



MATERIAL AMENDMENTS

TO THE

DRAFT CASTLEBAR AND ENVIRONS DEVELOPMENT PLAN 2008-2014

UNDER

IN ACCORDANCE WITH SECTION 12 OF THE
PLANNING AND DEVELOPMENT ACT, 2000-2007



For:

**Mayo County Council
&
Castlebar Town Council**

Technical assistance from:



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1.0 INTRODUCTION

This report forms part of the statutory review process of the Castlebar Town Development Plan 2004 and the preparation of a new Development Plan for Castlebar Town and its Environs for the period 2008-2014.

Having considered the Draft Development Plan, the SEA Environmental Report and the Manager's Report on submissions the Members [of Castlebar Town Council and Mayo County Council (hereafter called the Members)], by resolution, resolved to amend the Draft Development Plan in accordance with the provisions set out in Section 12(6) of the Planning and Development Act 2000-2004 on the 14th of January 2008.

As the amendments proposed are considered to be a material alteration of the Draft Plan, they are required to be placed on public display for a period of not less than four weeks in accordance with Section 12(7) of the Planning and Development Act 2000-2006. The material amendments to the Draft Plan will be on public display for a period of five weeks from Friday the 31st January 2008 until 5pm on the 6th March 2008. Written submissions observations with respect to the proposed amendments to the draft development plan, which are received during the above period, will be taken into consideration before the meeting of the development plan.

1.1 Format of Report

This document details the proposed amendments to the Draft Development Plan, which the Members have resolved to make.

The document contains the amendments to the text of the Draft Development Plan in chronological order as per the Draft Development Plan. The proposed amendment to the Record of Protected Structures is then detailed and the amendments to the Land Use Zoning Map (which are illustrated in Maps 1 and 2 which accompany this document) conclude the amendments to the draft Development Plan.

A separate document assesses the impact of the proposed amendments on the environment. In it the proposed amendments are assessed against the environmental objectives set out in the Environmental Report.

1.2 Current / Next Steps

- The Material Amendments to the Draft Development Plan will be put on display for a period of five weeks from Friday 31st January 2008 until Thursday 6th March 2008.
- Not later than three weeks following the public display of the Material Amendments, the Manager shall prepare a report on any submissions received and submit it to the Members.
- The consideration of the amendments and the Manager's Report shall be completed not later than six weeks after the submission of the Manager's Report to the members of the authority.
- The Members of the authority shall, by resolution, having considered the amendments and the Manager's Report, make the plan with or without the proposed amendments, except that where they decide to accept the amendments they may do so subject to any modifications to the amendment as they consider appropriate.
- The Development Plan shall have effect four weeks from the date that it is made.

2.0 AMENDMENTS TO TEXT OF DRAFT DEVELOPMENT PLAN

The proposed amendments are identified as follows: Text proposed to be deleted is shown red with straight through ~~like this~~, and; proposed new text shown in **green**, bolded like this. Unchanged text is shown in black like this. Responses with regard to the strategic environmental consequences of the changes are shown in navy bold italics *like this*.

CHAPTER 4 DEVELOPMENT STRATEGY

Amendment No 1

Insert the following bullet point at the end of Section 4.2: -

To support and encourage more sustainable forms of transport (public transport, walking and cycling) in order to reduce car usage and support the principles of sustainability.

This policy has been inserted to encourage the reduction of private car usage in the town and to support more sustainable forms of transport such as public transport, walking and cycling.

This will create a positive interaction with the Strategic Environmental Objectives (SEO's) (this change be likely to improve the status of the environment).

This change would be likely to have a significantly beneficial impact upon Castlebar's environment and promote sustainability.

CHAPTER 5 HOUSING

Amendment No 2

As a consequence of the proposed amendment to the draft Development Plan Section 5.6 of the Draft Development Plan is amended as follows: -

Table 5.2

	Zoning	
A	Existing residential/Infill	260ha 261.5ha of lands zoned as existing residential infill are included in the draft Development Plan. These lands are primarily built up and include roads and open space areas in the overall figure. Some small pockets of lands within this area may become available for development or redevelopment. This principally applies to an area of land on the south of the Westport Road at Knockaphunta. This land may or may not become available for development during the life of the plan.
B	New Residential Medium Density	The area zoned for new residential development extends to 433.6 ha 154.4ha and is all located within the northern and southern road reserves for the Castlebar Ring Road Project. All the lands are serviceable by gravity to the proposed existing sewerage network or by the extended sewerage network. At a density of 8 units per acre the lands are capable of accommodating 2639 residential units. The majority of this additional land is the subject of a recent grant of permission for residential development and the former stated capacity of 2,639 residential units will remain not

		<p>change.</p> <p>The new residential zoning is contained in 4 separate areas of the town which are as follows:</p> <ul style="list-style-type: none"> ❑ The first of two areas located in the north of the town is located between the west running R311 Newport Road and the Coarsepark Road. The area measures 30.2 ha. ❑ The second area measuring 28 ha. incorporates 8 separate areas of land dispersed between existing housing developments in the area between the R310 Pontoon Road and the northern side of the N5. ❑ 30.4 ha 33.2ha. located in the southwest of the town to the north of the proposed inner relief road and to the south of the Westport road. ❑ 45 ha 68.8 ha Located to the south of the town between the rail line to the north and the N84 Ballinrobe Road to the west. The LP704 Belcarra Road also dissects the lands providing significant road frontage and good access to the lands. Permission was recently granted for the development of the additional area of lands which are proposed zoned Medium Density Residential.
C	New Residential Low Density (Grid Pattern)	<p>The low-density zoned area extends to 720 ha 504ha (c67ha of which is already developed by one off houses/agricultural buildings. Approximately 437ha of lands are available for potential development. Approximately 390ha 403ha are serviceable by the extended gravity sewerage system that is under construction in the town, while a further 330 ha 101ha will require pumping of sewerage in order to gain access to the gravity sewer. The existing developed lands are located predominantly (c95%) within the sewered area with the result that c340ha of the Low Density Housing Lands are capable of being developed, while c 97ha of unsewered lands can be developed. At the maximum density of 4 units per acre the low-density zone is capable of accommodating 3853 3360 units by gravity sewer and 3260 958 units by pumping, giving a total of 7113 4318 units.</p>
E	Town Centre/ Commercial	Residential Development in the Town Centre will be based upon Plot Ratio rather than density. See Chapter14 for further details.
F	Residential/ Commercial	Permission was recently granted for the development of a significant area of Residential/Commercial land in the Saleen area. A significant area of land, extending to c64ha is proposed to be zoned Residential/Commercial. These lands are capable of being served by the public sewer. The other pockets of lands are small and already developed.
I	Community /Institutional	Several of the major areas of Community/Institutional land are under-utilised and may present opportunities for redevelopment including residential use. Any redevelopment of Community/Institutional lands will be subject to Action Area Plans.

The Development Plan has provided for ~~133.6 ha~~ **154.4 ha** of *New Residential Medium Density* lands, which is in excess of the required 108.5ha by ~~c23%~~ **42.3%**. **However, the area of land which can be potentially developed, remains approximately 133.6 ha** These lands can accommodate the projected household numbers subject to household size, density and layout requirements. The *New Residential Low Density* lands have not been factored into the housing projections as the majority of these lands are outside of what was considered in the housing projections for the draft housing strategy.

The quantity of land, which is proposed to be zoned for a Low Density Residential development has been significantly reduced from the Draft Development Plan, resulting in a potential reduction of approximately 2795 residential units, from what was projected in the Draft Development Plan. The area of land, which is already developed within the low-density lands has been taken into consideration in the preparation of these calculations.

This amendment will have a positive interaction with the SEO's (this change be likely to improve the status of the environment).

The lands, which have been removed from the low-density zoning are primarily unservices lands and are located at a distance from the town centre. Therefore, this amendment would be likely to have a significantly beneficial impact upon Castlebar's environment.

Amendment No 3

Amend Section 5.11 - Low Density Housing, as follows: -

A substantial area of land (~~660ha~~) **504ha** has been zoned as low density housing. The following objectives apply to developments in the low density zoned areas.

By reducing the quantity of land zoned for Low Density Housing, there will be a positive interaction with the SEO's (this change be likely to improve the status of the environment).

This change would be likely to have a significantly beneficial impact upon Castlebar's environment by reducing the quantity of greenfield land which will be developed.

Amendment No 4

Insert a new section as Section 5.12, following Section 5.11 as follows: -

5.12 Rural Housing

Policies on rural housing must be responsive to the dispersed patterns of settlement in Ireland. According to the 2002 Census, around 40% of the Irish population overall lives in rural areas, including smaller towns and villages. In some counties particularly in parts of the midlands and in the west, a much higher proportion of households – up to 70% - live in the open countryside.

The 1997 policy document 'Sustainable Development: A Strategy for Ireland' mapped out a strategic policy framework to deliver more sustainable development. In dealing with rural housing that Strategy referred to contrasts in development trends between rural de-population in some areas and strong pressure for development of housing in other rural areas close to cities and towns. The Sustainable Development Strategy indicated that there should be a presumption against urban-generated one-off housing in rural areas adjacent to towns.

It became clear by the time the National Spatial Strategy (NSS) was being prepared that these provisions were sometimes operated over-rigidly. The NSS accordingly set rural housing policy in a broader and more flexible context, superseding the 1997 Strategy. Expanding on the rural policy framework in the NSS these guidelines provide that:

- People who are part of the rural community should be facilitated by the planning system in all rural areas, including those under strong urban-based pressures,**
- Anyone wishing to build a house in rural areas suffering persistent and substantial population decline will be accommodated,**
- The development of the rural environs of major urban areas, including the gateways and hubs identified in the NSS and county and other larger towns over 5000 in population needs**

to be carefully managed in order to assure their orderly development and successful functioning into the future.

The principles set out in these guidelines also require that new houses in rural areas be sited and designed to integrate well with their physical surroundings and be generally compatible with:

- The protection of water quality in the arrangements made for on site wastewater disposal facilities;
- The provision of a safe means of access in relation to road and public safety;
- The conservation of sensitive areas such as natural habitats, the environs of protected structures and other aspects of heritage.

The Guidelines make it clear that statutory designation of certain rural areas [i.e. Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and National Heritage Areas (NHAs)] is not intended in any way to operate as an inflexible obstacle as such to housing development. In considering development proposals, including the attachment of planning conditions, in such areas, planning authorities should only consider approving proposals they are satisfied will not adversely affect the integrity of the designated area.

Acknowledging the trends for development of holiday homes in some coastal, scenic and lakeside parts of the country, the guidelines emphasise the importance of clustering such tourism driven activity, as far as possible, in well designed and appropriately scaled developments in or adjoining small towns and villages. In this regard, it is vital that development trends in relation to holiday homes in rural areas be closely monitored and responded to in order to avoid negative impacts.

These guidelines set out in detail how the Government's policies on rural housing are to be implemented by planning authorities in making their development plans and in the operation of the development control system to ensure a vibrant future for all rural areas.

All planning authorities should take immediate steps to review their development plans with a view to incorporating any changes necessary to ensure that development plan policies are consistent with the policies set out in these guidelines.

5.12.1 Guidelines under the Planning and Development Act 2000

These guidelines constitute Ministerial guidelines under Section 28 of the Planning and Development Act 2000. Section 28 provides that planning authorities and An Bord Pleanála shall have regard to Ministerial guidelines in the performance of their functions.

5.12.2 Policy Context

Ireland has a long tradition of people living in rural areas. According to the 2002 census, around 40% of the total national population lived in rural areas, these being defined for the purposes of these guidelines as those areas outside of urban areas with a population of 1500 and over.

The 2002 census also shows widely varying trends in relation to the population levels in different types of rural areas. Rural areas close to cities and some larger towns, those close to nationally important transport corridors linked to such cities and larger towns and those in certain more scenic areas are experiencing population growth, with very substantial rates of

growth in some cases. Other more remote and economically weaker areas are experiencing population decline.

New government policies on planning for housing in rural areas came into effect with the publication of the National Spatial Strategy in 2002.

The NSS recognised the long tradition of people living in rural parts of Ireland and promotes sustainable rural settlement as a key component of delivering more balanced regional development.

The NSS called for settlement policies in development plans and their implementation in the administration of planning to take into account both the differing demands for housing in rural areas and varying rural development contexts. Different policies are needed, for example, for areas with declining populations as compared with areas in which there are overspill issues associated with proximity to large cities or towns.

The sustainable rural settlement policy framework in the NSS has four broad objectives:

- (1) To sustain and renew established rural communities and the existing stock of investment in a way that responds to the various spatial, structural and economic changes taking place, while protecting the important assets rural areas possess.
- (2) To strengthen the established structure of villages and smaller settlements both to support local economies and to accommodate additional population in a way that supports the viability of public transport and local infrastructure and services such as schools and water services.
- (3) To ensure that key assets in rural areas such as water quality and the natural and cultural heritage are protected to support quality of life and economic vitality.
- (4) To ensure that rural settlement policies take account of and are appropriate to local circumstances.

The NSS also acknowledges that demands for housing in rural areas arise in different circumstances and that, taking account of the policy framework above, it was normal in policy terms to distinguish between:

- Housing needed in rural areas within the established rural community by persons working in rural areas or in nearby urban areas (rural generated housing), and
- Housing in rural locations sought by persons living and working in urban areas, including second homes (urban generated housing).

The NSS emphasised that as a general principle, subject to satisfying good planning practice in matters of site location, positioning on sites, design and the protection of environmentally sensitive areas and areas of high landscape value, rural generated housing needs should be accommodated where they arise. With regard to urban generated housing in the open countryside, the NSS identified four broad categories of rural area types with differing development circumstances that required tailored settlement policies in the development plan process.

In rural areas under strong urban influences, the NSS stresses that development driven by cities and larger towns should generally take place within their built up areas or in areas identified for new development through the planning process.

In stronger rural areas, the NSS suggested that the extensive village and small town structure had much potential in accommodating additional housing development catering for persons working in larger cities and towns but desiring a rural lifestyle.

In structurally weaker rural areas, the NSS emphasised the importance of accommodating any demand for permanent residential development, while acknowledging the importance of supporting the urban structure of such areas as well.

In areas where there is a tradition of highly dispersed rural settlement, particularly parts of the south west, west and north west coast, the NSS emphasised the importance of locating new housing in a way which fits in with the traditional settlement patterns and strengthens existing patterns of housing.

Implementation of the rural settlement policy framework of the NSS must be followed through in the planning process at local level.

A key objective for the local planning system is to deliver sustainable rural settlement. The widely accepted definition of sustainable development is development that meets the needs of this generation without compromising the ability of future generations to meet their needs.

The concept captures the important ideas that development:

- has economic, social and environmental dimensions which together can contribute to a better quality of life,
- must strike a balance between these three dimensions to be sustainable,
- should allow future generations to enjoy a quality of life at least as high as our own, and
- should respect our responsibilities to the wider international community.

In relation to rural housing, sustainable development is, therefore, much more than an environmental concept, although it includes that important element. It requires an acknowledgement of the role that people living in both small towns and villages and the wider countryside have to play in supporting a dynamic rural economy and social structure.

For example, rural areas experiencing substantial and persistent population decline risk losing the level of population necessary to sustain essential services such as schools, local shops and sporting clubs leading to difficulties in supporting a vibrant social structure. Reversing population decline by accommodating new development contributes to sustainability by helping to deliver strong social and economic benefits to rural areas. Such benefits can be maximised by locating new rural housing development as closely as is conveniently possible to essential local services and community facilities.

Implementing the rural settlement policy framework of the NSS in full, with its focus on economic, social and environmental issues and the inter-linkages between them, will be a step in making Ireland's development sustainable.

The 1997 policy document Sustainable Development: A Strategy for Ireland established the first overall national level policy framework addressing sustainable development. The strategy mapped out a strategic policy framework to deliver more sustainable development. The strategy referred to contrasts in development trends between rural depopulation in some areas and strong pressure for development of housing in rural areas close to urban areas.

However, the rural housing policy framework set out in the NSS, as a more recent and comprehensive expression of Government policy on housing in rural areas, should now be regarded as superseding the more limited provisions in that regard set out in the Sustainable Development Strategy.

The publication of the Government's White Paper on Rural Development ¹¹ in 1999 represented a comprehensive expression of Government policy on various facets of rural and regional development and this policy was taken into account in preparing the NSS. The White Paper stated at Section 11 that the Government's vision for the future of rural society is based on the maintenance of dispersed, vibrant rural communities.

A key objective of the White Paper was the maintenance of rural population, not just in terms of numbers, but also in terms of achieving a balanced spatial distribution of population. The White Paper recommended that planning policy should, as far as possible, facilitate people willing to settle in rural areas, especially those willing to settle in their own areas of origin, in order to achieve a balanced rural population.

The White Paper also recognised that, while the aspirations of the rural community must be respected, planning policy must be sensitive to the conservation of the rural environment including preservation of beauty spots and natural habitats. It also acknowledged that pressures for holiday homes may be causing affordability gaps for local people and recommended the targeting of investment in water services infrastructure in small towns and villages as a means of opening up development opportunities.

The National Spatial Strategy's approach to the rural housing issue took account of detailed research and analysis into the spatial structure of the different types of rural areas in Ireland. This analysis led to the conclusion that to achieve balanced regional development, it will be necessary to accommodate the scale and type of development that sustains population levels in rural communities, while also promoting development at locations ranging from the gateways to smaller rural towns and villages in the drive towards more balanced regional development.

Furthermore, the analysis in the NSS identified the need for settlement policies at development plan level to take account of local circumstances in differing types of rural areas ranging from those closest to the country's main cities and towns to those in more remote areas.

In formulating policies for rural housing that are sustainable, planning authorities, in accordance with these guidelines should:

- (1) Take account of the processes that are triggering changes in settlement patterns in rural areas, particularly those factors that are giving rise to demand for housing in rural areas.
- (2) Take account of other related dimensions in relation to rural settlement such as environmental and heritage protection and the need to maintain the integrity of economic resources.
- (3) Act as a facilitator in bringing together, within existing local structures, the main interests concerned with rural settlement such as the elected members, farming and community organisations, organisations representing rural dwellers, county development boards, environmental organisations and any other relevant organisations such as the providers of rural public transport.
- (4) Develop within the broad interests outlined at (3) above, an awareness of the facts on the ground in relation to population and economic trends in rural areas as well as environmental indicators, that will inform the policy options for the planning authority's

¹ Ensuring the Future – A Strategy for Rural Development in Ireland – a White Paper on Rural Development, Department of Agriculture Food and Rural Development 1999

development plan.

- (5) Work with interests such as those at (3) above to create a shared view of how the issue of rural settlement should be addressed through the development plan in the particular authority concerned.

It is vitally important that planning authorities work to bring the elected members, officials, the wider public and interest groups together in building ownership over the development plan and its implementation.”

The inclusion the Rural Housing Policy would be likely to have a positive interaction SEO's (these changes would be likely to improve the status of the environment). It is likely that the proposed amendment would have a beneficial impacts with regard to the protection of the local landscape, biodiversity, flora and fauna and minimising related greenhouse gas emissions.

CHAPTER 6 Employment Generation and Enterprise Development

Amendment No 5

As a consequence of the proposed amendment to the Draft Development Plan Section 6.6 of the Draft Development Plan is amended as follows: -

Following a review of the Managers Report on submissions, the members resolved that two additional areas of land, to the north of the town, be zoned for Enterprise and Employment purposes. These areas of land, which are subject to amendments numbers seven and eight, extend to 26.3 ha and 32.1 ha respectively. The development of these lands will be dependent on the development of their Northern regional route for access. Both land-banks will be serviced by gravity sewer, as part of the extended Castlebar and Environs sewerage works.

Strategically, the zoning the lands for Enterprise and Employment use on the northern side of the town, will provide for potentially sustainable travel patterns, in that persons living in the northern part of the town will be able to work in the same area rather than travelling across town to the existing and proposed Enterprise and Employment lands which are all located to the south of the Town. The long-term development of these lands is likely to be linked to the development of the Northern Regional Route, which is shown on Maps 1 and 2.

As the lands are service by the extended Castlebar and Environs sewerage network, this proposal would have long-term positive interaction with SEO's (this change would be likely to improve the status of the environment).

Provided that these lands can be serviced in terms of roads infrastructure it is likely that this change would have a beneficial impact upon the reduction of greenhouse gas emissions by virtue of reduced traffic congestion and would contribute towards the meeting of national targets for the reduction of greenhouse gas emissions. In the short-term, the impact would be negative.

Amendment No 6

Insert a new objective in Chapter 6 following policies EO5 to read as follows: -

EO 5 It is an objective of the council to require all developments to provide for sustainable forms of transport, namely walking cycling, and public transport.

This policy has been inserted to encourage the reduction of car usage in the town and to support more sustainable forms of transport such as public transport, walking and cycling.

This will have a positive interaction with the SEO's (this change be likely to improve the status of the environment).

This change would be likely to have a significantly beneficial impact upon Castlebar's environment and promote sustainability.

The above amendment will result in the revision of EO6 and EO 7 to EO 7 and EO 8 respectively as follows: -

Amendment No 7

EO-6 EO 7	To encourage the provision of office space in Castlebar in order to facilitate its development as a centre for administrative, professional and commercial functions.
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No interaction with the SEO's; the changes are not likely to interact with the status of the environment.

This change would not result in environmental impacts.

Amendment No 8

EO-7 EO 8	It is an objective of the council to facilitate their development where such activities do not interfere with residential amenities.
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No interaction with the SEO's; the changes are not likely to interact with the status of the environment.

This change would not result in environmental impacts.

CHAPTER 7 Transportation

Chapter 7 would be amended to reflect the proposed road reserves, which are to be created along the route corridors of the Proposed N5, N60, Northern Regional Route and Inner Relief Road.

Amendment No 9

Amend Policy TP1 (Section 7.2) as follows: -

TP1	To resist inappropriate development on existing and/or proposed National and Regional roads that may adversely impact on traffic safety and carrying capacity. Support will be given to improvements in road infrastructure by reserving land in suitable locations, and/or protecting planned strategic route corridors by keeping them free from development that would otherwise undermine their future implementation.
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This will have a positive interaction with the SEO's (this change would be likely to improve the status of the environment).

By limiting access on to existing and proposed National and Regional Roads, this amendment would have a beneficial impact on Castlebar's environment, by the reduction of greenhouse gas emissions by virtue of reduced traffic congestion and would contribute towards the meeting of national targets for the reduction of greenhouse gas emissions.

Amendment No 10

Amend Policy TP2 (Section 7.3.1) as follows: -

TP1	It is a policy of the council to restrict the development of buildings within 75m of the proposed N5 Southern National Route bypass and the proposed N60 , and restrict the development of buildings within 30m of the proposed Northern Regional route bypass and the Inner Relief Road.
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This amendment is likely to have a significantly positive impact on the environment as it will safeguard the protection of the existing road reserves, which are proposed to carry significantly additional volumes of traffic in the future.

Amendment No 11

Amend Policy TP5 (Section 7.6) as follows: -

TP1	It is a policy of the council to provide: -
a)	Public Car parks in its own role and/or in partnership with third parties,
b)	In its control of on-street parking and off-street parking to provide for short term shopping and business parking requirements and for the needs of local residents, rather than long-term commuter parking.
c)	To investigate the possibility of providing park and ride facilities within the plan area, as a means of reducing traffic in the town centre area.

An uncertain interaction with SEO's, (the interaction with the status of the environment is uncertain).

While the provision of park-and-ride facilities is likely to have a beneficial impact on human health by reducing the quantity of traffic in the town centre, thereby promoting greater use of public transport, walking and cycling, the impacts upon the open countryside locations where the park-and-ride facilities would be located may have an adverse impact upon the natural and historic landscape around Castlebar.

Amendment No 12

Amend Section 7.3. which reads as follows: -

7.3 Castlebar Ring Road Project

The Castlebar Ring Road Project's Preferred Route is 12.5km long and this orbital route will link/cross 4 national roads, 2 proposed national roads, 3 regional roads and 9 local roads of varying importance and where these roads intersect **a roundabout/overpass or underpass will** probably be the choice of junction arrangement. The **current** Preferred Route **crosses** Lough Lannagh and the Castlebar River and will also cross the Westport-Dublin railway line twice and these crossings will be facilitated by means of **bridges**.

Under the present preferred arrangements the Castlebar Ring Road Project will be developed as two distinct entities, part as a National Road and part as a Regional Road. The south-eastern section, from it's intersection with the N5 Westport-Castlebar Preferred Route in the townland of Ballymacraha to it's intersection with the N5 Castlebar-Swinford Road in the townland of Aghalusky via the N60 Castlebar-Claremorris Preferred Route will be developed as part of the National Road Network. The north-western section, will be developed as part of the Regional

Road Network. The inner relief road will remove traffic from the existing roads and will serve as access to the lands both north and south of it.

A peer review of the preferred route alignment for the N5 Southern bypass is currently being carried out by the NRA. The final preferred route may change from the current preferred route, however, the Planning Authority will continue to protect the route in the Development Plan.

This amendment would have a positive interaction with the SEO's (this change would be likely to improve the status of the environment) by maximising the future capacity potential of the proposed road network.

Amendment No 13

In order that the Development Plan does not assume to predetermine the nature of junctions on the Proposed N5 Southern Bypass the footnote describing the proposed Southern National Route is to be removed from the Draft Development Plan.

~~**Description of Southern National Route** From the proposed roundabout on the N5 Swinford Road, the Preferred Route advances in a south-eastern direction, crosses the LS786 Windsor Road and runs parallel with the existing LT57862 Moneenbradagh Road through a vacant corridor that exists between the rear gardens of the houses built along the Moneenbradagh Road and the northern perimeter of Roadstone Quarry. The preferred Route exits the grounds of Roadstone Quarry, which is located in the townland of Moneenbradagh and enters the townland of Rinshinna where it merges with the N60 Castlebar-Claremorris Preferred Route.~~

~~The N60 Castlebar-Claremorris Preferred Route interacts with the R373 Moneen Road and the existing N60 Claremorris Road via roundabout junctions having traversed through the townlands of Rinshinna and Drumconlon. The Castlebar Ring Road Project's Preferred Route continues from its intersection with the N60 Castlebar-Claremorris Preferred Route on the existing N60 in the townland of Drumconlon and Knockraver in a southerly direction, passes through the townland of Knockraver, crosses over the Westport-Dublin railway line where it enters the townland of Lisnakirka of Milebush before it intersects the existing LP704 Belcarra Road in the townland of Lisnakirka or Milebush.~~

~~From here the Preferred Route orientates slightly and advances in a south-westerly direction, Lisnageeha or Milebush and Lisnageeha or Antigua where it intersects the N84 Ballinrobe Road on the boundary of the townlands of Lisnageeha or Antigua and Aghadrinagh. The Preferred Route continues in this direction running parallel and adjacent to the Cloonagh River, crosses it twice and in the process exits the townland of Aghadrinagh, enters the townland of Cloonagh before it re-enters the townland of Aghadrinagh again.~~

~~As it advances towards its' second crossing of the Westport-Dublin railway line it also intersects the LS756 Horsepark Road where it enters the townland of Cloondeash. Having crossed over the railway line the Preferred Route enters the townland of Knockphunta, orientates in a north-westerly direction and passes through the townland of Ballymacraha before it terminates at its intersection with the N5 Westport-Castlebar Preferred Route.~~

This amendment would have a positive interaction with the SEO's (this change would be likely to improve the status of the environment) by maximising the future capacity potential of the proposed road network.

Amendment No 14

Insert a Policy in Section 7.9 Taxi Services, to be titled TP 10.

TP10 It is the policy of the council to provide sufficient ranks at various locations throughout the town in consultation with the Taxi Operators. These ranks will be of varying sizes and will be time restricted as appropriate. The ranks shall be designed so as to provide accessibility for persons with disabilities.

This amendment would have a positive interaction with the SEO's. This amendment would improve the status of the population, human health and material assets by improving people's quality of life, promote sustainable travel patterns, facilitate sustainable movement, and maximise the use of the existing built environment services.

The above amendment will result in the revision of TP10 and TP11 to TP 11 and TP12 respectively.

Amendment No 15

~~TP10~~ **TP 10** It is the policy of the council to promote the development of cycling and walking as important forms of movement in the county and to minimise the conflict between pedestrians and other modes of transport

No interaction with the SEO's; the changes are not likely to interact with the status of the environment.

This change would not result in environmental impacts.

Amendment No 16

~~TP10~~ **TP11** It is a policy of the Council to ensure that in the design and planning of infrastructure and the integration of land use, infrastructure and transport modes that the widest spectrum of needs, including the young, elderly and those with disabilities, are taken into account.

This amendment would have a positive interaction with the SEO's. This change would be likely to improve the status of the population, human health and material assets by improving people's quality of life, promote sustainable travel patterns, facilitate sustainable movement, and maximise the use of the existing built environment services.

Amendment No 17

Insert a new objective in Section 9.2 following NEO 3, as follows: -

NEO 4 It is an objective of the Council to identify and zone 2 no areas of approximately 30 hectares each on opposite sides of the town for Open Space Parks/Amenity, within 1 year of the adoption of the Development Plan.

A positive interaction with SEO's (this change would be likely to improve the status of the environment).

This change would be likely to have a positive environmental effect.

The above amendment will result in the revision of NEO 4 to NEO 5, as follows: -

Amendment No 18

NEO-4 NEO 5 It is an objective of the council to develop a continuous riverside walk along the banks of the Castlebar River, within the plan area boundary.

No interaction with the SEO's; the amendment will not interact with the status of the environment.

This change would not result in environmental impacts.

CHAPTER 14 DEVELOPMENT MANAGEMENT

Amendment No 19

Insert point No. 4 following from point 3 in section 14.2 as follows: -

4 Provide for sustainable forms of transport (good links to public transport, cycling and walking).

This will have a positive interaction with the SEO's (this change be likely to improve the status of the environment).

This change would be likely to have a significantly beneficial impact upon Castlebar's environment and promote sustainability.

Amendment No 20

Amend two of the categories in Section 14.4.1 - Residential Use Standards - Introduction - Residential Density.

Indicative residential Density

	Zoning	Units Per hectare
A	Existing residential/Infill	On individual sites the prevalent density will be the deciding factor On sites greater than 0.5ha a density may be agreed with the planning authority so long as the development does not impact negatively upon the amenities of existing residents, businesses or other landowners.
B	New Residential Medium Density	Maximum 20 dwellings per hectare (8 per acre)
C	New Residential Low Density (grid)	Maximum 10 per hectare (4 dwellings per acre)
E	Town Centre/Commercial	Will be determined on a Plot Ratio basis.
F	Residential/Commercial	Maximum 20 dwellings per hectare (8 per acre)
I	Community/Institutional	Maximum 20 dwellings per hectare (8 per acre) within the areas designated for Area Action Plan's. No residential development on other community institutional lands.
J	Rural Character	Maximum 10 per hectare (4 dwellings per acre) subject to connection to sewerage system

Uncertain interaction with the SEO's; the changes will not directly interact with the status of the environment. However, this amendment may cause confusion or difficulties for applicants who wish to build a lesser number of dwelling units from what is stated in the table above.

This change would not result in environmental impacts.

Amendment No 21

Insert a paragraph/sentence at the end of Section 14.4.2 - Public Open Space as follows: -

Lands provided for Public Open Space purposes as part of an application for permission will be permanently retained as Public Open Space.

This will have a positive interaction with the SEO's (this change is likely to improve the status of the environment).

This change would be likely to significantly beneficially impact upon people's quality of life based on the maintenance of high-quality residential environments. It will also help to conserve and enhance valued natural and historic landscapes and features located on open spaces.

Amendment No 22

Insert a new paragraph/sentence at the end of Section 14.5.4 – Housing Layout and Design as follows: -

Future development adjoining or in close proximity to low density residential housing estates should preclude developments of apartments of two storey or more.

An uncertain interaction with SEO's; (the interaction with the status of the environment is uncertain).

It is uncertain as to what effect this change would have on the environment in the long-term, when all town centre lands were developed and the town expands into what are now, low density lands. This is unlikely to occur during the life of this Development Plan.

Amendment No 23

Add a new paragraph to the end of Section 14.8.3, as follows: -

It is the policy of Castlebar Town Council to take in charge all private housing developments, which shall be done when they comply with all the planning conditions. No management companies shall be allowed to operate in those estates and the local authority may grant permission for management companies in certain apartment developments.

The proposed amendment would not interact with SEO's (the changes will have no interaction with the status of the environment and would not be likely to result in environmental impacts).

Amendment No 24

Add a new Section following Section 14.8.3, as follows: -

14.8.4 Occupancy Clause

There will be no occupancy clause attached to any grant of permission.

The proposed amendment would not interact with SEO's (the changes will have no interaction with the status of the environment and would not be likely to result in environmental impacts).

Amendment No 25

Amend Section 14.9.2 as follows: -

The Planning Authorities will refuse permission for a septic tank **or other effluent treatment systems** if there is a risk of water pollution or contamination of water supplies, or where there is evidence of undue proliferation or excessive concentration of septic tank **or other effluent treatment** systems.

By providing for additional protection of the environment this amendment will have a positive interaction with the SEO's (this change be likely to improve the status of the environment).

This change would be likely to have a significantly beneficial impact upon the status of aquatic ecosystems and the reduction of the discharge of polluting substances to water.

Amendment No 26

Insert a bullet point into Section 14.9.1 at the end of the section: -

- **Access to existing or proposed National Primary Roads, National Secondary Roads and the Regional Road network will be restricted in order to maintain the efficient ongoing development and safe operation of these roads, except where located within a speed limit of 60km/hr.**

This amendment would have a positive interaction with the SEO's (this change would be likely to improve the status of the environment) then maximising the use potential of the proposed road network.

Amendment No 27

Include a new Section following Section 14.10.5, as follows: -

14.10.6 Transport Assessment

Planning applications for significant commercial, industrial, residential, including Action Area Plans or other developments will be required to be accompanied by a transport assessment and road safety audit to be undertaken in accordance with best practice. The transport assessment must examine the cumulative impact of the proposed and neighbouring developments on the road network.

By providing for the preparation of transport assessments to accompany significant planning applications, this amendment will have a positive interaction with the SEO's (this change be likely to improve the status of the environment).

This change would be likely to have significantly beneficial impact upon the existing and proposed road network by reducing transport related omissions and improving material assets while improving people's quality of life based on identified sustainable travel patterns and through the provision for greater use of public transport and other sustainable modes such as walking and cycling.

Amendment No 28

Include a new Section following Section 14.10.6 (above): -

14.10.7 Noise

If a planning application is submitted for development within the zone of influence of an existing or planned national road, the applicant is required to identify and implement noise mitigation measures at their own expense.

By requiring the identification and implementation of noise mitigation measures, this amendment will have a positive interaction with the SEO's (this change be likely to improve the status of the environment), and in particular human beings, minimisation of noise and vibrations from traffic.

Amendment No 29

Amend Paragraph 1 of section 14.11.3 as follows: -

The Local Authority will consider proposals for shopping centres in terms of potential adverse impact on the viability of existing centres and in particular the viability of the town centre. Shopping Centres will be encouraged to locate within the town centre zone (Commercial zone). The Planning Authorities will also be guided by Retail Planning, Guidelines for Planning Authorities – **DOEHLG January, 2005** ~~DOELG December, 2000 Retail Guidelines~~ which identify the following elements:

The proposed amendment would not interact with SEO's (the changes will not have interactions with the status of the environment and will not result in environmental impacts).

Amendment No 30

Insert the following sentence at the end of Section 14.11.3: -

Furthermore, in relation to large-scale out of town retail developments, the developer shall submit a transport assessment in accordance with Paragraph 65 of the Retail Planning Guidelines January 2005

By providing for the preparation of transport assessments to accompany significant planning applications, this amendment will have a positive interaction with the SEO's (this change be likely to improve the status of the environment).

This change would be likely to have significantly beneficial impact upon the existing and proposed road network by reducing transport related omissions and improving material assets while improving people's quality of life based on identified sustainable travel patterns and through the provision for greater use of public transport and other sustainable modes such as walking and cycling.

Amendment No 31

Amend the first paragraph of Section 14.11.6, as follows: -

Where filling or service stations are proposed adequate measures must be implemented to integrate them into their surroundings. No filling or service stations will be permitted in locations where by reason of appearance, traffic or fumes they would injure the amenities of an area. **Filling or service stations will not be permitted outside the national speed limit areas and will preferably be located within areas with a speed limit of 50km/hr.**

The proposed amendment would not interact with SEO's (the changes would be likely to have no interaction with the status of the environment and would not be likely to result in environmental impacts).

CHAPTER 15

LAND USE ZONING AND SPECIFIC OBJECTIVES

Amendment No 32

Amend the Low Residential Density Housing box in Section 15.3 as follows: -

C New Residential Low Density

It is envisaged that the development of these lands will provide for an alternative to single rural housing at a density of between 1 and **34 3 – 4** units per acre. The development of lands will be subject to compliance with the Development Management Standards set out in Chapter 14. With a total of **660-ha 504 ha (437ha developable)**, the low density lands are capable of accommodating between **1,630-and 6,520 1,079 and 4,318** residential units.

The proposed amendment would have a positive interaction with SEO's (the changes would be likely to have positive interactions with the status of the environment) due to the reduced demand on greenfield lands for residential development purposes.

Amendment No 33

Amend Objective H – Neighbourhood Centres as follows: -

H Neighbourhood Centres

Objective It is an objective to develop neighbourhood centres at designated locations to cater for the projected future residential growth in new residential areas.

Castlebar and Environs does not yet contain sufficient critical mass to sustain large-scale suburban district centres without affecting the vitality and viability of the town centre. To provide planned structure of suburban centres **three two** suburban development nodes have been identified as follows:-

The first is at Saleen and can cater for a large neighbourhood centre as detailed in chapter 11, while a smaller centre can be accommodated to the south of the Westport road at Knockthomas. These sites are identified on the accompanying zoning map. The development of these sites will be subject to the planning process. The development of these Neighbourhood Centres **should be subject to the provisions of the Retail Planning Guidelines 2005**, will be conditional to the development of the new residential lands in the same areas and will be of a scale that will not threaten the vitality and viability of the existing town centre.

The proposed amendment would not interact with SEO's (the changes would be likely to have no interaction with the status of the environment and would not be likely to result in environmental impacts).

Amendment No 34

The following amendments to the draft Development Plan matrix are proposed: -
The proposed amendments should be read in conjunction with the Matrix was contained in Table 15.1 of the Draft Development Plan. The Table below outlines the different Land Use Zoning categories, as set out in the Matrix.

TABLE 15.1: LAND USE ZONING MATRIX

(A)	Existing Residential/Infill	(F)	Residential/Commercial
(B)	New Residential Medium Density	(G)	Open Space/Amenity
(C)	New Residential Low Density	(H)	Neighbourhood Centres
(D)	Enterprise and Employment	(I)	Community/Institutional
(E)	Town Centre	(J)	Rural Character

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

Amend Column **D** of Table 15.1 (Matrix) as per below: -

	FROM	TO
USE CLASS	D	D
Guesthouse/ Hotel	X	P
Restaurant	X	P
Discount Foodstore	X	O
Creche/Playschool	O	P
Nursing Home	X	P
Community Hall	O	P
Sports Club	O	P
Recreational Buildings	O	P

Amend Column **H** of Table 15.1 (Matrix) as per below: -

	FROM	TO
USE CLASS	H	H
Housing/Apartment Scheme	X	O
Single House/Apartment	X	O
Guesthouse/Hotel	X	O
Medical and Related Consultant	X	O
Petrol Stations	X	O
Cinema, Dance Hall, Disco	X	O

3 AMENDMENT TO RECORD OF PROTECTED STRUCTURES

Amendment No 1

The Members resolved that the building formerly known as Dermot Ryan Consulting Rooms and residence, The Mall, Castlebar be removed from a Record of Protected Structures. This building was the subject of submission No. 23 to the Draft Development Plan.

In accordance with Section 12 (13) of the Planning and Development Act 2000, the Planning Authority is required to notify the owner and occupier of the relevant property, which is proposed to remove the property from the Record of Protected Structures.

The removal of the structure from the Record of Protected Structures is likely to have a negative impact on the promotion and enhancement of valued natural Heritage promotion and protection and conservation of the cultural, architectural, and archaeological heritage of Castlebar and its environs.

4.0 ZONING AMENDMENTS

For further details of the Land Use Zoning amendments, which have been made to the Draft Development Plan, please read this section in conjunction with Maps 1 and 2, which accompany this report.

Amendment No	Location	Zoning Amendment	
		From	To
1	Turlough Road (Balynew/Carrownaltore)	Low Density Housing / Rural Character	Unzoned (removed from environs area)
<p><i>The removal of this area from the zoned are will have a positive interaction with SEO's (this change would be likely to improve the status of the environment).</i></p> <p><i>This change would be likely to have a significantly beneficial impact upon Castlebar's environment by reducing the area of land available for development purposes.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
2	Turlough Road (Drumask)	Rural Character	Low Density Housing
<p><i>The impact of the amendment is considered to be uncertain. Potential negatives include that development on the site will require pumping to the sewerage network and its proximity to the Castlebar River where there is a threat of water pollution. However, the development of the land would allow for the consolidated overall development of this area.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
3	Aghalusky (Dublin Road - south of N5)	Low Density Housing	Residential / Commercial
<p><i>The amendment is likely to have a negative impact on the SEO's as the lands are located at a distance from the Town Centre and may promote unsustainable travel patterns through the development of the commercial element of the lands, which is significant in area.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
4	Doogary / Carrownurlaur / Drumaleheen	Low Density Housing	Unzoned (removed from environs area)
<p><i>The removal of this area from the zoned area will have a positive interaction with SEO's (this change would be likely to improve the status of the environment).</i></p> <p><i>This change would be likely to have a significantly beneficial impact upon Castlebar's environment by reducing the area of land available for development purposes.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
5	Shanvally / Balloor / Lightford	Low Density Housing	Open Space/Amenity
<p><i>The amendment of this zoning will have a positive interaction with SEO's (this change would be likely to improve the status of the environment).</i></p> <p><i>This change would be likely to have a significantly beneficially impact upon Castlebar's environment by reducing the area of land available for development purposes.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
6	Curry	No zoning ²	Low Density Housing
<p><i>These lands were omitted in error from the Draft Development Plan. However, as the lands, are not currently serviced by the Castelbar and Environs Sewerage network, the amendment will have a negative impact on the environment and would not maximise the use of the existing infrastructure services.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
7	New Antrim / Rathbawn	Low Density Housing	Enterprise and Employment
<p><i>By reducing the quantity of land zoned for Low Density Housing there will be a positive interaction with the SEO's. However, this is likely to be neutralised by its zoning for Enterprise and Employment purposes.</i></p> <p><i>This amendment would create a negative short term impact upon Castlebar's environment creating demands on the local road network in the absence of the proposed Northern Regional Route.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
8	Carrowbrinoge	Low Density Housing	Enterprise and Employment
<p><i>By reducing the quantity of land zoned for low Density Housing there will be a positive interaction with the SEO's. However, this is likely to be neutralised by its zoning for Enterprise and Employment purposes.</i></p> <p><i>This amendment would create a negative short term impact upon Castlebar's environment creating demands on the local road network in the absence of the proposed Northern Regional Route.</i></p>			

² It is noted that the members had resolved that an area of lands at Curry be zoned Low Density Residential at the Draft Development Plan stage. However, due to a drafting oversight the lands were not included in the Draft Development Plan Zoning Map. The Members have now agreed that a part of the lands be zoned Low Density Housing. This is shown in Amendment No 6.

Amendment No	Location	Zoning Amendment	
		From	To
9	Springfield/Summerfield	Medium Density Housing	Open Space/Amenity
<i>By reducing the quantity of land zoned for Medium Density Housing and providing additional Open Space/Amenity there will be a positive interaction with the SEO's.</i>			

Amendment No	Location	Zoning Amendment	
		From	To
10	Breaffy Road	Community Institutional	Enterprise and Employment
<i>This amendment appropriately zones lands according to their existing use. The amendment will have no interaction with SEO's (this change would be likely to have no interaction with the status of the environment).</i>			
<i>This change would not be likely to result in environmental impacts.</i>			

Amendment No	Location	Zoning Amendment	
		From	To
11	Moneenbradagh / Aghalusky	Open Space/Amenity	Residential / Commercial
<i>This amendment will have a negative interaction with the SEO's, would be injurious to human health of occupants by way of noise, vibration and emissions from traffic, due to its proximity to the national road network and would by its isolated location result in an increase in emissions of greenhouse gases from private transport, which would contribute to global climate change.</i>			
<i>This amendment conflicts with policy to restrict development in close proximity to the National Road Network.</i>			

Amendment No	Location	Zoning Amendment	
		From	To
12	Alignment of proposed N5 Southern Bypass/N60, Northern Regional Route and Inner Relief Road	Various proposed zonings	75m buffer to be created along either side of proposed N5 Southern Bypass and N60. 30m buffer along each side of proposed Northern Regional Route and Inner Relief Road.
<i>This amendment is likely to have a significantly positive impact on the environment as it will safeguard the protection of the existing road reserves, which are proposed to carry significantly additional volumes of traffic in the future.</i>			

Amendment No	Location	Zoning Amendment	
		From	To
13	Knockaphunta, Westport Road	Medium Density Housing & Low Density Housing	Neighbourhood Centre
<p><i>Previously omitted in mapping error, this amendment is likely to have a significantly positive impact on the environment as it will help consolidate and support the expansion of the existing services which are located at this location. The neighbourhood centre will cater for the extensive hinterland, once developed. By providing for the day-to-day requirements of local residents at a local level, the amendment will have a positive interaction with SEO's.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
14	The Oaks, Turlough Road	Existing Residential-Infill	Open Space/Amenity
<p><i>A positive interaction with SEO's (this change would be likely to improve the status of the environment). By ensuring that land is designated as Open Space/Amenity retained permanently as open space and not used for the development there will be positive interactions between SEO's and biodiversity, flora and fauna and population.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
15	Ballynaboll North / Ballymacragh	Unzoned	Part Low Density Housing part Visual Character High Amenity
<p><i>The lands are not currently serviced by the Castelbar and Environs Sewerage network. The amendment will have a negative impact on the environment and would not maximise the use of existing infrastructure services.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
16	Ballymacragh	Unzoned	Part Low Density Housing part Visual Character / High Amenity
<p><i>The lands are not currently serviced by the Castelbar and Environs Sewerage network. The amendment will have a negative impact on the environment and would not maximise the use of existing infrastructure services.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
17	Lagnavooge	Part Low Density Housing / Part Visual Character / High Amenity	Low Density Housing
<p><i>A negative interaction with SEO's. By amending the proposed zoning, a conflict has been created between the objective to preserve a 30 m buffer either side of the proposed Northern Regional Route and zoning the land Low Density Housing. The amendment may have a negative impact on the status of the Northern Regional Route, which will prevent the sustainable movement of people and a greater use of public transport. Proximity to the proposed road route would also have a negative impact on human health by virtue of noise, vibration and omissions from traffic.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
18	Ballynaboll North	Low Density Housing	Medium Density Housing
<p><i>A negative interaction with SEO's. By amending the proposed zoning, a conflict has been created between the objectives to restrict development, which adjoins low-density lands and the purpose behind rezoning of the lands to Medium Density. Negative interactions with landscape in that it is an objective to conserve and enhance the valued natural and historic landscapes and features within them while higher density will result in an increased visual impact.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
19	Ballynaboll South	Rural Character	Existing Residential/Infill
<p><i>An uncertain interaction with SEO's (the interaction with the status of the environment is uncertain).</i></p> <p><i>The zoning of land is adjoining the proposed link road from the Inner Relief Road too the western end of the Northern Regional Route. The amendment may affect the land acquisition and therefore the sustainable movement of people. Consequently it would have a negative interaction with human health by virtue of noise, vibration and omissions from traffic due to proximity.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
20	Ballynaboll South	Neighbourhood Centre	Existing Residential/Infill
<p><i>No interaction with SEO's (the change would be likely to have no interaction with the status of the environment).</i></p> <p><i>This change would not be likely to result in environmental impacts, as the lands are already developed for residential use.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
21	Ballynaboll South	Open Space Amenity	Existing Residential/Infill
<p><i>No interaction with SEO's (the change would be likely to have no interaction with the status of the environment).</i></p> <p><i>This change would not be likely to result in environmental impacts, as the lands are already designated for residential use.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
22	Shambles Street	No change in zoning sought	Boundary was incorrectly shown on the Draft Zoning map. The printing anomaly has been corrected.
<p><i>The purpose of the amendment is to correct mapping irregularities, which resulted in a discrepancy to the boundary line between two differently zoned lands. The amendment will have a neutral interaction with SEO's (this change would be likely to have a neutral interaction with the status of the environment).</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
23	Lochan	Medium Density	Open Space Amenity
<p><i>By reducing the quantity of land zoned for Medium Density Housing there will be a positive interaction with the SEO's, in particular water, in that the potential threat of flooding will be alleviated.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
24	Drumconlan (Breaffy Road)	Community/Institutional	Part Open Space Amenity part Medium Density Residential
<p><i>No interaction with SEO's (the change would be likely to have no interaction with the status of the environment).</i></p> <p><i>This change would not be likely to result in environmental impacts, as the lands are already used as playing fields.</i></p> <p><i>The use of lands for residential development will make efficient use of serviced lands and will have a neutral impact on the environment.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
25	Lawn Road (Dublin Road), Station Road	Open Space/Amenity	Part Medium Density Residential part Residential/ Commercial
<p><i>A positive interaction with SEO's (this change would be likely to improve the status of the environment). The development of lands, which are located in close proximity to the town centre will reduce the requirement for the development of lands located at a distance from the town centre.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
26	Pavillion Road	Open Space/Amenity	Community/Institutional
<p><i>No interaction with SEO's (the change would be likely to have no interaction with the status of the environment).</i></p> <p><i>This change would not be likely to result in no environmental impacts.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
27	Saleen	Neighbourhood Centre	Increase area to be zoned Neighbourhood Centre by amending to reflect extend of lands in submission.
<p><i>The purpose of the amendment is to correct mapping irregularities, which did not define the site as per the submission. The amendment will have a neutral interaction with SEO's (this change would be likely to have a neutral interaction with the status of the environment).</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
28	Cloonagh	Part Residential/Commercial Part Rural Character	Medium Density Residential
<p><i>The purpose of the amendment is to update the land use zoning to reflect the permission, which has been granted on site. The amendment will have a neutral interaction with SEO's (this change would be likely to have a neutral interaction with the status of the environment).</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
29	Davitt Terrace	Existing Residential Infill	Residential /Commercial
<p><i>The amendment of this zoning will have a neutral interaction with SEO's as the buildings are used for a mix of residential and commercial uses already.</i></p>			

Amendment No	Location	Zoning Amendment	
		From	To
30	Kilkenny	Low Density Residential	Part Low Density Residential Part Rural Character
<p><i>The amendment of this zoning will have a positive interaction with SEO's (this change would be likely to improve the status of the environment).</i></p> <p><i>This change would be likely to have a significantly beneficial impact upon Castlebar's environment by reducing the area of land available for development purposes.</i></p>			