centre.            Encourage Smarter Travel patterns</p>
<p>Heavy traffic flow in town centre (-)</p>	<p>Prioritise Ballyhaunis Relief route.            Encourage Smarter Travel.</p>
<p>Townscape &amp; Public Realm (-)</p>	<p>Protect integrity of streetscapes.            Encourage Smarter Travel.            Appropriate planting, paving and lighting.            Protect existing trees by making Tree Preservation Orders.</p>



- Legend**
- Plan Boundary
  - Residential High Density (up to 20 Units / Ha)
  - Residential Low Density (up to 5 Units / Ha)
  - Residential Phase 1
  - Residential Phase 2
  - Town Centre
  - Enterprise & Employment
  - Industry
  - Recreation & Amenity
  - Community Services & Facilities
  - Agriculture
  - Infrastructure & Utilities

**Map BY1: Land Use Zoning for Ballyhaunis**

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- Legend**
- Plan Boundary
  - Core Shopping Area
  - ↔ Walk & Cycle Way Network  
Objective: KTBY-11 & KTBY-15
  - ▲▲▲ Scenic View Objective:  
KTBY-17
  - SEVESO II Site  
Objective: KTBY-05
  - TPO Tree Preservation Order  
Objective: KTBY-16
  - Strategic Link Objective:  
KTBY-07  
Preferred Route for N60/N83  
Ballyhaunis Outer By pass

**Map BY2: Specific Objectives for Ballyhaunis**

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### BÉAL AN MHUIRTHEAD (BELMULLET) AREA PLAN

Béal an Mhuirthead is the largest urban centre in northwest Mayo serving a very large rural catchment area and is the largest Gaeltacht centre in County Mayo and the gateway to the Mullet peninsula. In 1822 a coastguard station was built at what is now Béal an Mhuirthead town. In 1825 William Henry Carter, a local landlord and architect, decided to establish his own settlement and a new pier was built by the Fishery Board and Carter in 1826.

The population of the town increased from 1074 in 2006 to 1089 in 2011. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 148 persons from 2011-2020 which equates to 62 households<sup>27</sup>. Currently 159 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Béal an Mhuirthead to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town. Béal an Mhuirthead has a very distinctive and strong cultural and linguistic heritage, and this combined with its role as a tourism centre could be one of the main drivers behind economic growth in the town and region into the future.

Having carried out an assessment of the town, Table 8 sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### Policies and Objectives for Béal an Mhuirthead

Building on the Strengths, Opportunities and Solutions in Table 8 and in order to secure the sustainable development of the town, the following objectives specific to Béal an Mhuirthead shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### Objectives

- |         |   |
|---------|---|
| KTBT-01 | It is an objective of the Council to encourage development in the town of Béal an Mhuirthead in accordance with the Land Use Zoning Map BT1.  |
| KTBT-02 | It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 8 where it can be demonstrated that the development will have no significant adverse effects on the environment including the integrity of the Natura 2000 network. |
| KTBT-03 | It is an objective of the Council to work with local agencies, in particular Údarás na Gaeltachta to encourage the development and growth of Béal an Mhuirthead as an employment centre for the wider rural area.   |
| KTBT-04 | It is an objective of the Council to support the provision of a Sustainable Energy Park in Béal an Mhuirthead in accordance with the provisions of the Renewable Energy Strategy 2011-2022 for County Mayo.   |

<sup>27</sup> Taking the average household size for Béal an Mhuirthead of 2.4 – (Source - Census 2011)



## Area Plans for the Key Towns - Béal an Mhuirthead

- KTBT-05 It is an objective of the Council, in accordance with the policies and objectives contained in the Mayo County Development Plan, to work with existing service providers and relevant interests to promote Béal an Mhuirthead as one of the key tourist locations within County Mayo.
- KTBT-06 It is an objective of the Council to encourage re-development of all derelict buildings in Béal an Mhuirthead registered on the Derelict Sites list.
- KTBT-07 It is an objective of the Council to strengthen and protect the linguistic heritage of the town and to promote use of the Irish language in the public realm through signage and other measures throughout the Town Centre area.
- KTBT-08 It is an objective of the Council to create a more pedestrian friendly environment in the town centre of Béal an Mhuirthead.
- KTBT-09 It is an objective of the Council to support and secure a strategic footpath and cycle path network throughout the town and its environs generally in line with that indicated on Map BT2.
- KTBT-10 It is an objective of the Council to support the provision of a swimming pool in Béal an Mhuirthead through public private partnership, assistance to a private promoter or any other means.
- KTBT-11 It is an objective of the Council to protect and enhance all significant views of interest in Béal an Mhuirthead, including those identified on Map BT2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.
- KTBT-12 It is an objective of the Council to prioritise the construction of a civic amenity site in Béal an Mhuirthead.
- KTBT-13 It is an objective of the Council to prioritise the provision of a new wastewater treatment plant and extended collection network for Béal an Mhuirthead, to allow for the sustainable expansion of the town and to enable it to develop to its full potential.
- KTBT-14 It is an objective of the Council to investigate the possible provision of interim wastewater treatment infrastructure, in conjunction with the Private Sector, prior to the commissioning of the Waste Water Treatment Plant and extended Collection Network.
- KTBT-15 It is an objective of the Council to encourage the decommissioning of existing individual wastewater treatment systems within the Plan area, once the extended sewerage collection network and wastewater treatment plant are operational. The Council will investigate the introduction of an incentivized scheme in order to support the implementation of this objective.

## Area Plans for the Key Towns - Béal an Mhuirthead

KTBT-16 It is an objective of the Council to protect and improve the town’s potable drinking water supply, in line with the standards outlined within the EU Water Framework Directive and the Western River Basin Management Plan *Water Matters* 2009-2015.

KTBT-17 It is an objective of the Council to encourage the development of a new street linking Shore Road and Church Street as indicated in Map BT2 having regard to best practice principles in urban design.

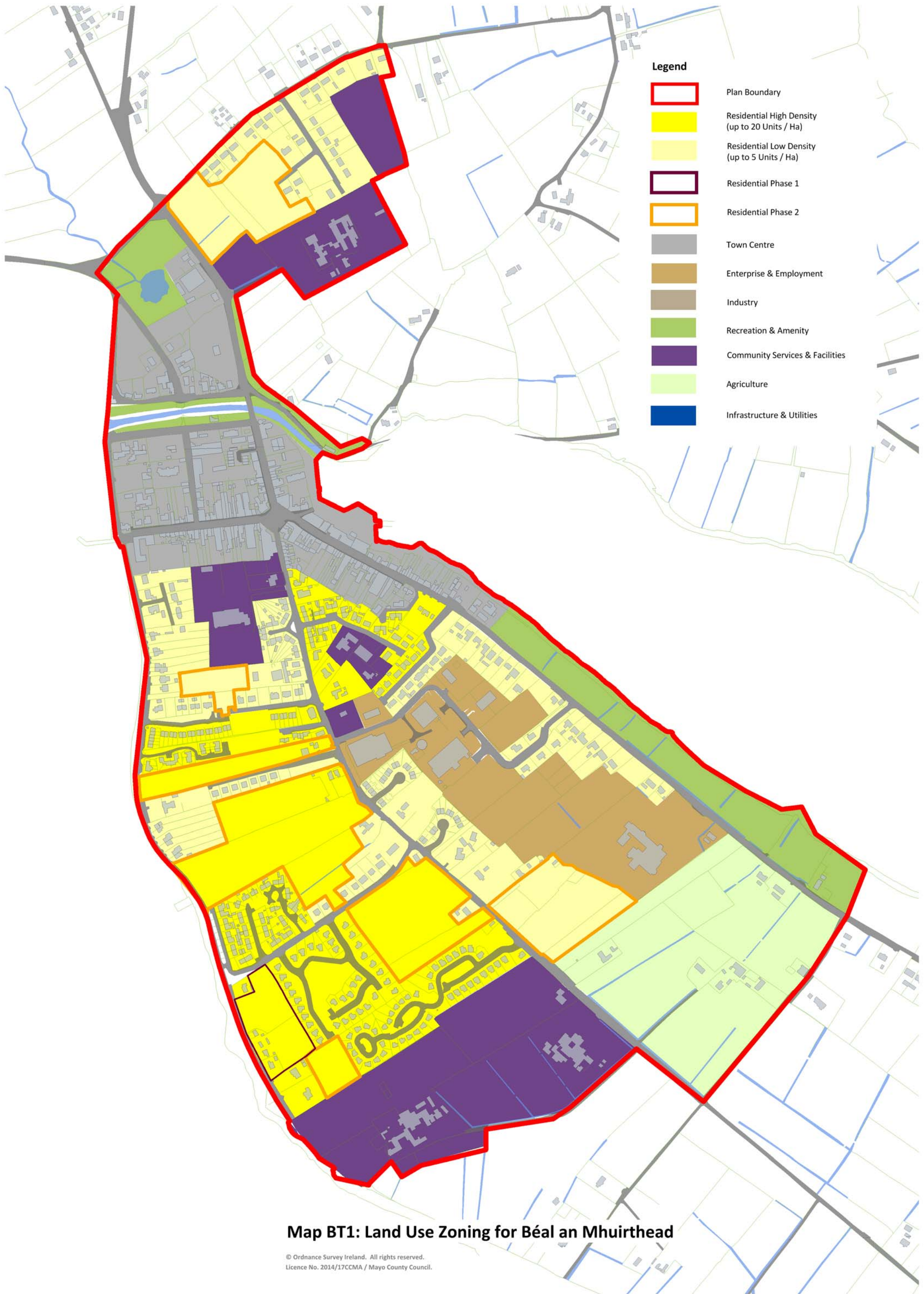
**Table 8 - Strengths, Weaknesses and Opportunities and Solutions for Béal an Mhuirthead Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Population growth (+) <i>14% growth during period 2002-2011</i>	Continue to build up population base for balanced regional development and to retain and attract investment and services into the town.
Multi-cultural population (+) <i>79% Irish; remainder other nationalities</i>	
Unemployment rate above the national average (-) <i>Unemployment rate in Beal an Mhuirthead 27%; National rate 19%</i>	Continue to support job creation.
Infrastructure:	<p>Ensure all development connects to public water services.</p> <p>Prioritise development of wastewater treatment plant and extended collection network.</p> <p>Enhances attractiveness of town to potential business investment</p> <p>Prioritise road improvements and connectivity to the Linked Hub (Castlebar-Ballina).</p> <p>Prioritise development of gas network in the town.</p> <p>Promote work from home opportunities.</p>
Public water supply (+) <i>Source: Carrowmore Lake (Erris Regional Water Supply Scheme) 84% of households connected to public water mains</i>	
Metropolitan Area Networks(+)	
No waste water treatment plant and limited sewerage collection system (-)	
No gas distribution network in the town (-)	
Poor standard of road linkages (-)	
Access to internet including Broadband (+) <i>58% households connected; 82% of internet access is Broadband</i>	
Large percentage of new housing stock (+) <i>48% of housing stock is ≤20 years</i>	
Rich natural and cultural heritage (+) <i>Habitats and Ecological corridors Special linguistic and cultural heritage</i>	<p>Gateway to Mullet peninsula.</p> <p>Protect and enhance cultural heritage.</p> <p>Promote linguistic/cultural heritage tourism.</p> <p>Sustainably develop tourist and amenity facilities.</p>
Broad range of services, shopping facilities and community facilities (+)  <i>Strong Retail economy (+) 16 % retail units vacant – Lowest of the key towns surveyed (Oct 2012)</i>	<p>Continue to support and encourage the development of services, retail and community facilities.</p> <p>Encourage development of a late evening/night time economy in the town. Investigate opportunities in this regard.</p>

## Area Plans for the Key Towns - Béal an Mhuirthead

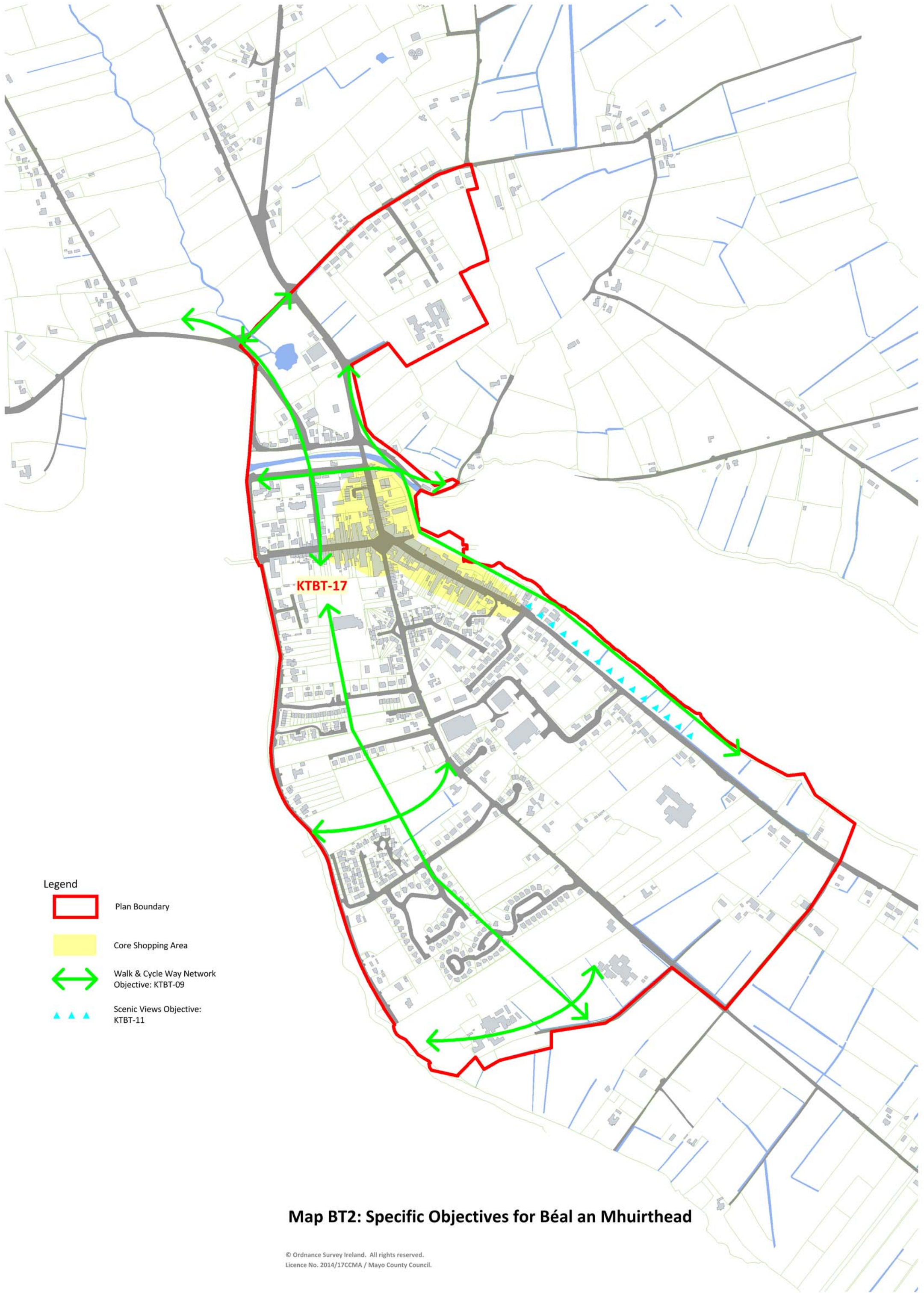
**Table 8 - Strengths, Weaknesses and Opportunities and Solutions for Béal an Mhuirthead Town (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Good amenity base (+) <i>Natural environment (Town located between Blacksod and Broadhaven Bay and is the gateway to the Mullet peninsula)</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential (marine related amenity, angling/fishing, cycling and walking)</p>
<p>High residential vacancy rate (-) <i>26% residential units vacant (excluding holiday homes); 1 unfinished housing estate</i></p>	<p>Prioritise vacant residential buildings</p>
<p>Urban sprawl (-)</p>	<p>Consolidate development by encouraging infill development, re-development or occupancy of vacant properties. Create strong pedestrian links from developments to the town centre and services.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services. Appropriate development of walking/cycling routes with links into the town centre. Encourage Smarter Travel patterns</p>
<p>Regular traffic congestion in town centre (-)</p>	<p>Improve pedestrian facilities. Investigate ways to reduce the dominance of the motor vehicle in the town centre. Encourage e-working.</p>
<p>Townscape &amp; Public Realm (-)</p>	<p>Protect integrity of streetscapes. Appropriate planting, paving and lighting. Protect existing trees by making Tree Preservation Orders.</p>




**Map BT1: Land Use Zoning for Béal an Mhuirthead**

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**Legend**

-  Plan Boundary
-  Core Shopping Area
-  Walk & Cycle Way Network  
Objective: KTBT-09
-  Scenic Views Objective:  
KTBT-11

**Map BT2: Specific Objectives for Béal an Mhuirthead**

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### CLAREMORRIS AREA PLAN

Claremorris is situated in the undulating plains of southeast Mayo. It is strategically located within the county and West Region at the junction of two major National Routes (N17 and N60) connecting it to the linked hub and the Galway and Sligo Gateways; two important regional routes from the Key towns of Ballinrobe and Kiltimagh terminate in the town. It also has direct rail links to Dublin and potential future rail links along the Western Rail Corridor and is 26 km from Ireland West Airport Knock.

Claremorris is the fourth largest town in the County and is the established administrative, commercial and service centre for a considerable hinterland in this part of the County.

The population of Claremorris grew from 2595 in 2006 to 3412 in 2011 an increase of 31.5%. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 465 persons from 2011-2020 which equates to 186 households<sup>28</sup>. Currently 470 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Claremorris to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town.

The basic linear pattern of the town with its distinctive market square around which the town has grown was already established by the late eighteenth century. The opening of the railway in 1863 strengthened the role of Claremorris and the railway heritage of this era is a distinctive feature of the town. To the south are Clare and Mayfield Loughs, which constitute valuable natural amenities for the town.

It is envisioned that the future growth of Claremorris will be based on its ability to accommodate and attract additional growth due to its strategic location and trans-nodal infrastructural links within the Region.

Having carried out an assessment of the town, Table 9 sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### **Objectives for Claremorris**

Building on the Strengths, Opportunities and Solutions in Table 9 and in order to secure the sustainable development of the town, the following objectives specific to Claremorris shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### **Objectives**

KTCS-01 It is an objective of the Council to encourage development in the town of Claremorris in accordance with the Land Use Zoning Map CS1.

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<sup>28</sup> Taking the average household size for Claremorris of 2.5 – (Source CSO Website)

## Area Plans for the Key Towns - Claremorris

- KTCS-02 It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 9 where it can be demonstrated that the development will have no significant adverse effects on the environment including the integrity of the Natura 2000 network.
- KTCS-03 It is an objective of the Council to support and promote the development potential of Claremorris as a transportation hub given its trans-nodal infrastructural location.
- KTCS-04 It is an objective of the Council to encourage and facilitate the development of the tourism potential of Claremorris in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of the town.
- KTCS-05 It is an objective of the Council to support the role of the town centre as the dominant retailing and commercial area in Claremorris.
- KTCS-06 It is an objective of the Council to develop an attractive, serviced industrial land bank to the north of the inner relief road, on lands zoned for industrial development (refer to Map CS1), suitable for a range of high class and environmentally acceptable business and technology / industrial park type developments.
- KTCS-07 It is an objective of the Council to ensure that lands zoned Enterprise and Employment (refer to Map CS1) are developed in an orderly and in-depth manner.
- KTCS-08 It is an objective of the Council to continue to facilitate the further development of the Mayfield Lough and McMahon Park as an amenity / recreation area in Claremorris.
- KTCS-09 It is an objective of the Council to support the establishment of an accessible walking / cycling network throughout the plan area and surrounding area that provides safe and attractive circulation routes for pedestrians and cyclists for the enjoyment and recreational use of the entire community by linking residential areas, community facilities, amenities and the town centre.
- KTCS-10 It is an objective of the Council to provide a Civic Amenity Facility in Claremorris.
- KTCS-11 It is an objective of the Council to examine the feasibility of, with the aim of constructing, the following road projects within the plan area:
- (i) construction of an inner relief road from the N60 to the old N17
  - (ii) construction of a link road from the L-5572-0 (Cloonconner Rd.) to the old N17 Claremorris/Ballindine Road, with the intention of extinguishing the vehicular right of way on the Cloonconner Rd. to/from the N17 By-Pass
- the above road projects will be subject to the normal planning and environmental considerations, including an assessment in accordance with Article 6 of the EU Habitats Directive, as appropriate.

## Area Plans for the Key Towns - Claremorris

- KTCS-12 It is an objective of the Council to safeguard and protect the Claremorris By-Pass from development for non-infrastructure related purposes that would prejudice its future use as part of the Western Infrastructural Corridor.
- KTCS-13 It is an objective of the Council to support the reinstatement of the Western Rail Corridor, in particular to actively seek and promote the re-opening of the Claremorris-Galway rail link as well as a link to Sligo and to safeguard and protect these potential rail links from redevelopment for non transport related purposes in order not to preclude their future uses as an operational transportation network.
- KTCS-14 It is an objective of the Council to co-operate with relevant agencies to secure improvements to the public transport system serving Claremorris and to support initiatives designed to improve bus-rail interchange facilities.
- KTCS-15 It is an objective of the Council to support the development of Claremorris station for passenger and freight services and as a distribution depot.
- KTCS-16 It is an objective of the Council to facilitate, identify, support and secure a footpath and cycleway network throughout the plan area, as appropriate and as funding permits through the production and implementation of a smarter travel plan for the town.
- KTCS-17 It is an objective of the Council, in conjunction with the relevant agencies to protect, maintain and enhance the conservation value of Mayfield and Clare Loughs, their associated wetland habitats and rich diversity of plant and animal species and the extent, quality and connectivity of surface waters and wetlands as well as to promote the educational role of the lakes.
- KTCS-18 It is an objective of the Council to protect and enhance the conservation value of the disused railway lines in the town and their setting / margins as wildlife habitats and corridors notwithstanding that such disused railway lines may be developed at some future date as part of the County's infrastructure / greenway network in a manner that has regard to their inherent conservation value.
- KTCS-19 It is an objective of the Council to comply with the requirements of objectives SS-01 and SS-02 in the Infrastructure Strategy of this Plan regarding Seveso II site '*Calor Gas Teo*'.
- KTCS-20 It is the objective of the Council to encourage re-development of all derelict buildings in Claremorris registered on the Derelict Sites list.
- KTCS-21 It is an objective of the Council to increase the capacity and upgrade the existing waste water treatment plant in Claremorris.
- KTCS-22 It is an objective of the Council to consider the development of the Opportunity Site shown on Map CS1 in accordance with the land uses generally permitted as outlined in the Land Use Zoning Matrix.



## Area Plans for the Key Towns - Claremorris

**Table 9 Strengths, Weaknesses and Opportunities and Solutions for Claremorris Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Significant population growth (+) <i>62.5% growth during period 2002-2011</i></p> <p>Multi-cultural population (+) <i>76% Irish; remainder other nationalities</i></p> <p>Designated as a Key Town in the RPGs and MCDP (+)</p> <p><i>Strong community spirit(+)</i></p>	<p>Continue to build up population base for balanced regional development and to retain and attract investment and services into the town.</p>
<p>High unemployment rate (-) <i>Unemployment rate in Claremorris 19%; National rate 19%</i></p>	<p>Continue to support job creation.</p>
<p>Infrastructure:</p> <p>Abundant public water supply (+) <i>Source: Lough Mask Regional Water Supply Scheme 91% of households connected</i></p> <p>Public sewerage system (-) At capacity (5,333pe) but is designed for 8000pe but requires upgrade</p> <p>Gas distribution network in the town (+)</p> <p>Road Linkages (+) Sligo / Galway Gateways (N17) Castlebar / Roscommon (N60) to Ballinrobe (R331) to Kiltimagh (R320)</p> <p>Public Transport Linkages (+) Dublin to Westport / Ballina train service 4 daily services Bus Eireann daily services from Ballina, Westport, Galway, Athlone and Sligo all stop at Claremorris Airport Linkages(+) Proximity to Ireland West Airport Knock 30 (km) north along the N17</p> <p>Metropolitan Area Networks (+)</p> <p>Access to internet including Broadband (+) <i>70% households connected; 89% of internet access is Broadband</i></p> <p>Large percentage of new housing stock (+) <i>61% of housing stock is ≤20 years</i></p>	<p>Promote to attract investment into the town.</p> <p>Ensure all development connects to public water services.</p> <p>Prioritise upgrade of Waste Water Treatment Plant.</p> <p>Potential as a transportation hub within the Region.</p> <p>Provide choice of energy supply to users.</p> <p>Good access links.</p> <p>Enhances attractiveness of town to potential business investment</p>
<p>Cultural heritage (+) <i>12 Protected Structures 26 Recorded Monuments &amp; Places Railway heritage Mayfield and Clare Loughs are valuable natural assets and important habitats of conservation value</i></p>	<p>Develop cultural, tourist and amenity facilities Promote cultural heritage in the town. Protect cultural heritage in the town. Promote educational aspects of Clare and Mayfield Loughs.</p>
<p>Broad range of services, shopping facilities and community facilities (+)</p>	<p>Continue to support and encourage the development of services, retail and community facilities.</p> <p>Encourage development of a late evening/night time economy in the town.</p>

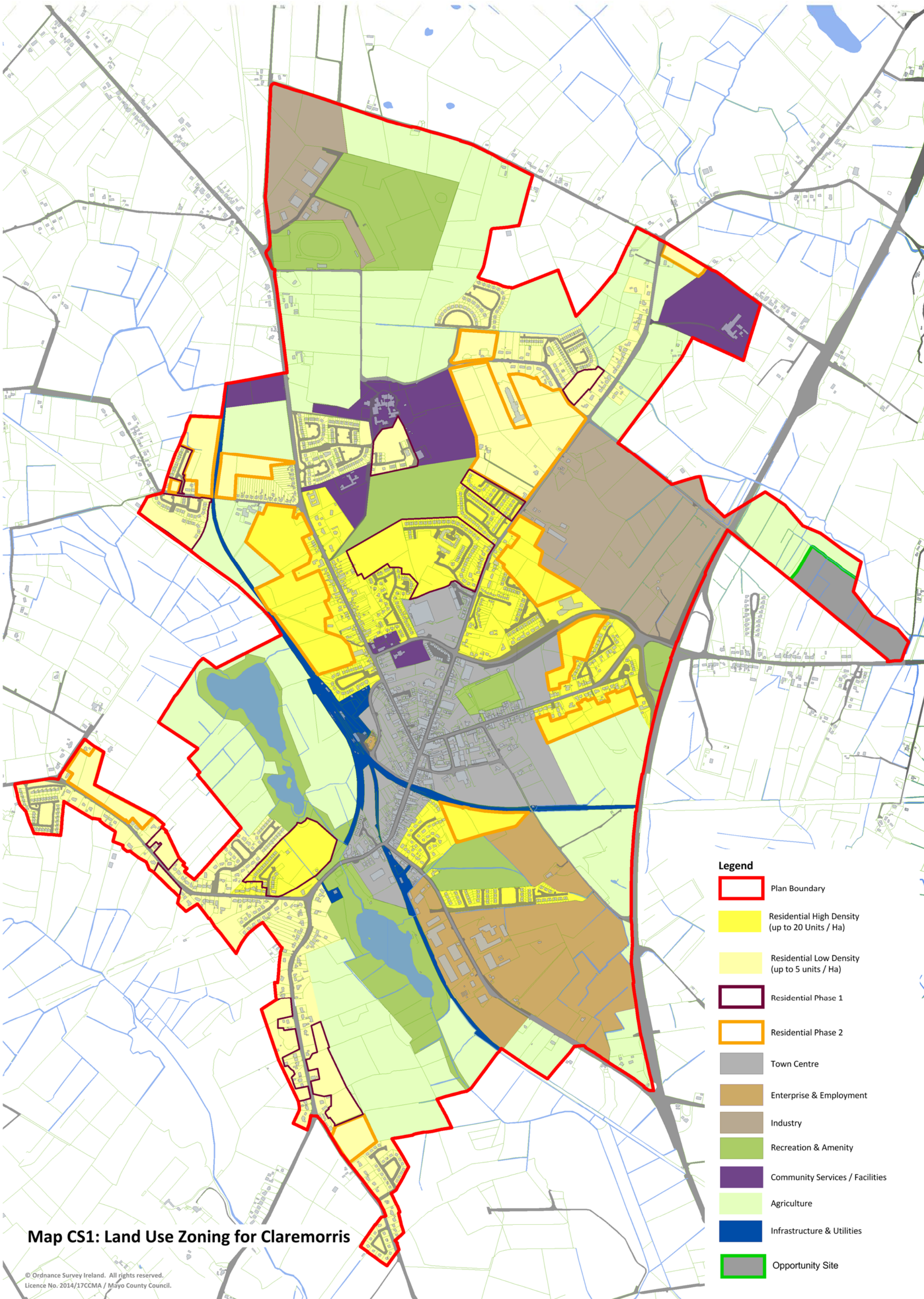
## Area Plans for the Key Towns - Claremorris

**Table 9 Strengths, Weaknesses and Opportunities and Solutions for Claremorris Town (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Good amenity base (+)</p> <p><i>High quality Natural environment</i>  <i>Mayfield and Clare Loughs</i>  <i>Development of Mahon Park has opened up Clare Lough</i>  <i>Clare Loop Walk 3km walking trail</i>  <i>Comprehensive range of sporting facilities</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential.            Develop amenity uses and tourism potential of the town e.g. extending the Clare Lake Loop to the Golf Course; skate park; develop the recreational potential of Mayfield Lough.</p>
<p>No. of industrial units available for letting or purchase  <i>10 industrial units</i></p>	<p>Readily available premises for enterprise and employment opportunities</p>
<p>High vacancy rate in buildings (-)</p> <p><i>25% residential units vacant; 8 unfinished housing estates</i>  <i>34% retail units vacant</i></p>	<p>Properties available for residential and commercial use.            Consolidation of vacant units may provide suitable units.</p>
<p>Urban sprawl (-)</p>	<p>Consolidate development by encouraging infill development, re-development or occupancy of vacant properties.            Create strong pedestrian links from developments to the town centre and services.</p>
<p>Dereliction (-)</p> <p><i>2 Registered Derelict Sites</i>  <i>High level of disrepair to buildings along Mount Street and James Street</i></p>	<p>Encourage re-development of derelict sites and buildings in disrepair.            Focus on improvements to Mount Street and James Street where dereliction is prevalent.            Implement Derelict Sites legislation.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.            Encourage Smarter Travel patterns.</p>
<p>Town Centre (-)</p> <p>Reduction in the town centre's role as the principle retail and economic area of Claremorris</p>	<p>Create links between the retail areas to the North and South of the Town Centre area.            Create a sense of Place for the Town Centre.            Further promotion of the Town centre.</p>
<p>Townscape &amp; Public Realm (+)</p>	<p>Protect integrity of streetscapes.            Appropriate planting and lighting.            Protect existing trees by making Tree Preservation Orders.</p>

**Area Plans for the Key Towns - Claremorris**

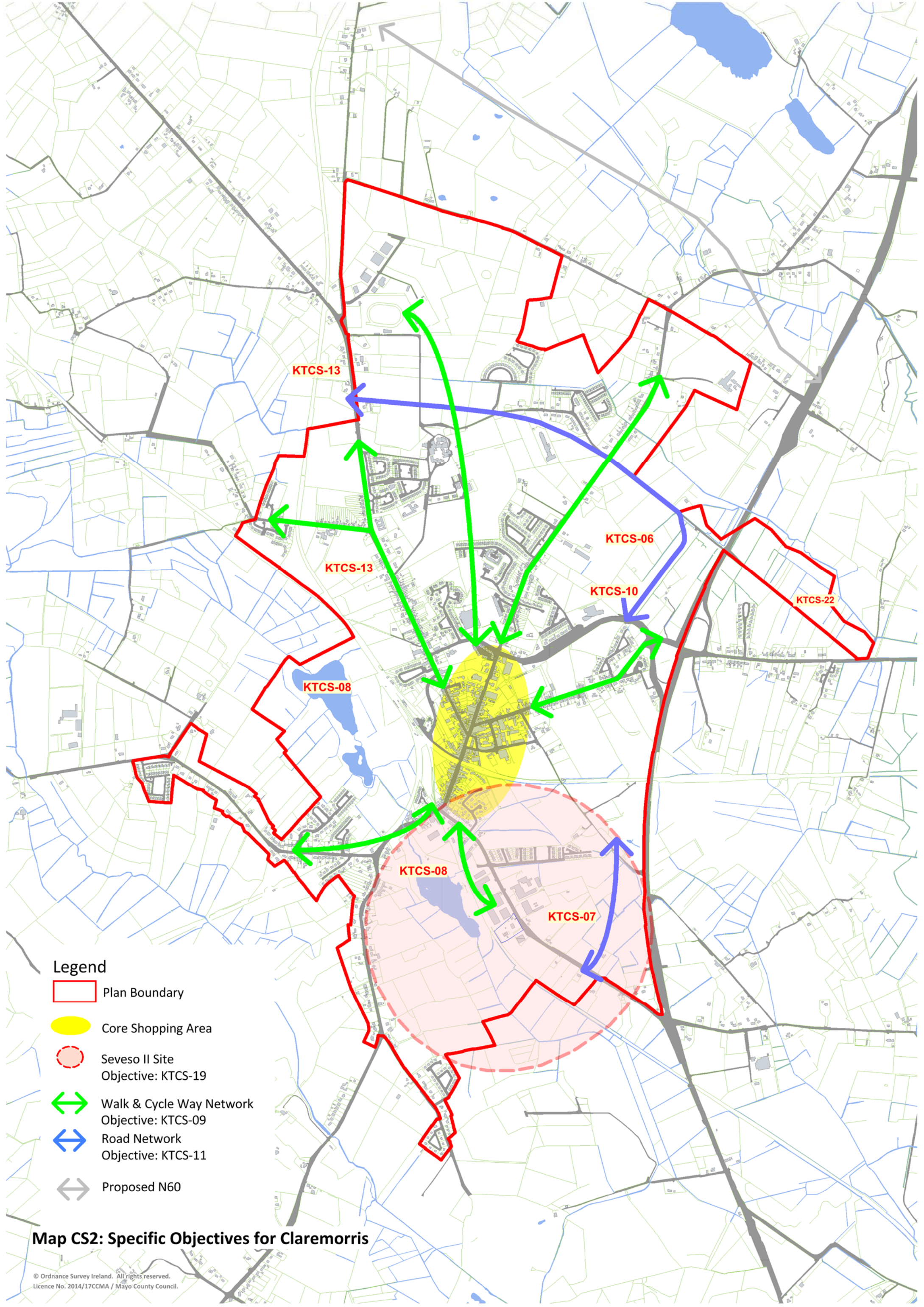
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- Legend**
- Plan Boundary
  - Residential High Density (up to 20 Units / Ha)
  - Residential Low Density (up to 5 units / Ha)
  - Residential Phase 1
  - Residential Phase 2
  - Town Centre
  - Enterprise & Employment
  - Industry
  - Recreation & Amenity
  - Community Services / Facilities
  - Agriculture
  - Infrastructure & Utilities
  - Opportunity Site

**Map CS1: Land Use Zoning for Claremorris**

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**Legend**

- Plan Boundary
- Core Shopping Area
- Seveso II Site  
Objective: KTCS-19
- Walk & Cycle Way Network  
Objective: KTCS-09
- Road Network  
Objective: KTCS-11
- Proposed N60

**Map CS2: Specific Objectives for Claremorris**

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### CHARLESTOWN AREA PLAN

Charlestown is located approximately nine kilometres from Ireland West Airport Knock on the Mayo/Sligo border and is known popularly as the International Gateway to the West of Ireland. Situated on the intersection of two national Primary routes, the N17 Galway/Sligo route and the N5 Westport/Longford route, Charlestown is within 50 Kilometres of the Linked Hub town of Castlebar on the N5 and the Gateway town of Sligo on the N17.

Charlestown is a planned town and dates back to 1846. The population in 2011 was 755 persons. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 103 persons from 2014-2020 which equates to 58 households<sup>29</sup>. Currently 180 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Charlestown to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town.

The strategic location of Charlestown in relation to major transport routes and strategic transport infrastructure such as Ireland West Airport knock lends itself to enterprise and employment opportunities.

Having carried out an assessment of the town, Table 10 sets out Strengths and Weaknesses of, and Opportunities and Solutions for Charlestown. Opportunities and Solutions identified are subject to no significant adverse effects on the environment or the integrity of the Natura 2000 network.

#### **Policies and Objectives for Charlestown**

Building on the Strengths, Opportunities and Solutions in Table 10 and in order to secure the sustainable development of the town, the following objectives specific to Charlestown shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### **Objectives**

- |         |  |
|---------|--|
| KTCN-01 | It is an objective of the Council to encourage development in the town of Charlestown in accordance with the Land Use Zoning Map CN1.  |
| KTCN-02 | It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 10 where it can be demonstrated the development will have no significant adverse effects on the environment including the integrity of the any Natura 2000 site. |
| KTCN-03 | It is an objective of the Council to enhance the range of existing functions in the town which include the residential centre; Market town and local service centre; Central Business District.  |

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<sup>29</sup> Taking the average household size of 1.8

## Area Plans for the Key Towns - Charlestown

- KTCN-04 It is an objective of the Council to protect and enhance existing amenity facilities in Charlestown, particularly the fair green, bowling alley, football pitch and the river area.
- KTCN-05 It is an objective of the Council to protect and enhance areas considered unique and important in the town such as the Church, the Library, the Arts Centre, the Town Hall, the railway line and railway station, Westpoint Business Centre and the Health Centre.
- KTCN-06 It is an objective of the Council to develop the local economy by encouraging additional commercial businesses and industries and to promote the clustering of such industries on suitably zoned land.
- KTCN-07 It is an objective of the Council to ensure the provision of adequate waste water and water infrastructure to ensure that services are delivered in line with the further development and growth of Charlestown.
- KTCN-09 It is an objective of the Council to actively seek and support the reinstatement of the Western Rail Corridor.
- KTCN-10 It is an objective of the Council to improve and enhance the river walk way within the town, and pedestrian linkages within the town where it can be demonstrated the development will have no significant adverse effects on the environment including the integrity of any Natura 2000 site.
- KTCN-11 It is an objective of the Council to support local sports and community groups in delivering facilities, including the delivery of a new Town Park on a site identified adjacent to the Church.
- KTCN-12 It is an objective of the Council to promote the appropriate re-use, re-development and re-generation of derelict sites and buildings in the town particularly derelict buildings along Church Street and Main Street.
- KTCN-13 It is an objective of the Council to protect the Mullaghanoe River as a salmonid status water course, and all water courses and surface waters within the area, their water quality, ecology and function as ecological corridors and as potential influences on the integrity of any Natura 2000 sites within an appropriate radial buffer zone.
- KTCN-14 It is an objective of the Council to protect and enhance all significant views of interest in Charlestown including those identified on Map CN2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.
- KTCN-15 It is an objective of the Council to secure sites for town centre parking.

## Area Plans for the Key Towns - Charlestown

- KTCN-16** It is an objective of the Council to revitalise the town centre and encourage the redevelopment of the backland areas to the rear of Church Street and Main Street where it can be demonstrated the development will not have adverse effects on the integrity of the River Moy SAC.
- KTCN-17** It is an objective of the Council to encourage the roll out of high quality communications network in Charlestown to meet the needs of the business sector.
- KTCN-18** It is an objective of the Council to promote and market Charlestown as an Enterprise Centre.
- KTCN-19** It is an objective of the Council to continue to work and co-operate with Sligo County Council to ensure that a coherent and consistent strategy continues to be applied for the overall development of the Charlestown-Bellaghy Area.
- KTCN-20** It is an objective of the Council to support and facilitate the construction of the N17 Re-alignment from Knock to Charlestown which includes the N17 Charlestown By-pass, where it can be demonstrated that the development will have no adverse effects on the environment including the integrity of the Natura 2000 network and to safeguard the line of the proposed route of the road from any development that could prejudice the construction and safe operation of the road.

**Table 10 Strengths, Weaknesses and Opportunities and Solutions for Charlestown**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Population increase (+) <i>1.45% increase during period 2006-2011</i>  Ageing Population(-) <i>20.8% of population over 60 years</i>	Promote and encourage population growth for balanced regional development and to attract investment and services into the town.
Unemployment (-/+) Unemployment rate decrease over 12 months(+) <i>3.5% unemployment rate decrease in region bt. Oct 2011 and Oct 2012</i> <i>Unemployment rate in Charlestown 24% (-) Higher than the national average by 5%</i> <i>Lack of commercial investment in the town (-)</i> <i>Leakage of industries to other areas (-)</i>	Continue to support job creation.
Cultural and natural heritage (+) <i>Town dating back to 1846</i> <i>2 Protected Structures</i> <i>7 Recorded Monuments &amp; Places</i> <i>Habitats and Ecological corridors – River Mullaghanoe (part of the Moy SAC) runs through the town</i>	Build on utilising existing amenities in the town such as the Mullaghanoe River.  Promote and protect cultural and natural heritage in the town.



## Area Plans for the Key Towns - Charlestown

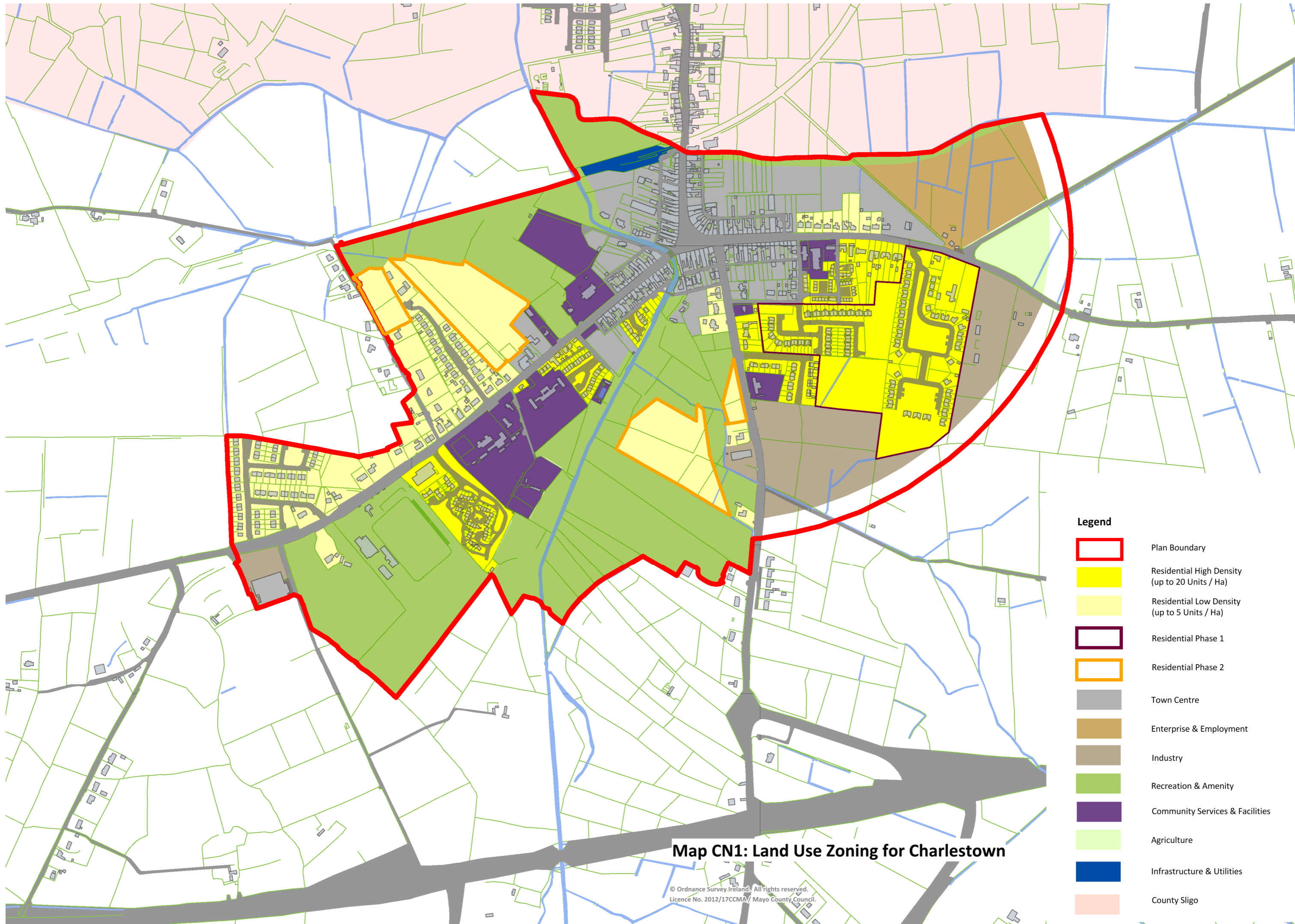
**Table 10 Strengths, Weakness and Opportunities and Solutions for Charlestown (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Infrastructure:</p> <p>Public water supply (+)  <i>Source: Bushfield Well (Spring)</i>  <i>Adequate capacity (+)</i>  <i>Good quality supply(+)</i>  <i>90.33% of households connected</i></p> <p>Public sewerage system (-)  <i>13% above capacity (by 156pe)</i></p> <p>Good road linkages to Sligo &amp; Galway Gateways (N17) and Linked Hub Castlebar-Ballina (N5 and N26) (+)</p> <p>Proximity to Ireland West Airport Knock (+)</p> <p>Access to internet including Broadband (+)  <i>61% households connected; 54% of internet access is Broadband</i></p> <p>Large percentage of new housing stock (+)  <i>41% of housing stock is ≤20 years</i></p>	<p>Promote to attract investment into the town.</p> <p>Ensure all development connects to public water services.</p> <p>Prioritise upgrade of WWTP.</p> <p>Good access links to gateways (Galway and Sligo), Castlebar-Ballina Linked Hub and Ireland West Airport Knock – Maximise the potential benefits of the strategic location.</p> <p>Provide accommodation/services to airport users.</p> <p>Investigate rail link to Ireland West Airport Knock on Western Rail Corridor.</p>
<p>Leakage of small industry and employment to neighbouring towns (-)</p> <p>Lack of Commercial investment in the town (-)  <i>Necessity to travel outside Charlestown to meet basic retail needs</i></p>	<p>Promote and encourage the development of services, retail and community facilities.</p> <p>Encourage development of commercial and industrial developments into the town</p>
<p>Good amenity base (+)  <i>Natural environment (Mullaghanoë River)</i>  <i>Manmade (Fair green, Handball alley, Football Pitch)</i>  <i>Other (Church, library, railway line and station, Westpoint Business Centre, Health Centre)</i></p>	<p>Further develop amenity base for citizens and to increase attractiveness for residents and visitors</p>
<p>No. of industrial units available for letting or purchase  <i>3 industrial units</i></p>	<p>Readily available premises for enterprise and employment opportunities</p>
<p>High vacancy rate in buildings (-)  <i>30% residential units vacant; 3 unfinished housing estates</i>  <i>49% retail units vacant</i></p>	<p>Properties available for residential and commercial use.</p> <p>Consolidation of vacant units may provide suitable units.</p>
<p>Dereliction (-)  <i>Derelict buildings located throughout the town, Particularly Church Street and Main Street</i></p>	<p>Encourage re-development of derelict buildings.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.</p> <p>Appropriate renewal of walkways along Mullaghanoë riverside with links into the town centre.</p> <p>Encourage Smarter Travel patterns</p>
<p>Heavy traffic flow in town centre (-)</p>	<p>Encourage Smarter Travel.</p> <p>Redevelop former railway line to Sligo and Swinford</p>

## Area Plans for the Key Towns - Charlestown

**Table 10 Strengths, Weakness and Opportunities and Solutions for Charlestown (cont.)**

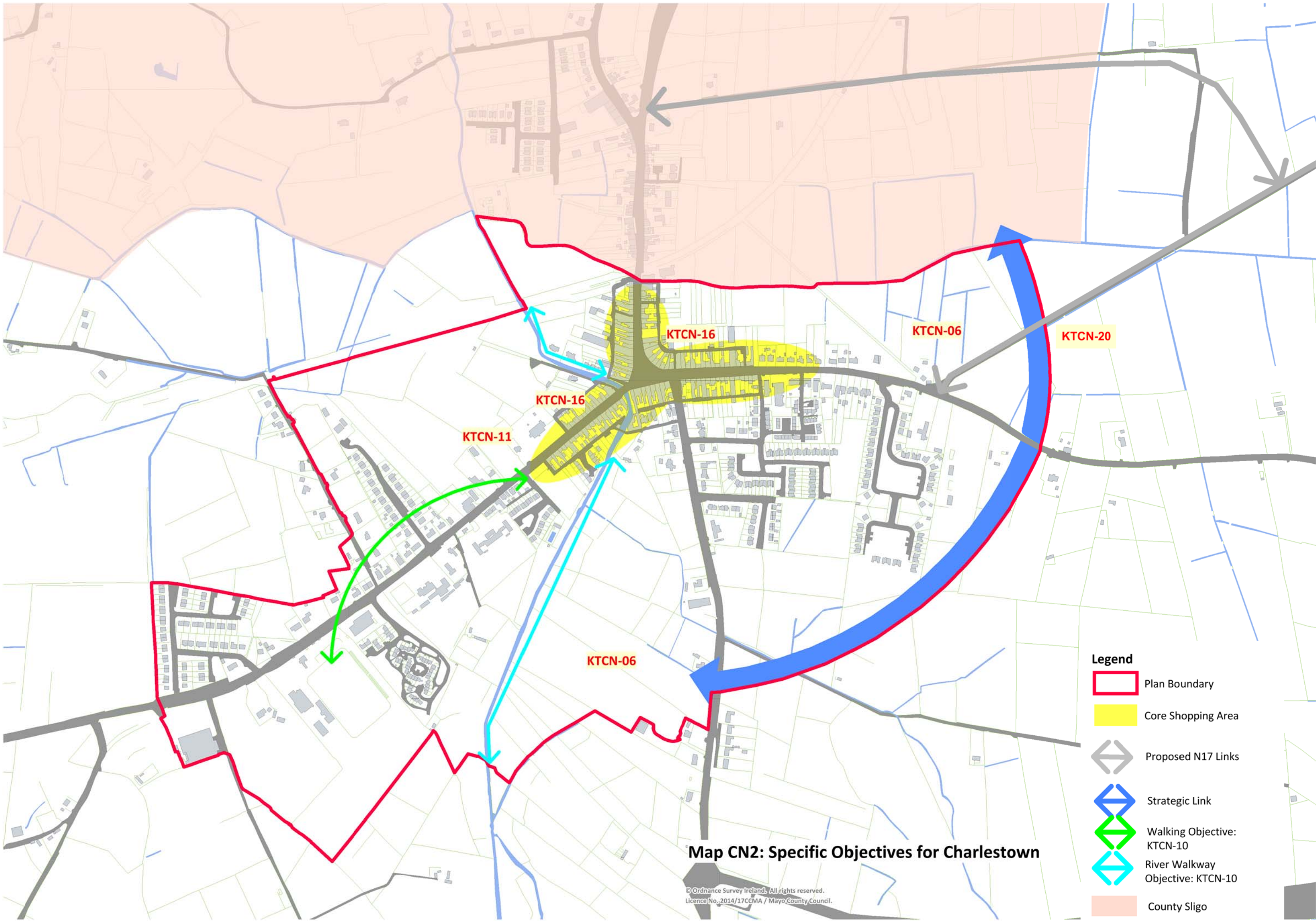
<b>Strengths (+) &amp; Weaknesses (-)</b>	<b>Opportunities &amp; Solutions</b>
<p>Townscape &amp; Public Realm (-)  <i>Unattractive areas within the town include the river area, entrances to the town, the condition of the back lanes, the neglected fair green, undeveloped lands on the outskirts of town, numerous derelict buildings within the town</i></p>	<p>Protect integrity of streetscapes.            Improve and enhance river area; provision of walkways, paths, seating.            Improve and enhance back lanes.            Improve and enhance fair green.            Provide aesthetically pleasing signage, landscaping, lighting and footpaths at entrances to the town.            Path refurbishment.            Encourage Smarter Travel.            Appropriate planting and lighting throughout the town.            Protect existing trees by making Tree Preservation Orders.</p>



- Legend**
-  Plan Boundary
  -  Residential High Density (up to 20 Units / Ha)
  -  Residential Low Density (up to 5 Units / Ha)
  -  Residential Phase 1
  -  Residential Phase 2
  -  Town Centre
  -  Enterprise & Employment
  -  Industry
  -  Recreation & Amenity
  -  Community Services & Facilities
  -  Agriculture
  -  Infrastructure & Utilities
  -  County Sligo

**Map CN1: Land Use Zoning for Charlestown**

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**Map CN2: Specific Objectives for Charlestown**

- Legend**
-  Plan Boundary
  -  Core Shopping Area
  -  Proposed N17 Links
  -  Strategic Link
  -  Walking Objective: KTCN-10
  -  River Walkway Objective: KTCN-10
  -  County Sligo

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### KILLALA AREA PLAN

Killala is an attractive, steeply terrained town situated in north Mayo on the western shores of Killala Bay. It is believed Killala was founded in the 5th century and has a strong ecclesiastical history. Killala also has a strong maritime history, being the principal port in the region at one stage. It also has a strong history as a market town. It features panoramic views out over the bay and has a distinctive townscape character dominated by impressive landmark buildings including the Round Tower, St. Patrick's (Church of Ireland) Cathedral, St. Patrick's Catholic Church and a number of cut-stone mill buildings which reflect its former commercial past.

The town is located on the regional route R314 linking Ballina to Ballycastle. The highest point of the town is located at the area of the Round Tower with the land sloping eastwards towards Killala Bay. Today Killala functions as a small local commercial, services and industrial centre for the hinterland.

The population of the town increased from 569 in 2006 to 574 in 2011. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 78 persons from 2011-2020 which equates to 33 households. Currently 86 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Killala to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town; building on its coastal location and spectacular setting, its proximity to the Ballina linked hub and as a gateway to north-west Mayo; its attractive and distinctive townscape; all of which contribute to making it a desirable location in which to live, work and to visit.

Having carried out an assessment of the town, Table 11 sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### Objectives for Killala

Building on the Strengths, Opportunities and Solutions in Table 11 and in order to secure the sustainable development of the town, the following objectives specific to Killala shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### Objectives

- |         |  |
|---------|--|
| KTKA-01 | It is an objective of the Council to encourage development in the town of Killala in accordance with the Land Use Zoning Map KA1.  |
| KTKA-02 | It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 11 where it can be demonstrated the development will not have significant adverse effects on the environment including the integrity of the Natura 2000 network. |

## Area Plans for the Key Towns - Killala

- KTKA-03 It is an objective of the Council, in accordance with the policies and objectives contained in this Plan, to work with existing service providers and relevant interests to promote Killala as one of the key tourist locations within County Mayo.
- KTKA-04 It is an objective of the Council to protect and enhance the character of the pier area and to provide for the development of appropriate commercial, tourism and leisure uses and ancillary works such as car parking and navigation.
- KTKA-05 It is an objective of the Council to promote greater public accessibility to existing tourist attractions in the town.
- KTKA-06 It is an objective of the Council to support the implementation of the Killala Harbour & Recreation Park Plan subject to no significant adverse effects on the environment including the integrity of any Natura 2000 site.
- KTKA-07 It is an objective of the Council to support the linkage of the Western Way with various local walking/cycling trails in the area including the Great Western Greenway.
- KTKA-08 It is an objective of the Council to support the provision of amenity walkways with dedicated pedestrian and cycle ways, planting and picnic areas in the town as depicted on Map KA2.
- KTKA-09 It is an objective of the Council to provide a pedestrian walkway between Steeple Lane and Market Street as outlined on Map KA2
- KTKA-10 It is an objective of the Council to upgrade and further develop the inner relief road as shown indicatively on Map KA2 subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.
- KTKA-11 It is an objective of the Council to investigate the provision of a bypass around the town and to improve traffic management through the provision of the inner relief road and the development of a town centre car park, subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.
- KTKA-12 It is an objective of the Council to provide, or facilitate the provision of, a waste water treatment plant and associated works for the town.
- KTKA-13 It is an objective of the Council to ensure that the historic architectural character of Killala is protected and enhanced.
- KTKA-14 It is an objective of the Council to designate within the lifetime of this plan an Architectural Conservation Area for Killala town centre including Market Street, Courthouse Street, Church Street, Church Lane, William Street, Georges Street, and Ballina Road (R314) and the coastline to the pier.

## Area Plans for the Key Towns - Killala

- KTKA-15** It is an objective of the Council to protect Killala Bay/Moy Estuary Special Area of Conservation (Site Code 000458) and Special Protection Area (Site Code 004036). Development proposals will be required to demonstrate that the development will not have an adverse effect on the integrity of the sites.
- KTKA-16** It is an objective of the Council to ensure that development does not adversely interfere with views and prospects illustrated on Map KA2 and the settings and views to and from places of built heritage or natural beauty.
- KTKA-17** It is an objective of the Council to support appropriate enterprise/employment uses that would be sympathetic to and supportive of maintaining the architectural character and setting of Killala House (a Protected Structure) and adjacent lands (zoned Enterprise & Employment on Map KA2 and labelled KTKA-17 on Map KA2).
- KTKA-18** It is an objective of the Council to provide a public car park in the town centre as shown on Map KA2.
- KTKA-19** It is an objective of the Council to retain the tourist accommodation function of the holiday cottages at Steeple Hill.

**Table 11 Strengths, Weaknesses and Opportunities and Solutions for Killala Town (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Population growth (-) <i>Reduction in population of 76 persons during period 2002-2011</i>	Build up population base for balanced regional development and to retain and attract investment and services into the town.  Encourage people to live in the town by promoting the natural and recreation value of the town.
Unemployment rate above the national average (-) <i>Unemployment rate in Killala 28%; National rate 19%</i>	Continue to support job creation.
Infrastructure:  Public water supply (+) <i>Source Ballina Regional Water Supply with capacity</i>  Lack of wastewater treatment plant (-)  Good access to Linked Hub town of Ballina(+)  Pier (+)  Access to internet including Broadband (+) <i>66% households connected; 89% of internet access is Broadband</i>  Large percentage of new housing stock (+) <i>65% of housing stock is ≤20 years</i>	Ensure all development connects to public water services.  Prioritise provision of waste water treatment plant.  Improve existing pier facilities Develop appropriate enterprise and tourism from marine location with pier facilities  Promote the town as an alternative to one-off housing given its close proximity and good access to the Linked-Hub of Ballina.

## Area Plans for the Key Towns - Killala

**Table 11 Strengths, Weaknesses and Opportunities and Solutions for Killala Town (cont.)**

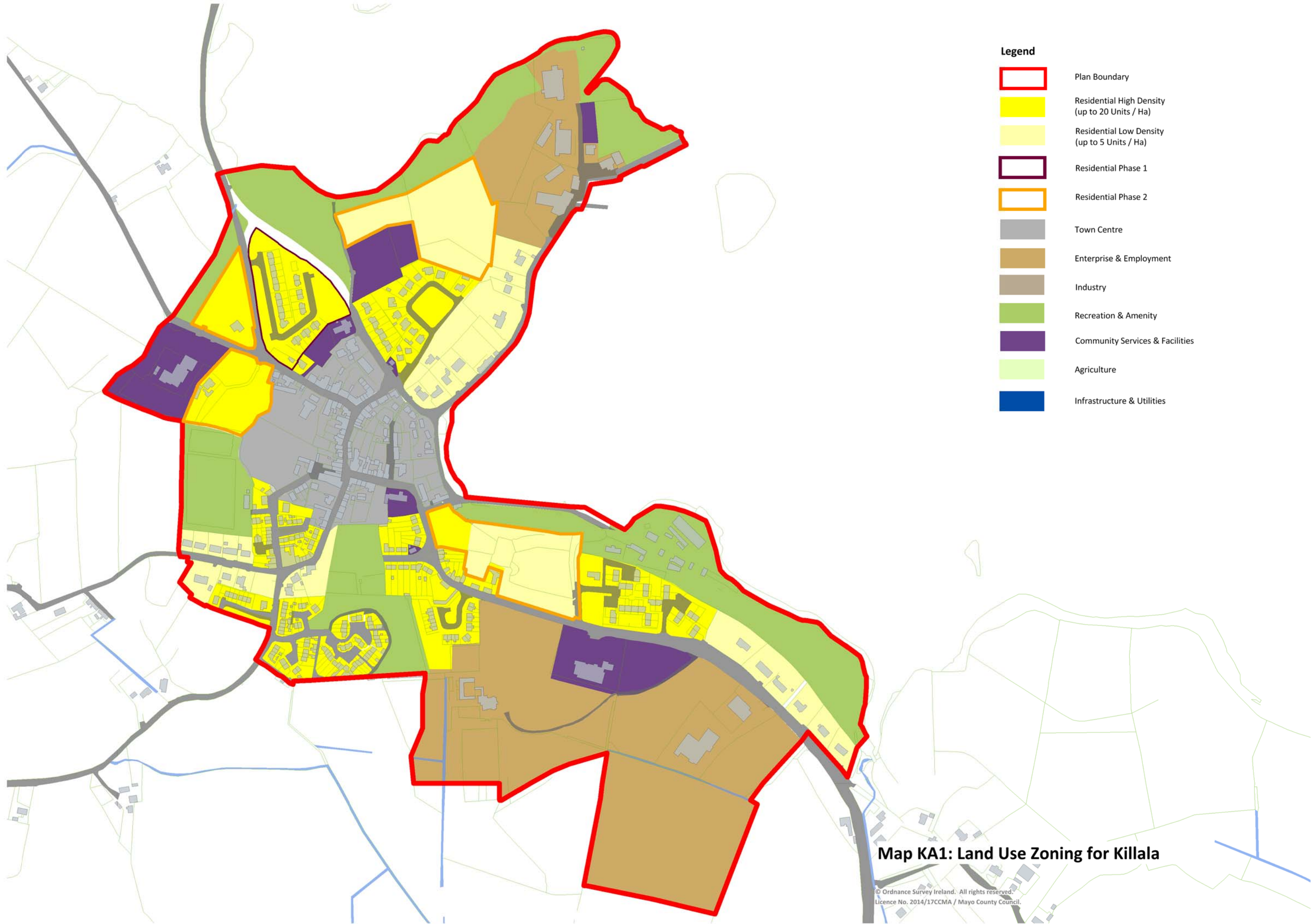
Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Rich natural and cultural heritage (+)</p> <p><i>Habitats and Ecological corridors</i>  <i>6 protected structures within the Plan area</i>  <i>2 Recorded Monuments &amp; Places (including ecclesiastical remains of the Early Christian settlement of Killala and a National Monument (Round Tower))</i></p>	<p>Protect and further develop cultural heritage in the town, as well as tourist and amenity facilities.</p> <p>Promote unique cultural and ecclesiastical heritage especially the Round Tower.</p> <p>Promote natural setting; coastal location.</p>
<p>Services (+/-)</p> <p><i>36 % retail units vacant (-)</i>  <i>Lack of hotel accommodation (-)</i></p>	<p>Continue to support and encourage development of services, retail and community facilities.</p> <p>Support provision of appropriate tourist accommodation</p> <p>Encourage re-use of vacant retail and other properties.</p> <p>Encourage development of a late evening/night time economy in the town.</p> <p>Encourage tourism economy.</p>
<p>Good amenity base (+)</p> <p><i>Town Park</i>  <i>Natural environment (coastal location)</i>  <i>Proximity to Bartra Island</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential.</p> <p>Develop amenity uses and tourism potential from sources such as angling, sailing and other marine related sports, walking, cycling, island trips.</p> <p>Appropriate improvements to pier area.</p>
<p>No. of industrial units available for letting or purchase</p> <p><i>1 industrial unit</i></p>	<p>Readily available premises for enterprise and employment opportunities</p>
<p>High vacancy rate in buildings (-)</p> <p><i>36% residential units vacant (excluding holiday homes);</i></p>	<p>Properties available for residential and commercial use.</p> <p>Consolidation of vacant units may provide suitable units for a number of uses.</p>
<p>Compact town (+)</p>	<p>Continue to consolidate development through infill, re-development or occupancy of vacant properties.</p> <p>Create strong pedestrian links from developments to the town centre and services.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.</p> <p>Appropriate development of walking/cycling routes with links into the town centre.</p> <p>Encourage Smarter Travel patterns</p>
<p>Traffic congestion in town centre (-)</p>	<p>Improve pedestrian facilities; investigate ways to reduce dominance of motor vehicles in town centre.</p> <p>Promote Smarter travel provision and actions.</p> <p>Investigate the provision of a by-pass, develop inner relief road and town centre carpark</p> <p>Provide safe cycleway to Ballina town.</p>



## Area Plans for the Key Towns - Killala

**Table 11 Strengths, Weaknesses and Opportunities and Solutions for Killala Town (cont.)**

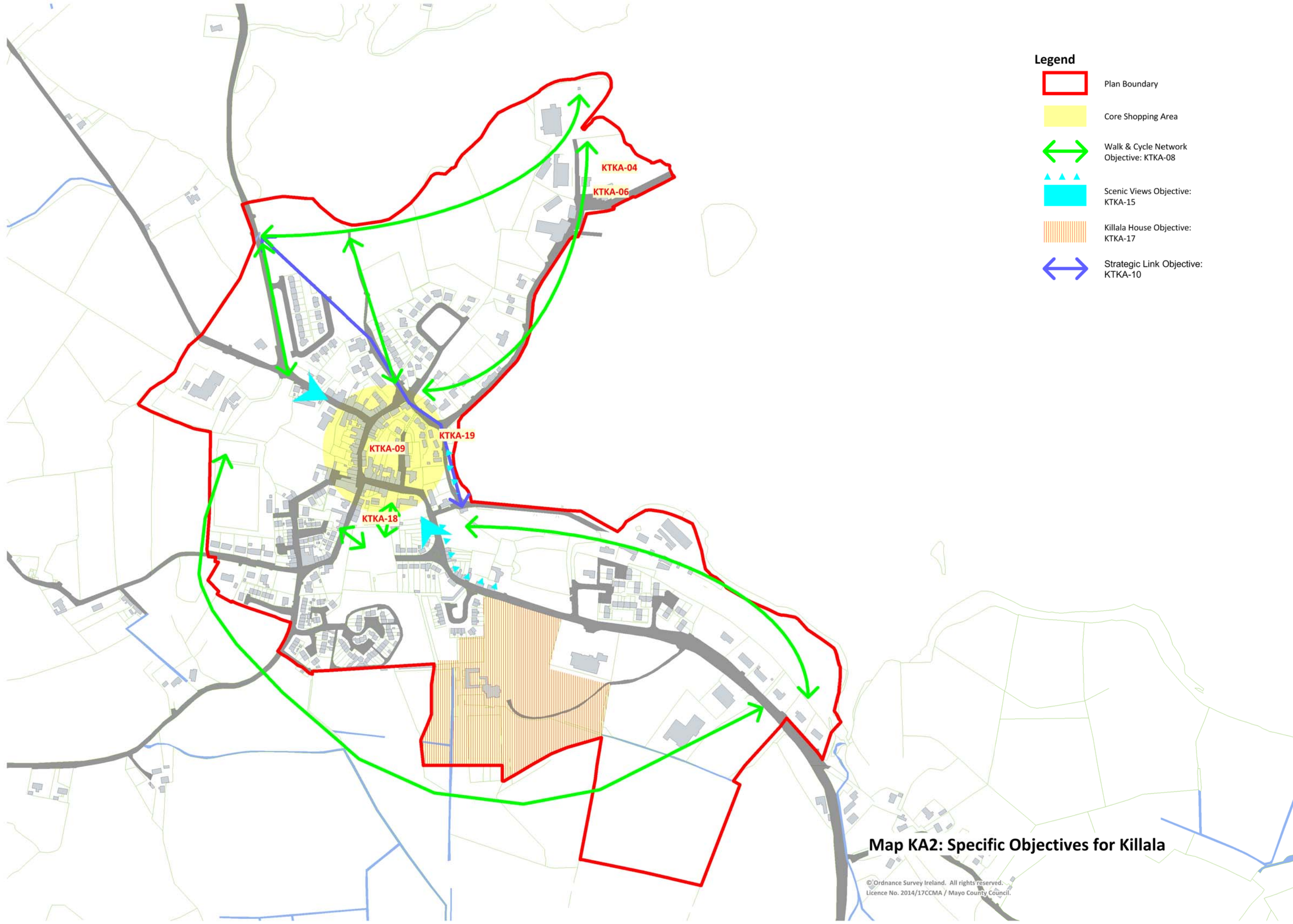
<b>Strengths (+) &amp; Weaknesses (-)</b>	<b>Opportunities &amp; Solutions</b>
Townscape & Public Realm (-)	Protect integrity of streetscapes through ACA designation Appropriate planting, paving and lighting. Protect existing trees by making TPOs. Improve public realm around pier area.



- Legend**
-  Plan Boundary
  -  Residential High Density (up to 20 Units / Ha)
  -  Residential Low Density (up to 5 Units / Ha)
  -  Residential Phase 1
  -  Residential Phase 2
  -  Town Centre
  -  Enterprise & Employment
  -  Industry
  -  Recreation & Amenity
  -  Community Services & Facilities
  -  Agriculture
  -  Infrastructure & Utilities

**Map KA1: Land Use Zoning for Killala**

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- Legend**
- Plan Boundary
  - Core Shopping Area
  - Walk & Cycle Network Objective: KTKA-08
  - Scenic Views Objective: KTKA-15
  - Killala House Objective: KTKA-17
  - Strategic Link Objective: KTKA-10

**Map KA2: Specific Objectives for Killala**

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### KILTIMAGH AREA PLAN

Kiltimagh is an attractive town situated in a valley in central-east Mayo which functions as a local service and enterprise centre for its inhabitants and that of the surrounding agricultural hinterland. It is located approximately 20km east of Castlebar, 20km northwest of Ireland West Airport Knock and can be accessed from a series of regional and local roads. The Sliabh Cairn Mountain range provides a backdrop from the northwest to the southwest and forms an attractive landscape setting for the town. It would appear that the first reference to the town was recorded in 1617. Kiltimagh as we know it today developed as an Artisan Village around the late 19<sup>th</sup> century. The town has retained much of its 19<sup>th</sup> century character and its townscape has a distinctive character with a considerable number of Victorian buildings and artisan terraces. The Pollagh, Glore and Yellow rivers, which are located in close proximity to the town, constitute significant natural amenities.

The current population of Kiltimagh is 1127. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 153 persons from 2011-2020 which equates to 70 households. Currently 137 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Kiltimagh to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town building on its strengths which combine to give it an important strategic role as a potential driver of economic development in this part of the county.

Having carried out an assessment of the town, Table 12 sets out Strengths and Weaknesses of, and Opportunities and Solutions for Kiltimagh. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### **Policies and Objectives for Kiltimagh**

Building on the Strengths, Opportunities and Solutions in Table 12 and in order to secure the sustainable development of the town, the following objectives specific to Kiltimagh shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### **Objectives**

- |         |   |
|---------|---|
| KTKH-01 | It is an objective of the Council to encourage development in the town of Kiltimagh in accordance with the Land Use Zoning Map KH1.   |
| KTKH-02 | It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 12 subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network. |
| KTKH-03 | It is an objective of the Council to protect and enhance existing amenity facilities in Kiltimagh, particularly the Pollagh River, the playground, GAA pitch, Wetland Park and Sculpture Trail.   |

## Area Plans for the Key Towns- Kiltimagh

- KTKH-04 It is an objective of the Council to provide and manage a high quality water supply network in accordance with National and EU Standards and Directives.
- KTKH-05 It is an objective of the Council to support the work of IRD Kiltimagh Ltd in providing essential community services for the elderly and marginal groups of Kiltimagh.
- KTKH-06 It is an objective of the Council to provide a green link connecting the town centre and GAA Pitch. This route should be safe for pedestrians and cyclists.
- KTKH-07 It is an objective of the Council to ensure infill development respects the unique height-to-ratio building design in Kiltimagh town centre along Main Street, James Street and Thomas Street.
- KTKH-08 It is an objective of the Council to encourage re-development of all derelict buildings in Kiltimagh, particularly the building on Thomas Street registered on the Derelict Sites list.
- KTKH-09 It is an objective of the Council to support the reopening of the railway line in Kiltimagh as part of the Western Rail Corridor restoration programme.
- KTKH-10 It is an objective of the Council to promote more frequent bus services to Castlebar allowing increased connectivity and accessibility for tourists and residents alike.
- KTKH-11 It is an objective of the Council to promote appropriate art on Main Street, including the Heritage Sculpture walk conveying the history and future of Kiltimagh.
- KTKH-12 It is an objective of the Council to protect existing public sculptures throughout the town and support the provision of additional sculptures at appropriate locations throughout the town.
- KTKH-13 It is an objective of the Council to support the creation of an Art Residency programme with revolving art residency spaces.
- KTKH-14 It is an objective of the Council to implement effective vehicular linkages within and around the town subject to further feasibility studies, detailed design and traffic impact assessment.

## Area Plans for the Key Towns- Kiltimagh

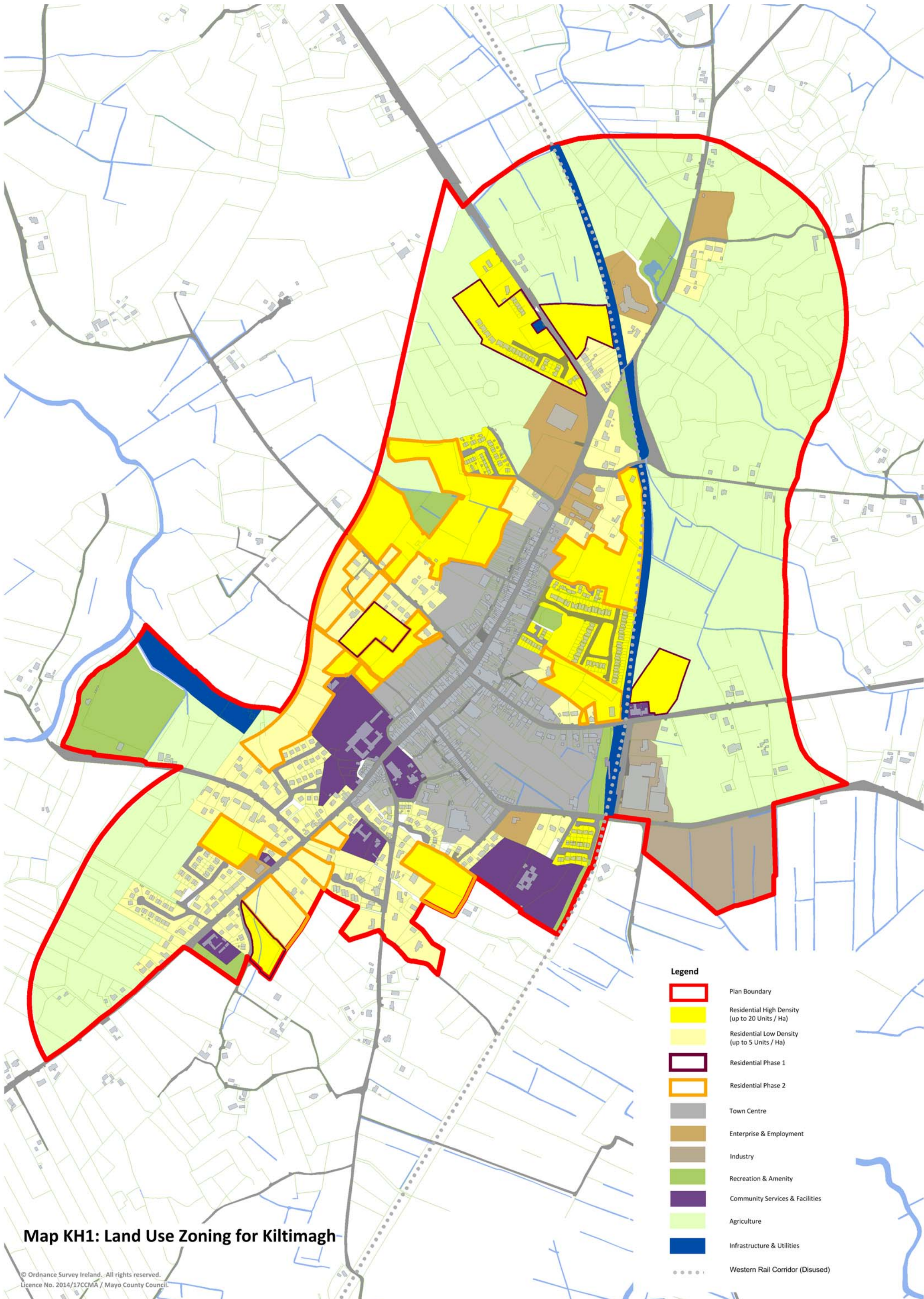
**Table 12 Strengths, Weaknesses and Opportunities and Solutions for Kiltimagh Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Population increase (+) <i>2.75% Increase during period 2006-2011</i></p>	<p>Promote and encourage population growth for balanced regional development and to attract investment and services into the town.</p>
<p>Unemployment (-) <i>Unemployment rate at 32% - 13% Higher than the national average</i></p>	<p>Continue to support job creation, and strengthen existing industrial base in Kiltimagh and take advantage of the town's proximity to Ireland West Airport Knock.</p>
<p>Infrastructure:</p> <p>Public water supply (+/-) <i>Source: Glone River</i> <i>Adequate Capacity (+)</i> <i>Requires upgrading (-)</i> <i>88.09% of households connected</i></p> <p>Public sewerage system (+) Capacity 3333pe. Spare capacity 1526pe (46%) Upgrade of collection system required(-)</p> <p>Transport (+/-) Road Proximity to Linked Hub towns of Ballina &amp; Castlebar and Ireland West Airport Knock(+) Linkages require improvement/upgrading(-) Rail(+/-) Located on the Western Rail Corridor(+) Disused (-)</p> <p>Renewable Energy (+)</p> <p>Metropolitan Area Networks (+)</p> <p>Access to internet including Broadband (+) <i>65% households connected; 58% of internet access is Broadband</i></p>	<p>Prioritise upgrading of public water supply.</p> <p>Prioritise WWTP Collection System.</p> <p>Improve access links to Linked Hub towns and Ireland West Airport Knock.</p> <p>Promote more frequent bus services to Linked Hub towns.</p> <p>Support the reopening of the Western Rail Corridor, including a railway station at Kiltimagh.</p> <p>Encourage spin-off industries from renewable energy.</p> <p>Continue to actively seek high quality broadband in the town.</p> <p>Enhances attractiveness of town to potential business investment</p>
<p>Rich cultural and natural heritage (+) <i>Artisan Town dating back to 1617</i> <i>5+ Protected Structures</i> <i>5 Recorded Monuments &amp; Places</i> <i>Habitats and Ecological corridors</i></p>	<p>Develop cultural, tourist and amenity facilities from existing structures.</p> <p>Promote cultural and natural heritage in the town.</p> <p>Protect cultural and natural heritage in the town.</p>
<p>Broad range of services, shopping facilities and community facilities IT related industries</p>	<p>Continue to support and encourage the development of services, retail and community facilities.</p> <p>Seek diversification in terms of employment base.</p> <p>Build on the presence of IT industries in the town.</p> <p>Target service and knowledge based industries.</p> <p>Support IRD and Mayo Forestry Co-Operative.</p> <p>Promote Artisan fairs and markets in the town.</p> <p>Encourage development of a late evening/night time economy in the town.</p>

## Area Plans for the Key Towns- Kiltimagh

**Table 12 Strengths, Weaknesses and Opportunities and Solutions for Kiltimagh Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Good amenity base (+)  <i>Natural environment (Proximity to Sliabh Cairn, Pollagh, Glone and Yellow Rivers)</i>  <i>Manmade (Football Pitch, amenity walks, Wetland Park, Children's Play facilities, Youth Recreation, Public Sculptures)</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential.            Develop amenity uses and tourism potential from fishing, angling, bird watching, sports, particularly walking and cycling            Promote and support Festivals throughout the year.            Promote Art on Main Street including Heritage Sculpture Walk.            Support provision of additional sculptures within the town centre.</p>
<p>No. of industrial units available for letting or purchase  <i>2 industrial units</i></p>	<p>Readily available premises for enterprise and employment opportunities</p>
<p>High vacancy rate in buildings (-)  <i>21% residential units vacant; 3 unfinished housing estates</i>  <i>35% retail units vacant</i></p>	<p>Properties available for residential and commercial use.             Consolidation of vacant units may provide suitable units for uses such as commercial, retail and community uses.</p>
<p>Dereliction (-)  <i>1 Registered Derelict Site</i></p>	<p>Encourage re-development of derelict site on Thomas St.            Focus on areas such as the backlands off main streets as opportunity sites for development and car parking            Implement Derelict Sites legislation.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.            Appropriate renewal of walkways including Balla Road to Bog Road, Bog Road to Kilcon Road, Knock Road to Kilkelly Road and Kilkelly Road to Bumper Road.            Renewal of Walkways along the Pollagh river with links into the town centre.            Upgrade link to GAA Pitch for pedestrians and cyclists.            Encourage Smarter Travel patterns.</p>
<p>Pedestrian and cycling</p>	<p>Facilitate pedestrian mobility and safety by introducing traffic calming measures, pedestrian crossings and widening footpaths with particular attention required at St. Louis Community School.            Improve link road between Thomas Street and James Street.</p>
<p>Townscape &amp; Public Realm (-)</p>	<p>Protect integrity of streetscapes.            Protect existing sculptures and add additional sculptures within the town.            Appropriate planting and lighting and seating.</p>
<p>Strong community spirit and initiative(+)</p>	<p>Use to strengthen participation in achieving the Opportunities and Solutions outlined in this Table.</p>



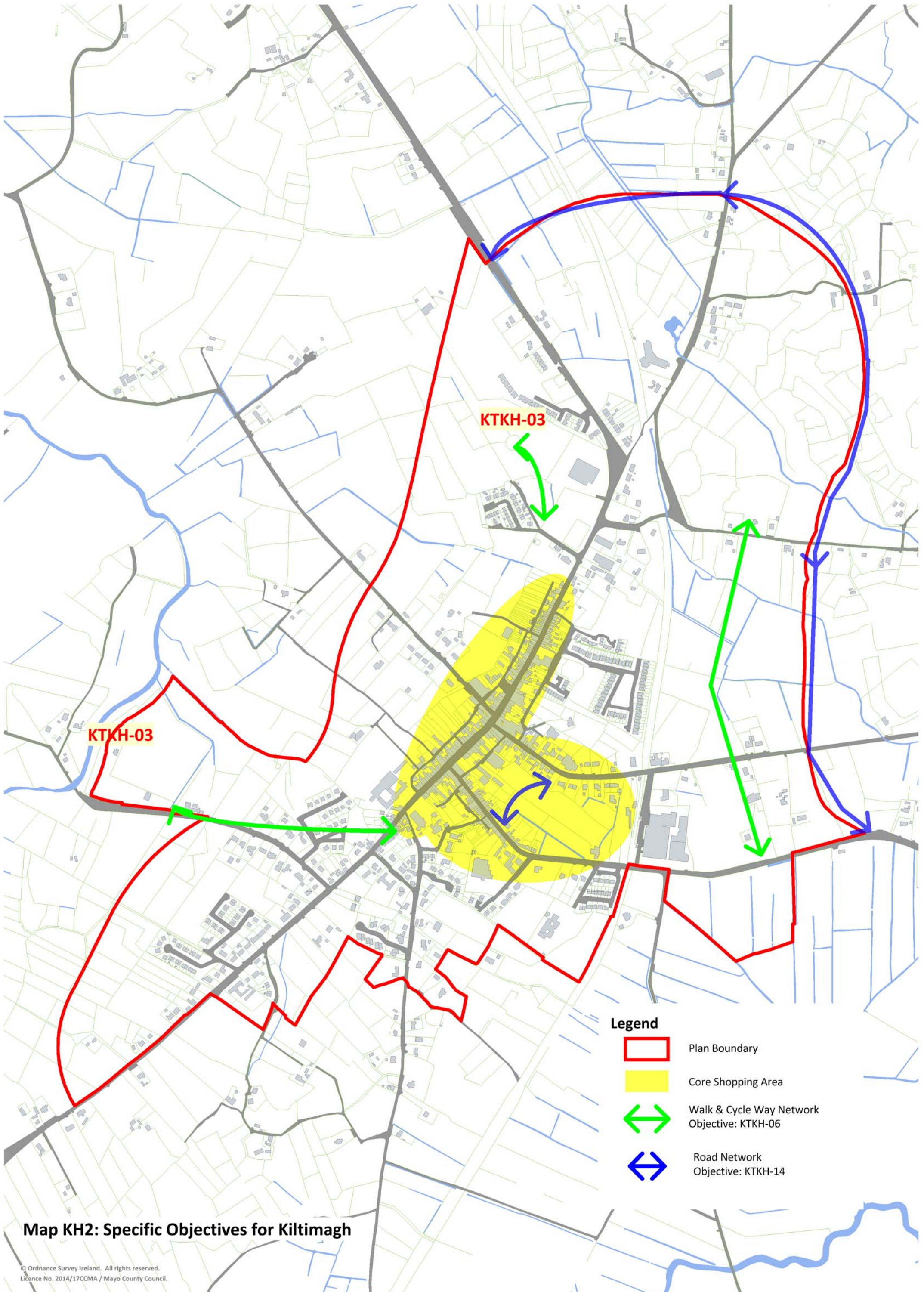
**Legend**

-  Plan Boundary
-  Residential High Density (up to 20 Units / Ha)
-  Residential Low Density (up to 5 Units / Ha)
-  Residential Phase 1
-  Residential Phase 2
-  Town Centre
-  Enterprise & Employment
-  Industry
-  Recreation & Amenity
-  Community Services & Facilities
-  Agriculture
-  Infrastructure & Utilities
-  Western Rail Corridor (Disused)

**Map KH1: Land Use Zoning for Kiltimagh**

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**Legend**

-  Plan Boundary
-  Core Shopping Area
-  Walk & Cycle Way Network  
Objective: KTKH-06
-  Road Network  
Objective: KTKH-14

**Map KH2: Specific Objectives for Kiltimagh**

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### KNOCK AREA PLAN

Knock is located in east Mayo and is an international place of pilgrimage and prayer where over one and a half million pilgrims visit each year. Knock has developed into a thriving community based around a religious product, providing accommodation, restaurants and souvenir shops in addition to its role as a service centre to the surrounding areas and the standard commercial activity associated with a town of this size. The strategic aim is to further develop Knock as an International Tourist Destination in a manner that maintains and enhances the quality of life for those living and working in and visiting the town, promotes opportunities for economic development, social integration and sustainable transport options including smarter travel, whilst protecting the natural, cultural and built heritage and environmental quality of the town.

The population of Knock grew from 745 in 2006 to 811 in 2011, an increase of 8.9%. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 110 persons to 2020, which equates to 62 households<sup>30</sup>. Currently 230 housing units (excluding holiday homes) are vacant<sup>31</sup>, indicating that there is an ample supply of housing stock in Knock to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging growth, service provision and attracting investment into the town.

Having carried out an assessment of the town, Table 13 sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### Objectives for Knock

Building on the Strengths, Opportunities and Solutions in Table 13 and in order to secure the sustainable development of the town, the following objectives specific to Knock shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### Objectives

- KTKK-01 It is an objective of the Council to encourage development in the town of Knock in accordance with the Land Use Zoning Map KK-1
- KTKK-02 It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 13 where it can be demonstrated the development will have no significant adverse impacts on the environment including the integrity of any Natura 2000 site.
- KTKK-03 It is an objective of the Council to support and facilitate the development of Knock as a world renowned religious tourist destination.

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<sup>30</sup> Average household size for Knock is 1.8 persons per household based on 2011 Census Data

<sup>31</sup> 2011 Census data

## Area Plans for the Key Towns- Knock

- KTKK-04 It is an objective of the Council to support and facilitate the development of the town's religious tourism products to the highest international standards, in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of the town.
- KTKK-05 It is an objective of the Council to ensure that all new development makes a positive contribution to the built and natural environment of the Plan area by ensuring that it is absorbed into the surrounding streetscape/landscape so that it does not impinge in any significant way on the character, integrity or uniformity of the town and does not undermine or interfere with the iconic status of Knock Basilica.
- KTKK-06 It is an objective of the Council to support the role of the town centre as the dominant retail and commercial area in Knock by encouraging an appropriate mix of uses, whilst safeguarding its supporting role as a religious tourism destination.
- KTKK-07 It is an objective of the Council to support the establishment of an accessible walking / cycling network throughout the Plan area and surrounding area that provides safe and attractive circulation routes for pedestrians and cyclists for the enjoyment and recreational use of the entire community by linking residential areas, community facilities, amenities and the town centre.
- KTKK-08 It is an objective of the Council to safeguard and protect the Knock By-Pass from development for non-infrastructure related purposes that would prejudice its future use as part of the Western Infrastructural Corridor.
- KTKK-09 It is an objective of the Council to support and facilitate projects that will improve access / linkages to and from the town as it grows in its role as an international religious tourism destination.
- KTKK-10 It is an objective of the Council to address the serious issue of traffic safety in the proximity of the sports club on the R323, by extending the reach of the lower speed limit from its current position to a position West of the sports facility and to implement permanent traffic calming measures in the vicinity of the sports facility on the R323, subject to examination by the Roads Authority or National Road Authority and for this examination to be completed before the end of 2014.

## Area Plans for the Key Towns- Knock

**Table 13 Strengths, Weaknesses and Opportunities and Solutions for Knock Town**

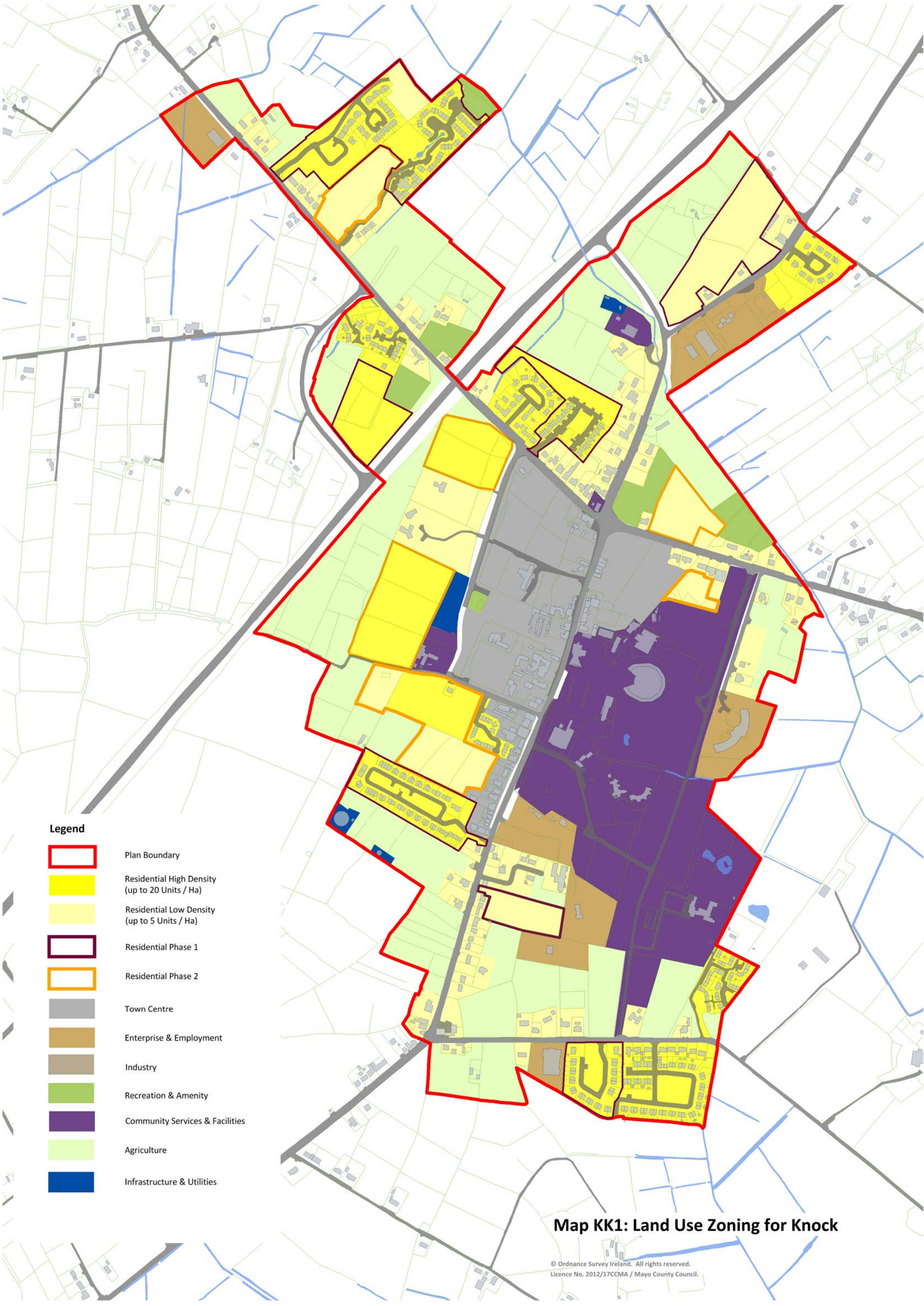
Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Population growth (+) <i>36.5% growth during period 2002-2011</i></p> <p>Multi-cultural population (+) <i>84% Irish; remainder other nationalities</i></p> <p><i>Strong community spirit(+)</i></p>	<p>Continue to build up population base for balanced regional development and to retain and attract investment and services into the town.</p>
<p>Unemployment rate less than national average<sup>32</sup> (+) <i>Unemployment rate in Knock 16%; National rate 19%</i></p>	
<p>Infrastructure:</p> <p>Abundant public water supply (+) <i>Source: Lough Mask Regional Water Supply Scheme</i> <i>91% of households connected</i></p> <p>Public sewerage system (+) Capacity of scheme 6000pe ( 4000pe spare capacity)</p> <p>No Gas distribution network in the town (-)</p> <p>Good strategic transport linkages (+) Sligo / Galway Gateways (N17) Road Links to Key Towns</p> <p>Airport Linkages(+) Proximity to Ireland West Airport Knock 18 (km) north along the N17</p> <p>Access to internet including Broadband (+) <i>60% households connected; 85% of internet access is Broadband</i></p> <p>Large percentage of new housing stock (+) <i>68% of housing stock is ≤20 years</i></p>	<p>Ensure all development connects to public water services.</p> <p>Provide choice of energy supply to users.</p> <p>Good access links.</p>
<p>Cultural heritage (+) <i>Internationally Recognised Marian site</i> <i>Basilica accommodates up to 10,000 persons</i> <i>4 Recorded Monuments &amp; Places</i></p>	
<p>Limited choice of services in terms of shopping, administrative services, financial. (-) Knock has developed as an international religious destination (+)</p>	<p>Continue to support and encourage the development of services, retail and community facilities to support the role of the town as an international religious tourist destination.</p>
<p>Good amenity base (+) <i>The grounds around the Basilica</i> <i>Campsite</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential. Develop amenity uses and the religious tourism potential of the town by modernising the current amenity infrastructure of the town.</p>

<sup>32</sup> Based on 2011 census using data for persons at work and unemployed persons

## Area Plans for the Key Towns- Knock

**Table 13 Strengths, Weaknesses and Opportunities and Solutions for Knock Town (cont.)**

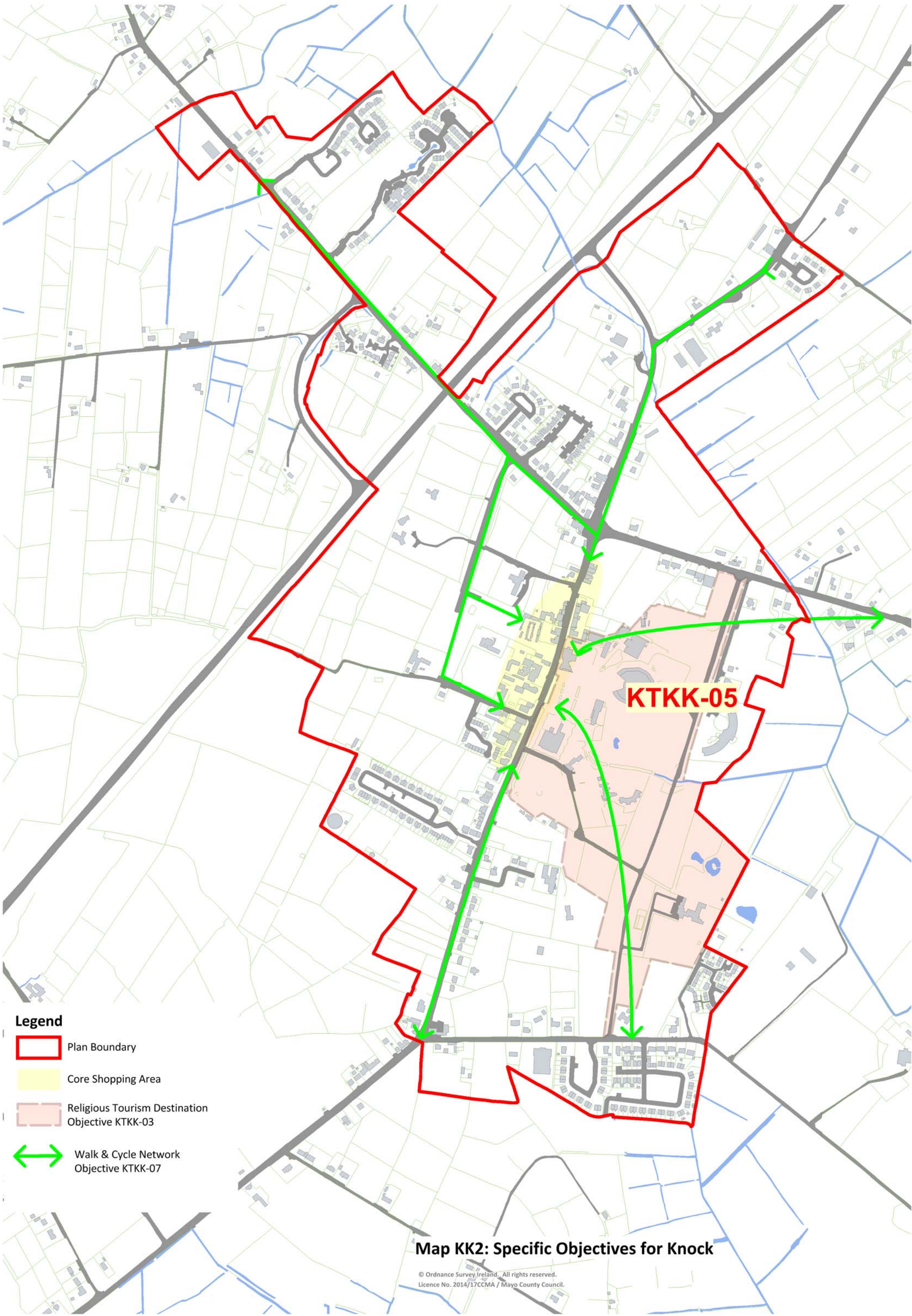
<p>High vacancy rate in buildings (-)  <i>37% residential units vacant; 7 unfinished housing estates            34% retail units vacant</i></p>	<p>Properties available for residential and commercial use.            Consolidation of vacant units may provide suitable units.</p>
<p>Urban sprawl (-)</p>	<p>Consolidate development by encouraging infill development, re-development or occupancy of vacant properties.            Create strong pedestrian links from developments to the town centre and services.</p>
<p>Low rate of dereliction (+)  <i>1 Registered Derelict Site</i></p>	<p>Encourage re-development of derelict sites and buildings in disrepair.            Focus on general improvements to the town.</p>
<p>Pedestrian movement (+)            The grounds around the Basilica provide for pedestrian permeability throughout the town</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.            Encourage Smarter Travel patterns.</p>
<p>Town Centre (+)            Development of the town has responded to its role as an international religious destination</p>	<p>To ensure that the development of the town does not compromise the unique religious tourism potential of the town.</p>
<p>Townscape &amp; Public Realm (+)</p>	<p>Encourage Smarter Travel.            Appropriate planting and lighting.            Protect existing trees by making Tree Preservation Orders.            Development signposting specific to the town's religious identity.</p>



**Legend**

-  Plan Boundary
-  Residential High Density (up to 20 Units / Ha)
-  Residential Low Density (up to 5 Units / Ha)
-  Residential Phase 1
-  Residential Phase 2
-  Town Centre
-  Enterprise & Employment
-  Industry
-  Recreation & Amenity
-  Community Services & Facilities
-  Agriculture
-  Infrastructure & Utilities

**Map KK1: Land Use Zoning for Knock**



**Legend**

-  Plan Boundary
-  Core Shopping Area
-  Religious Tourism Destination Objective KTKK-03
-  Walk & Cycle Network Objective KTKK-07

**Map KK2: Specific Objectives for Knock**

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## LOUISBURGH AREA PLAN

Louisburgh is located in south-west Mayo on the southern coast of Clew Bay, on the R335 regional coastal road linking Westport (to the east) and Delphi and Killary Harbour (to the south). Louisburgh was founded in 1795 by Lord Altamont and is a planned village. Louisburgh was designed to encapsulate a four street system converging at a central crossroads known locally as “The Square”, which provides a strong focal point to the town. The Bunowen River lies to the south of the village influencing the shape and form of the town. Each corner building on the square has been specifically designed to orientate towards the square.

Louisburgh serves a large rural hinterland and its coastal location and proximity to other natural amenities such as Croagh Patrick make the town a popular destination for holiday makers.

The population of the town increased from 314 in 2006 to 422 in 2011, an increase of 34%. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 57 persons from 2011-2020 which equates to 26 households<sup>33</sup>. Currently 54 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Louisburgh to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town.

Having carried out an assessment of the town, Table 14 sets out Strengths and Weaknesses of, and Opportunities and Solutions for, the town. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

### Objectives for Louisburgh

Building on the Strengths, Opportunities and Solutions in Table 14 and in order to secure the sustainable development of the town, the following objectives specific to Louisburgh shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

### Objectives

- |         |   |
|---------|---|
| KTLB-01 | It is an objective of the Council to encourage development in the town of Louisburgh in accordance with the Land Use Zoning Map LB1   |
| KTLB-02 | It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 14 where it can be demonstrated that the development will not have significant adverse impacts on the environment including the integrity of the Natura 2000 network. |

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<sup>33</sup> Taking the average household size for Louisburgh of 2.2 – (Source - Census 2011)



## Area Plans for the Key Towns - Louisburgh

KTLB-03	It is an objective of the Council, in accordance with the policies and objectives contained in this Plan, to work with existing service providers and relevant interests to promote Louisburgh as one of the key tourist locations within County Mayo.
KTLB-04	It is an objective of the Council to protect the water quality and riparian zone of the Bunowen River. Any proposed developments adjacent to or close to watercourses shall be carefully assessed to ensure that there is no adverse impact to the water course, its riparian zone or to any waterbody into which it flows.
KTLB-05	It is an objective of the Council to encourage the development of a Bunowen River walkway and to safeguard the value of the river as an ecological “green corridor”. Riverside walkway provisions should be incorporated into development proposals bounding the river, where appropriate. All such proposals shall be carefully assessed to ensure that there is no significant detrimental impact on the watercourse, including its habitats and species, or any other water body into which it flows, including Natura 2000 sites, wherever appropriate.
KTLB-06	It is an objective of the Council to make Tree Preservation Orders for the tree groups identified in Map LB2
KTLB-07	It is an objective of the Council to support and secure a strategic footpath and cycle path network for the town and its environs generally in line with that indicated on Map LB2
KTLB-08	It is an objective of the Council to protect and enhance all significant views identified on Map LB2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.
KTLB-09	It is an objective of the Council to re-establish a village green on Church Street as indicated on Map LB2
KTLB-10	It is an objective of the Council to establish a pedestrian link between the town and Carrowmore Beach.

**Table 14 Strengths, Weaknesses and Opportunities and Solutions for Louisburgh Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Population growth (+) <i>Over 100% growth during period 2002-2011</i>	Continue to build up population base for balanced regional development and to retain and attract investment and services into the town.
Unemployment rate above the national average (-) <i>Unemployment rate in Louisburgh 23%; National rate 19%</i>	Continue to support job creation.

## Area Plans for the Key Towns - Louisburgh

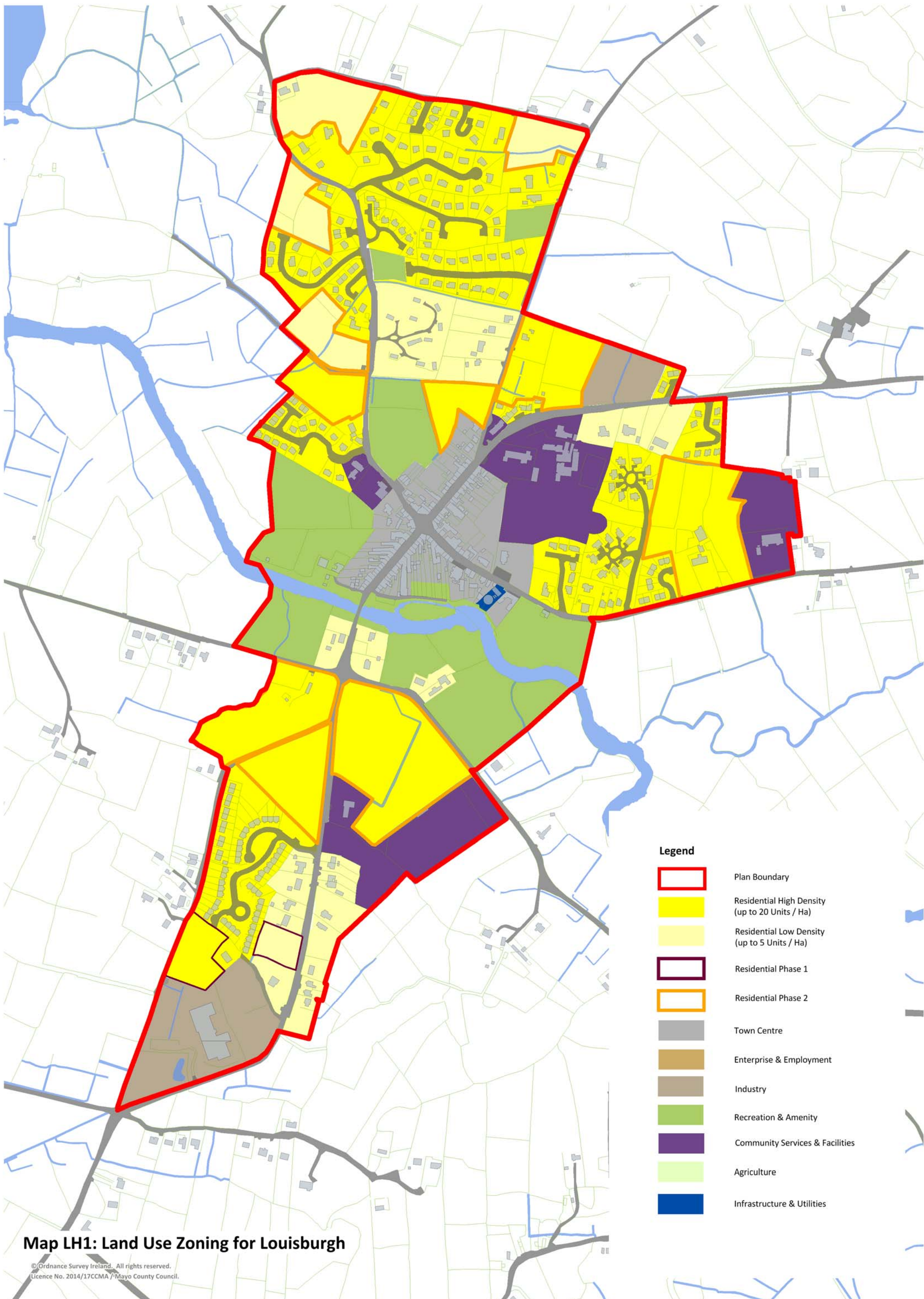
**Table 14 Strengths, Weaknesses and Opportunities and Solutions for Louisburgh Town (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Infrastructure:</p> <p>Spare capacity (608 p.e. remaining) in wastewater treatment plant (+)</p> <p>Public water supply (-) Supply Bunowen River; over capacity in summer 84% of households connected to public mains water</p> <p>Peripheral location with poor road linkages (-)</p> <p>Access to internet including Broadband (+) <i>58% households connected; 87% of internet access is Broadband</i></p> <p>Large percentage of new housing stock (+) <i>65% of housing stock is ≤20 years old</i></p>	<p>Prioritise Srah-Westport (Lough Mask Scheme)</p> <p>Investigate need to upgrade wastewater treatment plant to deal with summer discharges.</p> <p>Improve road linkages to Westport.</p> <p>Support work from home initiatives.</p> <p>Continue to actively seek high quality broadband in the town.</p>
<p>Rich natural heritage (+) <i>Habitats and ecological corridors</i></p>	<p>Protect, promote and further develop cultural, tourist and amenity facilities in the town.</p>
<p>Town centre vibrancy (+/-)</p> <p>Weekly outdoor Market (+) Holiday town resulting in vibrancy in summer months only(-) See vacancy rates below (-)</p>	<p>Continue to support and encourage the development of services, retail and community facilities.</p> <p>Encourage development of a late evening/night time economy in the town.</p> <p>Encourage occupancy of vacant retail properties for appropriate uses.</p>
<p>High vacancy rate in buildings (-)</p> <p><i>22% residential units vacant (excluding holiday homes)</i> 64 % retail units vacant - highest retail vacancy rate of the Key Towns surveyed (-)</p>	<p>Properties available for residential and commercial use.</p> <p>Consolidation of vacant units may provide suitable units for a range of uses.</p>
<p>Urban sprawl (-)</p>	<p>Consolidate development by encouraging infill development, re-development or occupancy of vacant properties.</p> <p>Create strong pedestrian links from developments to the town centre and services.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.</p> <p>Appropriate development of walking/cycling routes with links into the town centre.</p> <p>Encourage Smarter Travel patterns</p>
<p>Traffic congestion in town centre (-)</p>	<p>Improve pedestrian facilities and investigate ways to reduce the dominance of the motor vehicle on the town centre</p>

## Area Plans for the Key Towns - Louisburgh

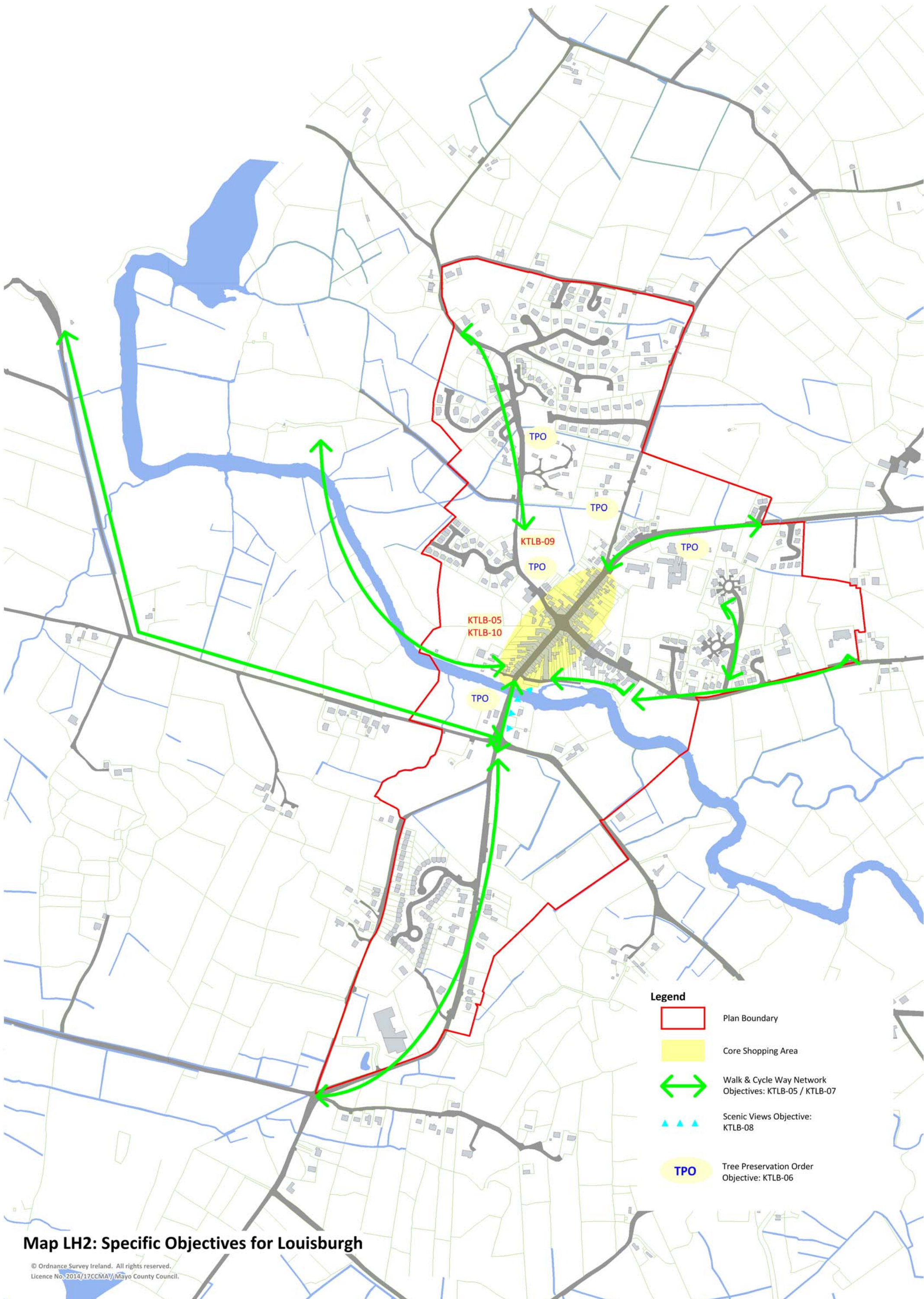
**Table 14 Strengths, Weaknesses and Opportunities and Solutions for Louisburgh Town (cont.)**

<b>Strengths (+) &amp; Weaknesses (-)</b>	<b>Opportunities &amp; Solutions</b>
Townscape & Public Realm (-)	<p>Protect integrity of streetscapes.                      Re-establish a village green on Church Street                      Appropriate planting, paving and lighting.                      Protect existing trees by making Tree Preservation Orders.</p>
<p>Good amenity base (+)  <i>Natural environment (Town located on south western coast of Clew Bay)</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential.</p> <p>Develop amenity uses and tourism potential from sources such as angling, fishing, walking, cycling and marine sports/leisure.</p>



**Map LH1: Land Use Zoning for Louisburgh**

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**Legend**

- Plan Boundary
- Core Shopping Area
- ↔ Walk & Cycle Way Network  
Objectives: KTLB-05 / KTLB-07
- ▲▲▲ Scenic Views Objective:  
KTLB-08
- TPO Tree Preservation Order  
Objective: KTLB-06

**Map LH2: Specific Objectives for Louisburgh**

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### NEWPORT AREA PLAN

Newport was founded in the early years of the 18<sup>th</sup> century and is a picturesque, coastal town located north of Westport along the N59. It is an important service town for the wider agricultural hinterland of the Newport / Mulranny area and provides a wide range of services and facilities to meet the daily needs of the local population. Newport is also renowned for its excellent fishing facilities, both fresh water and deep sea angling, with a wide choice of fishing grounds available in the area.

The combination of Newport's coastal location on the shores of Clew Bay, intersected by and at the mouth of the Newport River (also known as the Black Oak River); its distinctive topographical features and changing economic and social fortunes over time have shaped the urban form of Newport, giving it a unique and distinctive character of its own. The area is dominated by drumlins and as a result the town has evolved on sloping grounds, with developments nestling into the landscape. This has resulted in a terraced effect which gives rise to impressive views into and out of the town against varying backdrops of mature woodland, seascape and key landmark structures such as the railway viaduct, St Patrick's Catholic Church and Newport House.

The population of Newport in 2011 was 616 persons. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 84 persons from 2011-2020 which equates to 38 households. Currently 144 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Newport to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town whilst ensuring that the elements which give Newport its distinctive character and identity are protected and enhanced and are recognized as important assets in terms of its future development.

Newport's location on the Newport River, Clew Bay and the Great Western Greenway makes it an attractive place to live in and to visit with great potential for tourism, especially marine related; fishing; cycling /walking and railway enthusiasts. This plan seeks to encourage appropriate development within the town to facilitate and support its tourism potential.

Having carried out an assessment of the town, Table 15 sets out Strengths and Weaknesses of, and Opportunities and Solutions for Newport. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### **Policies and Objectives for Newport**

Building on the Strengths, Opportunities and Solutions in Table 15 and in order to secure the sustainable development of the town, the following objectives specific to Newport shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

## Area Plans for the Key Towns - Newport

### Objectives

- KTNT-01 It is an objective of the Council to encourage development in the town of Newport in accordance with the Land Use Zoning Map NT1.
- KTNT-02 It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 15 where it can be demonstrated the development will have no significant adverse effects on the environment including the integrity of the Natura 2000 network.
- KTNT-03 It is an objective of the Council to promote Newport as a tourism destination with emphasis on cultural heritage, sailing, angling, fishing and walking/cycling.
- KTNT-04 It is an objective of the Council to protect and enhance existing amenity areas/facilities in Newport, particularly the river/estuary; the playground, the tennis courts; the sporting pitches; Grace Kelly Amenity Park; and the Great Western Greenway.
- KTNT-05 It is an objective of the Council to make Tree Preservation Orders for individual and groups of trees in the town, particularly those located at Newport House, Grace Kelly Amenity Park and along the Newport River.
- KTNT-06 It is an objective of the Council to ensure the provision of adequate waste water and water infrastructure to ensure that services are delivered in line with the further development and growth of Newport.
- KTNT-07 It is an objective of the Council to maintain and further develop walking routes and linkages to the walking routes throughout the town.
- KTNT-08 It is an objective of the Council to facilitate pedestrian mobility and safety in the town by introducing traffic calming measures and pedestrian crossings.
- KTNT-09 It is an objective of the Council to identify an appropriate site within the town for the development of a new Community Hall.
- KTNT-10 It is an objective of the Council to protect the Newport River and all water courses and surface waters within the area; their water quality, ecology and function as ecological corridors; and in this regard development will only be permitted where it can be demonstrated that the proposed development will not have an adverse effect on the integrity of the Natura 2000 sites including the Clew Bay Complex (Site Code 001482) and Newport River (Site Code 002144) candidate Special Areas of Conservation.

## Area Plans for the Key Towns - Newport

**KTNT-11** It is an objective of the Council to restore the favourable conservation status of the Freshwater Pearl Mussel (*Margaritifera margaritifera*) population located in Newport River in accordance with the programme of measures contained in the Newport Sub-basin Management Plan, and in this regard development will only be permitted where it can be demonstrated that the proposed development will not have an adverse effect on the Freshwater Pearl Mussel population or its habitat, by virtue of their conservation objectives.

**KTNT-13** It is an objective of the Council to protect and enhance all significant views of interest in Newport including those identified on Map NT2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.

**Table 15 Strengths, Weaknesses and Opportunities and Solutions for Newport Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Population increase (+) <i>4.3% Increase during period 2006-2011</i>	Promote and encourage population growth for balanced regional development and to attract investment and services into the town.
Unemployment Rate (-) <i>Unemployment rate in Newport 23% - higher than national average 19%</i>	Continue to support job creation, and strengthen existing employment bases in areas such as tourism and fishing.
Infrastructure:	
Public water supply (+/-) <i>Source: Black Oak River</i> <i>Adequate Capacity (+)</i> <i>Requires upgrading (-)</i> <i>90.1% of households connected to public scheme</i>	Prioritise upgrade of waste water treatment plant.  Prioritise upgrade of public water supply by connecting to Lough Mask Scheme.  Ensure all development connects to public water services.
Public sewerage system (-) <i>Existing sewerage scheme requires upgrading</i>	Upgrading road links to Castlebar (R311). Continue to upgrade N59.
Road Linkages(+) R311 Linked Hub town of Castlebar – requires upgrade N59 Westport (Key Town) – currently being upgraded	Promote Great Western Greenway (GWG); develop tourism packages from GWG; investigate ‘spur lines’ off GWG to other amenities in the town/area; seek re-opening of tunnels; promote town as a walking hub.
Located on Great Western Greenway (+) One of the few towns directly linked to GWG	
Access to internet including Broadband (+) <i>64% households connected; 55 % of internet access is Broadband</i>	Continue to actively seek high quality broadband in the town.
Large percentage of new housing stock (+) <i>48% of housing stock built since 2001; 7 new housing estates in ≤15 years</i>	Promote existing housing stock and amenity of the town to attract people to live in the town.



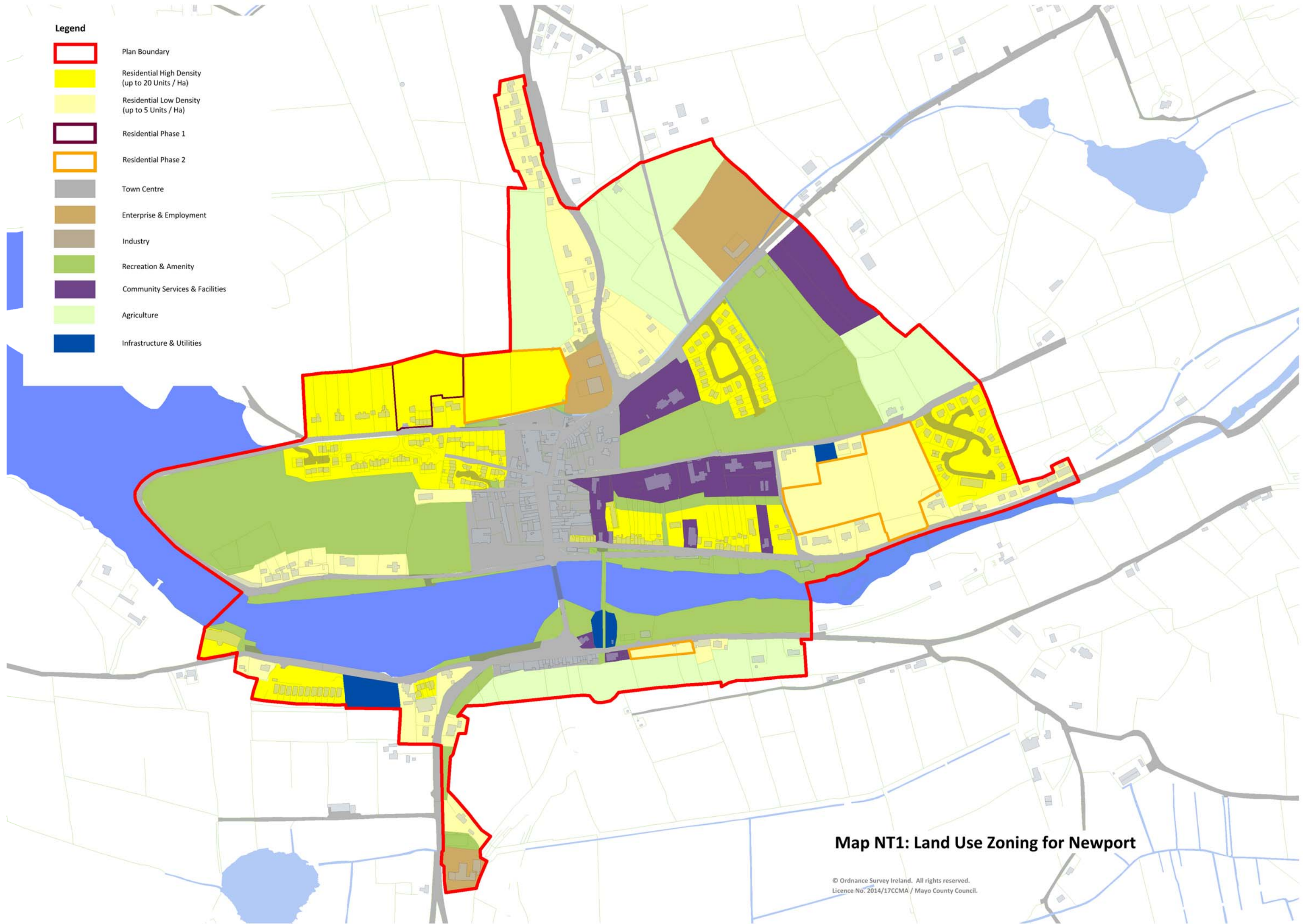
## Area Plans for the Key Towns - Newport

**Table 15 Strengths, Weaknesses and Opportunities and Solutions for Newport Town (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Rich cultural heritage (+)  <i>Town dating back to early 18<sup>th</sup> Century by the Meddlicott Family</i>  <i>Harry Clarke Windows in St. Patricks Church</i>  <i>10 Protected Structures</i>  <i>7 Recorded Monuments &amp; Places</i>  <i>Habitats and Ecological corridors Black Oak River runs through the town</i></p>	<p>Develop cultural, tourist and amenity facilities (e.g. Harry Clarke trail, railway heritage etc).</p> <p>Promote cultural heritage in the town.</p> <p>Protect cultural heritage in the town.</p>
<p>Range of services, shopping facilities and community facilities (+)  <i>Church, Fire Station and Health Centre</i></p> <p>Lacks some services (-)  <i>Lack of Banking facilities in the town</i>  <i>Necessity to travel outside Newport to meet retail needs</i></p>	<p>Continue to support and encourage the development of services, retail and community facilities.</p> <p>Support need for banking services for the town.</p> <p>Encourage development of a late evening/night time economy in the town.</p> <p>Identify potential site for development of Community Centre for the town.</p>
<p>Good amenity base (+)  <i>Natural environment (Newport River, Proximity to Clew Bay, Lough Furnace and surrounding lakes)</i>  <i>Manmade ( Great Western Greenway, Tennis club, play ground )</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential.</p> <p>Develop amenity uses and tourism potential from fishing, angling, walking, cycling and festivals.</p> <p>Promote and enhance existing amenity facilities in Newport, particularly tennis courts, playground, Grace Kelly Amenity Park, Great Western Greenway.</p>
<p>High vacancy rate in buildings (-)  <i>33.5% residential units vacant; 5 unfinished housing estates</i>  <i>26% retail units vacant</i></p>	<p>Properties available for residential and commercial use.</p> <p>Consolidation of vacant units may provide opportunities for a number of uses including retail, commercial, residential or community uses.</p>
<p>Pedestrian movement (+/-)  <i>Opportunities for pedestrian movement</i>  <i>Existing pedestrian ways require upgrading</i></p>	<p>Improve pedestrian links between residential, commercial, amenity and services.</p> <p>Improve pedestrian access between George Street and Meddlicott Street.</p> <p>Appropriate renewal of walkways along the Newport River with links into the town centre and GWG.</p> <p>Encourage Smarter Travel patterns.</p>
<p>Townscape &amp; Public Realm (-)</p>	<p>Protect integrity of streetscapes.</p> <p>Appropriate planting and lighting.</p> <p>Protect existing trees by making Tree Preservation Orders.</p>
<p><i>Strong community spirit(+)</i></p>	<p>Use to strengthen participation in achieving the Opportunities and Solutions outlined in this Table.</p>

**Legend**

-  Plan Boundary
-  Residential High Density (up to 20 Units / Ha)
-  Residential Low Density (up to 5 Units / Ha)
-  Residential Phase 1
-  Residential Phase 2
-  Town Centre
-  Enterprise & Employment
-  Industry
-  Recreation & Amenity
-  Community Services & Facilities
-  Agriculture
-  Infrastructure & Utilities





**Map NT1: Land Use Zoning for Newport**

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**Legend:**

 Plan Boundary


 Scenic Views  
Objective: KTNT-13

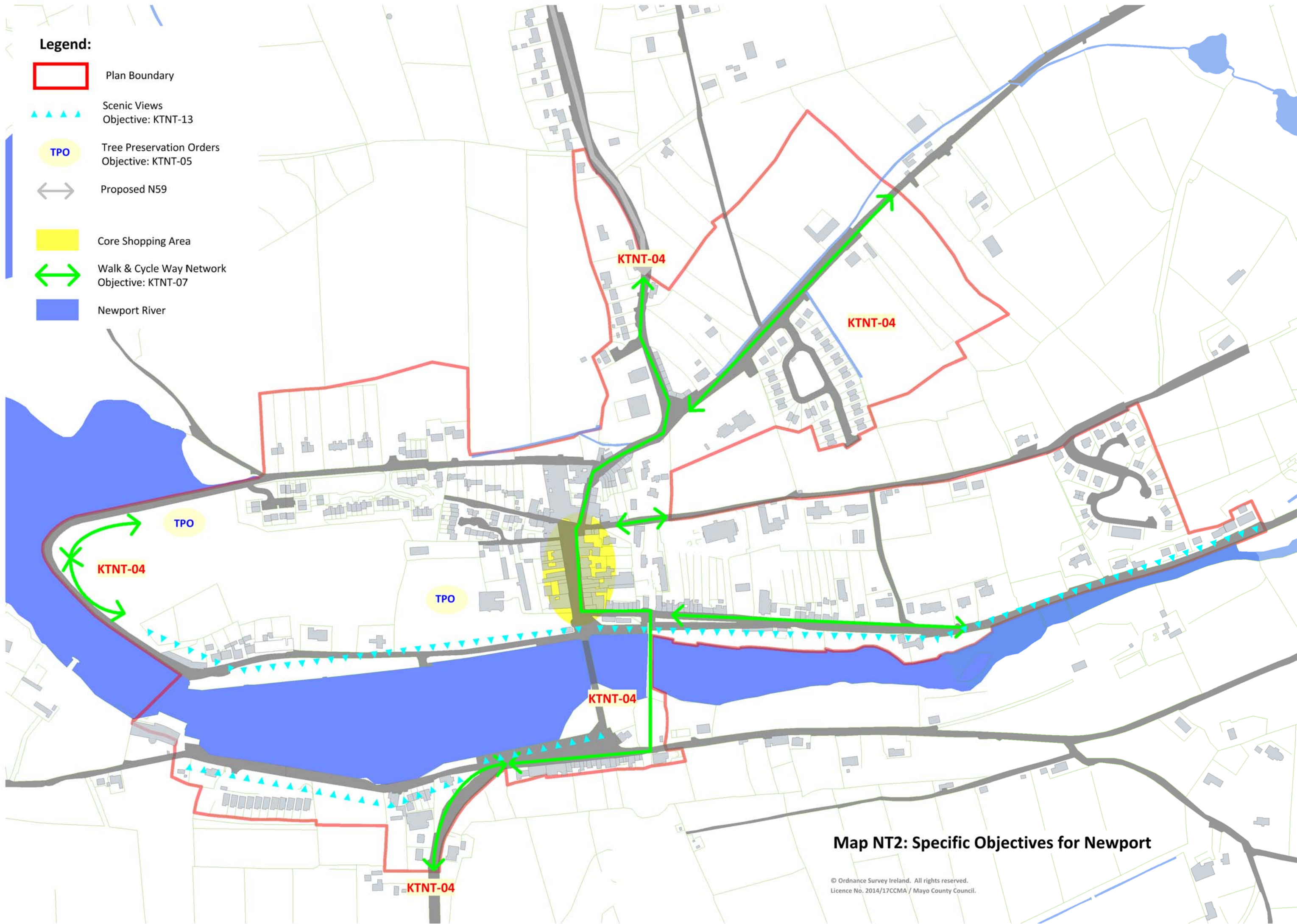
 Tree Preservation Orders  
Objective: KTNT-05

 Proposed N59

 Core Shopping Area

 Walk & Cycle Way Network  
Objective: KTNT-07

 Newport River



**Map NT2: Specific Objectives for Newport**

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### SWINFORD AREA PLAN

Swinford is strategically located within 30 kilometres of Ballina and Castlebar (Linked Hub towns), and approximately 11 kilometres from Charlestown. The N5 (Dublin to Westport national primary road) lies south of the town. Swinford is also located on the disused Western Rail Corridor. The Derryronan River flows through the town.

The origin of Swinford is attributed to a ford crossing over the river and its later establishment as a settlement is attributable to the Brabazon family; the demesne known as Brabazon Woods is part of the original estate. The opening of the railway in the late 19<sup>th</sup> century strengthened the role of Swinford and the railway heritage of this era is a distinctive feature of the town. The urban fabric of Swinford is historically rich – including key buildings which have been conserved and maintained for modern uses. Swinford is the established administrative, commercial and service centre for a considerable hinterland in this part of the County and there are a number of significant employers in the public and private sector in the town, including in the areas of healthcare and pharmaceuticals.

The population in 2011 was 1435 persons. Future population growth targets, as set out in the Core Strategy of this plan, indicate a growth of up to 195 persons from 2014-2020 which equates to 85 households. Currently 206 housing units (excluding holiday homes) are vacant, indicating that there is an ample supply of housing stock in Swinford to serve future population growth within the timeframe of this plan and beyond. Therefore the focus should be on encouraging population growth, service provision and attracting investment into the town building on its strengths as outlined in Table 16.

Having carried out an assessment of the town, Table 16 sets out Strengths and Weaknesses of, and Opportunities and Solutions for Swinford. Opportunities and Solutions identified are subject to no significant adverse effects on the environment including the integrity of the Natura 2000 network.

#### **Policies and Objectives for Swinford**

Building on the Strengths, Opportunities and Solutions in Table 16 and in order to secure the sustainable development of the town, the following objectives specific to Swinford shall apply, in addition to the policies and objectives for Key Towns and other relevant policies and objectives in this Plan.

#### **Objectives**

- |         |  |
|---------|--|
| KTSD-01 | It is an objective of the Council to encourage development in the town of Swinford in accordance with the Land Use Zoning Map SD1.   |
| KTSD-02 | It is an objective of the Council to encourage development that gives effect to the Opportunities and Solutions outlined in Table 16 where it can be demonstrated that the development will have no significant adverse impacts on the environment including the integrity of the Natura 2000 network. |
| KTSD-03 | It is an objective of the Council to protect and enhance existing amenity facilities in Swinford, particularly the golf course, tennis courts, Amenity Park and Brabazon Woods.  |

## Area Plans for the Key Towns - Swinford

- KTSD-04 It is an objective of the Council to protect and enhance areas considered unique and important in the town such as the Courthouse, the Famine Graveyard and Church of Ireland Graveyard, the Church, and the Railway Bridge, the Signal Box and the Water Tower.
- KTSD-05 It is an objective of the Council to develop the local economy by encouraging additional healthcare and pharmaceutical industries and to promote the clustering of such industries on suitably zoned land.
- KTSD-06 It is an objective of the Council to provide and manage a high quality water supply network in accordance with National and EU Standards and Directives.
- KTSD-07 It is an objective of the Council to develop and maintain walking routes throughout the town – particularly those linking key amenity areas, as identified on Map SD2 where it can be demonstrated the development will not have significant adverse impacts on the environment, particularly water quality.
- KTSD-08 It is an objective of the Council to ensure infill development respects the unique height-to-ratio building design in Swinford town centre along Market Street and Main Street.
- KTSD-09 It is an objective of the Council to encourage re-development of all derelict buildings in Swinford, particularly those registered on the Derelict Sites list.
- KTSD-10 It is an objective of the Council to provide, or facilitate the provision of, a new Town Centre River Walkway identified on Map SD2. Any development proposals on lands adjacent to the walkway must provide links to the walkway. The walkway shall remain publicly accessible.
- KTSD-11 It is an objective of the Council to secure sites for Town Centre Parking.
- KTSD-12 It is an objective of the Council to support and promote the reinstatement of the Western Rail Corridor.
- KTSD-13 It is an objective of the Council to protect the Spaddagh and Derryronan Rivers and all water courses and surface waters within the area, their water quality, ecology and function as ecological corridors, in this regard developers are required to show that any proposed development in the town will not adversely affect the integrity of the River Moy candidate Special Area of Conservation.
- KTSD-14 It is an objective of the Council to protect and enhance all significant views of interest in Swinford including those identified on Map SD2. The Council will require a Visual Impact Assessment for development proposals that have the potential to have an adverse impact on important views or streetscapes.

## Area Plans for the Key Towns - Swinford

- KTSD-15 It is an objective of the Council to develop and maintain a pedestrian access to Pound Street Car Park from the Town Centre.
- KTSD-16 It is an objective of the Council to examine the feasibility of enhancing the link between the Town Centre and the Tesco Development site.
- KTSD-17 It is an objective of the Council to consider the development of the Opportunity Site shown on Map SD1 in accordance with the land uses generally permitted as outlined in the Land Use Zoning Matrix.

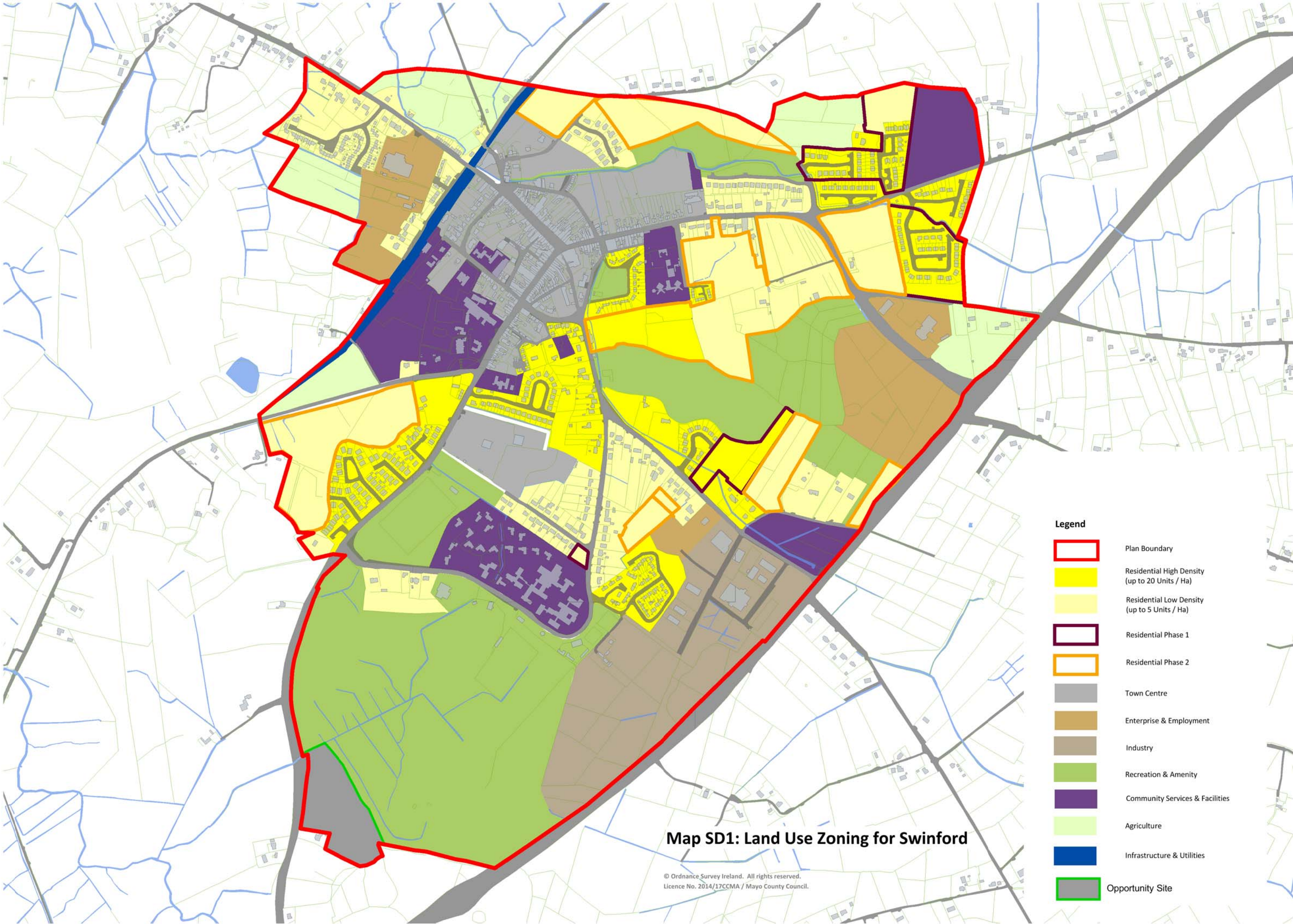
**Table 16 Strengths, Weaknesses and Opportunities and Solutions for Swinford Town**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
Population decrease (-) <i>4.5% decrease during period 2006-2011</i>	Promote and encourage population growth for balanced regional development and to attract investment and services into the town.
Unemployment rate decrease (+/-) <i>Unemployment rate in Swinford 24% - higher than national average 19%; 3.5% decrease in region between October 2011 and October 2012</i>	Continue to support job creation, and strengthen existing industrial bases in Swinford i.e. health care and pharmaceuticals and Ireland West Airport Knock
Infrastructure:  Public water supply (+/-) <i>Source: Carrowcanada River (Spring) Adequate Capacity (+) Requires upgrading (-) 94.2% of households connected</i>	Promote to attract investment and people into the town.  Prioritise upgrade of Public Water Supply.  Ensure all development connects to public water services.
Public sewerage system (+) Capacity 6500pe. Spare capacity 3500pe (54%)	Upgrade road linkage to Ballina.
Strategic road transport links (+) Road Linkages to Gateway (Sligo); Linked Hub (Castlebar and Ballina); and Ireland West Airport Knock and other Key Towns	Provide accommodation/services to airport users.  Promote and support reinstatement of Western Rail Corridor.
Proximity to Ireland Westport Airport Knock (+)	Investigate rail link to Ireland West Airport Knock on Western Rail Corridor.
Located on Western Rail Corridor (+)	
Access to internet including Broadband (+) <i>60% households connected; 51% of internet access is Broadband</i>	Develop cycleway on L1903 from Swinford to IWA Knock
Large percentage of new housing stock (+) <i>48% of housing stock is ≤20 years</i>	
Rich cultural and natural heritage (+) <i>Town dating back to 1700 20 Protected Structures 10 Recorded Monuments &amp; Places Habitats and Ecological corridors</i>	Develop cultural and amenity facilities from existing structures.  Promote cultural and natural heritage in the town.  Protect cultural and natural heritage in the town.

## Area Plans for the Key Towns - Swinford

**Table 16 Strengths, Weaknesses and Opportunities and Solutions for Swinford Town (cont.)**

Strengths (+) & Weaknesses (-)	Opportunities & Solutions
<p>Broad range of services, shopping facilities and community facilities (+)</p> <p>Strong community spirit(+)</p>	<p>Continue to support and encourage the development of services, retail and community facilities.</p> <p>Encourage clustering of medical and pharmaceutical services.</p> <p>Encourage development of a late evening/night time economy in the town.</p> <p>Promote and expand festivals.</p>
<p>Good amenity base (+)</p> <p><i>Natural environment (Derryronan and Spaddagh Rivers, Proximity to Callow Lakes, Brabazon Woods)</i></p> <p><i>Manmade (Swinford Golf Course and Football Pitch, amenity park)</i></p>	<p>Further develop amenity base for citizens and to increase tourism potential.</p> <p>Develop amenity uses such as fishing, angling, golfing, walking and cycling.</p>
<p>No. of industrial units available for letting or purchase</p> <p><i>4 industrial units</i></p>	<p>Readily available premises for enterprise and employment opportunities</p>
<p>High vacancy rate in buildings (-)</p> <p><i>25.06% residential units vacant; 3 unfinished housing estates</i></p> <p><i>25% retail units vacant</i></p>	<p>Properties available for residential and commercial use.</p> <p>Consolidation of vacant units may provide suitable units.</p>
<p>Dereliction (-)</p> <p><i>6 Registered Derelict Sites</i></p>	<p>Encourage re-development of derelict sites.</p> <p>Focus on areas such as the backlands west of Main St. as opportunity sites for development including car parking.</p> <p>Implement Derelict Sites legislation.</p>
<p>Pedestrian movement (-)</p>	<p>Improve pedestrian links between residential, commercial, amenity and services.</p> <p>Appropriate renewal of walkways Spaddagh and Derryronan rivers with links into the town centre.</p> <p>Encourage Smarter Travel patterns.</p>
<p>Car Parking (-)</p>	<p>Prioritise identification and securing of sites for public car parking within or close to the town centre.</p>
<p>Townscape &amp; Public Realm (-)</p>	<p>Protect integrity of streetscapes.</p> <p>Appropriate planting and lighting.</p> <p>Protect existing trees by making Tree Preservation Orders.</p>

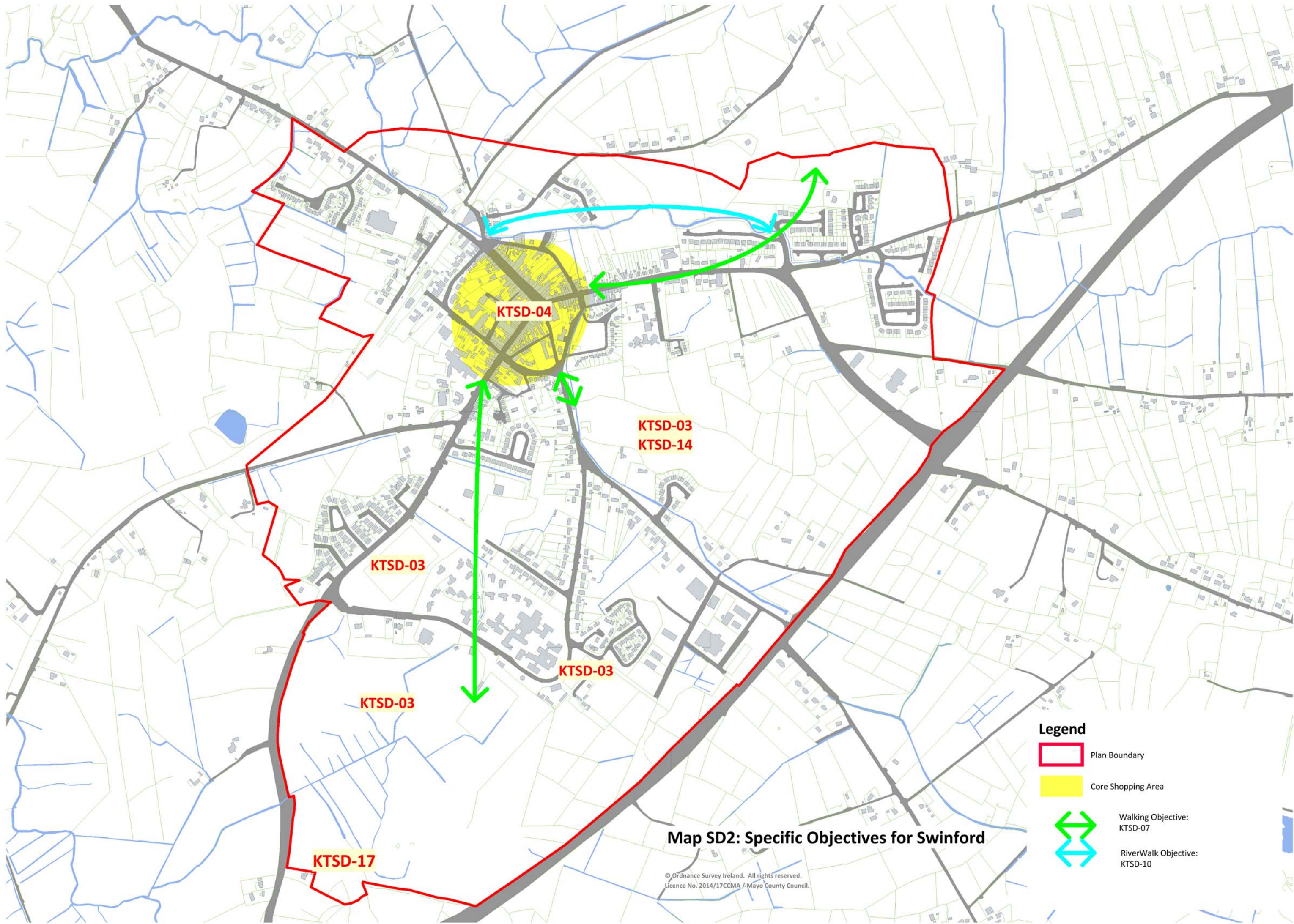


- Legend**
- Plan Boundary
  - Residential High Density (up to 20 Units / Ha)
  - Residential Low Density (up to 5 Units / Ha)
  - Residential Phase 1
  - Residential Phase 2
  - Town Centre
  - Enterprise & Employment
  - Industry
  - Recreation & Amenity
  - Community Services & Facilities
  - Agriculture
  - Infrastructure & Utilities
  - Opportunity Site

**Map SD1: Land Use Zoning for Swinford**

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KTSD-04

KTSD-03  
KTSD-14

KTSD-03

KTSD-03


KTSD-03

KTSD-17

**Legend**

 Plan Boundary

 Core Shopping Area

 Walking Objective:  
KTSD-07

 RiverWalk Objective:  
KTSD-10

**Map SD2: Specific Objectives for Swinford**

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## Appendices

### Appendix 1

#### Retail Hierarchy

<b>Table 17 Retail Hierarchy</b>		
<b>Settlement Hierarchy</b>	<b>Towns/Villages</b>	<b>Appropriate Retail Activity</b>
<b>Linked Hub</b>	Castlebar & Ballina	Diverse range of convenience and comparison retailing (i.e. high and medium order comparison, including retail warehousing)
<b>Key Towns</b>	Ballyhaunis, Ballinrobe, Belmullet, Charlestown, Claremorris, Kiltimagh, Killala, Knock, Louisburgh, Newport, Swinford & Westport	Mixed convenience and everyday comparison
<b>Other Towns &amp; Villages</b>	Foxford, Crossmolina, Balla, Keel-Dooagh, Shrule, Kilkelly, Achill Sound, Bangor Erris, Ballindine, Ballycastle, Bonniclon, Bellavary, Kilmaine, Cong, Turlough, Mulranny, Belcarra, Bohola & Lahardane	Basic convenience shopping and everyday comparison appropriate to scale of settlement
<b>Countryside including Rural Villages</b>	Aghagower, Aghleam, Attymass, Ballycroy, Ballyglass, Ballyheane, Binghamstown, Breaffy, Bunnacurry, Carracastle, Cross, Crossboyne, Doogort, Gweesala, Hollymount, Inver, Irishtown, Kilmovee, Knockmore, Mayo Abbey, Moygownagh, Moyne (Kilmeena), Roundfort, The Neale & Tourmakeady	Basic convenience

## **Appendices**

### **Appendix 2**

#### **Existing establishments classified under the Seveso II Directive in County Mayo**

- Atlantic Industries (t/a Ballina Beverages), Killala Road, Ballina, Co. Mayo
- Shell E&P Ireland Ltd., (Gas Terminal), Barnatra, Ballina, Co. Mayo
- Brookland Gas Company Ltd., Church Road, Ballina, Co. Mayo
- Calor Teoranta, Claremorris, Co. Mayo
- Flogas Ireland Ltd., Hazelhill, Ballyhaunis, Co. Mayo

## Appendices

### Appendix 3

#### Sample of Local Authority Infrastructural Projects completed /commenced 2008-2012

<b>Table 18</b>	
<b>A Sample of Local Authority Infrastructural Projects completed /commenced 2008-2012</b>	
<b>Road Projects</b>	<ul style="list-style-type: none"> <li>Completion of N59 Kilbride</li> <li>Completion of N59 Knockbrega</li> <li>N59 Westport to Mulranny (CPO confirmed)</li> <li>N5 Westport to Turlough CPO/EIS imminent</li> <li>National Road pavement overlay programme</li> <li>R311 Link Road, Castlebar (Newport Road to Lannagh Road Roundabout).</li> <li>R311 Newport Road, Castlebar (Rehins)</li> <li>R314/L1190 Bearnadearg, Ballina</li> <li>R314 Killala - Ballycastle Road at Killybrone</li> <li>R321 Bohola – Kiltimagh Road</li> <li>R324 Neale – Cross Road</li> <li>R331 Ballinrobe – Claremorris Road at Brookhill – Millbrook</li> <li>R312 Castlebar – Bellacorrick Road at Glenisland – Part 8 Planning</li> <li>R324 Neale – Cross Road at Cross – Part 8 Planning</li> </ul>
<b>Water Services</b>	<ul style="list-style-type: none"> <li>Achill Sound Sewerage Scheme</li> <li>Ballina Sewerage Scheme Phase II</li> <li>Castlebar Environs Sewerage Scheme</li> <li>Kiltimagh Sewerage Scheme</li> <li>Water Conservation Stages 1 &amp; 2 &amp; 3 Works</li> <li>Lough Mask Regional Water Supply – Treatment Plant upgrade</li> <li>Cong Water Supply connection to Lough Mask</li> </ul>
<b>Harbours &amp; Piers</b>	<ul style="list-style-type: none"> <li>New pier at Clare Island</li> <li>New pier at Inishturk</li> <li>Extension to pier at Roonagh</li> <li>Extension to pier at Blacksod</li> <li>New car park &amp; sea wall at Roigh</li> <li>New slipway &amp; car park at Belmullet Quay</li> <li>Reconstructed sea wall at Newport Quay</li> <li>Access improvements at Inishbiggle/Ballycroy</li> <li>Reconstructed &amp; refurbished Killala Old Pier</li> <li>New moorings &amp; navigation aids at Ballina</li> <li>New slipway &amp; improvements at Kilcummin pier</li> </ul>
<b>Cycle and walking trails</b> (in conjunction with communities and other agencies)	<ul style="list-style-type: none"> <li>21 National Loop Walks (156 miles in total)</li> <li>3 Linear Trails</li> <li>9 Community Trails</li> <li>7 Cycle Routes</li> </ul>
<b>Community facilities</b>	<ul style="list-style-type: none"> <li>2 Community centres e.g. Kilmeena and Tubberhill, Westport.</li> <li>Sports Capital Programme projects e.g. Muga &amp; Playground facilities in Ballinrobe and Balla, Greenway gym</li> <li>Library facilities e.g. Swinford Library and Cultural Centre, Foxford library</li> <li>Refurbishment of Provincial Bank to house Jackie Clarke collection</li> </ul>
<b>Social Housing</b>	<ul style="list-style-type: none"> <li>Provision of 138 housing units</li> <li>276 housing units refurbished</li> <li>46 housing units upgraded under the Energy Efficiency programme</li> <li>Remedial Works Scheme – 4 new builds and 23 existing units upgraded and refurbished (Parkview Charlestown)</li> </ul>
<b>Other projects</b>	<ul style="list-style-type: none"> <li>Urban, Town and Village Enhancement Schemes e.g. Regeneration of Castlebar town centre, Knock, Octagon Westport</li> </ul>

## Appendices

### Appendix 4

#### National and Strategically Important Regional Roads in Co. Mayo

Table 19			
Road Classifications in Co. Mayo			
National Roads		Strategically Important Regional Roads	
Road Number	Road Classification	Road Number	Section
N5	National Primary Road	R294	Ballina-Bonniconlon
N17	National Primary Road	R310	Ballina-Castlebar
N26	National Primary Road	R311	Castlebar-Newport
N58	National Secondary Road	R312	Castlebar-Bellacorrick
N59	National Secondary Road	R313	Belmullet-Bangor Erris
N60	National Secondary Road	R314	Ballina-Killala
N83	National Secondary Road	R323	Kiltimagh-Ballyhaunis
N84	National Secondary Road	R334	Ballinrobe- Co. Galway
		R335	Westport-Louisburgh
		R327	Claremorris-Cloonfad
		R331	Ballinrobe-Claremorris
		R321	Ballylahan-Kiltimagh

## **Appendices**

### **Appendix 5**

#### **Statement of Implementation of Ministerial Guidelines**

Section 28 of the Planning & Development Acts 2000-2010 requires a planning authority to append a statement to a development plan which includes information which demonstrates how the planning authority has implemented the policies and objectives of the Minister contained in Section 28 Guidelines when preparing the Plan. Where a planning authority has decided not to implement certain policies or objectives of the Minister contained in the Guidelines, the statement must give the reason why.

It is considered that policies and objectives in the planning guidance issued under Section 28 of the Planning & Development Acts 2000-2010 have been implemented in the preparation of the County Development Plan and Variation No 1 thereto and this is demonstrated in Table 20. Furthermore, requirements set out in the planning guidelines in relation to the preparation of development plans such as consultation with statutory bodies and others has been carried out as part of the plan making process.

## Appendices

**Table 20**

**Implementation of polices and objective contained in Ministerial guidelines issued under Section 28 of the Planning & Development Acts 2000-2010**

<b>Guideline name</b>	<b>Policies and Objectives of Guidelines Implemented in</b>
Architectural Heritage Protection - Guidelines of Planning Authorities 2004	Vol. 1 Environment, Heritage & Amenity Strategy Vol. 1 Development Plans & Area Plans Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Architectural Heritage Protection for Places of Public Worship - Guidelines for Planning Authorities (2003)	Vol. 1 Environment, Heritage & Amenity Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Childcare Facilities Guidelines (June 2001)	Vol. 1 Social Infrastructure and Community Development Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Development Management – Planning Guidelines for Planning Authorities (June 2007)	Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Development Plans – Planning Guidelines for Planning Authorities (June 2007)	Plan making process
Landscape and Landscape Assessment - Guidelines for Planning Authorities (2000)	Vol. 1 Environment, Heritage & Amenity Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Provision of Schools and the Planning System – A Code of Practice for Planning Authorities (2008)	Vol. 1 Social Infrastructure and Community Development Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Quarries and Ancillary Activities - Guidelines for Planning Authorities (2004)	Vol. 1 Economic Development Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Retail Planning Guidelines for Planning Authorities & Retail Design Manual (2012)	Vol. 1 Economic Development Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Spatial Planning and National Roads - Guidelines for Planning Authorities (2012)	Vol. 1 Infrastructure Strategy Vol. 1 Development Plans & Area Plans Vol. 2 Planning Guidance and Standards for Development in Co. Mayo

## Appendices

**Table 20 (cont.)**

**Implementation of polices and objective contained in Ministerial guidelines issued under Section 28 of the Planning & Development Acts 2000-2010**

Guideline name	Policies and Objectives of Guidelines Implemented in
Sustainable Urban Design – Design Standards for New Apartments Guidelines for Planning Authorities (2008)	Vol. 1 Core Strategy & Settlement Strategy Vol. 1 Development Plans & Area Plans Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities & Best Practice Urban Design Manual 2008	Vol. 1 Core Strategy & Settlement Strategy Vol. 1 Development Plans & Area Plans Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Sustainable Rural Housing - Guidelines for Planning Authorities (2005) & Rural Housing Policies and Local Need Criteria in Development Plans - Circular Letter SP/5/08	Vol. 1 Core Strategy & Settlement Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
The Planning System and Flood Risk Management - Guidelines for Planning Authorities (2009) & The Planning System and Flood Risk Management - Technical Appendices (Nov 09)	Vol. 1 Environment, Heritage & Amenity Strategy Vol. 1 Development Plans & Area Plans Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Telecommunications Antennae & Support Structures (1996) & Circular letter PL 07/12	Vol. 1 Infrastructure Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Wind Energy - Guidelines for Planning Authorities (2006)	Vol. 1 Infrastructure Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Implementation of SEA Directive (2001/42/EC) Assessment of the Effects of Certain Plans and Projects on the Environment - Guidelines for Regional Authorities Planning Authorities (2004)	Strategic Environmental Assessment - Environmental Report
Development Contribution Scheme for Planning Authorities - Circular PD 5/2007 & Circular PD4/2003	Vol. 1 Economic Development Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Implementation of new EPA Code of Practice on Wastewater Treatment and Disposal Systems Serving Single Houses - Circular PSSP1/10	Vol. 1 Environment, Heritage & Amenity Strategy Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities	Habitats Directive Assessment



## Appendices

**Table 20 (cont.)**

**Implementation of polices and objective contained in Ministerial guidelines issued under Section 28 of the Planning & Development Acts 2000-2010**

Guideline name	Policies and Objectives of Guidelines Implemented in
Tree Preservation Guidelines	Vol. 1 Environment, Heritage & Amenity Strategy Vol. 1 Development Plans & Area Plans Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Taking in Charge of Housing Estates / Management Companies & Taking in Charge of Residential Developments Circular Letter PD 1/08	Vol. 2 Planning Guidance and Standards for Development in Co. Mayo
Section 261A of Planning & Development Act 2000 Guidelines (January 2012) & Section 261A of Planning & Development Act 2000 Supplementary Guidelines (July 2012)	N/A
Funfair Guidance	N/A
Redevelopment of Certain Lands in the Dublin area primarily for Affordable Housing	N/A
Implementing Regional Planning Guidelines- Best Practice Guidance	N/A

## Appendices

### Appendix 6

#### Legislative and Policy Framework Documents

An overview of documents, which set the legislative and strategic policy framework for the review and preparation of the County Plan include the following:

- Planning and Development Acts 2000-2010
- National Development Plan, 2007-2013
- National Spatial Strategy, 2002-2020
- Western Regional Planning Guidelines, 2010-2022
- Mayo County Development Plan 2008-2014
- Mayo County Development Board Strategy, 2002 - 2012
- Development Plans –Guidance for Planning Authorities 2007
- Development Management - Guidance for Planning Authorities 2007
- Mayo County Sports Strategy 2010 – 2014
- Mayo County Council Strategic Arts Plan 2011 - 2015
- Sustainable Development: A Strategy for Ireland, 1997
- Our Sustainable Future: A Framework for Sustainable Development in Ireland 2012
- National Climate Change Strategy, 2007-2013
- DoEHLG Statement of Strategy 2011-2014
- DoCENR Statement of Strategy 2011-2014
- DoES Statement of Strategy 2011-2014
- DoHC Statement of Strategy 2011-2014
- DoT Statement of Strategy 2011-2014
- EU Rural Development Policy, 2007-2013
- Fáilte Ireland – Tourism Development Strategy
- Planning and Development (Strategic Environmental Assessment) Regulations, 2011
- Planning and Development (Strategic Infrastructure) Act 2006
- Connaught Waste Management Amendment Plan 2008-2011
- EU Water Framework Directive (2000/60/EC), 2000
- EU Major Accident (Seveso II) Directive 2003/105/EC
- The Planning System and Flood Risk Management Guidelines 2009
- EPA Wastewater Treatment Manual, 2000
- EPA Code of Practice: Wastewater Treatment Systems for Single Houses 2010
- Energy Performance in Buildings Directive, 2013
- Local Government (Water Pollution) Acts, 1977 and 1990
- Local Government Water Services Act, 2007
- Water Quality (Dangerous Substances) Regulations 2001
- Quarries and Ancillary Activities Guidelines, 2004
- Environmental Management in the Extractive Industry, 2006
- Air Pollution Act (Amendment) Regulations 2011
- Noise Regulations 1994
- Sustainable Residential Developments in Urban Areas 2009
- DoEHLG Development Contribution Scheme for Planning Authorities
- Guidelines on Sustainable Rural Housing, 2005
- Sustainable Urban Housing Design Standards for Apartments, Guidelines for Planning Authorities 2007
- White Paper on Rural Development, 1998

## Appendices

- Traffic Management Guidelines, 2003
- Spatial Planning and National Roads Guidelines for Planning Authorities 2012
- Progressing Rural Public Transport in Ireland 2006
- Smarter Travel – A Sustainable Travel Future, 2009 – 2020
- National Cycle Policy Framework, 2009-2020
- Waste Management Acts, 1996-2008
- Waste Water Discharge Licences/Authorisation, 2007
- National Monuments Acts, 1930-2004
- Framework and Principles for the Protection of the Archaeological Heritage, 1999
- Policy Guidance on Archaeological Excavation, 1999
- DoEHGL Guidelines for Planning Authorities on Wind Energy Development, 2006
- DoEHLG Guidelines for Planning Authorities on Telecommunications, Antennae & Support Structures, 1996
- 1997 Natural Habitats Regulations
- EC (Birds and Natural Habitat) Regulations, 2011
- Wildlife (Amendment) Act, 2010
- National Heritage Plan 2002
- Actions for Biodiversity, 2011 - 2016
- Irish National Forest Standard 2000
- DoEHLG Architectural Heritage Protection Guidelines 2011
- DoEHLG Government Policy on Architecture 2009-2015
- National Inventory of Architectural Heritage
- Mayo Heritage Plan 2011 - 2016
- National Disability Strategy, 2009
- National Children’s Strategy, 2012 - 2017
- Childcare Guidelines for Planning Authorities, 2004
- Childcare Pre-School Regulations 2006 (SI 505 of 2006)
- Retail Planning Guidelines for Planning Authorities, 2012
- DoEHLG: Charge of Housing Estates/Management Companies, Guidelines for Planning Authorities 2005

It should be noted that this list presents some of the relevant documents, which set the legislative and strategic policy framework for the review and preparation of the County Plan but is not exhaustive.