

Ballinrobe Local Area Plan 2010-2016

(As amended on 9th July 2012)



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Contents

1.0	Introduction	6
1.1	Statutory Context	6
1.2	Purpose of Plan	6
1.3	Plan Format	6
2.0	Strategic Planning Context	8
2.1	National Framework	8
2.2	County Context	9
2.3	Local Context	11
2.4	Population & Employment	11
2.5	The Future for Ballinrobe	15
2.6	Key Issues for This Plan	16
3.0	Land Use Strategy	20
3.1	Overall Goals of the Plan	20
3.2	General Approach to Zoning	21
3.2.1	Approach taken to Residential Zoning	22
3.3	Land Use Zoning	24
3.4	Zoning Objectives & Permitted Uses	25
3.5	Schedule of Zonings & Permitted Uses	26
4.0	Land Use Policies & Objectives	30
4.1	Town Centre	31
4.2	Residential & Community Facilities	34
4.3	Heritage & Environment	39
4.4	Transport	44
4.5	Water & Infrastructure Services	49
4.6	Economic & Employment Activity	53

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5.0	Urban Design Framework	57
5.1.6	Opportunity Sites	67
6.0	Development Management Standards	72
6.1	General Development Standards	74
6.2	Residential Standards	84
6.3	Community Facilities Standards	90
6.4	Industrial/Business Standards	95
6.5	Telecommunications Standards	97
6.6	Retailing Standards	98
Appendix 1	Record of Protected Structures	101



Introduction

1.0 Introduction

1.1 Statutory Context

Under the Planning and Development Acts 2000-2007 Planning Authorities *may* prepare a Local Area Plan for an area, which they consider to necessitate social, economic and physical renewal during the plan period or an area which the Planning Authorities envisage will undergo large scale development during the lifetime of the plan. However, Planning Authorities are *obliged* to prepare a plan for areas which:

- Were designated a town within the latest Census;
- Have a population greater than 2000 people; and
- Are located within the functional area of a County Council.

Ballinrobe falls into this category as its population is greater than the threshold and it is a town within the functional area of a County Council. Local Area Plans must be consistent with the land use policies and objectives identified within the County Development Plan.

1.2 Purpose of the Plan

This Local Area Plan, when adopted, will replace the existing Ballinrobe Development Plan 1997 and will provide an up to date framework upon which future development within the town can be assessed. The Plan will have a 6 year timeframe from its adoption in 2010 until 2016 and will guide development in the town throughout this period.

This Local Area Plan includes the entire area contained within the Ballinrobe Town Boundary as identified in Map 01 of this Plan. The boundary of this area has been subject to some adjustment since the previous boundary shown in the Ballinrobe Development Plan 1997 to take account of some new development and the overall need for zoned lands. This document incorporates an amendment to the plan made on 09th July 2012 following a variation to the Mayo County Development Plan on 17th October 2011 which incorporated a Core Strategy.

1.3 Plan Format

This plan consists of a single document made up of the written statement and associated appendices (maps). Following this introduction, Section 2 sets out the context for Ballinrobe, including national and regional planning policies and objectives, and the local context, including background demographic information. Section 3 identifies the overall approach to Land Use Strategy in the Plan, including identifying the key Goals of the Plan. Section 4 provides more details on Policies and Objectives for particular issues and Section 5 outlines the Urban Design Framework for the town. Section 6 sets out the detailed requirements and standards for new development. The Appendices of the Plan contain the various land use zoning and specific objectives maps.



Strategic Planning Context

2.0 Strategic Planning Context

A number of planning documents were taken into account during the preparation of this plan. These plans and documents include:

1. The National Development Plan 2007-2013
2. The National Spatial Strategy 2002- 2020
3. Regional Planning Guidelines for the West 2004-2016
4. Mayo County Development Plan 2008-2014
5. Mayo County Retail Strategy 2008
6. Mayo County Housing Strategy 2008
7. Mayo County Development Board 10-Year Integrated Strategy

2.1 National Framework:

The National Development Plan 2007-2013

The National Development Plan identifies a number of objectives that seek to improve Ireland's economic performance both in terms of national and international markets. The plan aims to promote balanced regional development, social inclusion and enhanced economic competitiveness. Although Ballinrobe is not specifically mentioned within the National Development Plan, the Plan has highlighted a number of investment programmes that are necessary to strengthen the economic performance of the Western Region. The most notable of these is the Western Investment Fund, operated by the Western Development Commission. This fund provides finances for social and economic projects within the West region.

The National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) identifies the national approach to spatial planning. The overarching aim of this plan is to facilitate balanced regional development throughout the country. The National Spatial Strategy identifies the towns of Ballina and Castlebar as a linked hub. The aim of this hub is to complement the nearby gateways of Galway and Sligo whilst also providing vital services to its associated catchments. Ballinrobe has been identified as one of the Country's 'Urban Centre/Key Towns' (i.e. has a population of between 1500-5000 people.) The NSS stresses the importance of promoting these areas as attractive tourist locations, harnessing their physical and cultural attributes.

National Planning Policy and Guidelines

There are a number of other National planning policies and Government Guidelines that are relevant and that have guided the strategy and objectives set out in this Local Area Plan. These include, but are not limited to, the following and any subsequent versions of these Guidelines:

- Retail Planning Guidelines 2005
- Guidelines for Sustainable Residential Development in Urban Areas 2009
- Urban Design Manual – A Best Practice Guide 2009
- Draft Flood Risk Management Guidelines 2008

Regional Planning Guidelines for the West 2010-2022

The Regional Planning Guidelines for the West aim to deliver balanced regional development within the Western Region. Objectives identified include those which aim to stimulate social, economic and cultural development within the West. Ballinrobe is identified as a key town in-County Mayo.

It is a strategic goal of the RPGs *“To develop the strategic roles for the Key Towns and support sustainable towns through County Development Plans and Local Area Plans which take account of employment, community, infrastructure and environmental requirements in serving urban and rural hinterlands”*.

Objectives that relate specifically to the future development of Ballinrobe include:

- a) those that aim to deliver the Ballinrobe Relief Road
- b) those objectives that aim to further develop the range of enterprise and employment opportunities available; and
- c) those that seek to exploit the area as a prime tourist location.

2.2 County Context

Mayo County Development Plan 2008-2014

The current Mayo County Development Plan presents an overall strategy, including a Core Strategy for the County of Mayo. This plan, through the Core Strategy, aims to provide a framework for sustainable development for Mayo from 2008-2014. The Core Strategy sets out a settlement hierarchy which corresponds with the settlement strategy in the Western Regional Planning Guidelines, identifying Ballinrobe as one of its ‘Key Towns’. Each ‘Key Town’ has a complementary role to play with the County’s Linked Hub of Ballina/Castlebar. This Plan also acknowledges that continued public and private investment in Ballinrobe’s social and physical infrastructure is essential to maximise the development potential of this town.

Strategic policy P/CSS-2.1 as set out in the Core Strategy of the Mayo County Development Plan 2008-2014 is to promote and facilitate the growth and sustainable development of the 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 enterprise development to serve the inhabitants of those towns and their rural hinterlands”*.

Mayo County Retail Strategy 2008

This Strategy provides an overview of the current retail situation within Mayo, identifying the future retail requirements of the County. Ballinrobe has been identified as a Tier Two town, providing every day local retail services within its established local catchment.

Mayo County Housing Strategy 2008

This Strategy assesses the current housing supply and demand situation within Mayo, across all sectors of the housing market. In particular, it establishes the level of need for social and affordable housing provision in the County up to 2013. It assesses the likely yield of land already zoned for housing. In this regard, the Strategy identifies a household growth of 324 units in the period 2006-2013 for the Ballinrobe area. At an average density of 25 houses per hectare, this would require a minimum of 13 hectares of land zoned for

residential use.

Mayo County Development Board 10-year Integrated Strategy

Maigh Eo Le Chéile le Neart - Mayo County Development Board 10-year Integrated Strategy sets out a ten-year strategy for the economic, social and cultural development of the County.

2.3 Local Context

Physical

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. The town is approximately 30 miles from Galway (49 km), 18 miles from Castlebar (30 km) and 20 miles from Westport (36 km). The Ballinrobe area is known as the 'Lake District' of County Mayo and the town is well-located for easy access to some of the most scenic areas in Ireland.

As with many towns in Ireland, Ballinrobe was located adjacent to a river in order to provide water for its people. In fact, Ballinrobe is located on two rivers, the River Robe and the River Bulkan. The River Robe, from which the town's name has originated, is the larger of the two rivers. This river flows in a westerly direction through the town before entering the nearby Lough Mask. The river is also an important location for trout fishermen. The River Bulkan flows to the east of the town and is an important location for salmon fishing.

There are no designated natural heritage conservation areas contained within the Ballinrobe Local Area Plan boundary. The Lough Carra/Mask Complex Special Area of Conservation (SAC) and proposed Natural Heritage Area (pNHA) and the Lough Mask Special Protection Area (SPA) are all located some 3kms to the west of the Plan area.

Historical

Ballinrobe is said to be the oldest town in Mayo and dates back to 1390. Ballinrobe's early award of a market charter in 1606 sanctioned the town to conduct fairs and markets on a regular basis. This was instrumental in increasing the town's economic importance and the town's economic position soon flourished as a result, guaranteeing the town's position as the largest market town in South Mayo. The Cornmarket continues to act as a strong focal point and meeting place for the town.

As a garrison town during British rule, the town's importance increased and there are many buildings and relics remaining from this period, including the barracks itself and a number of public and commercial buildings. The town was one of the wealthiest of all Irish towns at the beginning of the twentieth century.

The town also enjoys a rich built heritage and has one of the largest concentrations of protected structures in the County, with a total of 35 listed structures contained within the Local Area Plan boundary. These are detailed at Appendix 1.

There are 7 archaeological sites (Recorded Monuments) including earthworks, a possible stone circle, enclosures and the historic town centre within the Plan area. There are many more archaeological sites throughout the south Mayo area, indicating the very rich heritage of the area. Archaeological monuments provide an important link between current and historic settlement patterns and are subject to appropriate national protection. The archaeological monuments are identified on the Specific & Heritage Objectives Map (Map 2) and are further illustrated in Figure 1 below.

Figure 1: Archaeological Monuments

Key (DoEHLG Reference & Description):

- 1-MA118-006 Enclosure
- 2-MA118-022 Historic Town
- 3-MA118-023 Enclosure
- 4-MA118-027 Enclosure
- 5-MA118-133 Earthworks
- 6-MA118-134 Possible Stone Circle
- 7-MA118-135 Fishpond



Source: www.archeology.ie

Ballinrobe Today

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. These include a large meat plant geared towards exports (Jennings), a significant road construction company (Maddens), a number of small construction companies and a large bakery (western section of Irish Pride).

In addition to the established range of local shops and services in the town centre, there are also two significant recent retail developments in the town, with Tesco now trading and a new modern Supervalu under construction. A number of smaller businesses have set up in recent years and there has been significant investment in some of the commercial properties and sites in parts of the town centre.

The town provides a wide range of amenities and services to the South Mayo area. Ballinrobe Community College provides secondary level education to around 420 pupils. St. Joseph's National School is the main town primary school with around 220 pupils. The town also provides other community facilities, including a library, church and childcare facilities.

2.4 Population & Employment

The population of Ballinrobe town was 2098 in 2006. It is the fifth largest town in County Mayo and has been growing consistently since 1996. It has experienced a population growth of 317 persons or 24.2% growth in the six year period between 1996 and 2002 and a further 472 persons or 29% in the four years between 2002 and 2006. The area covered by the LAP area differs somewhat from the town area, being a little smaller and has a population of 1,695 in 2006. The town has grown at a far faster pace than that experienced within the County. Population trends for Ballinrobe and the county between 1996 and 2006 are outlined in Table 1 below:

Table One: Ballinrobe and comparative areas population changes 1996 to 2006

	1996	2002	change 96-02	% Change	2006	change 02-06	% Change
Ballinrobe Town (CSO)	1,309	1,626	317	24.2	2,098	472	29.0
Co Mayo	111,524	117,446	5,922	5.3	123,839	6393	5.4
Ballinrobe LAP	n/a	n/a	n/a	n/a	1,695	n/a	n/a

Source: CSO Census of Population 1996, 2002, 2006

Ballinrobe is within commuting distance from both Galway (a Gateway city) and Castlebar (a linked Hub town) and many of its inhabitants travel to both locations for their employment. Its population growth has been substantially due to an influx of young families and migrants from outside Ireland. Table 2 below shows that 73.4% of the population is under 45 and 35.6% is under 25.

Table Two: Age Profile of Population

Age Profile	0-14	15-24	25-44	45-64	65+	Total
Ballinrobe (No.)	333	271	641	297	154	1695
Ballinrobe (%)	19.6	16	37.8	17.5	9.1	100

Source: CSO Census of Population 2006

The profile of Ballinrobe's migrant population in 2006 indicates that 9% comes from Poland, 3% from the UK, 2% from Lithuanian and a further 12% from other states. The town has a significant number of non Irish persons resident in the town, being 26% of the overall population. The dynamic nature of the Irish economy up to 2006 and the growth of employment in Castlebar and Galway City have been significant factors in attracting this migrant population of the town.

2.4.1 Future Population Growth

The average growth rate of 7.25% in the four years up to 2006 and the youthful nature of the population as well as its strategic location on the N84 between Castlebar and Galway City will continue to enhance the town's potential for future population growth. The town is located in a scenic area and has many attractive social and amenity features in its hinterland.

The Core Strategy in the Mayo County Development Plan 2008-2014 sets out population targets for the County overall and for the towns and villages in the County Settlement Hierarchy. In the Core Strategy, the target population for Ballinrobe by 2016 (the end of the plan period) is 2820 persons, an increase of 431 persons over the 2010 population estimated at 2389.

In order to accommodate the projected population growth in the lifetime of this Local Area Plan, areas have been identified for residential and mixed used developments. These have been assessed and identified in line with sustainable development principles and the requirements of the Core Strategy contained in the Mayo County Development Plan 2008-2014. In particular, these have regard to a "sequential approach" that seeks to consolidate the existing town centre area as a priority and make beneficial use of vacant or underutilised lands that are well-located, accessible and suitable for development. In addition, other lands have been identified for development that will assist in consolidating the overall urban form of the town and avoid any further urban spread into the rural areas, particularly along main roads. This approach to the identification of development lands to meet the needs of a growing population are further expanded on at section 3.2 and in the Urban Design Framework.

2.4.2 Employment

The number of persons in employment living in the town of Ballinrobe was 1,074 persons in 2006. This amounted to 63.7% of the total available labour force in the town representing a significantly larger percentage of the population in employment than the County figure (53.1%) and the State (57.2%).

Table 3 below indicates that the numbers of persons in the Labour Force increased from 764 in 2002 to 1,176 in 2006. Employment increased for both males and females. There was a more substantial increase in male employment with an increase of 276 in the 4 year period as opposed to 93 additional females in employment in the same period. General employment grew from 705 persons in 2002 to 1,074 in 2006, an increase 52% in four years. Unemployment remains very low at 67 persons or a rate of 4% which was well below the national average in 2006.

Table Three: Persons Aged 15 Years and Over in Ballinrobe Classified by Economic Status in 2002 and 2006

	2002			2006		
	Male	Female	Total	Male	Female	Total
At Work	408	297	705	684	390	1,074
Looking for 1st Job	20	6	26	17	18	35
Unemployed (lost job)	28	5	33	35	32	67
Student	63	48	111	45	58	103
At Home looking after family	6	175	181	5	176	181
Retired	87	60	147	92	75	167
Sick/disabled	32	22	54	27	21	48
Other	7	14	21	6	5	11
Total	651	627	1,278	911	775	1,686
In Labour Force	456	308	764	736	440	1,176
Not in Labour Force	195	319	514	175	335	510

Source: CSO Census of Population 2002, 2006

A significant proportion of people who live in Ballinrobe do not work in the town. Table 4 below indicates the distance travelled to work, school and college of all individuals over the age of five (thus including students going to primary and secondary school). 616 people or 44.2% of individuals travel less than 4km to school or work, but over 19% travel more than 25km to work, which is probably to Galway or Castlebar. This figure would be substantially higher if school going children were removed from the calculations.

Table Four: Distance travelled to work/school by persons over 5 in Ballinrobe 2006

Distance Travelled	0 Km	1Km	2-4 Km	5-9 Km	10- 14 Km	15-24 Km	25- 49Km	50+Km	Not Stated	Total
Ballinrobe	19	308	289	71	57	87	178	92	294	1,395
%	1.4	22	20.7	5.1	4.1	6.2	12.8	6.6	21.1	100

Source: CSO Census of Population 2006

Table 5 below gives a breakdown of the employment classification of the active workforce. The dominant labour market activity is clearly in manufacturing with 20.7% of employees being actively engaged in this sector. The next most important activity is building and construction accounting for 14.3% of those employed and sales (retailing) at 14.2%. A further 13.4% are engaged in professional services and 12.8% are service workers. While Ballinrobe is an urban area in a rural settling only 2.7% of the towns population is engaged in agricultural forestry and fishing sector.

Table Five: Employed Persons Aged 15 Years and over in Ballinrobe Classified by Employment Type in 2006.

Employment	Number	Percentage
Agriculture, Forestry, Fishing	29	2.7
Manufacturing	222	20.7
Building and Construction	154	14.3
Clerical/Office	78	7.3
Public Administration	52	4.8
Transport	50	4.7
Sales	152	14.2
Professional	144	13.4
Service Workers	137	12.8
Other	56	5.2
Total	1,074	100

Source: CSO Census of Population 2006

2.5 The Future for Ballinrobe

The Mayo County Development Plan and its Core Strategy identifies Ballinrobe as ~~is~~ one of a number of key towns in the overall development of the County. It is the policy of the County Council to facilitate the sustainable development of the town with an appropriate range of social and physical infrastructure that would support the development of local services, retail, commercial and enterprise. The Council also recognises the importance of the tourist sector, which will assist in diversifying away from a declining agricultural sector. These policies are part of a back drop to a successful economic growth period that saw strong employment growth and reductions in unemployment, including in Ballinrobe. It is recognised that there are difficulties in attracting large foreign direct investment into various parts of the county due to the county's relative peripherality and major urban centres and a deficit in some key infrastructural requirements.

Ballinrobe was a service town for a wide agricultural hinterland of Mayo and into Connemara. Changes to the national economy and a decline in agricultural employment has seen this particular service role decline, although there is still a mart in the town. The town has begun to change its role to more of a commuter town for other larger centres at Castlebar and Galway, partly evidenced by a flourishing housing sector in the town.

While Enterprise Ireland is active in the County supporting a range of individual Enterprises, there are no specific plans for Ballinrobe. Equally, although IDA Ireland is focusing much of its efforts at directing new investment into the wider Border, Midlands & West (BMW) Region, it is not specifically working on a strategy for each town in the region. IDA Ireland has a number of key strategic sites in the West and in County Mayo. There is an existing IDA factory site in the town that is available for development, although there is no indication that this is to be proceeded with in the near future.

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. This is a valuable asset to the town, by bringing together a representative community group, and should assist in achieving many of the objectives of this Plan.

Taking account of Ballinrobe's "key town" designation in the settlement hierarchy in the Core Strategy and its important role as a service centre for south Mayo, as well as its potential to increase its role as a significant tourist location, is likely to stimulate further growth in the town, including employment-generating development. There are also 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 under Phase 2 of Bord Gais network extension and the N84 Ballinrobe by-pass, which is a priority route in the Regional Planning Guidelines for the West 2004. These developments will assist the future growth of the local economy and will act as a further magnet for continued investment and population growth.

2.6 Key Issues for this Plan

An analysis of the survey work and census statistics has been carried out and there are a number of key themes that emerge as important issues for Ballinrobe. In addition, as part of the process to prepare this Local Area Plan, important issues have been raised by various individuals and groups in the town at meetings or in submissions.

The key issues outlined below form the basis of the overall strategy of this Plan and are expressed in the Overall Goals of the Plan at section 3.1 below.

Economic Development & Sustainability

As outlined in 5.2 above, one of the key issues for Ballinrobe is to create an economic niche for itself, taking advantage of its strategic location and proximity to valuable natural and built heritage assets in order to generate increased local employment. As a result of its location between a number of significantly larger centres and changing patterns in terms of employment and services, Ballinrobe is now a home to a significant number of economically active people commuting to Galway and Castlebar for work and goods.

This change is common to many similar towns of this size in Ireland and brings with it new issues to be addressed. The daily commute to other centres results in high traffic flows outwards in the morning and inbound in the evening. This raises sustainable transport issues, as well as the environmental issues associated with heavy traffic. It can also lead to a leakage of money to other centres as workers take advantage of shops and services a close to their place of work rather than their home. This, in turn, creates difficulties for local shops and services in the town and can have a detrimental impact on their viability. The potential to create more jobs locally should therefore be addressed, which will assist in creating a more sustainable and self-contained town.

Most towns and cities in Ireland are seeking ways to promote their own unique attributes to increase inward investment and to take advantage of niche markets for economic development. Ballinrobe's key location as the gateway to Mayo from the south gives the town significant potential to increase its tourism role. Outdoor activities, such as boating, fishing, walking and visiting heritage sites are increasingly popular and the town is well-placed to take advantage of this.

In maximising the benefits to be derived from tapping a niche market, greater employment opportunities will be created in and around the town. This will help to provide local employment for the town's population, thereby reducing the need to commute to other centres and increasing the self-sufficiency of the town itself. This is in accordance with the principles of sustainability and the concept of a key town.

Traffic & Transportation

Issues relating to traffic and transportation are, without doubt, very significant in Ballinrobe. This is primarily due to its location on a busy national secondary road, at the junction of a number of other important strategic routes, and the compact and historic street pattern in the town centre. The town's increasing commuter role further adds to traffic generation. The proposed N84 bypass will remove much of the through traffic in the town and will help to alleviate congestion in the town centre. This, in turn, will facilitate improvements to the town centre environment, including for pedestrians. Therefore, whilst the preferred route of the bypass is outside the boundary of this Plan, its construction is a key objective of the Plan.

There is a need to make significant improvements to facilities for walking and cycling, not only as a leisure pursuit, but also to offer a real choice of transport modes to key facilities and locations. In situations where it is perceived to be unsafe or inconvenient to walk or cycle, even for very short journeys, it will be very difficult to encourage a lower use of the private car. A number of submissions sought new and improved facilities for walkers and cyclists, including an overall strategy to create a town network of routes that would link main residential areas with key locations, such as schools, parks, places of employment and the town centre.

Natural & Built Heritage

Ballinrobe enjoys a rich natural and built heritage and these assets give the town its particular character. These important assets require to be preserved and protected from inappropriate development in order that future generations can also enjoy them and the town's unique character is maintained. Therefore, it is important that a key aim of this Plan is to protect and enhance the natural and built heritage. There are areas where the value of the built heritage asset has declined as buildings have become disused and fallen in to a state of disrepair. It is important that these important buildings, which form a key element of the town's streetscape and character, are restored and reinvigorated with appropriate uses that secure their long term integrity and beneficial use. This Plan sets out to encourage appropriate sensitive restoration and reuse of these important buildings.

Urban Form and the Town Centre Area

The preliminary survey work noted that, whilst significant areas of zoned land, as set out in the 1997 Development Plan, had since been developed, there remained large areas of undeveloped or underutilised lands within the town. In addition, significant development had occurred outside the former Development Plan boundary that did not relate well to the core of the urban area. There are a number of key sites within or close to the town centre that are currently either vacant or significantly underutilised. These lands offer a valuable opportunity to achieve high-quality and sustainable new development that helps to

consolidate the town centre area and improve the visual and environmental quality of the town. The consolidation of urban form also helps to create a critical mass of population and services within the town centre area that will assist in securing its long term vitality and viability. Prioritising development in these areas should also assist in reducing the reliance on the use of the private car for many trips. Therefore, this Plan has identified a number of sites close to the town centre as opportunity sites for sensitive development. The opportunity sites to the west of the town centre include buildings and features of historic and landscape importance and, whilst they offer an opportunity to extend the town centre area and deliver additional uses and services, any development proposals will require very careful consideration. In all respects, new development proposals will require to be sustainable and appropriate, adding value to the town and respecting its heritage.

Community Facilities and Services

The town provides a wide range of facilities and services for a wide catchment area in the south mayo area. These include schools, places of worship, childcare, medical and leisure facilities. With a growing population comes an increasing demand for community facilities and these affect the quality of life of all of the local population. This Plan seeks to ensure that adequate lands are identified to meet future community and leisure needs. Significant areas of land are zoned for leisure & open space and for community facilities. The latter includes provision for the future expansion, if required, of the town's primary and secondary level schools. In addition, the Plan seeks to ensure that all new residential developments incorporate appropriate additional community facilities, such as childcare and healthcare.



Land Use Strategy

3.0 Land Use Strategy

The purpose of this chapter is to provide an overview of the land use zoning approach applicable to all new developments within the Plan boundary and to provide a detailed explanation of permissible uses within each of the identified land use zonings.

Overall this Plan seeks to strengthen Ballinrobe's function as a 'Key Town' through encouraging improved public and private investment of both physical and social infrastructure together with improved water, sewerage, roads, energy and telecommunication, social and recreational facilities. The overall success of the town will depend largely on the continued promotion of the town as an attractive area in which to invest, live and work.

3.1 Overall Goals of the Plan

A number of goals have been specifically identified for this Plan and for the future development of Ballinrobe. These include:

GOALS

To realise the town's potential as an identified Key Town.

To promote the town's attractive location in relation to inland tourism, including walking, boating, fishing and heritage interests.

To address the issues related to the town's increasing commuter role by promoting greater self-sufficiency and sustainable transport options.

To promote an integrated approach to land use and transport planning.

To accord with the policies, objectives and recommendations outlined in the Mayo County Development Plan, its Core Strategy, Housing Strategy and Retail Strategy.

To encourage a high quality built environment throughout the plan area.

To support improved social and economic development within Ballinrobe.

To promote the development of high quality community facilities.

To protect and enhance the natural environment within the town.

To ensure adequate land is zoned and available to meet the various needs of the town in accordance with the Core Strategy of the Mayo County Development Plan 2008-2014

3.2 General Approach to Zoning

It is an objective of the Council to ensure that sufficient land is zoned in the Plan area to meet the existing and growing needs of the town as set out in the Core Strategy of the Mayo County Development Plan and to ensure that new development is undertaken at appropriate locations. There are elements of development in the town that would benefit from consolidation and rationalisation and the purpose of this Plan is to direct new development to suitable sites. In particular, there are areas of vacant or underused lands close to the centre of the town where new appropriate development will be encouraged in the interests of sustainability and improved urban form.

The overall approach to zoning in the Plan is based on individual land uses, such as residential, open space, industrial, etc. Whilst this approach gives broad land use based definition 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 this Plan generally represent the primary or predominant type of use for a zone, taking account of existing development, local amenity, 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 and complementary. In this regard, unless there are strong reasons for maintaining a single-use zone, such as nuisance control and amenity, it is accepted that other uses may be acceptable, provided these do not undermine the primary use objective. These cases will be assessed by the County Council in terms of individual merit. There may be other existing authorised uses that do not conform to the land use zoning in this Plan. In such cases, consideration will be given to extensions and other works to such premises, provided this would not prejudice local amenity or the proper planning and sustainable development of the area.

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

In view of all the above, rather than creating a “zoning matrix” of specific uses that are permitted or not within land use zonings, this Plan includes a more flexible approach that gives examples of the uses envisaged and generally permitted in a zone. This is a less rigid approach and acknowledges that certain complementary uses may be acceptable in close proximity, provided that the amenity of any use is not prejudiced by another use. The overall aim is to create sustainable neighbourhoods and reduce the overall need to travel in the town. In this regard, any proposed use must be demonstrated to be compatible with existing land uses and contributing to the future sustainability of Ballinrobe.

3.2.1 Approach taken to Residential Zoning

Ballinrobe Local Area Plan is required to be consistent with the Mayo County Development Plan and its Core Strategy. The Core Strategy sets out population targets and associated residential land requirements for the County and the towns and villages in the settlement hierarchy.

In determining residential land requirements for the towns and villages the Core Strategy took into consideration the potential number of housing units that could be provided from:

- Vacant units
- Unfinished estates
- Live planning permissions.

Population targets and associated residential housing/land requirements for Ballinrobe together with details of potential housing yield from vacant units, unfinished estates and live planning permissions; and residential zoned lands including excess residential zoned lands are summarised below in Table 2.1 (based on Core Strategy Tables and Table 10: Core Strategy MCDP)¹.

TABLE 2.1 : BALLINROBE LOCAL AREA PLAN: POPULATION TARGETS; ASSOCIATED HOUSING REQUIREMENTS; EXCESS (derived from Core Strategy in Mayo County Development Plan 2008-2014)											
Population Target to end of plan period	Population Increase from 2010 to end of plan period	No. of Res Units Required from 2010 to end of plan period Including 50% Headroom	No of Housing Units that could be provided from:			Potential Housing Yield Total ⁴ from VU + UFE + LPP	Res Units Shortfall / Excess (+/-) from 2010 to end of plan period	Residential zoning 2010 to end of plan period based on shortfall or excess in Res units (Hectares)			
			VU ¹	UFE ²	LP ³			T ⁵	UD ⁶	R/ND ⁷	E ⁸
2820	431	258	162	59	103	324	+66	120	51	75/6	45

¹ Core Strategy Tables 1, 2 and 10 (Mayo County Development Plan 2008-2014) summarise the key statistics relating to the distribution of future population together with associated housing requirements for 2016 and 2022 and the shortfall/excess of residential lands in relation to population targets.

¹ VU= Estimated No. of Vacant Units; ² UFE= Unfinished Housing Estate; ³ LPP= No. of units permitted (in developments of 2+ units) but not yet commenced; ⁴ Potential Housing Yield Total = VU+UFE+LPP; ⁵ T= Total lands zoned for residential development; ⁶ UD = Total lands that have a residential zoning but have not been developed; ⁷ R = Out of the total lands zoned residential, the area of land to be Retained as residential zoned lands to meet population projections of which /ND = the amount of land that is undeveloped (and which equates to lands which have live planning permissions that are not yet commenced on residentially zoned lands. ⁸ E = Out of the total land zoned residential, the area of land that is considered in Excess. These are the lands zoned for residential purposes that are undeveloped and considered excess for the population projections estimated for each town that has zoning objectives¹

The Core Strategy tables identify an excess zoning in the current LAP for Ballinrobe in the region of 45 hectares.

Having regard to the current surplus in potential housing units and residentially zoned land in the plan area, and to ensure that the Ballinrobe Local Area Plan is, as far as practicable, consistent with the Mayo County Development Plan and its Core Strategy (and accordingly with the RPGs and NSS) it is necessary to:

- Introduce a phased approach to future multiple residential development within the plan area;
- Rezone residentially zoned land subject to flooding and/or located within “Benefitting Lands”.

Phase 1 lands are serviced and are located adjacent to the urban fabric of the town.

The revised zoning policy, which is shown on Map 1: Land Use Zoning is as follows:

Phase 1 Residential Land

Phase 1 residential lands are those lands that meet the needs of the projected population over the lifetime of the plan and comprise of all unfinished housing estates listed in the Department of Environment, Community & Local Government’s National Housing Development Survey 2010 and all existing residentially zoned land which currently have live planning permissions that have not yet commenced. This will result in a capacity in Phase 1 residential lands for the provision of 324 housing units. Although this figure of 324 units is in excess of the demand figure of 258 as calculated using RPG population projections, it is considered that this policy ensures adequate provision for residential demand while prioritising the completion of unfinished and derelict sites/developments.

All land in Phase 1 shall be developed in compliance with their current zoning as indicated on Map 1 or in compliance with the existing planning permission (where relevant).

Phase 2 Residential Land

Phase 2 residential lands comprise of all serviced residentially zoned land located within or within close proximity to core residential areas. Phase 2 residential lands shall not be considered for development until such time as 70% of the land in Phase 1 has been fully developed or subject to the establishment of proven, evidence 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.

Rezoning

Rezone all residentially zoned land located on “Benefitting Lands” and/or flood risk areas as Open Space and Amenity.

3.3 Land Use Zoning

All land within the Plan area has been divided into a number of Land Use Zones, as follows:

Zone ID.	Zone Name
TC	Town Centre
R1	Residential (Phase)
R2	Residential (Phase 2)
LDR1	Low Density Residential (Phase 1)
LDR2	Low Density Residential (Phase 2)
I	Industrial
LIC	Light Industrial/Commercial
CF	Community Facilities
PU	Public Utilities
LOS	Leisure and Open Space
AR	Agriculture and Rural

Each land use zoning represents the existing or preferred primary use for each area and all development proposals will be assessed by reference to the particular zoning pertaining to the development site. In addition, the assessment of development proposals requires consideration to be given to a number of key criteria to ensure that the proposal is appropriate at the proposed location. All proposals must meet the Plan's six land use criteria:

LAND USE CRITERIA

1. Comply with the 'Policies and Objectives' contained in this Plan and the Urban Design Framework
2. Comply with those uses outlined in the Permitted Uses Schedule.
3. Comply with all relevant Development Management Standards.
4. Contribute towards the attractiveness of the town.
5. Maximise connectivity with neighbouring lands.
6. Comply with the 'Friendly Neighbour Principle' i.e. will not negatively impact upon existing residential or other amenities.

3.4 Land Use Zoning Objectives and Generally Permitted Uses

The Land Use Zonings set out above show the principle function and objective of each land use zone. In most instances, the acceptability or otherwise of the principle proposed specific uses in each zone will be clear depending on whether they comply with the main zoning objective. The Phased Approach being taken to residential development in accordance with the Mayo County Development Plan Core Strategy is reflected by specific land use zoning objectives. In order to give some further direction to potential developers and the public on this matter, a Schedule of Generally Permitted Uses has been prepared, which provides examples of uses that will, or in some cases will not, be generally acceptable.

This Schedule is intended as a guide and relates only to the specific land use. It does not relate to the details of individual proposals, such as design, density, scale, traffic generation, flood risk and other normal planning criteria. These important detailed issues require to be addressed in individual planning proposals.

Proposals for uses not specifically included in the Schedule will be considered in terms of merit, provided they do not conflict with the primary zoning objective or prejudice the primary function of another zoning objective. Uses that are considered to be ancillary or complementary to those listed in the Schedule will also be considered on their own merits. In all instances, due regard must be given to the policies and objectives set out elsewhere in the Plan and in the County Development Plan.

3.5 SCHEDULE OF LAND USE ZONINGS AND GENERALLY PERMITTED USES

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
TC – Town Centre	To protect the key role of the town centre, maintain and enhance the vitality, viability and environment of the town centre and provide for appropriate town centre uses.	Shops, offices, civic & public buildings, places of worship, public houses, hotels, restaurants, indoor leisure, car parks, apartments, houses, community facilities, parks & open spaces. Uses that would be detrimental to the vitality and amenity of the town centre, such as new industrial uses, will not normally be permitted.

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
R1 – Residential Phase 1	New purpose built residential development at appropriate densities having regard to site location, character and services. Sites are described individually here with indications of likely development density and phasing described on a site by site basis.	Houses, apartments, retirement homes, care homes, medical services, public & community facilities, institutional uses, childcare facilities, places of worship, local shops, local services, leisure & recreation, open space. Local and home offices may be acceptable, provided 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. 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 or other nuisance.
R2 – Residential Phase 2	As above in Residential Phase 1. Development shall not be permitted on lands in Phase 2 until 70% of lands in Phase 1 have been fully developed or subject to the establishment of proven,	As above in Residential Phase 1.

	evidence 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.	
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Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
LDR1 – Low Density Residential Phase 1	To protect the amenity of existing residents and provide lands for residential development at low density (maximum 10 units per hectare).	Houses, outdoor recreation, open space, agriculture, community facilities. Uses that are considered ancillary to the above uses may be permitted. Housing at a density greater than 5 units per hectare will not normally be permitted.
LDR1 – Low Density Residential Phase 2	As above in Low Density Residential Phase 1 Development shall not be permitted on lands in Phase 2 until 70% of lands in Phase 1 have been fully developed or subject to the establishment of proven, evidence 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.	As above in Low Density Residential Phase 1

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
I – Industry	To provide lands for industrial and enterprise related development and ancillary facilities.	<p>Industry, light industry, heavy engineering workshops, warehousing (non-retail), business & technology units, specialist offices, R&D enterprises.</p> <p>Uses that are considered ancillary to the above uses may be permitted.</p> <p>Uses that would prejudice the primary industrial function of this zoning or would undermine the objectives of other zonings will not be permitted. These include residential and retail uses.</p>

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
LIC – Light Industrial and Commercial	To provide lands for light industrial and appropriate commercial development.	<p>Light industry, warehousing (retail and non-retail), major offices, business & technology units, specialist offices, R&D enterprises, car showrooms, light engineering workshops, wholesale & trade outlets, public utilities, petrol filling stations.</p> <p>Uses that are considered ancillary to the above uses may be permitted</p> <p>Uses that would prejudice the primacy of the town centre or would undermine the objectives of other zonings will not be permitted.</p>

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
PU – Community Facilities	To provide land for community and social facilities.	Schools, places of worship, community centres, health centres, leisure & recreation, libraries, cemeteries, open space, childcare facilities, public and civic facilities. Uses that are considered ancillary to the above uses may be permitted.

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
PU – Public Utilities	To provide lands for public utility infrastructure.	Public utilities infrastructure, public and civic facilities. Uses that are considered ancillary to the above uses may be permitted.

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
LOS – Leisure and Open Space	To provide lands for leisure and recreation facilities and amenity or open space uses.	Outdoor sport and recreation, buildings associated with outdoor sport and recreation and ancillary uses, parks, open space, agriculture.

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
AR – Agriculture and Rural	To reserve lands for agricultural and rural uses and to preserve the amenity of the town's setting.	Agriculture, open space, public utilities, outdoor recreation, cemeteries. New houses will only be permitted in this zone in accordance with the Rural Housing Policies set out in the County Development Plan.



Land Use Policies and Objectives

4.1 Town Centre Area



4.1.1 Introduction

The Town Centre Zone encompasses all lands contained within the town's four main streets of Main Street, Glebe Street, New Street and Bowgate Street and the immediate environs, as indicated in the Zoning Map. This is the primary commercial/retail area of the town and is where most everyday shopping and business is carried out. It is of the utmost importance to the town, its residents, visitors and businesses, that the Town Centre remains a vital and vibrant location.

The predominant uses in this zone include retailing, financial and professional services, cafes and restaurants and social/community facilities. In addition, there is a significant amount of residential development within the town centre, which is important to maintain vibrancy in the area throughout the day. There are also a number of undeveloped or underutilised sites within the Town Centre Zone and, where appropriate, these should be the focus of new development to strengthen the primacy of the Town Centre as the focus of the town.

4.1.2 Policies

Policy 01- Primacy of the Town Centre

It is a policy of the Council to ensure that the important economic, social and cultural role of the Town Centre is protected and enhanced and that its vibrancy, vitality and environmental quality are maintained and improved.

Policy 02- Retail Strategy

It is a policy of the Council to maintain a competitive retail environment in the town and to accommodate future retail development in accordance with the *Mayo County Retail Strategy*.

4.1.3 Objectives

TC 1- Principle Retail and Commercial Location

It is an objective of the Council to preserve the Town Centre's role as the principle retail and commercial area of the town and encourage an appropriate mix of uses, whilst safeguarding the vitality and viability of the area.

TC 2- Town Centre Heritage

It is an objective of the Council to safeguard the important architectural heritage of the Town Centre area.

TC 3- Inappropriate Development

It is an objective of the Council to protect the Town Centre from inappropriate development and encourage the relocation of existing uses considered uncomplimentary to the area.

TC 4- Built Fabric

It is an objective of the Council to improve the attractiveness of the Town Centre's built fabric and ensure high quality in new developments.

TC 5- Riverside Setting

It is an objective of the Council to maximise the advantage of the riverside location of the town centre, including through improved connectivity with the river and encouraging appropriate development fronting the river.

TC 6- Location of New Commercial Development

It is an objective of the Council to facilitate all proposed retail and suitable commercial development, where appropriate, within the identified Town Centre. In instances where the applicant has adequately demonstrated that there are no suitable or available locations within the Town Centre, other lands adjoining the Town Centre or other suitably zoned lands may be considered, in accordance with the sequential test.

TC 7- Type of Development within the Town Centre

It is an objective of the Council to encourage, where possible, the introduction of suitable mixed use commercial developments that safeguard vitality in the Town Centre area throughout the day.

TC 8- Weekly Market

It is an objective of the Council to support the introduction of a weekly market in the Cornmarket area of the town.

TC 9- Residential Uses in Town Centre

It is an objective of the Council to maintain the residential function in existing small residential developments in the town centre and to encourage residential uses at above ground floor level in new developments in the town centre in order to maintain a vibrant town centre community.

4.2 Residential and Community Facilities



4.2.1 Introduction

This LAP aims to facilitate the provision of quality residential development in appropriate and sustainable locations within the Plan boundary, in accordance with the County Housing Strategy 2008 and Government guidelines. In particular, the Plan seeks to provide an improved mix of house types and sizes, including an appropriate range of social, affordable and private housing to improve social and cultural integration throughout the town. The general approach is to encourage further residential development within the town's inner areas in advance of any additional residential development at the urban edge. By providing adequate opportunities for residential development within the Plan boundary, the LAP will also assist in addressing the issue of urban-generated housing demand in the rural areas.

In addition to providing opportunities for quality housing development, the Plan also seeks to both improve and encourage new community facilities, thus improving the quality of life of residents and accessibility to essential services and amenities.

4.2.2 Policies

Policy 03- Location of Residential Development

It is a policy of the Council to ensure that all new residential development is directed to suitable lands within the Plan boundary and, in particular, to the Town Centre and appropriate Opportunity Sites, and to residentially-zoned lands, in accordance with the residential phasing set out in Section 3.2.1 of this LAP.

Policy 04- County Housing Strategy 2008

It is a policy of the Council to implement the provisions of the Mayo County Housing Strategy 2008.

Policy 05- Part V – Social & Affordable Housing

It is a policy of the Council to continue to implement the provisions of Part V of the Planning and Development Acts 2000-2007.

Policy 06- Sustainable Residential Development in Urban Areas

It is a policy of the Council to require that all new developments comply with the recommendations outlined in the Guidelines for *Sustainable Residential Development in Urban Areas* and the *Urban Design Manual – A Best Practice Guide* (DoEHLG 2009).

Policy 07- Childcare Facilities

It is a policy of the Council to require that all new housing developments comply with the *Childcare Facilities: Guidelines for Planning Authority* (DoEHLG)

Policy 08- Community Facilities

It is a policy of the Council to continue to support the range and quality of community facilities available within the plan boundary.

4.2.3 Objectives

H 1- Location of New Housing

It is an objective of the Council to ensure that the chosen location of all new residential developments is based on the phased approach set out in section 3.2.1 and the Urban Design Framework. Preference shall be given to development proposals on suitable lands within the Town Centre and appropriate identified Opportunity Sites.

H 2- Residential Phasing

It is an objective of the Council that residential lands phased for development in Phase 2 shall only be considered for development when 70% of the land in Phase 1 has been fully developed or subject to the establishment of proven evidence 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.

H3- Unfinished Housing Estates

It is an objective of the Council to monitor and to encourage the completion of unfinished housing developments in the plan area in accordance with the Department of the Environment, Community and Local Government guidance manual Managing and Resolving Unfinished Housing Developments (August 2011).

H 4- Permissible Densities

It is an objective of the Council to promote higher densities in appropriate locations, in accordance with the Guidelines for Sustainable Residential Development in Urban Areas. Such locations should be capable of providing sufficient services and facilities to cater for its associated population. Further details are contained in the Development Management Standards.

H 5- Range of House Types

It is an objective of the Council to require that all new residential schemes provide an appropriate range of house types and sizes to ensure that all groups are catered for and to enable residents to remain within the same community as their future needs change. Further details are contained in the Development Management Standards.

H 6- Redevelopment of Brownfield Sites

It is an objective of the Council to encourage the redevelopment of vacant or underutilised brownfield sites, where appropriate, for residential purposes.

H 7- Infill and Backland Development

It is an objective of the Council to encourage and facilitate appropriate good quality infill and backland development, where suitable and where there is no injury to local amenity.

H 8- Approach Roads

It is an objective of the Council to preserve the character of approach roads leading in to the town by ensuring all new development is of high visual design quality and is in keeping with the character and scale of existing adjacent development.

H 9- Sense of Place

It is an objective of the Council to encourage quality housing developments, with strong emphasis on good layout and design that creates a sense of place and identity for future residents.

H 10- Design Guide Criteria

It is an objective of the Council to assess all new developments against the 'Sustainable Residential Development in Urban Areas Guidelines' and 'Urban Design Manual – A Best Practice Guide' (DoEHLG May 2009) with regard to the following matters:

- *Context*
- *Connections*
- *Inclusivity*
- *Variety*
- *Efficiency*
- *Distinctiveness*
- *Layout*
- *Public Realm*
- *Adaptability*
- *Privacy/Amenity*
- *Parking*
- *Detailed Design*

H 11- The Sustainable Neighbourhood Principle

It is an objective of the Council to require that all new residential schemes and mixed schemes containing residential units reflect the 'Sustainable Neighbourhood Concept' and adequately addresses the following matters:

- ❖ *High quality design that makes the most efficient use of the subject lands.*
- ❖ *Design and layout that complements adjoining land uses and features of interest within the site.*
- ❖ *Layout with safe and convenient vehicular and pedestrian connections with adjoining lands and towards the town centre.*
- ❖ *Priority given to cycling, walking and the use of public transport over the use of the private motor car.*

H 12- Energy Efficient Housing

It is an objective of the Council to encourage housing developments that incorporate

both the use of energy efficient methods of construction as well as energy efficient heating systems.

H 13- Additional Community Facilities

It is an objective of the Council to encourage the provision of new and improved community facilities at appropriate locations within the Plan area.

H 14- Existing Community Facilities

It is an objective of the Council to seek to protect and support all existing community facilities within the Plan area. The Council will give consideration to proposals to relocate existing community facilities to other appropriate locations within the Plan area or, in certain circumstances, within close proximity to the town.

H 15- Childcare Facilities

It is an objective of the Council to require that all new residential developments of 75 units or more include a dedicated childcare facility.

It is also an objective of the Council to encourage the provision of childcare facilities at appropriate locations within the Plan area.

Such facilities should be easily accessible in terms of transport and should be located in a manner which allows members of the surrounding developments to avail of this service, therefore ensuring that the facility does not become obsolete once all the families within the estate mature.

H 16- Children's Playing Facilities

It is an objective of the Council to require that all new residential schemes provide appropriate dedicated children's playing facilities. Such facilities will vary in relation to the nature, scale and location of the new development and may include playing pitches, fully equipped children's playgrounds, informal play areas, etc. on suitable grounds and at appropriate locations.

H 17- Healthcare Facilities

It is an objective of the Council to facilitate the provision of healthcare facilities at appropriate locations within the Plan area, including in association with significant new residential/mixed developments.

H 18- Burial Grounds

It is an objective of the Council to ensure the provision of adequate burial grounds at appropriate locations to meet the needs of the town.

H 19- Traveller Accommodation

It is an objective of the Council to provide traveller accommodation in Ballinrobe in accordance with the Mayo Traveller Accommodation Plan 2009-2013 and any subsequent review.

4.3 Heritage and Environment



4.3.1 Introduction

This LAP sets out a framework for the sustainable future development of Ballinrobe. This means that the Plan provides adequate opportunities for further urban development within the LAP boundary, whilst also seeking to protect the environmental assets that the town possesses for future generations. In particular, the mix of historic buildings, industrial archaeology and natural heritage assets needs to be protected and, where appropriate, enhanced to maintain the town's unique character. Therefore, the Plan seeks to minimise the environmental impacts of new development and encourage appropriate restoration and other improvements to important existing heritage assets.

4.3.2 Policies

Policy 09- Preservation of Built and Natural Heritage

It is a policy of the Council to preserve, protect and enhance Ballinrobe's Natural and Built Heritage for both its present and future generation.

Policy 10- Environmental Awareness

It is a policy of the Council to facilitate and encourage a high standard of environmental awareness among the residents of Ballinrobe.

Policy 11- Protection of Environmental Assets

It is a policy of the Council to implement Article 6(3) of the EU Habitats Directive, and to subject any plan or project likely to impact on Natura 2000 or European Sites (SACs, SPAs), whether directly, indirectly or in combination with other plans or projects, to an appropriate assessment in order to inform decision making. A plan or project may only be authorised after the competent authority has made certain, based on scientific knowledge, that it will not adversely affect the integrity of the site; in the case of derogations, authorisation must be pursued under Article 6(4).

4.3.3 Objectives

ENV 1- Historic Streetscapes

It is an objective of the Council to secure the preservation, restoration and improvement of the town's historic streetscapes.

ENV 2- Architectural Conservation Area

It is an objective of the Council to designate, within the lifetime of this Local Area 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. In the absence of the ACA, individual planning applications will be considered on their merits.

ENV 3- Protected Structures

It is an objective of the Council to secure the proper preservation and to encourage appropriate restoration and/or improvement of the town's historic built environment, primarily those buildings listed within the Record of Protected Structures and their settings (see Appendix 1).

ENV 4- Works Affecting Protected Structures

It is an objective of the Council to require that planning applications that include works to a protected structure or significant works within the vicinity of a protected structure are accompanied by a comprehensive conservation report from a qualified conservation architect indicating the likely impact of the proposed works.

ENV 5- Recorded Monuments

It is an objective of the Council to protect the town's identified archaeological monuments (see Map 02 and Section 2.3).

ENV 6- Works Affecting Recorded Monuments

It is an objective of the council to require that all planning applications within the zones of archaeological potential as outlined on the Record of Monuments and Places (RMP) include an archaeological survey set out in accordance with the requirements of the Council.

ENV 7- Development within Close Proximity to Recorded Monuments

It is an objective of the Council to require that all significant planning applications (i.e. development on lands of 0.5 ha. or more) include an appropriate archaeological survey in accordance with the requirements of the Council.

ENV 8- Derelict Buildings and Sites

It is an objective of the Council to promote the re-use, renovation and restoration of all derelict buildings and sites within Ballinrobe for suitable uses, having regard to the design and setting of the existing building, its former use and the compatibility of proposed uses with existing uses in the vicinity .

ENV 9- Manmade Features of Interest

It is an objective of the Council to promote the retention of all features of historic, architectural or other interest on existing buildings or within sites. Such features include window opes, plaques, archways and associated gate piers.

ENV 10- Views of Interest

It is an objective of the Council to protect and enhance all significant views of interest in Ballinrobe, including those identified in the Specific & Heritage Objectives Map (Map 2). The Council may require Visual Impact Assessment for development proposals that have the potential to have a significant impact on important views or streetscapes.

ENV 11- Natural Features of Interest

It is an objective of the Council to protect, where possible, all natural features of interest, including significant trees, hedgerows, topographical and geological features. Such features should be carefully and sensitively incorporated into the design and layout of any permitted new development (see Development Management Standards).

ENV 12- Watercourses

It is an objective of the Council to continue to protect the River Robe and the River Bulkan and all watercourses and to encourage appropriate developments that enhance their landscape setting and public benefit. Any proposed development adjacent or close to watercourses shall be carefully assessed to ensure that there is no significant impact to the watercourse, its riparian zone or to any other waterbody into which it flows, including the Lough Carra/Mask Complex Special Area of Conservation.

ENV 13- Natura 2000 Sites

It is an objective of the Council to ensure that any development proposals in the Plan area, alone or in combination with other developments, do not have an adverse impact on any Natura 2000 sites in the wider area. The Council may require Appropriate Assessment on development proposals in order to assess any potential impact on any Natura 2000 site.

ENV 14- Environmental and Visual Amenity Improvements

It is an objective of the Council to support and, where possible, implement measures to improve the visual environment at a number of locations throughout the Plan area, in particular at Bridge Street and Cornmarket in the town centre and at the locations and road corridors identified in the Specific & Heritage Objectives Map (Map 02).

ENV 15- Surface/Groundwater Protection

It is an objective of the Council to protect Ballinrobe's surface and groundwater system from pollution, in accordance with all relevant legislation. All developments that wish to discharge to the surface or groundwater system will be required to obtain a discharge licence to do so.

ENV 16- Western Region Basin District

It is an objective of the Council to implement the relevant policies and objectives outlined in the Western Region Basin District Management Plan.

ENV 17- Flood Prevention

It is an objective of the Council to protect areas prone to flooding within the Plan area from inappropriate development and to ensure that all new development does not result in increased risk of flooding within the site or on other lands. All new development within or close to flood risk areas should be subject to flood risk assessment and should incorporate appropriate flood protection and mitigation measures. It is also an objective of the Council to comply with the EU Floods Directive 2007/60/EC.

4.4 Transport



4.4. 1 Introduction

Transport and traffic issues affect most urban centres in the state and Ballinrobe is no exception. It is located on a busy National Secondary route and suffers periodic traffic congestion, which consequently has an adverse impact on the town centre's attractiveness and urban fabric. The LAP seeks to reduce the physical problems associated with high traffic volumes and to encourage a greater use of alternative means of personal transport other than the private car. The Plan includes measures to ensure that new development can be accessed by a range of transport options, including walking and cycling, by the integration of land use planning and transportation issues.

The Plan also promotes the Ballinrobe bypass as a key measure to reduce traffic congestion and improve the town centre environment and it safeguards the route from inappropriate development.

4.4.2 Policies

Policy 12- Modes of Transport

It is a policy of the Council to encourage and facilitate the use of more sustainable modes of transport including walking, cycling and public transport and to ensure that new development accords with this overall aim.

Policy 13- Traffic Management

It is a policy of the Council to implement the traffic management measures outlined within the Ballinrobe Traffic and Transportation Study.

Policy 14- Ballinrobe Bypass

It is a Policy of the Council to secure the implementation of the Ballinrobe Bypass.

4.4.3 Objectives

T 1- Ballinrobe Bypass

It is an objective of the Council to secure lands for the Ballinrobe bypass whilst also protecting the lands adjoining the route from unsuitable and inappropriate development that could jeopardize the overall carrying capacity and sustainability of the road network (see Emerging Preferred Route map on Page 45).

T 2- National Roads – National Roads Authority Requirements

It is an objective of the Council to comply with the requirements of the National Roads Authority in relation to National roads in the Plan area.

T 3- Pedestrian Realm Improvements in Town Centre

It is an objective of the Council to create a more pedestrian friendly environment in the town centre of Ballinrobe, including through:

- A) Investigation of opportunities for pedestrian priority schemes and new links within the town centre and to increase pedestrian permeability between main streets.*
- B) Upgrading existing footpaths and lighting, including on links between car parks and main shopping streets.*
- C) Introducing improved or additional street furniture along the main shopping streets, making the streets more vibrant and pedestrian friendly.*
- D) Reducing the current dominance of the motor vehicle on the town's four main streets (New Street, Bowgate Street, Main Street, Glebe Street).*
- E) Implementing and encouraging environmental improvements to car parking areas in the town centre.*

T 4- Bicycle Parking

It is an objective of the Council to facilitate and promote an increased number of bicycle parking facilities within the town centre and at key locations, including major commercial/retail facilities, leisure facilities and main employment locations.

T 5- Strategic Path/Cycle Network

It is an objective of the Council to identify, support and secure a strategic footpath and cycle path network for the town and its environs.

T 6- Employer's Commuter Plans

It is an objective of the Council to encourage all major employers to encourage the use of more sustainable modes of transport to and from work.

T 7- Pay and Display

It is an objective of the Council to monitor, evaluate and improve the existing system of on-street pay parking in place in the town including location, duration of stay and fees charged.

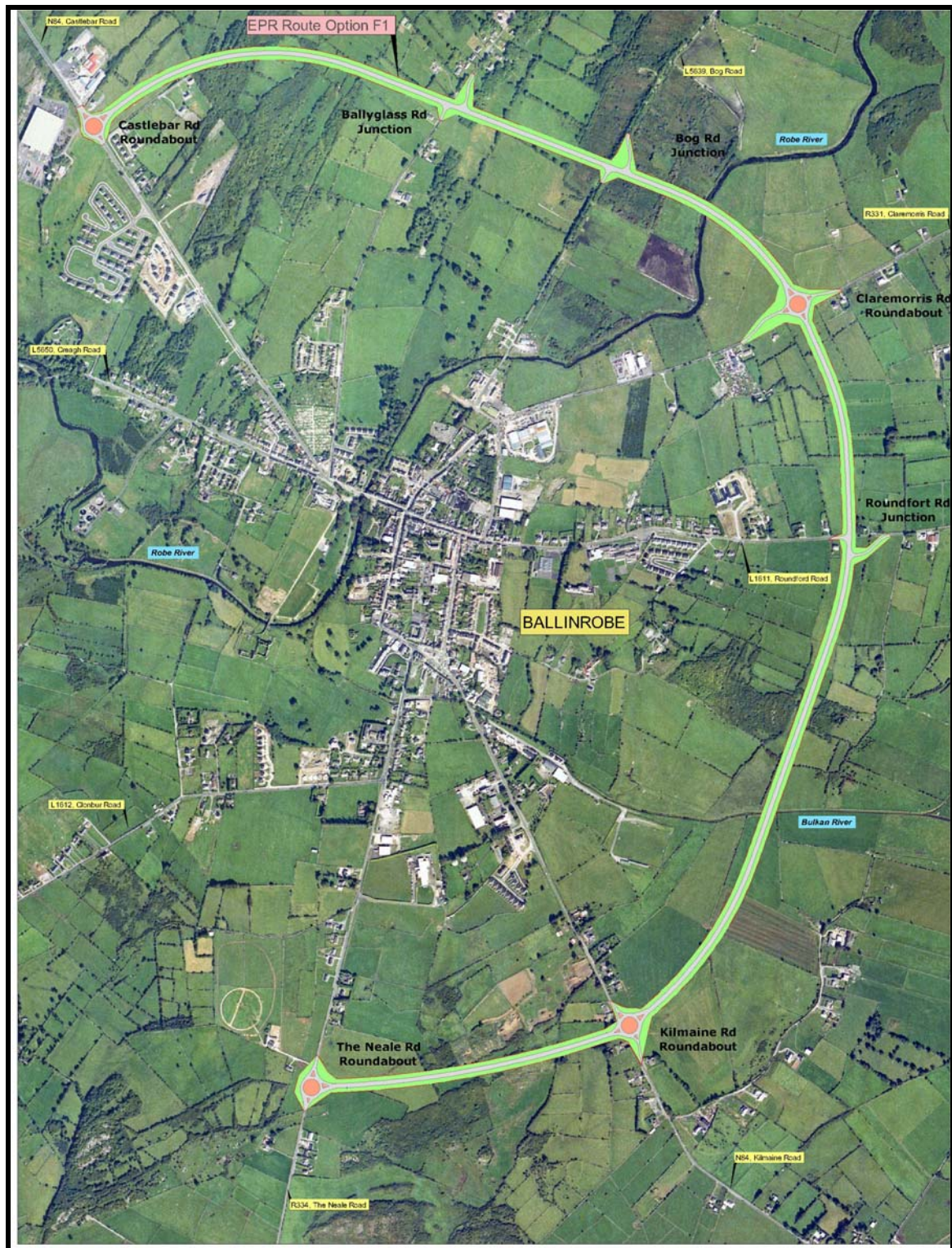
T 8- Public Transport

It is an objective of the Council to co-operate with relevant interests to encourage the provision of a high standard of public transport services for the town.

T 9- Bus Stops

It is an objective of the Council to continue to assess and improve the location of bus stops within Ballinrobe and to co-operate with other relevant interests to secure the provision of bus shelters.

N84 Ballinrobe Bypass – Emerging Preferred Route



4.5 Water and Infrastructural Services



4.5.1 Introduction

In order to secure the sustainable development of Ballinrobe, it is essential that adequate infrastructural services are in place to serve the future population. Inadequate provision of infrastructural services, in particular clean water supply and waste water treatment, can result in a reduced level of residential amenity and, more importantly, can also prejudice environmental quality and public health. Therefore, the LAP seeks to ensure that adequate infrastructure is in place to serve the town's current and future needs.

4.5.2 Policies

Policy 15- Infrastructure Provision

It is a policy of the Council to facilitate the provision of all infrastructure, including water, waste, transport, energy and communications, necessary to support the existing and future population of Ballinrobe in a sustainable manner.

Policy 16- Water & Wastewater Services

It is a policy of the Council, as the Water Services Authority, to provide water services in a sustainable manner and in accordance with all national and EU legislation. The Council shall take cognizance of relevant legislation, including:

- *European Union Water Framework Directive 2000*
- *Urban Waste Water Treatment Regulations 2001*
- *European Communities (Drinking Water) (No. 2) Regulations 2007*
- *Waste Water Discharge (Authorisation) Regulations 2007*

4.5.3 Objectives

WI 1- Water & Waste Water

It is an objective of the Council to provide water and sewerage infrastructure throughout the county, including Ballinrobe, for domestic, industrial, agricultural and other uses and to implement the planned programme of works.

WI 2- Septic Tanks & Propriety Treatment Plants

It is an objective of the Council to require that septic tanks, proprietary effluent treatment systems and percolation areas be located and constructed in accordance with NSAI SR6 1991 or the revised EPA manual when approved. It is also an objective of the Council to promote connections to wastewater collection networks as these become available.

WI 3- Wastewater Infrastructure

It is an objective of the Council to discourage the proliferation of pumping stations and to promote the efficient and sustainable use of sewerage infrastructure by encouraging landowners/developers to co-operate with each other to provide sustainable drainage plans on a catchment basis.

WI 4- Potable Water

It is an objective of the Council to ensure that an adequate supply of water is available to meet the current and future needs of Ballinrobe. It is also an objective of the Council to ensure high water quality standards are maintained in implementing the relevant European Community Water Quality Directives and to ensure that all drinking water in the area complies in full with the European Communities (Drinking Water) (No.2) Regulations 2007.

WI 5- Water Conservation

It is an objective of the Council to implement the recommendations of the Water Conservation Project with regard to eliminating water wastage and to promote water conservation and responsible use of the resource. It is also an objective of the Council to eliminate the wastage of water through waste-water detection and enforcement of repairs and to replace deficient sections of pipework where necessary.

WI 6- Town Waste Water Treatment Plant

It is an objective of the Council to ensure the maintenance and upgrade of the town's waste water treatment plant and collection network as necessary.

WI 7- Water Quality

It is an objective of the Council, through implementation of the EU Water Framework Directive, the Western River Basin Management Project and other associated legislation, to ensure the protection and improvement of all drinking water, surface water, and ground waters in Ballinrobe.

WI 8- Water Pollution

It is an objective of the Council to prevent pollution of the town's existing watercourses by the continuing maintenance of the town's Main Drainage Sewerage Network and Waste Water Treatment Plant. The Council will work in co-operation and partnership with all major stakeholders to ensure a co-ordinated approach to the protection and enhancement of the town's water resources.

WI 9- SUDs

It is an objective of the Council to manage surface water systems in a sustainable manner and to require that new developments provide surface water drainage systems designed in accordance with Sustainable Urban Drainage Systems (SUDS).

WI 10- Development Contributions

It is an objective of the Council to implement the Development Contribution Scheme for future infrastructure upgrades in the town.

WI 11- Proposals for Telecommunications

It is an objective of the Council to have regard to the 'Telecommunications Antennae and Support Structures Guidelines for Planning Authorities 1996 (DoEHLG) as well as any succeeding amendments.

WI 12- Waste

It is an objective of the Council to require that all new developments make adequate provisions for the reduction and recycling of waste, in both construction and post-construction stages.

WI 13- Replacement Waste Management Plan for Connacht

It is an objective of the Council to implement the recommendations outlined in the Replacement Waste Management Plan for the Connacht Region 2006-2011 and any subsequent Waste Management Plan.

WI 14- Waste Bye Laws 2007

It is an objective of the Council to implement the recommendations outlined within the Mayo County Council (Presentation, Collection and Storage, of Household and Municipal Waste) Bye-laws 2007

WI 15- Green Schools Programme

It is an objective of the Council to support and encourage the implementation of the Green Schools Programme in all schools within Ballinrobe.

WI 16- Energy Consumption

It is an objective of the Council to reduce energy consumption through appropriate use of materials and new technology in developments within the town and to increase public awareness of best energy efficiency practices. .

WI 17- Broadband Infrastructure

It is an objective of the Council to support the development of broadband infrastructure in Ballinrobe.

4.6 Economic and Employment Activity



4.6.1 Introduction

It is important that Ballinrobe can sustain an adequate level of employment and services to meet much of its own needs and to try to reduce the reliance on job opportunities in other larger centres in the region. Ballinrobe is identified as a Key Town in the West Region and it serves a wide hinterland. The Council is therefore committed to supporting and stimulating future industrial, economic and commercial growth at appropriate locations within the town. Recent developments have improved the retail offer in the town. This LAP seeks to facilitate further retail development in appropriate locations, whilst retaining the town centre as the primary retail area. The potential benefits of tourism to the town could also be significant, having regard to the quality of its natural and built environment and its location in close proximity to Lough Carra and Lough Mask. The town's assets should be protected, improved and promoted to maximise the benefits that can be derived from tourism.

4.6.2 Policies

Policy 17- Economic Development

It is a policy of the Council to facilitate and promote the continued economic development of the town.

Policy 18- Inward Investment

It is a policy of the Council to ensure that the town is an attractive location for future inward investment and a desirable place to live and work.

Policy 19- Tourism

It is a policy of the Council to promote the town's tourism potential through the protection and improvement of its tourist assets and infrastructure.

4.6.3 Objectives

E 1- Future Employment Opportunities

It is an objective of the Council to facilitate the future expansion of employment opportunities within the plan area and to ensure that sufficient suitable lands are available for the provision of new commercial, industrial and retail developments.

E 2- Attractive Location to Work

It is an objective of the Council to promote Ballinrobe, in collaboration with other relevant interests, as an attractive location for employment creation, including inward investment, indigenous enterprise and tourism.

E 3- Home Based Activities

It is an objective of the Council to facilitate, where feasible, the introduction of home based economic activities that are suitable in terms of size and nature, having regard to existing residential amenity and protection of the residential character of the area.

E 4- Location of Future Industrial Development

It is an objective of the Council to ensure that future Industrial development is accommodated within lands zoned for Industry or, subject to the nature and scale of the proposal, Light Industrial/Commercial uses.

E 5- Protection of Town Centre

It is an objective of the Council to protect the environment, character and vitality of the town centre.

E 6- Range of Light Industrial Units

It is an objective of the Council to continue to expand the range and number of light industries in operation within the town and to encourage light industrial developments at appropriate locations, in accordance with the land use zonings.

E 7- Retail Planning Guidelines

It is an objective of the Council to require the assessment of all new retail development against the Mayo Retail Strategy 2008 and the principles of the DoEHLG's Retail Planning Guidelines and the 'Sequential Approach'.

E 8- Retail Warehousing

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

E 9- Retail Impact Assessment

It is an objective of the Council to require that all significant retail planning applications in locations outside the town centre commercial core are accompanied by a detailed report assessing the likely impact of the proposed development on the existing town centre commercial core of Ballinrobe.

E 10- Tourism Potential

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 continue to develop and promote Ballinrobe as a tourist destination, including in the context of its cultural and recreational potential, in a proactive and sustainable manner.

E 11- Tourism Enhancement

It is an objective of the Council to improve the overall attractiveness of Ballinrobe 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 high quality accommodation, services and activities.

E 12- Cultural Facilities

It is an objective of the Council to support the provision of cultural facilities in the town and, in particular, to encourage the incorporation of such facilities in any appropriately designed development in and around the Cranmore House area (Opportunity Site Ref. No. 2).

E 13- Neale Road Industrial Park

It is an objective of the Council to facilitate the future development the industrially-zoned lands at Neale Road (to the south of the existing industrial developments) as an Industrial Park, with a single access of the R334 Neale Road within the urban speed limits.



Urban Design Framework

5.1 Introduction

An Urban Design Framework study was undertaken to assess the quality of the urban structure and access infrastructure within the town of Ballinrobe and to consider potential measures for their improvement.

The Ballinrobe Urban Design Framework study is laid out under the following key headings: -

- 5.1.1 Town and Urban Design Overview
- 5.1.2 Traffic, Access and Movement
- 5.1.3 The Urban Structure and Layout
- 5.1.4 Opportunity Sites and Residential Development
- 5.1.5 Cultural and Community Development
- 5.1.6 Ballinrobe Urban Design Framework Strategy
- 5.1.7 Opportunity Sites

An urban design framework is proposed that can influence the future planning and direction of the town and its development. Urban Framework Studies are non-statutory guidance documents and are being carried out by local authorities on an increasing basis with a view to fostering the integrated, sustainable and community-based development of towns. Within the Ballinrobe Urban Design Framework a number of key urban design recommendations are made which are incorporated into the Local Area Plan.

5.1.1 Town and Urban Design Overview

In Urban Design terms, Ballinrobe is unusual among Irish towns as it is a rare example of a grid-based street pattern. Another feature that sets Ballinrobe apart from most Irish towns is the importance of the river to the town's urban structure and how well it has been landscaped. Ballinrobe also has a compact urban form at its centre with street height-to-width ratios of approximately 1:1, giving a strong sense of enclosure and an urban feel unexpected for a town of its scale.

In the Bowgate Street area of the town centre building heights are predominantly 3 storeys with a mixture of 2 and 3 storey structures in other areas of the town centre. Recently, typical suburban development has predominated on the urban edge while some well-designed infill schemes are located closer to the centre.

Ballinrobe has a strong industrial and military architectural heritage mostly from the 19th century and it strongly characterises the town. The Rivers Robe and Bulkan are assets to the town and very well landscaped riverside walks with seating and architecturally important bridges exist. In places however, some neglect still pervades and there is potential for the town to address the river area even further.

Outside of the river areas there are few public spaces as a result of the compactness of the town. An exception to this is The Green, a very well maintained sporting amenity to the west of the Robe. There is also a small triangular public space, the Cornmarket, on Bowgate Street. The Roman Catholic Church is located almost at the epicentre of the town and is the centrepiece of the largest grid-block in the town. Walkways through the church grounds provide a pleasant break up of the grid in some directions.

Some links and narrow laneways exist providing, in some cases, good connectivity, while in others a sense of neglect. The development of such links is an opportunity to improve connectivity and amenity in the town.

5.1.2 Traffic, Access and Movement

Ballinrobe is situated to the east of Lough Mask and is ideally located in what is often referred to as Ireland's "Lake District", a centre for fishing and tourism. The town is also on a disused rail head but is served by bus to all of the main adjacent urban centres.

A traffic study was completed on behalf of Mayo County Council in 2007 and makes a number of recommendations. A route has also been identified for the town bypass to the East of the plan area.

Recommendation of Traffic Study

Traffic conditions are typically heavy for an important market town with a constrained network on several national/regional routes. Delays are observed at certain junctions during trading and school hours in particular. A number of measures are put forward by the traffic study to counteract this.

- Up to 59% of trips are through trips and a large proportion of these will be removed by the bypass relief road.
- An extension of the existing one-way system is proposed creating a one-way circulatory flow around the town centre (Glebe Street, New Street, Bowgate Street and Main Street).
- Street inspection is proposed along the above key routes to identify obstructions to safety and amenity and identify possible environmental improvements.
- A number of junction layout upgrades are proposed to accommodate the revised traffic flow.
- Included in the junction upgrades is the signalisation of the Main Street / Bridge Street / Glebe Street / Abbey Street junction, a critical junction in the local traffic network.

- A number of pedestrian crossing points are proposed, on Main Street (2), Glebe Street and New Street.
- Quality cycle stands are proposed in clusters at two locations, along with signage to direct and manage cycle traffic.

Conditions for pedestrians are mainly acceptable, with most routes served by a footpath in good state of repair. However, in order for the town to be made more attractive to pedestrians, some footpaths, which are below the recommended standard, could be widened as part of town environmental improvements.

Furthermore, care needs to be taken that the provision of a one-way circulatory system does not have the effect of increasing speeds, which is often an unintended consequence of one-ways systems, as drivers take racing lines and forgo lane discipline. This in turn causes danger to pedestrians, cyclists and, in particular, vulnerable road users, such as the elderly and mobility impaired. It is strongly recommended that the implementation of any one-way system is combined with an environmental improvement study to investigate potential carriageway reallocation to pedestrians.

Objective UD 1: It is an objective of the Council to identify in the town centre area potential environmental improvements, including footpath widening where possible.

Block Size

The grid system creates some large block sizes, in some cases up to 120m in length. This exceeds the 60-80m guideline recommendation in the **Urban Design Compendium**. Any suitable opportunity to improve pedestrian accessibility through and between blocks will be encouraged where there is a considerable advantage to townsfolk.

In particular, people can at certain times walk through the Roman Catholic Church grounds in some directions. Extending this to accommodate further directions, for example southwards towards a car park maintained by Mayo County Council would be a great advantage. This could only be achieved with full consultation and the prior consent of all affected parties and landowners.

Objective UD 2: It is an objective of the Council to support suitable opportunities to improve pedestrian access through and between blocks in the town centre. This will be done in consultation and full agreement with any adjacent or affected landowners and the community.

Facilities for Cyclists

Dedicated facilities and infrastructure for cyclists are largely absent from Ballinrobe, however this is the case for many towns with a similarly historical street pattern. The traffic management study recommends the provision of clusters of cycle stands at two strategic locations in the town. In order to fully encourage the use of bicycles and to properly accommodate such trips, cycle stands (in groups of one or two) should also be located outside of key commercial premises throughout the town centre. Locating good quality cycle stands directly opposite commercial entrances is one of the best means of encouraging cycling.

The provision of the bypass relief road, along with town centre traffic management improvements can have the combined effect of reducing traffic volumes and speeds through the town centre. This will improve the overall environment for cyclists.

Objective UD 3: It is an objective of the Council to consider locating cycle stands directly opposite the entrances to key commercial premises throughout the town centre.

5.1.3 Urban Structure and Layout

Following years of population stability and sometimes decline, Ballinrobe has expanded rapidly during the last two inter-censal periods. Some of this growth is attributable to natural increase and in-migration. Some is also undoubtedly a factor of the reasonable proximity of Galway city.

This growth has resulted in some quality residential development supplementing the town's urban character. A number of typical 3/4-bedroom semi-detached housing estates have also been developed some of which, while being attractive residential developments, have not been developed with a strong relationship to the town.

An analysis of the urban structure (Figure BallinrobeLAP002) demonstrates, however, that most development is within a 400m radius catchment area. Furthermore, within a 200m catchment area the most recognisable urban form exists.

Recent convenience retail permissions to the north and south of the town centre may challenge the commercial cohesiveness of the town. However, given the compact nature of

the town, it was probable that such retail facilities would necessarily gravitate towards accessible fringe locations.

It is possible that a virtue can be made of this as the retail catchment of these schemes will draw significantly on the town's rural hinterland, consequently avoiding unnecessary through trips. In order to capitalise on this, however, the town core and key development areas will need to be consolidated and availed of.

The town benefits from a strong architectural heritage and is also characterised by a number of key opportunity and amenity sites. Chief among these are: -

- The Town Centre area
- The Mill Complex area
- The Military Barracks / Cranmore area

Architectural History

Perhaps the strongest feature of the town is its architectural heritage, which is scattered throughout the town and in varying states of repair. Included in key historical and architecturally-significant structures are: -

- The Roman Catholic church
- The Church of Ireland church
- The Rectory
- The Mill Complex
- Cranmore House and Gate Lodge
- The Military Barracks (cavalry and infantry) including entrance and bridge
- Ballinrobe Abbey
- Bower's Walk, including 3 stone bridges, 2 iron bridges and 2 weirs
- Facades on Main Street
- The Markethouse / Courthouse and Valkenburg Hotel
- Ulster Bank / Bank of Ireland / AIB Bank buildings
- Facades on High Street and Bridge Street
- The Workhouse

Objective UD 4: It is an objective of the Council to support the sensitive restoration and reuse/redevelopment of the town's Mill Buildings and Cranmore House, in a manner which realises the potential of the sites whilst safeguarding the historical interest and setting of the buildings, subject to normal planning criteria.

The Town Centre Area

The town centre is characterised by a dense grid-pattern street network with distinctive facades, dating mostly from 1800s and 1900s, providing mainly ground floor commercial activity and mixed upper floor commercial and residential activity. Some vacancy and dereliction exists, particularly on Bridge Street. The facades and building fabric in the town

centre area are important to the character of the town and should be preserved, where appropriate, in accordance with architectural heritage protection guidelines.

Objective UD 5: It is an objective of the Council to ensure that important structures and facades within the town centre area are preserved in accordance with architectural heritage guidelines.

Main Street, Church Lane and Bride Street / Glebe Street have height-to-width ratios* of approximately 1:1. This gives the town a distinctively urban feel and a strong sense of enclosure and represents the type of inner-urban street environment much encouraged by guidance such as the **Manual for Streets**. Future infill development should respect the height-to-width ratio and maintain the existing sense of enclosure on town centre streets.

Objective UD 6: It is an objective of the Council to ensure that future infill development should respect the height-to-width ratio* and maintain the existing sense of enclosure on town centre streets.

Some recent infill development has occurred and, in places, architecturally sensitive and attractive schemes have been developed. Contemporary architectural styles should be welcomed provided they respect and enhance the existing street façade.

Objective UD 7: It is an objective of the Council to ensure that future infill development respects and enhances the existing street façade through the provision of elevational studies and visual impact studies.

Further infill opportunities exist in the town centre. These should be encouraged to come forward for development and should enhance the civic and commercial vitality of the town in line with development management guidelines. Any future infill should, however, also allow for pedestrian and cycle permeability where possible and appropriate.

Objective UD 8: It is an objective of the Council to ensure that future infill should allow for pedestrian and cycle permeability where possible and appropriate.

** This is the proportional measure of the height of buildings to the width of the street. For example, a 1:1 ratio means that the height of the buildings is similar to the width of the street, providing a good sense of urban enclosure.*

Taking the RC church as the natural epicentre of the town, most of the town centre lies within a 100m radius. As outlined above, the access and movement structure of the town would benefit from an improved pedestrian accessibility and connectivity through and between blocks. It will also be important, as part of traffic management works to implement environmental improvements to prioritise pedestrian and cycle movements and to control traffic volumes and speeds in the town centre.

Objective UD 9: It is an objective of the Council to seek, as part of new development applications, to provide and enhance pedestrian connectivity to key opportunity and amenity sites, including the Military Barracks / Cranmore House area, the Green area and the Mill Complex area.

5.1.4 Cultural and Community Development

Ballinrobe is a thriving town with a growing young population. The cultural and community life of an urban area are as important as its physical fabric and built environment and one should not be considered without the other.

The town has a strong community and civic spirit as evidenced by the respect and care towards the public realm. The work of community groups such as the Town Development Group and the Ballinrobe Town Parks Company Limited in developing amenities on behalf of the community are further evidence of this.

In public consultation, various aspects of the town's physical environment were raised and these have been dealt with in the above sections. Other cultural and community issues were also raised and can be considered in conjunction with the urban design layout of the town.

The tourism potential of the town was raised and the physical attractiveness of the town and its public spaces were considered key to nurturing this potential. The development of urban spaces and new development areas should also be sensitive to the town's cultural and historic heritage.

The absence of youth facilities and a cultural/theatre facility is noted particularly, given the growing population of young people in the town. The potential of a shared cultural space for youth and community activities, ideally located close to the town centre would be an asset to the development of the town.

Objective UD 10: It is an objective of the Council to support and encourage the development of tourism, cultural and youth facilities close to or within the town centre to foster the social/cultural development of the town in line with its physical development.

5.1.5 Ballinrobe Urban Design Framework Strategy

Residential and Urban Development Strategy

Developing an urban design framework for Ballinrobe needs to, as set out above, focus on the consolidation of the town core and the appropriate development of key opportunity sites, in particular the town centre area itself, the Mill Complex area and the Cranmore House area.

The recently published **Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities** (Department of Environment, Heritage and Local Government, 2008), sets out a number of innovative approaches towards urban and residential development.

Sequential Approach

Among these measures is the concept of a “sequential approach” to residential development. Such an approach is already applied to retail development and determines that the preferential location for urban development is, firstly, in town centres, secondly, close to town centres and, thirdly, within the remainder of the built up area. This approach is consistent with the phased approach to residential development outlined in section 3.2.1 to ensure consistency with the Mayo County Development Plan Core Strategy and will be applied in the way that residential development takes place in Ballinrobe over the lifetime of this plan. The approach is already implemented by a number of local authorities and may in future become mandatory practice for the preparation of development plans and local area plans.

Framework Development Areas

Accepting this approach, the most critical development areas for the consolidation and development of Ballinrobe are, in addition to the town centre area, the Mill Complex area and the Military Barracks / Cranmore House area. These should be considered first preference areas for the development of the town. In addition, it is recommended that framework plans be set out for the Military Barracks / Cranmore House area. In this regard, it is acknowledged that there are access and traffic issues in relation to significant development of these lands at this time and that these issues will require very close attention any framework plan.

It is recognised that other areas in Ballinrobe have been identified for development under the particular zoning objectives. These zoned areas have been assessed in terms of need and location and also take account of existing development and urban form. In many cases, the zoning reflects the existing use, where the potential for further development may be limited. There are, however, significant areas identified for new development, in particular for residential development. The scale of these identified areas takes account of the likely demands for new housing arising over the plan period, in line with the phasing approach outlined in section 3.2.1 which will ensure consistency with the Core Strategy in the Mayo County Development Plan which sets out population targets for the County overall, and for the towns and villages in the County Settlement Hierarchy. The location of these new

residential sites also has regard to existing and new local facilities, such as schools, shopping facilities and employment opportunities. In this regard, it is accepted that the development of the identified residentially zoned lands is generally acceptable in principle. Nevertheless, individual proposals for the development of these sites shall have regard to phasing approach set out in section 3.2.1, and the need to integrate new development in to the existing urban fabric and, in particular, to ensure that opportunities exist to access local services and the town centre by sustainable methods of travel, such as cycling and walking. The following design policies will also apply:

Objective UD 11: It is an objective of the Council to ensure that all residential development, where possible, provides for pedestrian access and orientation towards the town centre. A desire line analysis should generally be provided as part of any new residential development proposal in support of this.

Objective UD 12: It is an objective of the Council to ensure that all residential development provides for maximum permeability and connectivity to adjacent areas. Railings and boundary walls should not be provided where desire lines exist to the town centre and key neighbourhood amenities, such as shops, schools and parks.

Objective UD 13: It is an objective of the Council to ensure that the creation of safe pedestrian environments in urban areas is achieved by well-designed layouts that provide for natural surveillance. Residential frontage development overlooking walkways and public open spaces should therefore form an integral part of any new development.

Objective UD 14: It is an objective of the Council that residential lands phased for development in Phase 2 shall only be considered for development in line with 3.2.1 of this Local Area Plan.

5.1.6 Opportunity Sites

A number of key sites within the town, including within the town centre area, are unused or underused and represent important development sites. These sites have considerable development potential that could consolidate the town's urban fabric and provide wider benefits to the town, including economic development, tourism and culture. Residential development proposed on Opportunity Sites will be considered Phase 1, in line with the Phasing Approach outlined in section 3.2.1 of this LAP. Three general areas are considered to be of prime importance to the future development of Ballinrobe and have been identified as key Opportunity Sites in the Plan. These particular areas were identified on the basis of:

- Location
- Size
- Accessibility
- Current land Uses

Table 10: Opportunity Sites

	Opportunity Sites
Opportunity Site One	Military Barracks area
Opportunity Site Two	Cranmore House area
Opportunity Site Three	Rear New Street/Convent Road

As the name suggest, these sites provide an excellent opportunity for both the Council and landowners to work together to maximise the potential of these lands in the most appropriate manner.

The preparation of a framework document or plan will be required to guide development proposals on the Cranmore House and Military Barracks sites. These areas have particular built and natural heritage assets and access issues that will require to be addressed before development proposals proceed. In addition, as the ownership of these large sites is fragmented, it is important the framework plans are prepared to avoid a piecemeal approach. Such plans should include details of phasing, future connectivity, incorporation of significant site features and inter-relationship with neighboring developed or underdeveloped lands. These plans should be approved by the Planning Authority as part of the pre-planning process and should subsequently form part of the formal planning application.

Opportunity Sites One & Two - Military Barracks and Cranmore House

An area of recognised importance within Ballinrobe is the combined opportunity sites at the Military Barracks and Cranmore House area. It is acknowledged that parts of these lands have already been the subject of unsuccessful planning applications, with mainly traffic and amenity issues being raised. The lands occupy a geographically important location in the town and are also of significant historical and cultural value to the town. These aspects of the lands need to be held in first regard in any potential development of the lands.

Policy UD 14: Mayo County Council will consider the historical, cultural, landscape and geographical importance of the Military Barracks / Cranmore House area as a fundamental aspect of any development proposals for the lands. Any development proposals will need to be subject to an architectural conservation and historical / cultural study.

The lands are bounded to the north by the River Robe, which is a uniquely developed amenity in the town. The provision of additional development in the area is likely to have a positive effect on the riverside parklands, bringing increased activity and passive surveillance if well designed. The lands are also traversed by the River Bulkan which, although not landscaped in the manner of the Bower's Walk, is potentially as attractive. The opportunity exists for the riverside to be landscaped and integrated with the Bower's Walk.

A number of potential access points to the lands exist. While vehicular access to the lands is important, pedestrian access should be provided to the town centre area, the Green area and the Bower's Walk in order to provide and enhance pedestrian connectivity to key opportunity and amenity sites. In order to facilitate the development of the lands, additional vehicular access may be necessitated. This includes the possibility of creating an inner distributor road access from the south. Vehicular access from the town centre through the Cranmore House site may be limited in advance of the town's bypass. A transport feasibility study would be required to ascertain what level of access would best serve the appropriate development of the subject lands.

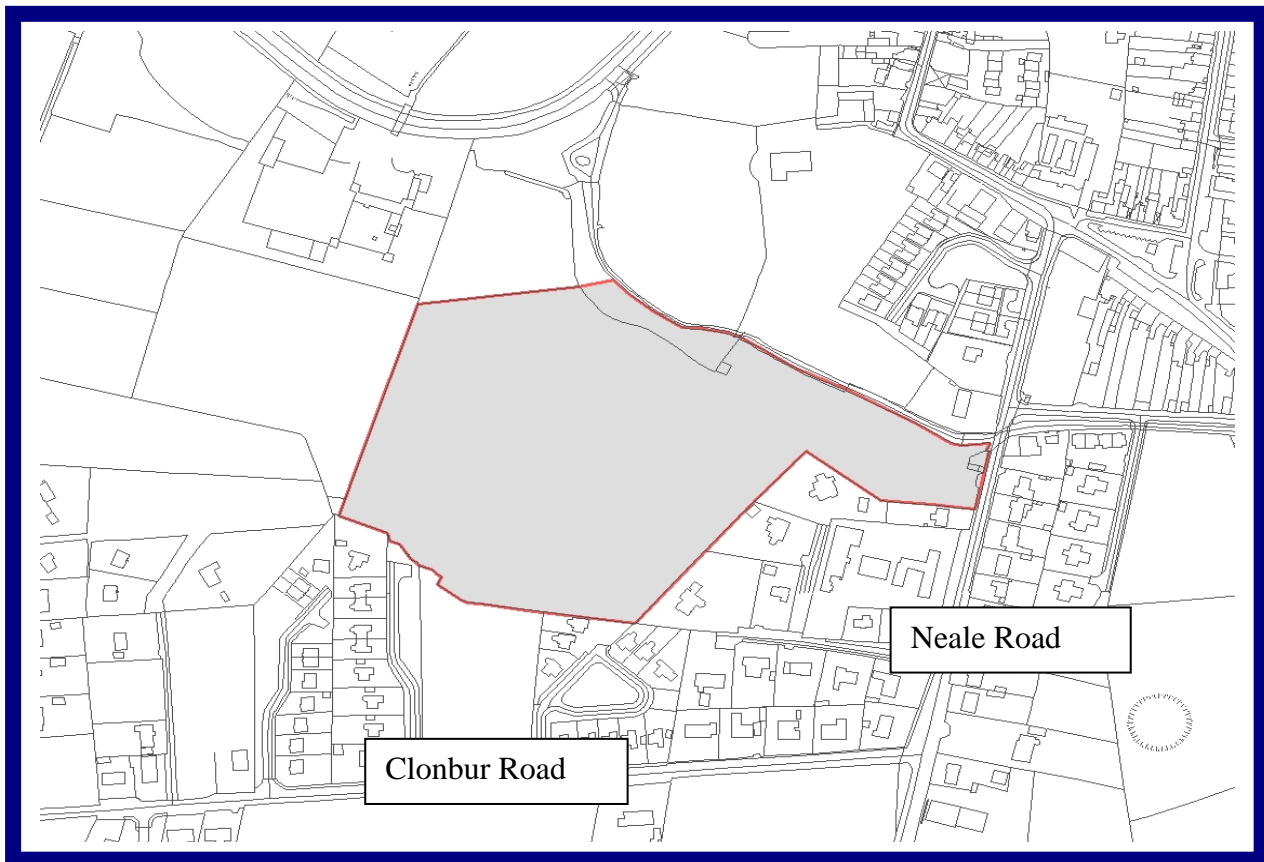
Important aspects of a framework plan should include: -

- The cultural, historical and geographical importance of the lands.
- The preservation of important architectural and historical artefacts.
- The development of a River Bulkan riverside parkland.
- The provision of links to adjacent residential areas, the town centre and the Green.
- A feasibility study for a potential inner distributor route.

Policy UD 15: Mayo County Council will consider the development of a framework plan for the Military Barracks / Cranmore House area which will consider the historical and cultural importance of the lands. This will be prepared in conjunction with affected local community groups, local businesses and landowners and will be approved by the Planning Authority.

Opportunity Site One – Military Barracks area

Total Area: 5.9 ha.



Access and Linkages

- ❖ Vehicular /pedestrian connection with Cranmore House area
- ❖ Links between proposed civic spaces and major open areas
- ❖ Accentuate important contrast between narrow streets and large open space around the Military Barracks
- ❖ Provide strong linkages with River and riverside walkway

Permissible Uses

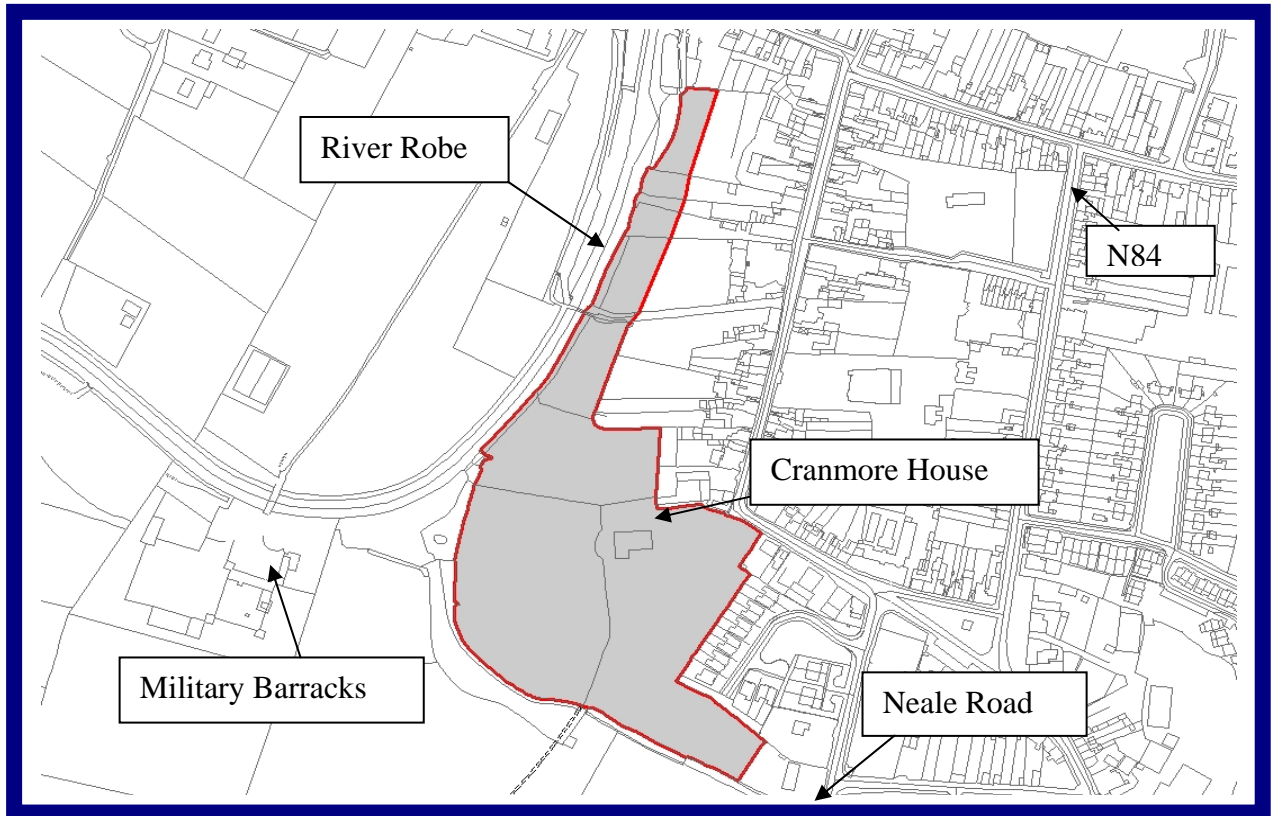
- ❖ Mixed Use
 - Residential/Recreation/Community Facilities/Open space/ Amenity

Design Issues

- ❖ High quality street furniture
- ❖ Well proportioned units around central civic spaces
- ❖ High quality, useable private and public open space
- ❖ Dedicated river walkway & protection of riparian zones.
- ❖ Well positioned pedestrian spines throughout the development, highlighting the importance of pedestrian movements
- ❖ Dedicated views to and from the Military Barracks to be protected
- ❖ Lands close Military Barracks to be protected from built development
- ❖ Preliminary Maximum Plot Ratio of 0.3 (subject to any Framework Plan)

Opportunity Site Two – Cranmore House area

Total Area: 4.6 ha.



Access and Linkages

- ❖ Strong pedestrian and vehicular links with town centre
- ❖ Preservation of Views of Cranmore House
- ❖ Continuation of Walks along the River

Permissible Uses

- ❖ Mixed Use
 - Community & Culture Facilities/Retail/Residential/Recreation/Amenity

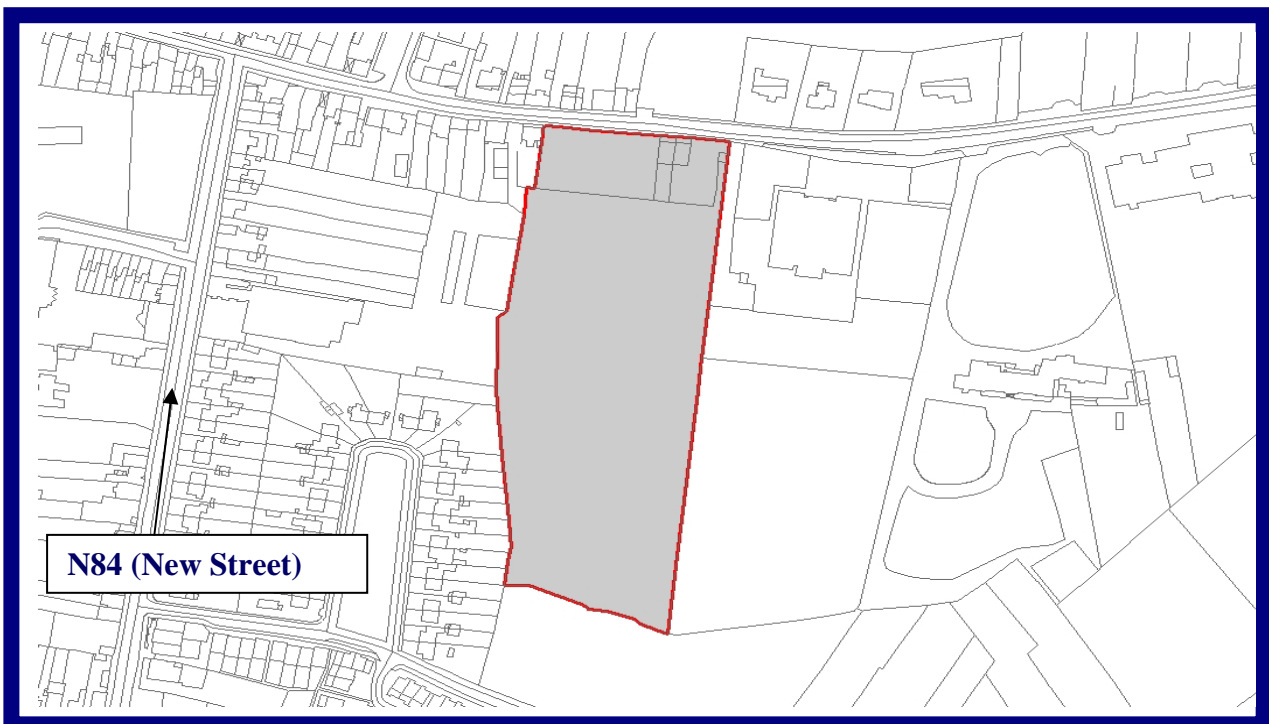
Design Issues

- ❖ Careful assimilation with Cranmore House
- ❖ Use of appropriate scale
- ❖ Restoration of River edge & protection of riparian zones
- ❖ Creation of a strong sense of place and identity
- ❖ Mixed Use development to be encouraged along river edge
- ❖ High quality landscaping proposals required
- ❖ Potential to promote Cranmore House as the town's cultural quarter
- ❖ Preliminary Maximum Plot Ratio of 0.5 (subject to any Framework Plan)

Opportunity Site Three – Rear of New Street/Convent Road

Total Area: 2.0 ha.

This site is strategically located to the East of the town centre. Access to the site is currently limited to Convent Road. Any future redevelopment of the hardware store on New Street could provide a vital additional link with the town centre allowing ease of movement between these two spaces. As previously noted, the historic streetscape of Ballinrobe restricts the manner in which the town can expand. The development of this site could facilitate the pressure for future expansion of the town centre whilst also safeguarding the continued preservation of the historic streetscape.



Links to be provided with adjoining lands

- ❖ Potential pedestrian access with town centre and schools
- ❖ Potential for extension to west and south to include existing commercial premises

Permissible Uses

- ❖ Retail/Commercial
- ❖ Residential
- ❖ Recreation

Design Issues

- ❖ Appropriate mix of uses to encourage continued activity throughout the day
- ❖ Innovative design schemes to be encouraged
- ❖ Building Height of 2-3 Stories
- ❖ Maximum Plot Ratio of 1.5

Development Management Standards



General Development Management Standards

6.1 Introduction to Development Management Standards

This chapter details the Development Management Standards that will be applied by the Council in the assessment of planning proposals in the Plan area. These standards seek to ensure that all future development is in accordance with proper planning and sustainable development and the policies and objectives of the Local Area Plan and Mayo County Development Plan 2008-2014. The Standards set out in the Mayo County Development Plan 2008-2014 will apply for development proposals not addressed in this chapter and, in all cases, it should be consulted in conjunction with this Local Area Plan.

The Development Management Standards provide guidance to potential developers and the public on the Planning Authority's requirements regarding many aspects of the scale and design of developments. These standards are intended to guide individuals and developers when preparing proposals for developments within the Plan area. Adherence to the Standards is recommended, although some flexibility may be given where a planning proposal shows innovation or very high quality in other ways. Conversely, strict compliance with the Standards does not automatically render any proposal acceptable and all proposals will be considered in detail on individual merit. In this regard, it is the Council's objective to encourage and promote excellence in design quality and innovation, rather than achieving a strict adherence to Standards.

6.1.1 General Design Guidance

As referred to above, it is an objective of the Council to promote a high standard of layout and design for all development. The following guidelines will apply to all types of development within the Plan area. There are more specific standards later in this chapter that relate to particular types of development.

6.1.2 Design and Scale of Buildings

The existing context of all new development should be taken into account when embarking on the design of a new proposal. Particular regard should be given to the existing urban form and building fabric in the area, including scale, height, design, layout and materials. Where a proposal includes a new intervention into an existing streetscape or area of particular character, photomontages or other visual aids that may assist in showing the impact of the proposal should be included in the planning application.

6.1.3 Building Lines

The special character of Ballinrobe town centre is, in part, determined by its existing streetscapes and building lines. These give a strong impression of an urban area and a sense

of enclosure. The preservation and continuation of the traditional building line is important in the town centre and other areas where a strong building line has been established. New development proposals should therefore have regard to existing building lines and should aim to be consistent with them. This also applies to other planned areas within the town, including residential estates and industrial/business parks.

In certain instances, particularly along main roads, setbacks may be necessary to facilitate future road improvements or enhance local amenity. In addition, there may be other circumstances where the adherence to an existing building line may not be appropriate for proper planning and quality design reasons. A flexible approach will be taken in these cases and such proposals will be considered on individual merit and design.

6.1.4 Building Height and Massing

The combination of height, scale, depth, design and positioning of buildings, combine to give a town, particularly the town centre, its own distinctive character. This matter is addressed in the Urban Design Framework. Development proposals require to be sympathetic to the existing height and massing of nearby buildings. A high building is defined as one that is significantly higher than neighbouring or nearby buildings. In a few locations, particularly within the town centre, consideration may be given to developments in which an increase in roof height is proposed, particularly where there are urban design benefits, such as at corner sites. Development proposals exceeding three storeys will be considered on their individual merits and design. Proposals comprising buildings that have a significantly increased height or massing than neighbouring buildings will generally not be acceptable, particularly if there are unresolved issues relating to loss of privacy or light, impacts on important streetscapes or views and lack of integration with the existing urban form and building fabric.

6.1.5 Site Coverage

Site Coverage calculation ensures that the built environment is developed at an appropriate density, with adequate space around buildings. It seeks to regulate the massing of buildings in relation to the site area. This is expressed as the percentage of the built area (ground floor footprint of buildings) relative to the entire site area.

In order to provide adequate areas around buildings for access, servicing, landscaping and amenity purposes, Site Coverage shall not normally exceed 80% in the town centre zoning and 60% elsewhere. Exceptions may be allowed in limited circumstances, when they can be justified on other grounds of good planning and design, including where wider urban regeneration and visual amenity benefits.

6.1.6 Plot Ratio

Plot Ratio is a measure of development density and is the relationship between site area and the total floor area of the buildings on it. It is calculated by dividing the gross

floor area of the building by the site area. The use of a Plot Ratio measure aims to prevent the adverse affects of over-development on a site, to the detriment of the amenity of future occupiers and neighbours. Conversely, Plot Ratio is also a measure of the most effective and efficient use of land as a valuable resource and very low Plot Ratios may not be sustainable in some cases. Separate Plot Ratios are given for the Opportunity Sites at section 5.1.6.

Normal Maximum Plot Ratios for Development Proposals, where permitted in principle			
Use	Town Centre Zone	LIC Zone	Other Zone
Residential	1.50	N/A	See Residential Standards
Commercial	1.5	1.0	1.0
Industrial	N/A	1.0	1.0
Other (not opportunity sites)	1.5	1.0	1.0

6.1.7 Infill Developments

Infill development must have due regard to the predominant existing uses, design features, building lines and heights, as well as the existence of particular features such trees, built heritage and open spaces. Proposals for infill development must demonstrate how they will integrate satisfactorily with the adjoining developments, without any loss of amenity. In the town centre area, greater flexibility over the normal development standards may be given, provided good planning and design are achieved. In town centre locations, where minimum parking standards may not be achievable or desirable, a contribution in lieu may be accepted. Similarly, good quality infill proposals in the town centre may be afforded a relaxation in the minimum open space standards.

6.1.8 Backland Developments

Backland sites are defined as sites without adequate frontage onto a public road. As is the case with infill developments, proposals for backland development require to undertaken in an orderly manner that does not prejudice existing local amenity. Piecemeal backland development can result in uncoordinated and inappropriate development that can adversely affect the amenity of adjoining properties. Additionally, access into backland areas should be co-ordinated with adjoining lands. Therefore, the Planning Authority will give consideration to well-designed and well-located backland development that is in the interests of proper planning and sustainable use of land, provided there is no detrimental impact on local amenity or urban form.

6.1.9 Access for All

In the interests of providing access for all persons, the specific access requirements for the elderly, children and people with disabilities must be incorporated into the design of shops,

commercial buildings and all other buildings, public spaces, facilities and services likely to be used by the general public.

6.1.10 Parking Standards

All new developments will normally be required to meet the minimum parking standards outlined below.

Dual Parking

Reduced car parking requirements may be considered in instances where the applicant can demonstrate that dual parking can be achieved. This might include instances where the peak parking demand of one use occurs at a different time to the peak demand of another use. For example, in a mixed commercial and residential scheme in the town centre, daytime parking demand arises primarily from the commercial use, which is normally significantly lower in the evenings when the residential parking demand is higher. In addition, there may be instances where individual uses are complementary and parking demands may be shared. As example of this would be a cafe in a commercial development, where a significant amount of cafe customers would be visiting the commercial premises also. In all circumstances, the County Council will require to be satisfied that dual use of parking is reasonably expected and that any reduction in parking supply will not result in road safety issues.

In Lieu Parking Charges

In instances where the applicant can not achieve such minimum standards, or where other factors, such as sustainable development and urban design, militate against full parking provision, the Council may consider parking contribution in lieu of the shortfall in spaces. This contribution will generally only relate to the town centre area, where car dominated trips are discouraged. The Council will require to be satisfied that such an approach is merited by the particular proposal and very careful consideration will require to be given to residential proposals in this regard. Whilst the use of the private car is to be discouraged, it is not the intention to control car ownership and, therefore, residential developments must make satisfactory and appropriate arrangements for car parking. Any development where car parking demand is likely to be displaced elsewhere as a result of under-provision of on site parking will not be acceptable.

Layout and Design

Applicants are required to be innovative in terms of parking layout, with large surface car parking areas to be avoided. Spaces should be subdivided into groups of four or less and soft landscaping used to lessen the visual impact on the surrounding areas. Where possible and appropriate, parking should be provided behind the building line to avoid large surface car parking areas weakening the streetscape. Consideration must be given to facilities for pedestrians and cyclists, as well as street lighting and furniture, in the design of car park layouts.

Residential

Type	Number of Spaces	Notes
Apartment	1.25 Spaces Per Unit	Innovation Considered
Dwelling House	2 Spaces per Unit	Innovation Considered
Hotel/Motel	1 space per bedroom	In addition, Function Room and/ or Bar as Below
Guesthouse	1 space per bedroom	Parking also required as per Category 2 if used as permanent residence also
Self Catering	0.5 spaces per bedroom	
Hostel	0.5 spaces per bedroom	Alternatively 1 space/60m ²

Manufacturing

Type	Number of Spaces	Service (E.g. Deliveries)
Manufacturing Industry	1 space/50m ²	90m ² per 2000m ² (gross floor area)
Light Industry	1 space/65m ²	90m ² per 2000m ² (gross floor area)
Warehousing	1 space/65m ²	90m ² per 2000m ² (gross floor area)

Commercial

Type	Town Centre	Other Areas	Service	Notes
Shopping Centre	1 space/ 25m ²	1 space/ 20m ²	90m ² /1000m ² (Gross floor space)	
Shops	1 space/ 25m ²	1 space/ 20m ²	90m ² /2000m ²	
Offices	1 space/ 40m ²	1 space/ 25m ²	50m ² /1000m ²	
Banks	1 space/ 45m ²	1 space/ 35m ²	50m ² /1000m ²	
Public House	1 space/ 4m ²	1 space/ 2m ²	50m ² / 500m ²	
Restaurant	1 space/ 10m ²	1 space/ 5m ²	50m ² / 1000m ²	
Hotels	1 space/ bedroom	1 space/bedroom	50m ² / 1000m ²	Add for bar area, /restaurant & function areas per categories 14,15 & 17
Discotheques Function Rooms	1 space/ 3m ² of public area	1 space/ 3m ² of public area	50m ² / 500m ²	
Retail Warehousing	1 space/ 30m ²	1 space/ 30m ²	50m ² / 1000m ²	

Car Showroom	1 space/ 100m ² plus 20 spaces/ha. sales area	1 space/ 50m ² plus 20 spaces/ha. sales area	50m ² / 1000m ²	
Garages	1 space/ 30m ²	1 space/ 30m ²	50m ² / 1000m ²	
Service Station	N/A	1 space/ 300m ²	135m ² /site	Additional space for shop as per category 11

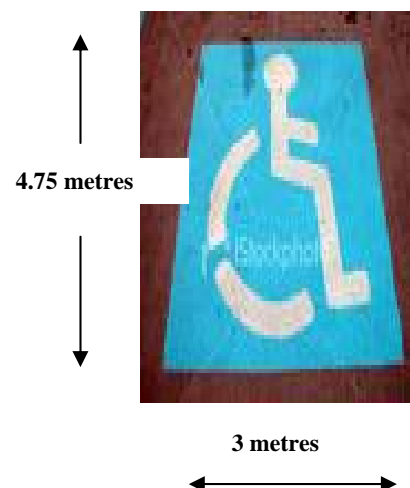
Health and Education

Type	
Nursing Homes	1 space/ bed
Surgeries	2 spaces/consulting room
Primary School	2 spaces/ classroom
Secondary School	1.5 spaces/classroom
Crèches/ Nurseries/ Playschool	1.5 spaces per employee & 0.25 spaces per student

Community Facilities

Type	Towns
Churches/Church halls	1 space/ 6 seats
Art Centre, Library, Museum	1 space/36m ²
Community Centres	1 space/14m ²
Cinemas, Theatres	1 space/4 seats
Funeral Homes.	1 space/10m ²

Disabled Parking Standards
1 space per 5-25 Spaces
3 spaces per 25-50 spaces
4 spaces per 50-75 spaces
5 spaces per 75-100 spaces
And three spaces per 100 spaces thereafter



Sports Facilities

Type	Towns
Athletic Track/Playing Field	15 spaces per track/field
Tennis Court	2 spaces/court
Bowling Alley	4 spaces per lane
Sports Centre	1 space/14m ²
Swimming Pool	1 space/20m ²
Leisure Centre	Calculated by facilities provided

Bicycle Parking

Bicycle parking should inform an integral part of any design proposal. Each space should be easily accessible and located in an area which is well overlooked. The following Bicycle parking requirements will be implemented throughout all land use zones.

Type	All Zones	Service
Residential	Apartment	0.25 spaces/unit
	Dwelling	1 space/ unit
	Hotels/Motel	0.1 space/ bedroom
Industrial	Manufacturing	1 space/ 250m ²
	Warehouses	1 space/ 300m ²
Transport	Rail/Bus Stations	1 space/ 10m ²
Commercial	Shop	1space/ 100m ²
	Offices	1space/ 100m ²
Community	Churches	1space/ 50m ²
	Museums	1space/ 100m ²
	Cinemas/Theatres	1space/ 10 seats
Health	Surgeries	1space/ consulting room
Education	Primary	0.2 spaces per pupil
	Second & Third Level	0.3 spaces/pupil
Sports	All	1space/ 250m ²

6.1.11 Fire & Emergency Services

All new developments will be required to satisfy the minimum fire safety criteria. These criteria include those which relate to:

	Criteria	Description
1.	Adequate Water Supply	Applicants must ensure that they can provide an adequate supply of water for fire prevention.
2.	Access for Emergency Vehicles	Applicants must ensure that emergency service vehicles can enter and exit the proposed development at all times.
3.	Internal turning movements	Applicants must ensure that the internal layout proposed provides sufficient turning space for all emergency service vehicles. This turning space is to remain accessible at all times
4.	Location	Applicants must ensure that the proposed location of the development does not injure public health. Where possible, the Council will require that all new Industrial Developments are located in areas remote from large residential areas. Applications for developments likely to accommodate hazardous materials may be required to include a surrounding exclusion/buffer zone in which additional development will be prohibited.

6.1.12 Lighting, Signage and Advertising

Advertisement signs have the potential to add particular interest to an area. The excessive use of signs, particularly illuminated signs, however can detract from the very location they are advertising. The use of signage must therefore be closely monitored. The use of external advertising signs will be restricted to one per business.

The following restrictions will apply to all new advertisement signs in the plan area:

- The over use of external signs is discouraged
- The use of illuminated signs will be restricted
- The use of Irish Shop names will be encouraged
- Projecting signs, where permitted, should be at least 2.4m above ground level

6.1.13 Public Rights of Way

The Council will aim to preserve existing public rights of way within the plan area. Efforts will also be made to extend and improve existing public rights of way where possible.

Applicants who seek to divert/re-direct existing public rights of way will only be considered in cases where he/she can demonstrate that the re-diverted route is of equal character and convenience to its users

6.1.14 Surface Water Drainage.

Development proposals must provide adequate provisions to cater for surface water disposal. Developers will be encouraged to include provisions in line with Sustainable Urban Drainage Systems (SUDS) and may also be required to pay development contributions to the Council towards the upgrading of the public storm water system being provided within the town.

6.1.15 Sewerage

Developers will be required to demonstrate that the proposed development is capable of being connected to the town's existing sewerage scheme.

The Council may require that the capacity of such connections is in excess of that required, thus ensuring that future development on adjoining lands is adequately catered for.

The Council will require that applicants of all new residential schemes pay a financial development contribution to cover the cost of future upgrades to the town's sewerage facilities.

6.1.16 Street Lighting

Developers will be required to provide street lighting in line with the recommendations outlined in the Site Development Works in Housing Areas published by the DoEHLG. Sufficient lighting should be provided on distributor roads throughout large developments as well on all minor roads servicing smaller housing clusters.

6.1.17 Archaeology

Any proposed development within the Zones of Archaeological Potential on the Record of Monuments and Places Maps must be archaeologically assessed prior to any development taking place on site.

Large-scale developments (i.e. 0.5 ha or more in area or linear development of 1 km or more) shall be referred by the Planning Authority to the Department of Environment, Heritage and Local Government (DoEHLG) and the development may require an archaeological assessment.

6.1.18 Existing Natural and Built Features on Site

Developers will be required to retain significant existing natural and built features on site and should ensure that such features are incorporated into the new development proposal in an appropriate and meaningful way. Features of significance may include dry stone walls, hedgerows, mature trees, topographical or geological features and watercourses. Any other features or important characteristics of development sites should also be addressed appropriately in development proposals. Any planning application for development should include an accurate drawing showing the location of all existing natural and built features on site. The County Council may also require a fully detailed site survey, where appropriate.

Development proposals in riparian zones may be required to include measures to reduce and prevent pollution during construction, in addition to measures to protect the riparian zone in the longer term. In general there should be no development within a 10 metre buffer zone along the edge of a watercourse or water body, except where there is existing development or there is an existing roadway within the buffer zone.

6.1.19 New Access and Road Safety

Access points onto the public road constitute a significant road safety issue. Generally it is considered good practice not to have a proliferation of access points, particularly in areas where the maximum speed limit applies. The minimisation and consolidation of access points is therefore an important design issue. It is the policy of the Council to support the National Roads Authority policy statement on *Development Management and Access to National Roads (2006)*. Development along National Roads (N84: Galway to Castlebar) and Strategically Important Regional Roads (R334: Ballinrobe to Headford) will be restricted in areas outside the 50kph speed limit zone. Any significant development adjacent to the unrestricted sections of these roads should be accessed from within the urban speed limit zone.

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

- a)** It shall be a requirement that a Road Safety Audit be conducted in respect of all proposed significant developments and submitted as a part of the planning application. A significant development would be a development, which generates 40 Traffic Movements per day.
- b)** It will be a requirement that a Traffic Impact Assessment be conducted in respect of proposed significant developments whereby traffic generated by the development exceeds 10% of the existing traffic level on the road, or 5% where the road is already congested.

c) No development will be allowed within the public right of way that would compromise road safety i.e., memorials, concrete bollards, signs and large boulders.

6.1.20 – Road Noise Mitigation

For any proposed development which is within the zone of influence of existing national roads or planned new national roads, the applicant will be required to identify and implement noise mitigation measures where the additional traffic generated by the development results in a breach of the noise design goals on national roads for sensitive receptors exposed to road traffic noise. The cost of implementing mitigation measures shall be borne by the developers. Regard shall be had to the requirements of the Environmental Noise Regulations 2006.

6.2 Residential Standards

6.2.1 Design Requirements

(i) Density

The Council will require that all development proposals are at a density appropriate to their location. Higher densities will be encouraged within the town centre and other areas close to important local services and good transport links. In this regard, densities within the town centre zoning will be assessed with reference to the Plot Ratio Standard set out in section 6.1.6 above.

Zoning	Density
Residential	Up to 30 Units /Ha (12 Units/Acre)
Low Density Residential	Up to 10 Units /Ha (4 Units/Acre)

The Council will also assess each application's density on the basis in which it meets the following criteria:

Criteria

1. Suitability of proposed location
2. Compatibility with densities of adjoining areas
3. Layout type
4. Height (particularly in relation to adjoining buildings)
5. Public and private open space provisions made
6. Privacy and amenity available
7. Pedestrian and cycle links available
8. Impact on existing residential amenity
9. Impact on existing traffic patterns

(ii) Dwelling Type

The Council will require that a suitable mix of house types is provided in each development proposal. This mix should ensure a suitable combination of one, two and three bed units, as well as larger units in suitable locations. Applicants are also required to provide these

units in a range of formats, including detached, semi-detached and terraced. A minimum of 30% detached houses will be required in residential developments of more than 10 houses on residentially zoned lands. Developers are also encouraged to provide serviced sites within residential development schemes to allow individual occupiers to design houses to meet their needs.

(iii) Building Line

Applicants, when making an application, will normally be required to respect the established building line in place. In instances where the existing structure being replaced has previously broken the building line, applicants will normally be requested to reinstate the general building line. Applicants will normally be required to provide a minimum set back of 6 metres from the road edge. This minimum set back must be increased in instances where the lands to the front of the development are required for visibility splays.

(iv) Open Space Requirements

Applicants will be required to provide sufficient, useable open space which is passively surveyed and easily accessible. Applicants should aim to include a mix of large and smaller open spaces which cater for a range of recreational activities.

Public Open Space

The following table identifies the normal public open space requirements for all new residential schemes. These areas relate to usable open space and, in particular, do not include footpaths, roads and verges or other incidental areas. Some reductions in these standards may be considered in infill developments or centrally-located sites provided that the amenity of existing and future residents is not diminished.

	Open Space Requirement
Town Centre	10% overall site area
Other Areas	15% overall site area

Detailed landscaping schemes should be incorporated as part of the proposed application. These schemes must include a breakdown of the types of soft and hard landscaping proposed, including a comprehensive listing of all existing and proposed trees to be incorporated in landscaping arrangement.

Private

The following private open space requirements will apply to all new residential schemes. Some reductions in these standards may be considered in infill developments, innovative designed schemes or on centrally-located sites, provided that the amenity of existing and future residents is not diminished.

	Open Space Requirement
Town Centre	60sqm 1 / 2 bed houses 100 sqm for 3/4/5 bed houses
Other Areas	60sqm 1 bed houses 100 sqm for all other houses

* Note these standards apply to houses only. Standards for apartments are indicated below.

(v) Overlooking:

The Council will require that all new residential developments are effectively designed as to avoid unnecessary loss of privacy to adjoining developments. Applicants should therefore take into account the following design considerations.

Residential Design Considerations

1. A minimum of 22 metres shall be maintained between opposing first floor windows to ensure overlooking is avoided. In instances where the applicant can demonstrate that the design proposed overcomes the issue of overlooking, this requirement may be relaxed.
2. A minimum of 35 metres separation distance will be required in instances where first floor windows serve living room areas
3. Distances may be relaxed for infill developments where such distances cannot be achieved (innovative design required)
4. Side windows at ground floor level shall be staggered to avoid overlooking of adjoining units. In instances where side elevation windows are proposed, a screen fence of at least 2 metres and/or landscaping will be required to increase privacy.

6.2.2 Naming of Residential Estates.

Developers are encouraged to use the Irish language and surrounding landmarks and characteristics in the determination of placenames.



6.2.3 Phasing

The Council will normally require that residential developments of 30 units or more are constructed in a number of specified phases. These phases shall be clearly identified at the application stage and should ensure that utilities, roads, open space etc. are available for occupants of each phase. Phased works should be carried out in a manner that results in minimum disturbance to occupiers of previous phases. Each phase shall also be fully completed prior to any development works being carried out on the next phase.

6.2.4 Traffic Arrangements within Residential Developments

Developers shall have regard to the *Traffic Management Guidelines (DoEHLG/DoT)*.

Residential developments shall include natural traffic calming measures through the use of formal crossings, natural vegetation, on-street car parking and shared surfaces.

Sight distance/visibility splays shall be in accordance with those outlined in the County Development Plan, or any subsequent Council guidelines prepared for specific areas.

Stop signs shall be provided at the intersection between the entrance of the residential development and the public road. Stop/Yield signs should also be provided at the intersection of all minor roads and the main distributor road through the estate. All intersections should include provisions for pedestrian crossings including dished curbs and tactile pavements.

Road gullies shall not be placed on the opposite side of the road as dished paving or driveways.

6.2.5 Apartments

(i) General Design

All apartments shall be designed in accordance with the standards outlined in the *Sustainable Urban Housing: Design Standards for Apartment* published by the DoEHLG in September 2007. All apartment schemes must provide an adequate mix of unit types including one, two and three bed units. The floorspace of these units shall be sufficient as to provide adequate living space and storage space for its users as well as ensuring a sustainable living environment for residents.

(ii) Floorspace Requirements

Minimum overall apartment floor areas

Type	Size
One Bedroom	45sqm
Two Bedroom	73sqm
Three Bedroom	90sqm

***Note:** An enclosed (separate) kitchen should have a minimum floor area of 6.5 sq. metres. In most cases, the kitchen should have an external window.

Minimum floor areas exclude built-in storage presses.

Minimum aggregate floor areas for living/ dining/ kitchen rooms and minimum widths for main living/dining room

Type	Minimum width	Minimum floor area
One bedroom	3.3m	23 sq m
Two bed	3.6 m	30 sq m
Three bedrooms	3.8 m	34 sq m

Minimum bedroom floor area/width

Type	Minimum Width	Minimum Floor area
Single Bedroom	2.1 m	7.1 sq m
Double Bedroom	2.8 m	11.4 sq m
Twin Bedroom	2.8 m	13 sq m

Minimum aggregate bedroom floor areas

Apartment Type	Size
One Bedroom	11.4 sq m
Two Bedrooms	11.4 + 13 sq m= 24.4 sq m
Three Bedroom	11.4 + 13 + 7.1 sq m = 31.5 sq m

Minimum storage space requirements

Type	Minimum Size
One bedroom	3 sq m
Two bedrooms	6 sq m
Three Bedrooms	9 sq m

Minimum floor areas for main apartment balconies

Type	Minimum Size
Single Bedroom	5 sq m
Double Bedroom	7 sq m
Twin Bedroom	9 sq m

A mix of apartment types will be encouraged within each individual development. Developers should note that the standards identified above are minimum floorspace requirements. The council will encourage that at least 25% of apartments, within apartment schemes of 20 units or more, are in excess of 80 sqm.

Developers are encouraged to provide an appropriate mix of unit types which can create an attractive residential environment for all members of society, regardless of whether they are single or within family units. It is envisaged that such a mix will help promote a sustainable living environment, make an efficient use of community facilities and promote social inclusion. Proposals should also aim to cater for all ages of the community.

Developers should have regard to the following when considering an appropriate apartment scheme:

1. Each apartment should be self contained with only one entrance to each apartment from the main corridor.
2. Apartment schemes should include high quality design proposals which are appropriate to their surrounding environments.
3. Apartment schemes should incorporate common open space provisions in the form of terraces and courtyards which will provide a friendly living environment.
4. Proposals should also incorporate appropriate provisions for refuse storage, bicycles, the drying of clothes and storage areas for household fuel (not on balconies).
5. Proposals should include high quality landscaping schemes for communal areas. Landscaping should be provided in an attractive mix of soft and landscaping which is useable to its residents.
6. External Car Parking spaces should be segregated so that planting is provided between at least every four parking spaces
7. On site bicycle car parking should be provided in line with recommendations outlined in Section 6.1.10 above

6.3 Community Facilities

6.3.1 Primary/ Secondary School Requirements

School Requirements

Primary

A minimum of 0.75 hectares of land is normally required for single-stream schools of up to 8 classrooms. This requirement increases in line with the increasing number of classrooms provided.

Primary & Secondary

Adequate thought must also be given to the provision of organised sports activities and group activities. Dedicated hard and soft landscaping areas should be clearly reserved for such past times.

Provision must be made for on-site car parking. A dedicated set down area must be provided where by children can be dropped off safely. This set down area should preferably include a one way traffic management system

Adequate lands must be reserved for the future expansion of educational facilities. These lands, where possible, should adjoin existing school facilities. The amount of land required to be reserved must mirror those recommended by the Department of Education.

Full regard will be given to the Code of Practice “The Provision of Schools and the Planning System” (July 2008).

6.3.2 Childcare Facilities

General

Applications for new/extensions to existing childcare facilities must comply with the recommendations outlined in the current *Childcare Facilities: Guidelines for Planning Authorities*.

All residential developments of 75 units and above must include adequate provisions for an on-site childcare facility.

The Council will encourage the provision of childcare facilities within identified neighbourhood centres/ within new or existing places of work. These sites must be capable of facilitating adequate car parking facilities, a safe drop off point and adequate open space provisions.

The Council will encourage the provision of new childcare facilities that are located within close proximity to good quality transport links.

Location

The Council will require that the proposed childcare facility is located within a location that can be easily accessed by those using the facilities. The suitability of the location will be assessed according to the following criteria:

Location

1. The ability of the site to cater for the size of facility proposed
2. The availability of outdoor play areas.
3. The proximity of the site to good public transport nodes, pedestrian links with existing residential areas/ and or employment areas, educational facilities and neighbourhood or district centres
4. Existing Traffic Arrangements
 - a. Traffic safety - the extent to which safe access and adequate parking and drop off facilities are capable of being provided for users or staff
 - b. Local traffic conditions: The likely impact of the proposed facility on existing traffic flows and general road safety of the area
- 5 The availability of suitable and adequate services (i.e. water and sewerage)
- 6 The number of similar facilities in the adjoining area.

Temporary Planning Permission for Childcare Facilities

Temporary permission for childcare facilities will only be granted in exceptional circumstances. Such permissions will be valid for a period of between 1 and 5 years, during which the impact of the development on the surrounding area can be monitored.

Childcare Applications

Applications for childcare facilities must include the following information:

Information to be
included within
Childcare
Applications

1. The type of facility being proposed

‘Full Day Care Facilities’ or ‘Sessional Childcare Facilities’

2. A description of the breakdown of floorspace,

Ensuring that sufficient floorspace per child is provided. This description should include the age group ranges catered for (kitchens, toilets and other such service areas shall not be included in the calculation of floorspace per child.)

3. The proposed opening hours

4. The proposed number of staff.

5. Parking Arrangements

Car parking facilities

Dedicated drop off point

Visibility splay from the gateway.

6. The external and internal play areas

7. Management

6.3.3 Burial Grounds

The Council’s policies and objectives in relation to burial grounds have been identified in **Section 4.1.3** of this Plan.

The Council will require that headstones (including plinths) do not exceed a height of 1.4 metres.

6.3.4 Nursing Homes

The Council will require that all new nursing homes are located within an area that is well connected to the existing town centre. The suitability of the proposals will be assessed on the following factors:

Information to be included
Within Nursing Home
Applications

1. Size and Scale

The size and scale of the proposed development must be appropriate to the area.

2. Proximity to Local Services

The nursing home shall be in close proximity to local services and facilities.

3. Impact on adjoining lands

The development shall not have a negative effect on the amenities of adjoining properties.

4. Availability of external open space for recreational activities

Suitable open space shall be provided for the development.

5. Parking Facilities

Adequate off street parking shall be provided in accordance with the Car Parking Standards identified in **5.1.1(iii)**

6. Compliance with Legislation

Compliance with the standards governing nursing home development as outlined in the *Health (Nursing Homes) Act 1990, Statutory Instrument No. 226/1993: Nursing Homes (Care & Welfare) Regulations, 1993* and any other subsequent legislation.

7. Amount of land for future expansion

8. Appropriate design

6.3.5 Fire & Emergency Services:

The Council will require that fire prevention/fire control and emergency service access provisions are integrated into all new planning proposals. The following factors, regardless of size, scale and nature of the proposed development will be considered when assessing all planning applications:



Fire & Emergency Service

1. Water Supply

Developments must be capable of providing an adequate supply of water for fire prevention.

2. Emergency Service Vehicles

All developments shall include adequate provisions for emergency service vehicle access.

3. Ease of Movement/ Turning Manoeuvres

The internal layout of the development site shall be designed in such a way to ensure ease of movement/turning manoeuvres for emergency service vehicles.

6.4 Industry, Warehousing and Business Park Development

6.4.1 General

The Council will seek to minimise the negative impact of all new industrial, warehousing and business park developments on the existing residential amenity of the plan area. The Council will therefore require that all new applications for industry, warehousing and business park development are located on suitably zoned lands

Industrial/Warehousing and Business Park Development

Proposals for all new Industrial, Warehousing and Business Park Developments within the plan area will be assessed according to the following criteria:

Industrial, Warehousing and Business Park Development

1. **Nature of the Development**
2. **Environmental Considerations**
3. **Design and Layout**
4. **Unit Type**
5. **Open Space and Landscaping**
6. **Parking and On-Site Circulation**
7. **Ancillary Activities**
8. **Waste Disposal and On-Site Storage**

1. Nature of the Development

- The proposed activities to be carried out on site
- Detailed description of the number of people likely to be employed
- Opening/Operation times

2. Environmental Considerations

- Industrial Developments: will be required to demonstrate the manner in which dangerous substances on site are to be catered for. A detailed description of the chemical nature, volume and rate of discharge of all effluents as well as the noise, air and waste emissions emanating from the site should be provided.

3. Design and Layout

- The building line shall normally be setback at least 15m from the roadway edge.
- The Council may require that this set back is increased along main roads.
- The proposed site coverage should not exceed 60%.

- The number of external signs shall be limited.
- The layout of warehousing/ business parks shall reflect a parkland setting.
- The design of all units on site shall respect the existing scales and architecture already in place in the surrounding vicinity.
- The design of all units on site shall be consistent in terms of materials, heights, open space treatment, lighting and external surface treatments.
- Proposals shall include a variety of unit sizes to suit a range of occupants.
- The presence of large areas of surface car parking shall be broken up by the use of landscaping. Where possible, car parking shall be provided to the rear of the front boundary line.

4. Unit Type

- Any retailing shall be ancillary to the primary use of the unit. Out of town retail warehousing units, where permitted, shall be a minimum of 700sqm in size in order to protect the retail primacy of the town centre commercial core.

5. Open Space and Landscaping

- A minimum of 10% open space shall be required, including a minimum 5 metres landscaped strip to be provided along all main roads.
- High quality landscaping designs shall be included as part of the planning application. Such landscaping designs shall include the use of native trees. Landscaping Proposals shall include:
 - Tree Species to be provided.
 - Security Fencing and related services to be provided .
 - Footpaths and cycle paths to be provided.
 - Signage on Site.

6. Parking and On-Site Circulation

- Full details of the likely impact of any increase in traffic volume on the public road serving the site shall be submitted.
- Details of the proposed access and other on-site roads, footpaths and cycleways shall be submitted.
- Adequate space shall be provided for circulation and vehicular movements on site. Loading bays shall be provided in such a way as to ensure that they are both screened from view from the public road whilst also causing the least impact possible on the amenity value of neighbouring lands.
- Car parking and bicycle provision shall comply with the Plan standards

7. Ancillary Activities

- Offices ancillary to the primary function of the building may be open to consideration, depending on the nature and size of the units proposed.

8. Waste Disposal and On-Site Storage

- All development proposals shall include a detailed account of how construction and demolition waste and on-site storage materials will be dealt with.

6.5 Telecommunications

6.5.1 General

The Council will require that proposals for all new telecommunications infrastructure is consistent with the recommendations outlined in the '*Telecommunications Antennae & Support Structures-Guidelines for Planning Authorities*'. Planning applications for telecommunication masts will be assessed according to the following criteria:

Telecommunication Masts

1. Sitting and Design

Although the location of the mast is often determined by a range of engineering factors, applicants are requested to choose a location based on the following:

Visual Impact: Shall not be visually prominent on the surrounding landscape.

Height: The height of the structures shall be kept to a minimum.

Views: Does not detract from the town's important views, including of protected structures and in the ACA.

Dual usage: All operators will be encouraged to co-locate and are obliged to demonstrate to the Council that they have made every effort to do so.

Visual Impact Assessment: VIA must be included for proposals within visually sensitive locations.

2. Health and Safety:

Operators will be required to demonstrate compliance with The *International Radiation Protection Association (IRPA) Guidelines (Health Physics, Vol. 54, No. 1 (Jan) 1988)* or the equivalent European Pre-standard 50166-2.

Applicants are also required to ensure adequate security measures (fencing & anti-climbing devices) are put in place to secure the site.

3. Decommissioned:

All equipment must be capable of being decommissioned after all activities have ceased.

6.6 Retailing

6.6.1 General

The Council will require that the type of retail floorspace being proposed complements the existing retail offer in the town.

All new retail developments within the plan area must accord with the Mayo Retail Strategy 2008.

6.6.2 Location

The Council will seek to ensure that the location of all new retail development safeguards the future vitality and viability of Ballinrobe's existing town centre commercial core. The Council will assess the overall suitability of the proposed location based on the principles of the Retail Planning Guidelines 'Sequential Approach'.

'Sequential Approach'.

Development, where practicable and viable, should be located within the town centre. Where it is not possible to provide the form and scale of development required on a site within the town centre and the applicant has demonstrated this to the satisfaction of the Planning Authority, consideration may be given to a site at the edge of a town centre. An edge of centre site, as defined in the Retail Planning Guidelines, is taken to be one which is within easy walking distance of the primary shopping core of the town centre. The Council will therefore discourage significant retail development elsewhere, except where meeting neighbourhood needs or if otherwise provided for in this Plan.

6.6.3 Retail Application

In making an application for planning permission for retail development, the onus is on the applicant to demonstrate compliance with both the objectives outlined in the County Development Plan and Retail Strategy 2008 as well as those outlined in this Local Area Plan. Applicants will be required to assess the likely impact on the existing town centre commercial core.

All retail applications outside the town centre commercial core area will be assessed according to the following criteria:

Retail Impact on Town Centre

1. Long Term Viability

Its impact on the Plan's long term land use strategy.

Its impact on attracting other private sector investment into the town centre.

2. Impact on Existing Services

Impact on the future range of activities and services that town centre can support

3. Impact on Existing Units

Whether the development will cause an increase in the number of vacant properties in the town centre in the short or long term.

Design/Layout

All new retail developments should successfully assimilate with their surrounding built environment. Proposals shall seek to respect:

- Adjoining building heights and scale.
- Existing materials in use in the area.
- Adjoining building lines.
- Adjoining shopfront styles.
- Proximity to protected structures.

The Council will require that all new retail applications include detailed contiguous front elevations. The applicant may also be requested to provide photomontages illustrating the manner in which the proposed development will assimilate with the existing streetscape. Applications for buildings which are excessively higher than that of existing buildings will not generally be permitted unless that of a landmark/gateway building.

6.6.4 Shopfronts

Shopfronts play an important role within the town centre commercial core area. The materials, finishes and architectural styles chosen can greatly add to the attractiveness of the street. Distasteful finishes, inappropriately scaled buildings and openings which are excessively out of proportion can all significantly reduce the charm and allure of the streetscape.

Ballinrobe's main commercial streets provide an important visual expression of the town's history. The Council will, where possible and appropriate, request that the existing shopfront be maintained.

The future replacement, refurbishment and extension to existing retail units must be sympathetic to their surroundings, incorporating, where possible, the use of traditional and simple design styles. Innovative designs will be encouraged. These designs however will need to respect the existing streetscape in which they are set.




Retail units which are deemed to have no significant architectural merit may be entirely removed and replaced with a more innovative, contemporary design that is sympathetic to its surroundings.

Shopfront Design




- 1. Advertisement Signs:**
As outlined in Section 6.1.12 above.
- 2. Windows:**
The overuse of glazing will be discouraged.
Special attention should be given to the impact on the character of the shopfront of large single glazed areas and sub-division of glazed areas may be appropriate.
The use of large external shutters/ canopies will be discouraged.
The use of external lighting on windows will be discouraged.
- 3. Doors**
The use of existing openings, where possible will be encouraged.
- 4. Materials**
All materials chosen must be sympathetic to their surrounding environment.





APPENDIX 1 – RECORD OF PROTECTED STRUCTURES IN BALLINROBE





Ref	Address	Description	Photograph
66	Bank of Ireland, Main Street, Ballinrobe	Detached four bay two storey rendered purpose built bank c. 1865.	
67	James Crosby, Main Street, Ballinrobe	Terraced five bay two storey rendered house c. 1830, street fronted building located within a terrace of early 19th century buildings.	
68	The Allied Irish Bank, Main Street, Ballinrobe	Apparently an early two storey rendered house set back from the street with a three bay single storey banking hall built c. 1865 in its front site.	





69	Valkenburg Hotel, Main Street, Ballinrobe	End of terrace five bay three storey limestone faced building c. 1820, encasing a Gibbsian door case.	
70	Teresa Mullins, Main Street, Ballinrobe	Terraced four bay three storey with dormer attic storey rendered house c. 1900 with plain glass fan light.	
71	Credit Union, Main Street, Ballinrobe	Terraced two bay three storey stone building built in 1851, having two shallow elliptical archways over the ground floor windows/doors.	




72	Peter Hughes, Main Street, Ballinrobe	Terraced one bay three storey, stone building built in 1851.	
73	St. Mary's Curate's House, Main Street, Ballinrobe	Detached three bay two storeys rendered Curates house, c. 1930. The house is located within the grounds of St. Mary's RC Church.	
74	St. Mary's Parochial House, Main Street, Ballinrobe	Detached three bay storey rendered Parochial House c. 1878. Set back for the main road within the grounds of St. Mary's RC Church.	




75	St. Mary's RC Church, Main Street, Ballinrobe	Detached Cruciform plan gable-fronted limestone RC French Gothic Basilica, dating from 1863, on an east-west orientation having later modifications to include the square profile tower. Set within own grounds with the Parochial and Curates House to the east.	
76	Cranmore House, Bow Gate Street, Ballinrobe	Detached five bay two storey over basement Roman cement rendered house, dating to 1838 in a derelict condition. Set within own substantial grounds.	
77	Ballinrobe Public Library, Off Main Street/ Church Lane, Ballinrobe	Detached three bay single cell former Church of Ireland Church, c. 1840. Set back from the main road within own grounds.	




78	Stone House Main Street, Ballinrobe	Terraced eight bay threestorey cu limestone building c. 1835. Street fronted building opening onto concrete pavement.	
79	Market House, Main Street, Ballinrobe	Semi-detached five bay two storey lime mortar rendered Market House, c. 1775. Rounded headed arch door opening one at each end encasing timber panelled doors.	
80	Kenny's Mill complex, Bridge Street, Ballinrobe	Attached multiple bay six and seven storey rendered rubble stone industrial mill structure. C. 1800 on an L-shaped plan.	
81	Ballinrobe House, High Street, Ballinrobe	Detached seven bay two storey over concealed rendered house, c. 1790. Large industrial mill complex to the rear of the site. Set back from street with the front site bound by wrought iron railings.	


82	St. Colman's National School, Corn Market, Ballinrobe	Detached seven bay two storey rendered school building c. 1875.	
83	Ulster Bank, Glebe Street, Ballinrobe	Corner sited four bay, three storey over concealed basement cut limestone banking house c. 1895.	
84	Hilltop Bar/ Art O'Neills Pub, Bridge Street, Ballinrobe	Corner sited end of terrace three bay three storey rendered building, built c. 1800, now divided between two licensed premises having a centrally located roundheaded arched door opening encasing a Gibbsian door case.	
85	J.J. Hession, Bridge Street, Ballinrobe	Terraced three bay two storey rendered building built c. 1800, having a centrally located round-headed arched door.	

86	Attached Stone House, High Street, Ballinrobe	Attached five bay two storey over basement rendered house, built c. 1790.	
87	Convent of the Sisters of Mercy, Convent Road, Ballinrobe	Detached thirteen bay two storey over basement rendered convent building, c. 1851.	
88	Old RC Church, Castlebar Road, Ballinrobe	Free standing cruciform-plan rubble stone Church, c. 1830 set in churchyard having a two bay nave with single bay transepts.	
89	Former Workhouse, Ballinrobe	Detached five bay two-storey limestone building, built 1841, as a administration block of the workhouse.	

234	Cranmore House Gate Lodge Bowgate Street, Ballinrobe	The gate lodge is an attractive single storey three bay structure having a single section gable front. The central section is flanked by single bay flat roof sections with timber doors.	 A single-storey, three-bay gate lodge with a red-painted exterior and blue-painted window frames and doors. The central bay has a gabled roof, while the side bays have flat roofs. A black car is parked in front of the building on a paved street.
235	Solicitors Bowgate Street, Ballinrobe	Four bay two storey terraced townhouse with two addition dormer openings to roof level. The structure has a fine cutstone doorcase and retains timber sash windows to its historic fenestration.	 A four-bay, two-storey terraced townhouse with a light-colored facade. It features a central arched doorway with a decorative cutstone doorcase. The upper floor has four windows, and the roof has two dormer windows.
236	Fitzpatricks Public House Main Street, Ballinrobe	Two bay terraced townhouse having expansive shopfront to ground floor. The roof to the structure has been replaced in the recent past. The structure retains timber sash windows.	 A two-bay terraced townhouse with a bright yellow upper floor and a green-painted ground floor. The ground floor has a large, expansive shopfront with a sign that reads 'FITZPATRICKS'. The building has a grey roof and timber sash windows.

237	Credit Union Main Street, Ballinrobe	Eight bay, three storey ashlar cut-stone townhouse c.1850 having a large round-headed carriageway with cut-stone surrounds. There is an attractive pedestrian doorway flanking the carriageway. This opening has cut-stone block and start surrounds	 A three-story stone townhouse with a large arched carriage entrance on the ground floor. The words 'CREDIT UNION HOUSE' are inscribed in stone above the arch. There are several windows on the upper floors.
238	Treacy's Pharmacy Main Street, Ballinrobe	Large four bay townhouse c.1820, formerly two separate structures. A large timber shopfront dominates the ground floor front façade. A two bay former section has been introduced to the roof. The structure has large shouldered chimneystacks and retains its historic fenestration to the front façade. Replacement upvc frames have been installed	 A two-story yellow-painted townhouse with a prominent green-painted ground floor shopfront for 'TREACY'S PHARMACY'. The building has multiple windows and a chimney stack visible on the roofline.
239	Military Barracks Bridge Street, Ballinrobe	Former Military Barracks now in ruins and overgrown. The entrance is an unusual feature having radial laid voussoirs.	 The ruins of a stone building, identified as former military barracks, situated on a grassy hill. The structure is partially overgrown with ivy and other vegetation. A small square tower or sentry box is visible on the roofline.

240	Ballinrobe Abbey Abbey Street, Ballinrobe	Abbey located on Abbey Road having recently been conserved. The original layout to the structure is clearly visible with one of the stone cut gables still intact.	
241	Weigh Bridge Cornmarket Ballinrobe	The former weigh bridge at Cornmarket has retained much of its original character and is one of the few remaining weigh bridges in the county.	
242	Former Fever Hospital Kilmaine Road, Ballinrobe	Cut-stone five bay two storey former fever hospital c. 1880 having pointed arch semi-dormer windows to the first floor. The structure has a gable ended single span roof. There is a cut-stone string course dividing the ground and first floor with a further cut stone frieze over the pointed arched entrance door and flanking square-headed window openings.	

243	Walsh's Abbey Street, Ballinrobe	Two bay three storey townhouse c1870 having an attractive shopfront to ground floor level. The painted timber shopfront is flanked by two round-headed door openings with early timber panelled doors. The lettering is modern and is attractive and simple. There is an usual window arrangement to the upper floors with u-pvc replacements installed. The windows have plaster mould surrounds.	
270	2 Houses Main Street Ballinrobe	Two, three bay three storey ashlar cut-stone town houses having a stepped roofline. Both structures have rounded arched openings to the ground floor with large shouldered chimneystacks. A plaque on the wall states that the structures were built by Thom Armstrong in 1851. Replacement u-pvc windows have been installed to many of the openings to the front façade	