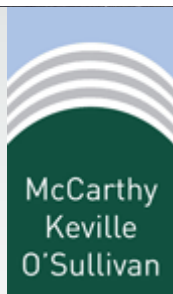


# Ballyhaunis Local Area Plan 2010-2016

(As amended on 9<sup>th</sup> July 2012)



The Ballyhaunis Local Area Plan 2010-2016  
was made and adopted by Mayo County Council  
on Monday 8<sup>th</sup> February 2010 and amended on 9<sup>th</sup> July 2012.

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# Introduction

## 1.0 Introduction

This Local Area Plan (LAP) has been prepared in accordance with the Planning and Development Acts 2000-2007 and replaces all previous Development Plan documents for the town of Ballyhaunis. The town of Ballyhaunis has undergone a number of changes since its previous Development Plan, including varying levels of population growth and economic expansion. This Plan aims to promote continued growth of Ballyhaunis in a sustainable and equitable manner and to provide adequate lands for population and economic growth. Overall it is envisaged that this Plan will provide for a longer term strategy for sustainable development of the town.

### 1.1 Statutory Context

The Planning and Development Acts 2000-2007 state that Planning Authorities are obliged to prepare a LAP for towns designated in the latest Census and containing a population of over 2000 people. Ballyhaunis complies with both these requirements. The Acts require that LAPs are consistent with the policies and objectives set out in the County Development Plan. Therefore, this Plan is to be read in conjunction with the current Mayo County Development Plan 2008-2014.

### 1.2 Purpose of the Plan

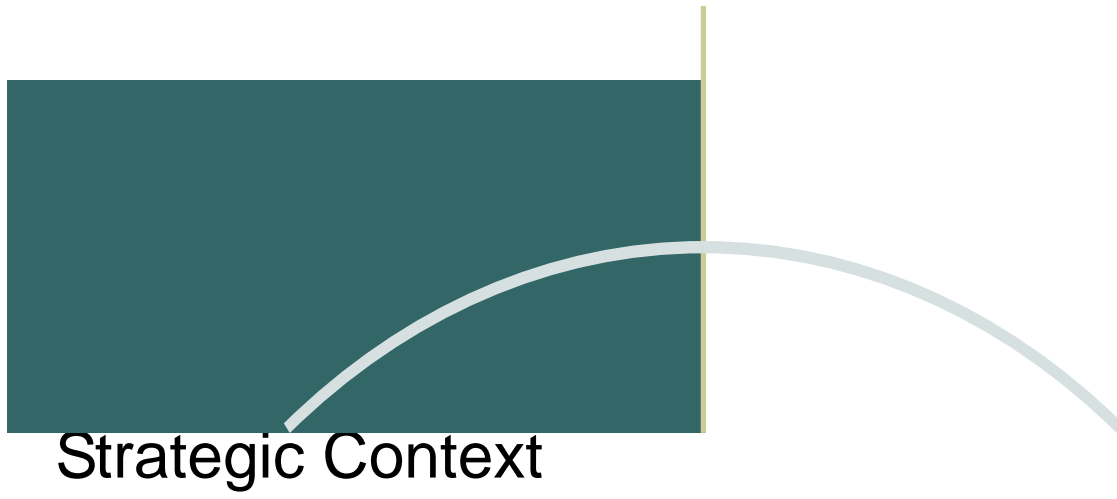
The purpose of this Plan is to guide future development within the town of Ballyhaunis in a sustainable manner and to inform the general public, developers and other interested bodies as regards policies and objectives that will shape the town over the 6-year Plan period.

This LAP covers the area of Ballyhaunis town, as identified within the town boundary shown in the Zoning Map (Map 1). The boundary of this area has been subject to some small adjustment since the previous boundary shown in the Ballyhaunis Development Plan 1984, primarily to take account of natural features and field boundaries.

This document incorporates an amendment to the plan made on 9<sup>th</sup> July 2012 following a variation to the Mayo County Development Plan on 17<sup>th</sup> 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 Ballyhaunis, 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 sets out an Urban Design Framework for the town. Finally, Section 6 provides the detailed requirements and standards for new development. The Appendices of the Plan contain the various land use zoning and specific objectives maps, as well as the Record of Protected Structures.



Strategic Context



## 2.0 Strategic Context:

A number of planning documents were considered during the preparation of this Plan. These plans and documents included:

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 Housing Strategy 2008
7. 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 Ballyhaunis 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 Strategy 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. Ballyhaunis 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, to 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
- Flood Risk Management Guidelines 2009



### *Regional Planning Guidelines: 2010-2022: West Region*

The Western Regional Planning Guidelines are a 12 year planning framework for the West. Among other things this framework aims to strengthen and enhance the role of the Galway City Gateway and the Hubs of Castlebar/Ballina and Tuam. These guidelines have identified Ballyhaunis 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"*.

The aim of the key town designation is to support increased development within its associated catchment. Some of the specific requirements for this area include the potential to improve public transport between settlements, the need to ensure orderly settlement growth and the desire to promote commercial and industrial developments in the key towns to stimulate the local economy.

## 2.2 County Framework

### *Mayo County Development Plan 2008-2014*

The current Mayo County Development relates to the entire county of Mayo, excluding the urban areas of Ballina, Castlebar and Westport, where the Town Councils are the relevant Planning Authorities. Overall this Development Plan, through its Core Strategy outlines the policies and objectives that will shape future development in the County for the period 2008-2014. The County Development Plan, having regard to the Regional Planning Guidelines, identifies Ballyhaunis as a 'Key Town' in which:

- a) Further population growth will be encouraged in line with the County's Settlement Strategy; and
- b) An appropriate mix of physical and social infrastructure and services will be encouraged to provide for the inhabitants of Ballyhaunis and those in its rural hinterland.

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 was prepared in accordance with the Government's Retail Planning Guidelines. It assesses the current retail provision and needs in the County and sets a framework for future retail provision. The Strategy designates Ballyhaunis as a Tier Two town, where everyday retailing needs for the catchment area should be met. Policies and objectives identified within this Plan seek to strengthen Ballyhaunis's retail position whilst safeguarding the future vitality and viability of the town centre.

### *Mayo 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 263 units in the period 2006-2013 for the Ballyhaunis area. At an average density of 20 houses per hectare, this would require a

minimum of 13 hectares of zoned residential land.

### *Mayo County Development Board 10-Year Integrated Strategy*

Maigh Eo Le Cheile 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

Ballyhaunis town is located in East Mayo, at the intersection of the N60 and N83 National Routes and within close proximity to a number of large urban centres, including Claremorris (18 km), Tuam (31 km) and Castlebar (45 km). Ireland West Airport Knock, located only 21 km away, provides Ballyhaunis with valuable international linkages. The town lies on the Dublin-Westport railway line and the railway station provides a number of daily train services in both directions.

The town provides a wide range of amenities and services to a significant rural hinterland. These include childcare and healthcare facilities. The town has an important educational role, with Ballyhaunis Community College providing secondary level education to around 550 pupils. Scoil Iosa, the town's main primary school with around 266 pupils, is located at Abbeyquarter. There are also a number of places of worship, including 2 Catholic churches and Ireland's first purpose-built Mosque. Ballyhaunis also provides a range of employment opportunities, with food processing being of particular importance to the town's economy. There are also significant engineering and manufacturing industries in the town, as well as a range of retail and service businesses.

The footprint of the town has developed primarily to the west of the River Dalgan in a radial type pattern, focused around four main streets i.e. Main Street, Knox Street, Bridge Street and Clare Road. The town centre remains the focus of the retail and service sector and it is characterised by traditional vernacular architecture and a variety of shopfront styles. The town's main supermarket is located in the town centre, to the rear of Main Street.

The town has evolved along the banks of the Dalgan River and is characterised by a number of distinct low lying hills and pockets of natural woodlands. The town also enjoys a significant areas of parkland and open space. The town of Ballyhaunis originally grew up around the Augustinian Friary, which dates from 1348 and is located in an elevated position overlooking the town centre. The Abbey operated as a place of worship by the Augustinian Friars for several hundred years up to its closure in 2002, when the order withdrew from the town. At that time the entire Augustinian property, comprising the Abbey house, cemetery and fourteen acres of land, was given over to a local trust. The Abbey Trust is now managed by The Abbey Partnership on behalf of the community.

The town currently has four buildings that have been identified as Protected Structures (i.e. buildings considered to be of archaeological, artistic, cultural, social, scientific, historical or technical importance). These buildings, detailed in Appendix 1, contribute special interest to the town's built environment. The protection of the town's architectural heritage is also essential to ensure the retention of the town's special character. The town centre contains groups of buildings that together provide great character to the town streetscape.

In terms of archaeology, there are 14 Recorded Monuments within the LAP area, including enclosures, a mound and a fulacht fia. These also include a concentration of 6 Monuments at Friarsground, including a burial ground, cross, tomb and religious house. There are many other places of archaeological and historical interest, including ring and stone forts, megalithic tombs and holy wells in the rural areas around the town. These archaeological remains provide a direct link between current and past settlement patterns and are subject to statutory protection.

# Archaeological Monuments (Source: Archaeology.ie)



## Key: (DoEHLG Reference & Description)

- |   |  |
|---|--|
| 1 | MA093-063001 Earthworks<br>MA093-063002 Religious House<br>MA093-063003 House<br>MA093-063004 Burial Ground<br>MA093-063005 Tomb<br>MA093-063006 Cross |
| 2 | MA093-100 Fulacht Fia  |
| 3 | MA093-099 Mound  |
| 4 | MA093-052 Enclosure  |
| 5 | MA093-051 Enclosure  |
| 6 | MA093-050 Enclosure  |
| 7 | MA093-054 Enclosure  |
| 8 | MA093-053 Enclosure  |
| 9 | MA093-056 Enclosure  |

## 2.4 Population & Employment Overview

### Population Growth:

The population of Ballyhaunis town was 1,708 in 2006. It is the sixth largest town in County Mayo and has been growing consistently since 1996. It has experienced a population growth of 94 persons or 7.3% growth in the six year period between 1996 and 2002 and a further 327 persons or 23.7% in the four years between 2002 and 2006. The area covered by the LAP differs somewhat from the town being larger and having a population of 1,986 in 2006. Ballyhaunis ED encapsulates both the town and the LAP area and considerable population growth has occurred in the ED area but outside the town boundary. The town and the ED have grown at a much faster pace than that experienced within the County. Population trends for Ballyhaunis and the county between 1991 and 2006 are outlined in Table 1 below.

Table One: Ballyhaunis and comparative areas population changes 1991-2006

	1991	1996	Change 91-96	% Change	Change 96-02	% Change	2006	Change 02-06	% Change
Ballyhaunis ED	2,006	2,022	16	0.8	127	6.3	2,598	449	20.9
Ballyhaunis Town CSO	1,282	1,287	5	0.4	94	7.3	1,708	327	23.7%
Ballyhaunis LAP	n/a	n/a	n/a	n/a	n/a	n/a	1,986	n/a	n/a
Co Mayo	101,713	111,524	9,811	9.6	5,922	5.3	123,839	6393	5.4

Source: CSO Census of Population 1991, 1996, 2002 and 2006

Population growth in Ballyhaunis has accelerated since 2002 driven primarily by migration and the movement into the town of a number of young families. The town has a substantial non-national population, with significant numbers of Polish, Lithuanian and UK citizens as well as a very substantial Asian population. Indeed, Ballyhaunis now has proportionately one of the most significant Asian populations in the country and a Mosque has been built to cater for the religious needs of much of the migrant population. The influx of migrant populations has been driven by the local economy, where food processing, particularly a meat factory that specialises in Halal food production, is important.

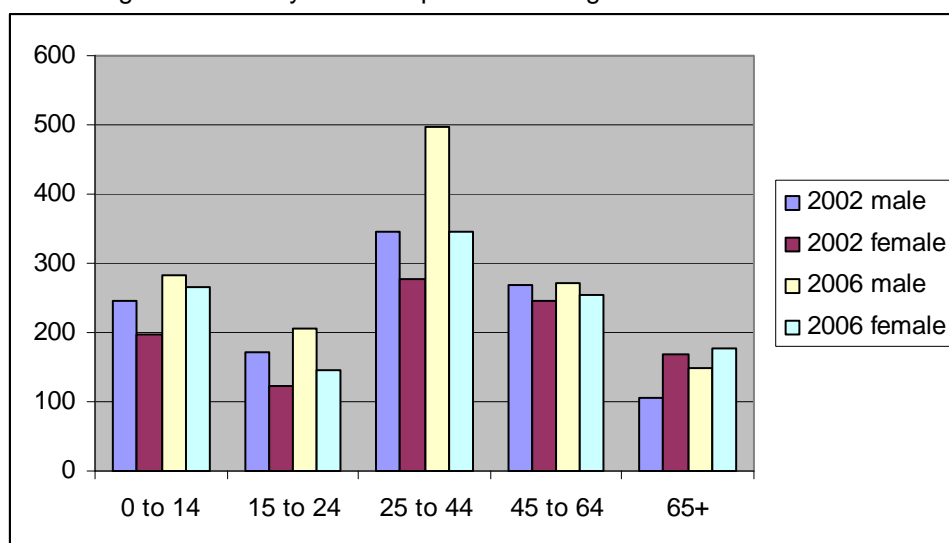
The age structure of Ballyhaunis has been influenced by the influx of migrants, mainly males, with an increase in the 25-44 age cohort very evident, as outlined in Table 2 and Figure 1 below.

Table Two: Age Profile of Population 2006 in Percentages

Age Profile	0-14	15-24	25-44	45-64	65+	Total
Co Mayo	20.5	13.3	26.9	24.9	14.4	100.0
Ballyhaunis	21.1	13.6	32.4	20.2	12.6	100.0
State	20.4	14.9	31.7	21.9	11.0	100.0

Source: CSO Census of Population 2006

Figure One: Ballyhaunis Population Change 2002 to 2006



Source: CSO Census of Population 2002 and 2006

#### Future Population Growth:

The average growth rate of 5.9% in Ballyhaunis over the four years up to 2006 and the youthful nature of the population as well as its strategic location on the N60 / N83 national roads and the development of local enterprises that are export focused will continue to enhance the town's potential for future population growth. However, it is anticipated that growth rates of such magnitude will not continue into the future.

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 Ballyhaunis by 2016 (the end of the plan period) is 2296 persons, an increase of 351 persons over the 2010 population estimated at 1945.

In order to accommodate the projected population growth during the period of this Plan, areas have been identified and zoned 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.

#### Employment:

The number of persons in employment living in the town of Ballyhaunis ED was 760 persons in 2006. This amounted to 56.1% of the labour force in the town representing a larger percentage of the total population in employment than the County figure (53.1%) and just short of the national average (57.2%).

Table 3 below indicates that the numbers of persons in the Labour Force increased from 1,707 in 2002 to 2,050 in 2006. Employment increased for both males and females, but a more substantial increase in male employment was recorded with an increase of 201 in the 4 year period as opposed

to 76 additional females in employment in the same period. General employment grew from 859 persons in 2002 to 1,136 in 2006, an increase of 32.2% in four years.

Table Three: Persons Ages 15 Years and Over in Ballyhaunis  
Classified by Economic Status in 2002 and 2006

	2002			2006		
	Male	Female	Total	Male	Female	Total
At Work	562	297	859	763	373	1,136
Looking for 1st job	6	2	8	16	18	34
Unemployed (lost job)	56	22	78	43	43	86
Student	77	67	144	74	57	131
At Home looking after Family	5	252	257	20	233	253
Retired	109	93	202	116	103	219
Sick / disabled	45	49	94	57	57	114
Other	32	33	65	35	42	77
Total	892	815	1707	1,124	926	2,050
In Labour Force	624	321	945	822	434	1,256
Not in Labour Force	268	494	762	302	492	794

Source: CSO Census of Population 2002 and 2006

While a number of people who live in Ballyhaunis do not work in the town, the town offers considerable employment to a wider hinterland. While Enterprise Ireland is active in the County supporting a range of individual enterprises there are no specific plans for Ballyhaunis. Equally IDA Ireland is focusing much of its efforts at directing new investment into the BMW region, although it is not specifically working on a strategy for each town in the region. The location of food processing industries in Ballyhaunis has given the town a significant economic boost and advantage over many of its neighbouring towns in the county.

Table 4 below gives a breakdown of the employment classification of the active workforce. The dominant labour market activity is clearly in manufacturing with 34.9% of employees being actively engaged in this sector. The second most important activity, which is some way behind this sector is retailing, accounting for 16.1% of those employed, with a further 10% engaged in construction. While Ballyhaunis is an urban area in a rural setting it is worth noting that only 2% of the town's population is engaged in the agricultural sector.

Table Four: Employed Persons Aged 15 Years and Over in Ballyhaunis Town  
Classified by Employment Type in 2006

Employment	Number	Percentage
Agriculture	15	2.0
Mining	2	0.3
Manufacturing	265	34.9
Public Utilities	2	0.3
Construction	77	10.1

Retail	122	16.1
Hotel /Restaurant	42	5.5
Transport	19	2.5
Finance	18	2.4
Business	24	3.2
Public administration	9	1.2
Education	35	4.6
Health	45	5.9
Community	17	2.2
Not stated	68	8.9

*Source: CSO Census of Population 2006*

## 2.5 The Future for Ballyhaunis

The Mayo County Development Plan 2008-2014 and its Core Strategy identifies Ballyhaunis as 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 across the County, including in Ballyhaunis. 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.

The key economic activities in Ballyhaunis are relatively concentrated in a number of significant companies that relate directly and indirectly to the food industry. Food processing is particularly important to the town, with national and international trading evident. The town also has a range of other manufacturing industries that includes furniture, plastics and kitchen construction. A range of medium to small retail shops as well as employment in the state sector and the financial sector provide important employment in the town. Ballyhaunis remains an important service town for a wide agricultural hinterland of East Mayo and into Roscommon.

Enterprise Ireland is active in the County supporting a range of individual enterprises, although there are no specific plans for Ballyhaunis. IDA Ireland is focusing much of its efforts at directing new investment into the entire BMW region, whilst 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 and these will be utilised to attract investment into these areas that have indicated a preference for such locations. The location of food processing and the abattoir in Ballyhaunis has given the town a significant economic boost and advantage over many of its neighbouring towns in the county. This established specialism should be exploited to encourage further related and ancillary industries and to maximise the economic development benefits to the town and the East Mayo area. The further development of food and related industries and the development of the service sector are likely to provide further employment into the future and assist in ensuring the town continues to develop a sustainable local economy.

The recent growth of population in Ballyhaunis has resulted in some pressure on existing social infrastructure in the town. However, this population growth will also help to stimulate new opportunities for the development of employment and enterprise development. The continued growth of the population will put additional pressure on housing and existing social and commercial services.

Mayo Community Futures has been established by the Mayo Community Forum to facilitate the empowerment of local individuals, groups and other interests in the development of strategies and plans and the implementation of agreed priority actions. It is the policy of Mayo County Council to support the Community Futures project in the preparation of Local Area Plans and other development documents. The Ballyhaunis Community Action Plan 2007-2010 was produced by the Ballyhaunis Community Futures Steering Group, Mayo County Community Forum and Mayo County Development Board and identifies the main strategies for the town and priority actions. These are explored further in the next section.



## 2.6 Key Issues for this Plan

The Ballyhaunis Community Action Plan 2007-2010 sets out the main priorities for the community in the town in order to enhance the town and an attractive and vibrant place in which to live and work. The main strategies and priorities identified include improvements to traffic, parking, townscape and town amenities. In addition, as part of the process to prepare this Plan, many 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 included in the Overall Goals of the Plan at section 3.1 below.

### Traffic& Parking

Issues relating to traffic, in particular heavy through traffic, are very significant in Ballyhaunis. This is primarily due to the town's location at the intersection of 2 busy national secondary roads, which meet at the town centre. The availability of on-street parking also adds to congestion on the main streets and affects the environmental quality of the town centre. This, in turn, does little to assist the economic and commercial attractiveness and viability of businesses located on the main streets. The proposed N60/N83 Ballyhaunis Outer 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 emerging preferred route of the bypass is outside the boundary of this Plan, its construction is a key objective of the Plan.

Whilst the town has a number of public car parks, they are relatively poorly used. This is due to a number of factors, including poor vehicular and pedestrian access, low environmental quality and perceived personal security issues. The provision of safe and attractive off-street parking is vital for any busy town centre and this is an important issue for this Plan. When off-street parking is made more attractive, it will then also be possible to reduce and restrict on-street parking, whilst maintaining the overall vitality of the town centre, including its shops and services.

There is also a need to provide additional facilities for walking and cycling in the town. Whilst there is good provision for recreational walking in the parks, footpaths and cyclepath facilities linking residential areas with the town centre, schools, places of work and other facilities are relatively poor. It is important to make adequate provision for cyclists and pedestrian throughout the town to encourage lower use of the private car for short routine journeys. Where walking or cycling is perceived to be unsafe or inconvenient, even for very short journeys, it will be difficult to achieve the sustainable environmental benefits of reduced car use.

### The Built Environment and Townscape

The traditional form and character of Ballyhaunis town centre gives the town an individual sense of place. There are many fine and attractive buildings in the town. However, there are a number of elements of the built environment throughout the town and its approaches that undermine its visual quality and general perception.

There are a number of derelict buildings and other structures that have fallen into a state of disrepair within the town, particularly in the town centre area. It is important that these important features, 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. There are also a number of vacant/derelict sites, including close to the town centre. These particular elements are not only detrimental to the overall environmental quality of the town, but also represent an unrealised opportunity for urban renewal and investment that would assist in creating a critical mass of population and services within the town centre in order to secure its long term vitality and viability.

It is important that, in assessing all new development anywhere within the town, care is taken not to prejudice appropriate investment and renewal in the town centre area, in accordance with the issue outlined above and the principles of sustainable development. The proper and appropriate development and renewal of the town centre is a key issue for this Plan and this should be a main focus of new development and revitalisation. In addition, the visual quality of a number of other areas in the town, including industrial areas and some approach roads, is relatively poor, affecting not only the local population, but also affecting the perception of the town by visitors and those passing through. The enhancement of environmental and visual quality in the town and the beneficial appropriate use of vacant and downgraded sites and buildings is a key issue for this Plan.

#### General Amenities, Facilities and Services

The town provides a wide range of facilities and services for a large hinterland in the east Mayo area. These include schools, places of worship, childcare, medical and leisure facilities. However, recent population growth has put pressure on some existing facilities and new or improved services and facilities have not necessarily been developed to meet increased and changing demands. It is important to ensure that adequate lands are identified to meet future needs, including community facilities, services, leisure facilities and other amenities. This should include making provision for the future expansion, if required, of the town's primary and secondary level schools. There are also a number of key amenities that have been identified as lacking or inadequate in the town, including tourist accommodation, conference and leisure facilities and improved retailing provision. This Plan should support the improvement of existing facilities and the development of new facilities that benefit the town and its population. It is also important to encourage appropriate additional community facilities, such as childcare and healthcare, in tandem with significant new residential development to meet local and increasing demands.

#### Natural Heritage

The town of Ballyhaunis enjoys a scenic location and a rich natural heritage that gives the town a special character and sense of place. The town's water courses, parklands and trees are important environmental assets that should be preserved for future generations and development should be strictly controlled in order to protect these assets from harm. There are also many interesting geological and topographical features in and around the town. These special assets can also bring added benefits to the town as an attractive place to stop and visit, which can lead to economic benefits as well. Therefore, it is important that this Plan addresses the issue of protecting and enhancing the town's natural heritage.

#### Economic Development

In order to maintain a vibrant and attractive town and a sustainable community, one of the key issues for any town is economic development. Employment opportunities are vital for a town to grow and prosper and, in an increasingly competitive market and changing economic climate, it is important for towns to take advantage of any unique assets or specialist expertise. As with many towns in the west of Ireland, Ballyhaunis experiences difficulties in attracting new inward investment for a number of reasons, including relative peripherality and competition from east coast towns. However, the town already has a significant industry built around food processing and this represents an opportunity to further develop a niche market. Existing specialist industries often lead to ancillary and spin-off businesses locating in the same area, resulting in mutually beneficial co-operation and enterprise. In the open competitive market, any town with a concentration of related industries that can tap a niche economic market is well-placed to enjoy greater opportunities for job creation. This helps to reduce the flow of jobs to other centres and creates a more self-sufficient town. This also accords with the principles of sustainable development and the concept of a key town.



## 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 Ballyhaunis'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 Goals

The following goals have been identified for the Ballyhaunis Local Area Plan.:

- 
- To realise the town's potential as a "Key Town".
  - To utilise the town's strategic location within close proximity to Ireland West Airport Knock and encourage economic development.
  - To promote the food processing industry as the town's economic niche and encourage the expansion of related enterprises.
  - To seek to secure the enhancement of the visual environment in the town centre and on main approach roads.
  - To promote excellence in design and promote high quality built environment.
  - To accord with the policies, objectives and recommendations contained in the Mayo County Development Plan, its Core Strategy, Housing Strategy and Retail Strategy.
  - To strengthen the range of housing options and community facilities for all age groups and backgrounds.
  - To facilitate future growth whilst ensuring that the natural and built environment is not jeopardised.
  - To ensure that adequate lands are zoned to meet the town's needs during the Plan period 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 during the Plan period 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 areas of the town that would benefit from development and revitalisation and the purpose of this Plan is to direct new development to suitable sites. The overall form of the town requires a degree of consolidation through the beneficial use of vacant and underused lands, particularly close to the centre of the town. High quality and appropriate development will be generally 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 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 Ballyhaunis.

#### 3.2.1 Approach taken to Residential Zoning

Ballyhaunis 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 Ballyhaunis 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)<sup>1</sup>.

<b>TABLE 2.1 : BALLYHAUNIS LOCAL AREA PLAN: POPULATION TARGETS; ASSOCIATED HOUSING REQUIREMENTS; EXCESS</b> (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 <sup>4</sup> 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 <sup>1</sup>	UFE <sup>2</sup>	LP <sup>3</sup>						
								T <sup>5</sup>	UD <sup>6</sup>	R/ND <sup>7</sup>	E <sup>8</sup>
2296	351	210	132	50	88	270	+60	114	50	75/8	42

The Core Strategy tables identify an excess zoning in the current LAP for Ballyhaunis in the region of 42 hectares.

Having regard to the current surplus in potential housing units and residentially zoned land in the plan area, and to ensure that the Ballyhaunis 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”.

<sup>1</sup> 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.

<sup>1</sup> VU= Estimated No. of Vacant Units; <sup>2</sup> UFE= Unfinished Housing Estate; <sup>3</sup> LPP= No. of units permitted (in developments of 2+ units) but not yet commenced; <sup>4</sup> Potential Housing Yield Total = VU+UFE+LPP; <sup>5</sup> T= Total lands zoned for residential development; <sup>6</sup> UD = Total lands that have a residential zoning but have not been developed; <sup>7</sup> 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. <sup>8</sup> 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 objectives.<sup>1</sup>

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 270 housing units. Although this figure of 270 units is in excess of the demand figure of 210 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 1)
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 outlined in this Plan and the Urban Design Framework.
2. Comply with the general uses outlined in the Permitted Uses Schedule.
3. Comply with the relevant Development Management Standards.
4. Contribute towards the attractiveness of the town.
5. Maximises connectivity/permeability with adjoining lands and the town centre.
6. Accords with the 'Friendly Neighbour Principle' i.e. that the proposed development will not have a negative impact on the neighbouring land uses.

### 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
R – Residential Phase 1	To protect the amenity of existing residential areas and provide further lands primarily for residential development at appropriate densities and ancillary facilities.	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.
R-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, 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 Residential Phase 1

Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
LDR – Low Density Residential	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.
LDR-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.	Industry, light industry, heavy engineering workshops, warehousing (non-retail), business & technology units, specialist offices, R&D enterprises.  Uses that are considered ancillary to the above uses may be permitted.  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.

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.	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.  Uses that are considered ancillary to the above uses may be permitted  Uses that would prejudice the primacy of

		the town centre or would undermine the objectives of other zonings will not be permitted.
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Land Use Zoning	Primary Zoning Objective	Land Uses Generally Permitted
CF – 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.



## Policies and Objectives



#### 4.1 TOWN CENTRE AREA

The Town Centre area is a relatively compact area focussed on the junction of Clare Street, Bridge Street, Knox Street and Main Street. This area is shown on the zoning objectives map. This is the main commercial/retail area of the town and is where most everyday shopping and business is carried out. As in all towns and communities, the strength and vibrancy of the town centre is a measure of the overall social and economic performance of the town. It is important that the town centre is an attractive location for shopping and businesses, to ensure its long term vitality and viability for the benefit of all.

The predominant uses in Ballyhaunis town centre include retailing, financial and professional services, cafes and public houses and community facilities. There are also many individual residences in the town centre, many of which are part of the traditional streetscape. It is important that the town centre is also an attractive place to live in order to maintain beneficial uses throughout the day and night. There are also a number of undeveloped or underutilised sites within or close to the Town Centre. These areas should be given appropriate beneficial uses in order to stimulate investment in the town centre, to improve the local built environment and to sustain the town centre and the heart of the community in the longer term.



#### **4.1.1 Town Centre 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*.**

#### **4.1.2 Town Centre Objectives**

**TC1      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.*

**TC2      Town Centre Heritage**

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

**TC3      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.*

**TC4      Built Fabric**

*It is an objective of the Council to improve the attractiveness of the Town Centre's built fabric, including through the encouragement of appropriate redevelopment and renewal of vacant and derelict sites or buildings, and to ensure high quality in all new developments.*

**TC5      Natural Setting**

*It is an objective of the Council to maximise the advantage of the natural setting of the town centre, including the river and parklands, through improved connectivity with the river and parks and encouraging appropriate high-quality development overlooking the river.*

**TC6      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 demonstrated to the satisfaction of the Planning Authority 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.*

TC7 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.*

TC8 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 HOUSING AND COMMUNITY FACILITIES

This LAP aims to provide an improved mix of housing throughout the town in the interests of improved social and cultural integration. This mix will ensure a suitable combination of social, affordable and private housing within each new residential scheme. It is also envisaged that the provisions outlined in relation to future residential development will also alleviate the problems associated with rural areas under threat from urban generated on off housing. Residentially-zoned lands have been identified in a way that helps to consolidate the urban form and to facilitate sustainable development at appropriate locations with good connectivity to the town centre.

Several of the town's existing community facilities are in need of modernisation and/or extension. In particular, the existing but derelict Scout Den at the south of the town's Abbey Park provides an excellent opportunity for a high quality community facility which borders a large open space and is easily accessible in terms of both pedestrian and vehicular movements.



#### **4.2.1 Housing and Community Facilities 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, 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 Development Plan**  
It is a policy of the Council to ensure that future residential development occurs at a scale and density appropriate to the town's status as a 'Key Town' and in accord with the Settlement Strategy set out in the *County Development Plan*.
- Policy 05      County Housing Strategy**  
It is a policy of the Council to ensure the effective implementation of the *County Housing Strategy 2008*.
- Policy 06      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 07      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 08      Childcare Facilities**  
It is a policy of the Council to require that all new housing developments comply with the *Childcare Facilities: Guidelines for Planning Authorities* (DoEHLG).
- Policy 09      Provision of Community Facilities**  
It is a policy of the Council to facilitate and support the provision of new and improved community facilities throughout the town that are safe and easily accessible to cater for all age groups and backgrounds.

#### 4.2.2 Housing and Community Facilities Objectives

##### H1 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).*

##### H4 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 and the Urban Design Manual – A Best Practice Guide. 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.*

##### H5 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.*

##### H6 Residential Amenity

*It is an objective of the Council to protect the existing amenity and character of residential areas in the town.*

##### H7 Redevelopment of Brownfield Sites

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

##### H8 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.*

##### H9 Approach Roads

*It is an objective of the Council to preserve and improve the character of approach roads leading into 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.*

##### H10 Residential Development Guidelines

*It is an objective of the Council to have regard to the recommendations outlined in the*

*Department of the Environment's 'Sustainable Residential Development in Urban Areas' and 'Urban Design Manual – A Best Practice Guide' (May 2009).*

**H11 Creating Sustainable Neighbourhoods**

*It is an objective of the council to prevent the introduction of unsustainable, poorly integrated housing developments in any location in the town. It is therefore essential that the following design criteria are encouraged for residential/mixed use residential developments:*

- a) A mix of house types and sizes, designed and built in accordance with maximum energy efficiency.*
- b) High quality layout and design, including the incorporation of significant existing features on site.*
- c) High quality open spaces that are useable and well overlooked/passively surveyed, accompanied by detailed landscaping proposals.*
- d) Provides for a hierarchy of movements ranging from primary streets to pedestrian and cycle paths, with safe pedestrian movement to the town centre.*
- e) Provides for future access points to facilitate entry to adjoining developable lands.*

**H12 Orderly Development of Residential Lands**

*It is an objective of the Council to promote the orderly development of residential zoned lands by encouraging, where necessary, land assembly and shared access arrangements.*

**H13 School Facilities**

*It is an objective of the Council to facilitate the educational authorities in the provision of additional educational facilities as are necessary to meet additional needs in the Plan area and to reserve appropriate lands for this purpose, including adjacent to existing schools.*

**H14 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 limited circumstances, to an appropriate alternative site agreed with the Council within close proximity to the town.*

**H15 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.*

**H16 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.*

**H17 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.*

**H18 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, and to ensure that adequate healthcare facilities are available and easily accessible for all age groups of the community throughout the town.*

H19 Burial Grounds

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

H20 Traveller Accommodation

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





#### 4.3 Environment & Heritage

Urban areas throughout the Country suffer from constant environmental pressures ranging from increased air and noise pollution, increased traffic volumes, a shortage of recreation and amenity space, urban sprawl and a deteriorating built environment, as well as poor water quality and waste water infrastructure. These problems are aggravated in areas which do not have robust environmental strategies to protect their environment. The LAP sets out a Framework for Sustainable Development within the town.

Although the town itself does not contain any environmental designations such as Natural Heritage Areas or Special Areas of Conservation, Ballyhaunis's urban environment contains a range of habitats, flora and fauna as well as a range of areas of cultural heritage interest. Areas of important trees can also be found in the town, particularly the lands around the Abbey within the town park. This parkland area is of special civic importance to the town population and acts as a natural centre point for the town, providing an ecological transition or green lung between the north and south of the town centre. There is also a wealth of important archaeological monuments and buildings that all add to the town's rich heritage.



#### 4.3.1 Environmental Policies

- Policy 10      Natural and Built Environment  
It is a policy of the Council to ensure the protection of both the built and natural environment for both present and future generations of the town and to encourage a high level of environmental awareness in the town.
- 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).

#### 4.3.2 Environment & Heritage Objectives

- ENV1   Historic Streetscapes  
*It is an objective of the Council to secure the preservation, restoration and improvement of the town's historic streetscapes.*
- ENV2   Architectural Conservation Area  
*It is an objective of the Council to designate, within the period of this Plan, an Architectural Conservation Area (ACA) for Ballyhaunis town centre, including all or parts of Abbey Street, Main Street, Bridge Street, Knox Street. In the absence of the ACA, individual planning applications will be considered on their merits.*
- ENV3   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 & Map 2). It is also an objective of the Council to continue to review the Record of Protected Structures and to include additional structures that warrant inclusion.*
- ENV4   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.*
- ENV5   Recorded Monuments  
*It is an objective of the Council to protect the town's identified archaeological monuments (see Map 2 and Section 2.3).*

ENV6 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. It is also 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.*

ENV7 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 Ballyhaunis 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 .*

ENV8 Built 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.*

ENV9 Views of Interest

*It is an objective of the Council to protect and enhance all significant views of interest in Ballyhaunis, 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.*

ENV10 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).*

ENV11 Sustainable Development

*It is an objective of the Council to encourage the use of renewable energy sources and sustainable materials and designs within all new development and to increase public awareness of best energy efficiency practices.*

ENV12 Watercourses

*It is an objective of the Council to protect the Dalgan River and other 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 water body into which it flows.*

ENV13 Surface/Groundwater Protection

*It is an objective of the Council to protect Ballyhaunis'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.*

ENV14 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.*



ENV15 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.*

ENV16 River Corridor and Walkway

*It is an objective of the Council to encourage the enhancement and extension of the Dalgan River walkway and to safeguard the value of the river as an ecological "green corridor". Riverside walkway provisions should be incorporated, where appropriate, into development proposals bounding the river. All such proposals shall be carefully assessed to ensure that there is no significant detrimental impact on the watercourse or any other water body into which it flows.*

ENV17 Preservation of Significant Trees and Wooded Areas

*It is an objective of the Council to preserve significant trees and wooded areas within the Plan area and, in particular, those identified on the Specific and Heritage Objectives Map (Map 2).*

ENV18 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 the locations and along the road corridors identified in the Specific & Heritage Objectives Map (Map 2).*

ENV19 Seveso Site

*It is an objective of the Council to ensure that any proposed development within or adjacent to the HSA "Consequence Zones" and the wider consultation zone around the Flogas site on Clare Road is subject to consultation with the HSA and that any proposed development associated with the existing Seveso site does not result in an unacceptable level of risk to the health and safety of other existing developments and populations.*

(See Important Note on Seveso Site Over)

ENV 20 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.*

### Seveso Site Note:

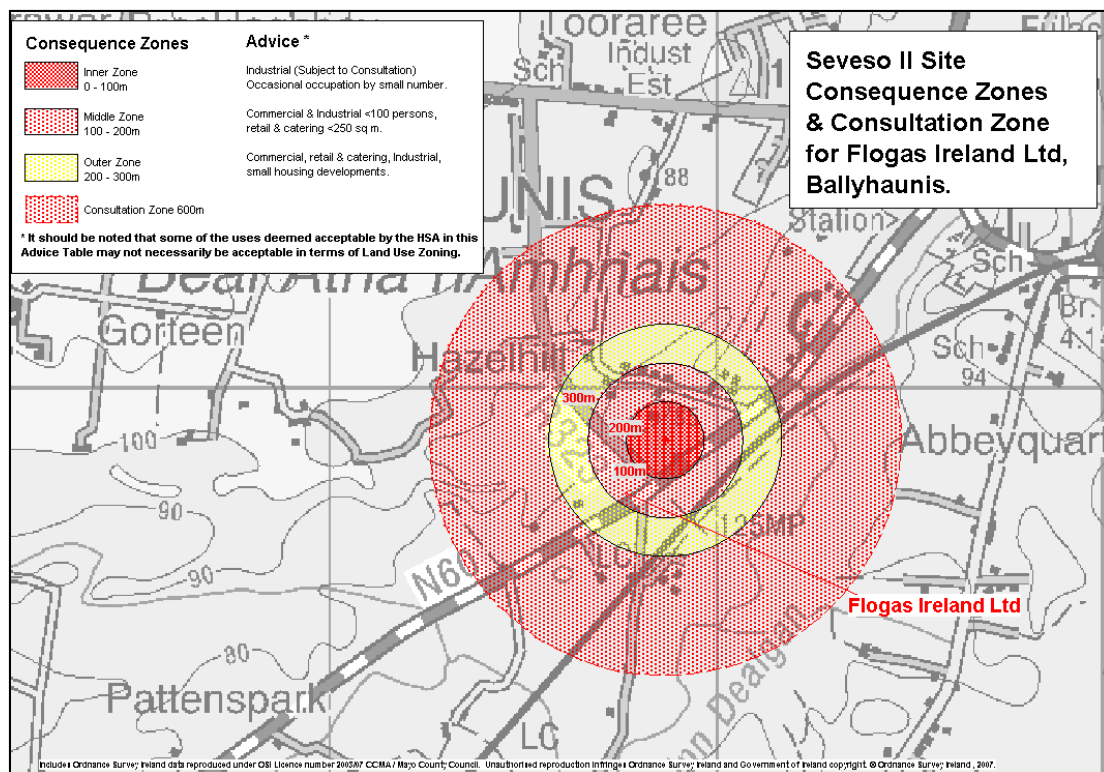
The Health and Safety Authority (HSA), acting as the Central Competent Authority under the *EC (Control of Major Accidents Hazards involving Dangerous Substances) Regulations, (SI 74 of 2006)*, gives technical advice to the Planning Authority when requested in relation to:

- a) The siting of new establishments;
- b) Modifications to an existing establishment to which Article 10 of the Directive applies; or
- c) Proposed development in the vicinity of an existing establishment.

Applicants considering development within any of these categories should consult the Fire Services of Mayo County Council prior to making an application for development.

In arriving at its decision in respect of any such proposals, the Council shall have regard to the advice and recommendations of the Health and Safety Authority, both in respect of whether or not to grant planning permission and in respect of conditions, which should be imposed in the event of a grant of permission.

The Planning Authority shall consult with the Health and Safety Authority regarding any proposals in respect of the Flogas Site in Ballyhaunis and any proposed development within the 600m consultation zone as shown below. Note that this distance may be subject to change at a later date, following any review of available information by the Health and Safety Authority. Notwithstanding the distances shown, for very high-density and/or very sensitive developments or for developments in the vicinity of highly populated areas, a separate societal risk assessment may be necessary in order for the Health and Safety Authority to furnish appropriate technical advice to the Council.



#### 4.4 Transport

Like many other urban centres across the country, Ballyhaunis is subject to traffic congestion, delays and parking issues, all of which contribute towards an ineffective transport system. Measures are therefore required to ensure the future sustainability of the town's road and path network. Details of the town's proposed bypass are emerging, which will assist in addressing the problems encountered in the town centre.

Parking facilities are currently provided for by a number of public car parks, many of which are located to the east of the Main Street. These facilities are currently poorly-utilised and are undermined by a lack of security, poor lighting conditions and the availability of ample free parking along the main streets. It is therefore important that parking measures along the main streets are introduced and monitored to ensure the free flow of vehicular traffic along these routes and encourage use of the off-street facilities.

The town's railway station performs an important role in terms of transport with the Dublin-Westport line providing at least three services per day in both directions. This is an important transport asset and could be capitalised upon through a quality network of connecting bus services.



#### 4.4.1 Transport Policies

- Policy 12      Sustainable Transport  
It is a policy of the Council to encourage and facilitate the use of more sustainable modes of transport as viable alternative to the private motor car and to ensure that the nature and location of all new development does not undermine this.
- Policy 13      Ballyhaunis Bypass  
It is a Policy of the Council to secure the implementation of the Ballyhaunis Outer Bypass and to realise the potential resulting benefits to traffic management throughout the town and, in particular, the town centre.
- Policy 14      Proximity to Airport  
It is a policy of the Council to promote the town's strategic location in relation to Ireland West Airport Knock.

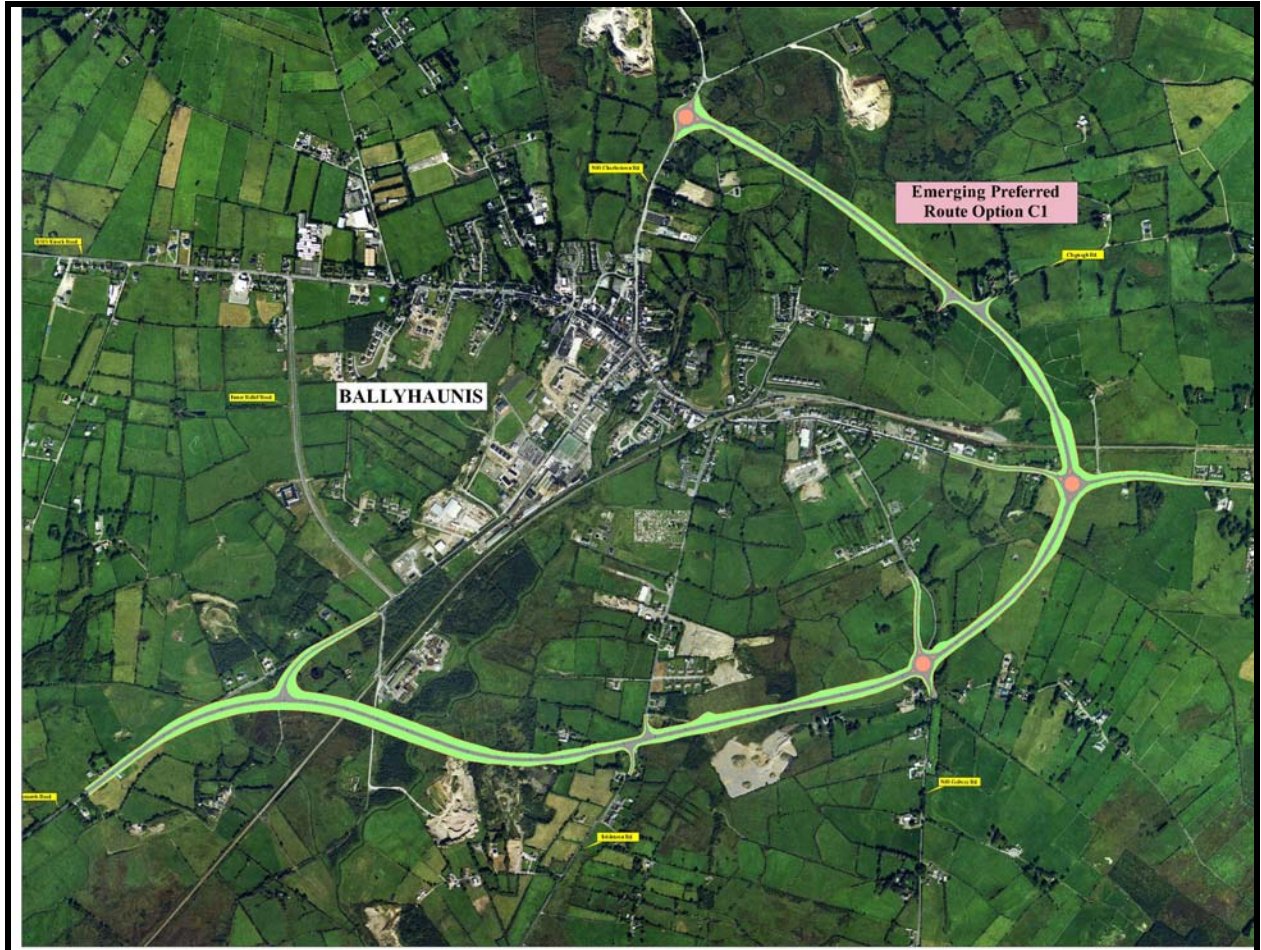
#### 4.4.2 Transport Objectives

- T1      Town Bypass Route  
*It is an objective of the Council to facilitate the construction of the town by-pass and to safeguard the line of the proposed route of the road from any development that could prejudice the construction and safe operation of the road.  
(see Emerging Preferred Route Map on Page 44).*
- T2      Knock Link Road  
*It is an objective of the Council to restrict the number of access points entering and exiting onto the Knock Link Road and not to permit any additional access that would undermine the strategic importance and safe operation of the road.*
- T3      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.*
- T4      Access to Hazelhill  
*It is an objective of the Council to secure the improvement of the main access roads in the Hazelhill area.*
- T5      Connectivity and Path Network  
*It is an objective of the Council to facilitate improved connectivity, particularly on foot and by cycle, between adjoining development sites and to the town centre and social and employment centres and to support the creation of a network of routes for pedestrian and cyclists across the town. The Strategic Path Network shown on the Specific Objectives Map (Map 02) is indicative only.*

- T6 Improved Pedestrian and Bicycle Facilities in Town Centre  
*It is an objective of the Council to promote improved pedestrian and bicycle arrangements within the town as to:*
- a) *Provide improved permeability between all streets within and adjacent to the town centre.*
  - b) *Upgrade existing links between the town's public car parks and the main retail/commercial area.*
  - c) *Provide for improved junction designs, including increased set backs, good quality lighting and improved crossing arrangements.*
  - d) *Provide for improved bicycle parking facilities*
- T7 Mobility Impaired  
*It is an objective of the Council to require that all appropriate new developments include provision for disabled and special mobility needs, including those required by Part M of the Building Regulations 2000.*
- T8 Parking Provision in Town Centre  
*It is an objective of the Council to utilise a system of Pay and Display parking in selected areas in the town centre and to monitor and review the impact of this. It is also an objective to improve the quality and provision of off-street town centre parking and encourage the use of such facilities.*
- T9 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.*
- T10 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.*
- T11 Rail Transport  
*It is an objective of the Council to continue to encourage rail use as a sustainable mode of transport and to promote the upgrading of the rail services to the town and connecting bus services. It is also an objective of the council to ensure the future protection of lands adjacent to the railway station from inappropriate development that could jeopardise the long term viability and improvement of the transport facility.*



## Ballyhaunis N60/N83 Outer Bypass – Emerging Preferred Route



#### 4.5 Water and Infrastructure

The provision of adequate infrastructural services is fundamental to the future sustainability of the town. Inadequate services can not only reduce the level of residential amenity enjoyed by its residents but can also be prejudicial to both the environment and public health of the locality.

The town's water supply, which previously originated from a well on the Claremorris Road has since been replaced by a connection to the Lough Mask Regional Water Supply Scheme. The Ballyhaunis section of the Scheme, which includes sections constructed under both the 'Ballyhaunis Water Supply Augmentation Scheme' and the 'Extension to Collection Network' provides water for both the immediate town centre and many peripheral areas including Doctors Road, Hazelhill, Knock Road and Cloonfad Road. Works carried out under this scheme included the construction of a 4000cbm reservoir, located off the Knock Road, the replacement of out of date pipes, an upgrade of the distribution scheme and a number of bulk flow meters and house meters. A number of additional pumping stations were also provided in the areas of Doctors Road and the Claremorris Road.

The town's sewage treatment plant, constructed in 1996, has a capacity to treat sewage from a population equivalent of 4000 persons. It is currently operating below capacity. The plant may need to be upgraded during the Plan period to cater for any new large scale development. Other issues, such as waste, telecommunications and broadband also require to be properly addressed to ensure the town's sustainable and competitive future.



#### 4.5.1 Water & Infrastructure Policies

##### Policy 15 Water Services Infrastructure Provision

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

- *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*

##### Policy 16 Other 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 Ballyhaunis in a sustainable manner.

#### 4.5.2 Water & Infrastructure Objectives

##### WI1 Water & Waste Water

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

##### WI2 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 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.*

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##### WI3 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.*

##### WI4 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 Ballyhaunis. 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.*



WI5 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.*

WI6 Ballyhaunis 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.*

WI7 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 Ballyhaunis.*

WI8 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.*

WI9 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).*

WI10 Development Contributions

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

WI11 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 (Department of Environment, Heritage and Local Government) as well as any succeeding amendments.*

WI12 Waste

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

- WI13 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.*
- WI14 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*
- WI15 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 Ballyhaunis.*
- WI16 Broadband Infrastructure  
*It is an objective of the Council to support the development of broadband infrastructure in Ballyhaunis.*



#### 4.6 Enterprise and Employment

The town's economic performance has been similar to that found in many of the other larger towns in the West Region. The continued success of the town as a key economic competitor however depends largely on the strategic goals identified for the future development of the town.

The Mayo County Development Plan has identified the need to diversify the range of jobs available, encouraging the continued growth of alternative sectors including additional retail, services, commerce and enterprise opportunities. Key to the overall success of these sectors is the continued expansion of physical and social infrastructure provided in the town. The Ballyhaunis Chamber of Commerce provide a range of services for the continued growth of existing business.

Industrial activities can be found in two main areas in the town at the Clare Road and the Tornaree areas. Access to the Clare Road area has been improved by the construction of the Knock Link Road. The main industrial uses in the town are focussed on food processing and engineering.

The Mayo Retail Strategy designates Ballyhaunis as a Tier Two Town Centre, where everyday retailing needs for the catchment area should be met. The town centre provides a wide range of comparison and convenience shopping, as well as retail services. The majority of existing retail outlets are located within the main streets of Knox Street, Main Street, Bridge Street and Clare Street. The main retailing businesses in Ballyhaunis town centre are Costcutter Express, Londis and the purpose-built Supervalu. There is also a Connaught Gold DIY and Garden Centre on the Charlestown Road. .

The Mayo region continues to act as an attractive tourist location for both national and international holiday makers. The potential benefits of tourism to the town could also be significant, having regard to its natural and built features of interest and its location on the main road and rail network at the gateway to the County.



#### 4.6.1 Enterprise & Employment Policies

- Policy 17      Attractive Location for Investment  
It is a policy of the Council to continue to promote Ballyhaunis as a competitive and attractive location that contains adequate lands suitable for future economic development.
- Policy 18      Retail Environment  
It is a policy of the Council to maintain a competitive retail environment within the town centre and to encourage an improvement in the range of services available to residents in line with the current County Retail Strategy.
- Policy 19      Increased Employment Opportunities  
It is a policy of the Council to encourage the expansion of the range of employment opportunities available within the town.
- Policy 20      Tourist Infrastructure  
It is a policy of the Council to encourage the promotion of the tourism potential of the town and to improve existing tourist assets and attractions in the Ballyhaunis area.

#### 4.6.2 Enterprise & Employment Objectives

- E1      Reservation of lands for Economic Development  
*It is an objective of the Council to reserve adequate and suitable lands for the creation of new and expanded employment opportunities within the Plan area, including for industrial, commercial and retail uses.*
- E2      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.*
- E3      Growth of Existing Businesses  
*It is an objective of the Council to support the growth of all appropriate existing commercial and industrial businesses in the town and the expansion of the range of employment types in the town.*
- E4      Quality of Industrial and Commercial Development  
*It is an objective of the Council to require that all commercial and industrial development proposals are of high visual quality in terms of setting, built design and landscaping, in order that the quality of the town's visual environment is enhanced.*

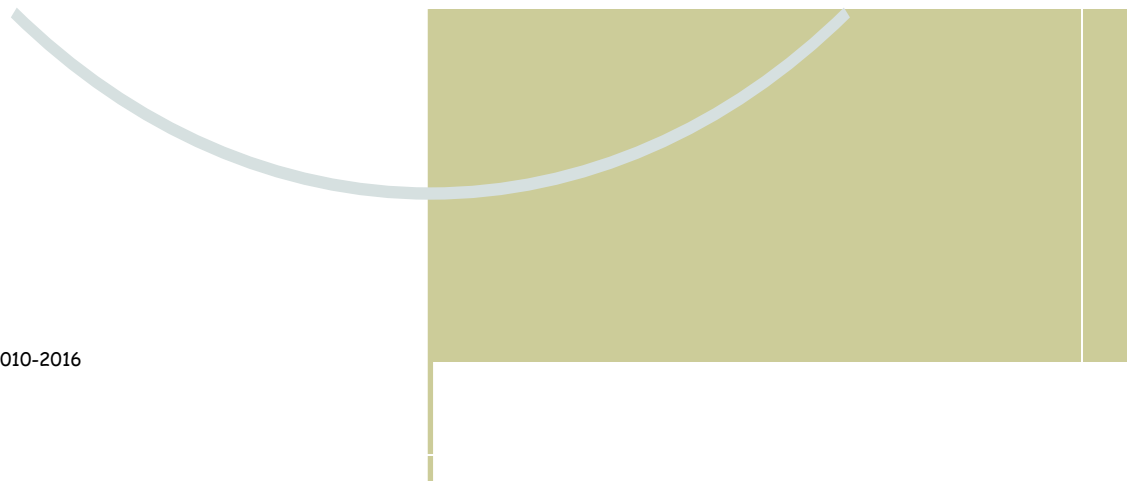
- E5      Home Based Activities  
*It is an objective of the Council to encourage, where feasible, the introduction of home based economic activities that are suitable in terms of size and nature, having regard to existing residential amenity and protection of the residential character of the area.*
- E6      Range of Retail Services  
*It is an objective of the Council to support the expansion of appropriate retail facilities at suitable locations in Ballyhaunis in line with the Mayo Retail Strategy and Retail Planning Guidelines.*
- E7      Protection of Town Centre  
*It is an objective of the Council to protect the environment, character and vitality of the town centre.*
- E8      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'.*
- E9      Retail Warehousing  
*It is an objective of the Council to strictly control the location and range of goods sold from retail warehouse units in order to ensure that the retail primacy of the town centre is not unduly prejudiced.*
- E10     Retail Impact Assessment  
*It is an objective of the Council to require that all significant retail planning applications are accompanied by a detailed report assessing the likely impact of the proposed development on existing and permitted retail operations, particularly those in the town centre.*
- E11     Design of Retail Development  
*It is an objective of the Council to encourage high quality and creative design of new retail facilities, including through attractive and strengthened street frontages and improved linkages with key town centre facilities and car parks.*
- E12     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 promote Ballyhaunis as the key tourist location within East Mayo and the gateway to the wider County area.*
- E13     Tourism Enhancement  
*It is an objective of the Council to improve the overall attractiveness of Ballyhaunis for visitors and tourism, including through the enhancement of the visual amenity of the town and its approaches and through the encouragement of new or extended facilities for tourists, including quality tourist accommodation, attractions and activities.*

- E14     Swimming Pool  
*It is an objective of the Council to maintain and upgrade the town's outdoor swimming pool or encourage the development of an indoor heated swimming pool as part of any hotel/leisure centre proposals.*
- E15     The Abbey lands  
*It is an objective of the Council to protect the Abbey and its associated lands as one of the town's key tourist attractions.*
- E16     Interpretative Walking Routes  
*It is an objective of the Council to support and, where possible, implement measures to create interpretative walking routes in and around the town, linking the town's special features of built and natural heritage interest.*





# URBAN DESIGN FRAMEWORK





## 5.0 Introduction

The purpose of this section is to:

1. Identify those areas of land/buildings/natural features that are deemed to contribute towards the character of the town of Ballyhaunis, ensuring that their future preservation is not jeopardised by poorly designed developments.
2. Identify a number of opportunity sites where careful development should contribute significantly towards the improvement of the town's environment.

## 5.1 General Urban Design Framework

This section of the Plan aims at creating a strengthened urban structure within the town. 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 Ballyhaunis Urban Design Framework a number of key urban design recommendations are made that are incorporated in this Local Area Plan.

### 5.1.1 Traffic, Access and Movement

Ballyhaunis is served by a direct rail connection to Dublin on the Westport line. Bus connections are also available to Dublin, Galway, Derry, Sligo, Westport, Castlerea and other centres on route. In traffic terms, the town is situated at the intersection of the N60 Claremorris/Castlerea road, N83 Charlestown/Tuam road and R323 Knock road. Consequently, there is potential for conflict between local and regional trips. There are also heavy volumes of HGV traffic generated by regional through-trips and local industry, in particular the local food processing industries. The town centre environment is negatively affected by HGV traffic and regional-local traffic conflicts.

A bypass proposal is currently being prepared by Mayo County Council and the National Roads Design Office as a means of addressing this issue. The initial bypass alignment proposal interconnects with the existing road network at the N60 Castlerea Road, the N60 Claremorris Road, the Western Distributor Link Road and Irishtown Road, with an extension to the N83 Charlestown Road. Bypass routes represent a key “enabling” piece of infrastructure for a town. Traffic segregation would be facilitated by the by-pass proposal and the potential for enhanced urban regeneration can be kick-started.

As part of the bypass study, a preliminary traffic report has been undertaken by consultants on behalf of Mayo County Council. The study looks at matters including road safety, car parking, non-motorised traffic, public transport facilities and school traffic. It is anticipated that a finalised study will accompany the design and assessment of the bypass scheme.

**UF 1:** *It is an objective of the Council to fully utilise the increased amenity value arising within the town centre as a result of reduced traffic volumes on completion of the bypass.*



The town is served by extensively used on-street car parking and under-used off-street parking. Retail and commercial development would benefit from the greater use of off-street parking for long-term users, including employees. This would free up on-street spaces for short-term commercial and shopping trips.

**UF 2:** *It is an objective of the Council to facilitate improvements to encourage increased use of the town's off-street parking facilities and to control the use of on-street parking on main roads.*

Some recent urban expansion has occurred in areas that are not well connected to the town centre. Such development generates a high level of car dependency and increases both town centre congestion and the number of short-trips on the road network. A sustainable urban expansion strategy needs to consolidate development close to the town centre. In addition, there are examples of poor quality footpath systems to and within certain recently developed housing estates. This is a hindrance to safe pedestrian movement and undermined sustainable development. Poor road surfacing exists in certain locations, including heavily trafficked main routes, some recent housing estates and narrow country lanes that now support urban development.

Significant residential development is ongoing in the Hazelhill area, east of the distributor link road. A limited number of access points are available onto the distributor link road. However, much of the primary access to this area utilises sections of narrow rural roads, with poor width and alignment and little provision for pedestrians/cyclists. Road improvements require to be implemented to accommodate existing development, in addition to likely future development in this area. In the interests of transport sustainability, these matters should be given consideration in the bypass proposal or, alternately, a following study could address town centre improvements once the bypass has been put in place.

**UF 3:** *It is an objective of the Council to promote high quality access arrangements to and within all existing and proposed developments in the town.*

### 5.1.2 Walkways, Parks, Water and Views

#### Walkways

Some good examples of pedestrian permeability exist, particularly around core areas of the town. Mews lane access behind Main Street and pedestrian access points into recent community housing schemes are cases in point. This approach to development needs to be continued throughout future urban development in order to encourage local journeys on foot or cycle, rather than by car.

**UF 4:** *It is an objective of the Council to encourage the introduction of key walking routes which are safe and systematically integrated into the wider urban structure.*

In most cases, adequate passive supervision of walking routes is provided. Residential frontage development overlooking public space and footpaths is the best available means to ensure safe pedestrian environments in urban areas.

A number of walking routes have been developed, notably the Friary walkway and the riverside walkway, the former of which includes a very successful playground. While they are very attractively laid out, there is a lack of surveillance along much of their length. Furthermore, the walking routes do not serve any principle desire lines and are, consequently, relatively under-utilised. The key priorities for these important walking routes is to link these up as much as possible into an integrated network of well maintained routes, make them safe through good passive surveillance and integrate them into

the wider urban structure so that they form part of the urban fabric of the town. Sensitive residential development adjacent to some sections of these walkways, for example to the rear of the properties on Knox Street overlooking the Abbeylands, may be acceptable to enhance the level of activity and natural surveillance. Additionally, a simple measure for enhancing the role of these paths may be the provision of heritage trail billboards in strategic locations. Linking up heritage sites could be another theme for walking routes throughout the town.

**UF 5:** *It is an objective of the Council to require that the design and layout of all new development is appropriately orientated in relation to existing and proposed walkways, open spaces and green areas.*

## Parks

Some attractive and unique parks and amenity areas exist in Ballyhaunis. The Bridge area, the riverside walk and the Abbey parklands are chief among these. The town centre square is a focal point of the town, although this is hindered by the presence heavy traffic and large volumes of HGV movements. Other amenity and green spaces are under-exploited in the town. The banks of the southern section of the River Dalgan are hilly and relatively inaccessible, making it inappropriate for development but suitable as a possible walking route or ecology trail. Ballyhaunis is relatively well served by green open space. There are plentiful mature and younger trees. This is to be encouraged and mature tree retention should be a feature of all future urban development.

Public sculpture is plentiful and of a high standard throughout the town. It is particularly prevalent in community housing areas. This is to be encouraged and continued throughout future urban development.

**UF 6:** *It is an objective of the Council to ensure that new development does not jeopardise the integrity of the town's green areas and important trees and wooded areas.*

**UF 7:** *It is an objective of the Council to encourage the provision of public art in appropriate new developments.*

## Watercourses

The town of Ballyhaunis has a surprising number of watercourses, some of which are well developed as amenities, others being less so. Watercourses are prize assets to any urban area, acting as attractive amenities, a focal point for quality development and corridors for biodiversity. The Dalgan River running around the Friary Park and through the centre of the town is accessible and relatively well developed. A watercourse also runs under the rail line, past the Scout's Den and into the Dalgan. This is undeveloped and could be made more attractive, possibly by being incorporated into any redevelopment of the Scout's Den. A third and undeveloped watercourse in the town is at Hazelhill. Major industrial developments dominate this area. Nevertheless some adjacent lands have the potential for development and such development could and should incorporate the watercourse as a catalyst feature.

The town possesses the potential to develop a new "green" axis along the river channel. In fact, much of this is already in place, given the quality of the Friary walk and riverside walk. However, it could be strengthened and potentially increased in length. Some sensitively located development on lands to the west of the Dalgan River could provide better passive surveillance and make more use of the park by providing extended linkages. An ecology trail could be incorporated in these walkways. Any works associated with the provision of walkways or similar amenities adjacent to watercourses will require to be carefully assessed to ensure that there is no significant detrimental impact on the watercourse or any other water body into which it flows.

**UF 8:** *It is an objective of the Council to encourage the appropriate redevelopment of river side areas ensuring all new developments, where possible, address this valuable amenity and provide for walkway access, where appropriate. In all cases, careful consideration must be given to the need to protect the riparian zone from damage or inappropriate development.*

**UF 9:** *It is an objective of the Council to support the potential creation and improvement of a green axis through the town along the river.*

## Views

A number of strategic views are available within the town that articulate the character and showcase the highlights of the town. Efforts should be made to protect these important views, which include:

- Views from Abbey Street to the church.
- Views from Aisling Drive across the town.
- Views from The Friary eastwards.
- Views from the Bridge to the Friary.

**UF 10:** *It is an objective of the Council to ensure that new development does not significantly interfere with the town's important views and prospects. The Council may require Visual Impact Assessment for development proposals that have the potential to have a significant impact on important views or streetscapes.*

### 5.1.3 The Urban Character and Structure

#### Residential areas

Broadly, three types of residential development are identified: mainly 19<sup>th</sup> and 20<sup>th</sup> century terraced housing fronting onto main thoroughfares, pockets of mainly publicly developed community housing and suburban residential estates. One off bungalow and two-storey housing is also scattered around the town, more so on the outskirts.

The character of the town is dominated by rows of typically vernacular 19<sup>th</sup> century housing. This type of development, often mixed with commercial ground floor units, typifies the Irish rural town. A very strong street presence is achieved, usually, though not always, without a privacy strip. Alternating roof lines, roof pitches, decor and curtilages give the streets a feeling of diversity, set within a uniform structure. Infill housing has been broadly sensitive to the character of the town, for example on the Knock Road.

There is strong streetscape on key thoroughfares, especially Main Street, with a mixture of retail uses at ground floor, some attractively designed shop fronts and diversified building lines and roof lines. This established streetscape comes undone along the Clare Road, where some more recent development, coupled with vacant sites and uncoordinated industrial development, has broken up the urban form. Generally there is little defensive space on the older main thoroughfares, although some housing has incorporated privacy strips. A number of key buildings are set back from the principle building line, including the courthouse and the Catholic church. These are buildings of strong character and do not detract from the urban fabric. Recent infill, especially on the Knock Road, has kept to the principle street line and this has protected the urban fabric.

A number of community housing schemes are located around the town. These are of high quality in design and layout. For example a scheme to the rear of the Parish Hall has a variety of design elements and creates a safe, lightly trafficked street environment. These areas are usually well permeated with overlooked walking routes and interspersed with green spaces, seating and public art. The extent of these schemes, coupled with their uniform tenancy structure may be a concern, however, and greater social mixing in the town may be necessary through new private housing.

#### Landscape and Design

The town environment is typified by rolling landscape. This hilly character of the town makes it distinctive and gives rise to many attractive views and aspects. As outlined above, the town benefits from considerable green space and a number of small but attractive watercourses. These should be seen as opportunities to be incorporated into sensitively located and designed development. The presence and location of floodplains needs to be considered in these instances and where housing is not a feasible solution parkland should be considered. The provision of housing *adjacent* to and *overlooking* parks adds to their safety and increases utilisation. The use of solar energy should also be taken into account in new development, considering the aspect of much developable land near the town.

## Urban structure

A strong 19<sup>th</sup> century vernacular architecture and its appointment around a crossroads axis are the defining elements in the town. The town possesses a strong, vibrant main street. There is also strong streetscape character, particularly from Main Street up to the Friary Park. The town has a planned structure focussed on key institutional buildings and its market function. The main axis of the town is from Main Street to the train station. This takes in a number of key elements that define the character of the town and, for this reason, comprises a strong axis: -

- The Church
- The Old Courthouse
- The Square
- The bridge and Friary Path
- The Park
- The Railway Station

The town comprises mainly 2-storey developments, though in some cases up to 3 and 4 storeys exist. Some bungalow development exists especially on the outskirts and some single storey community housing is located close to the town centre. In general the town is medium to low density in nature and it seems unlikely, or unnecessary to challenge that form. A greater priority for the town is the creation of spatially compact, pedestrian-friendly neighbourhoods, focussed around a vibrant town core. This can best be achieved by utilisation of lands near the town centre and developing a civic core through integrated development.

**UF 11:** *It is an objective of the Council to encourage appropriate densities of development within and close to the town centre area to produce a more consolidated urban structure.*

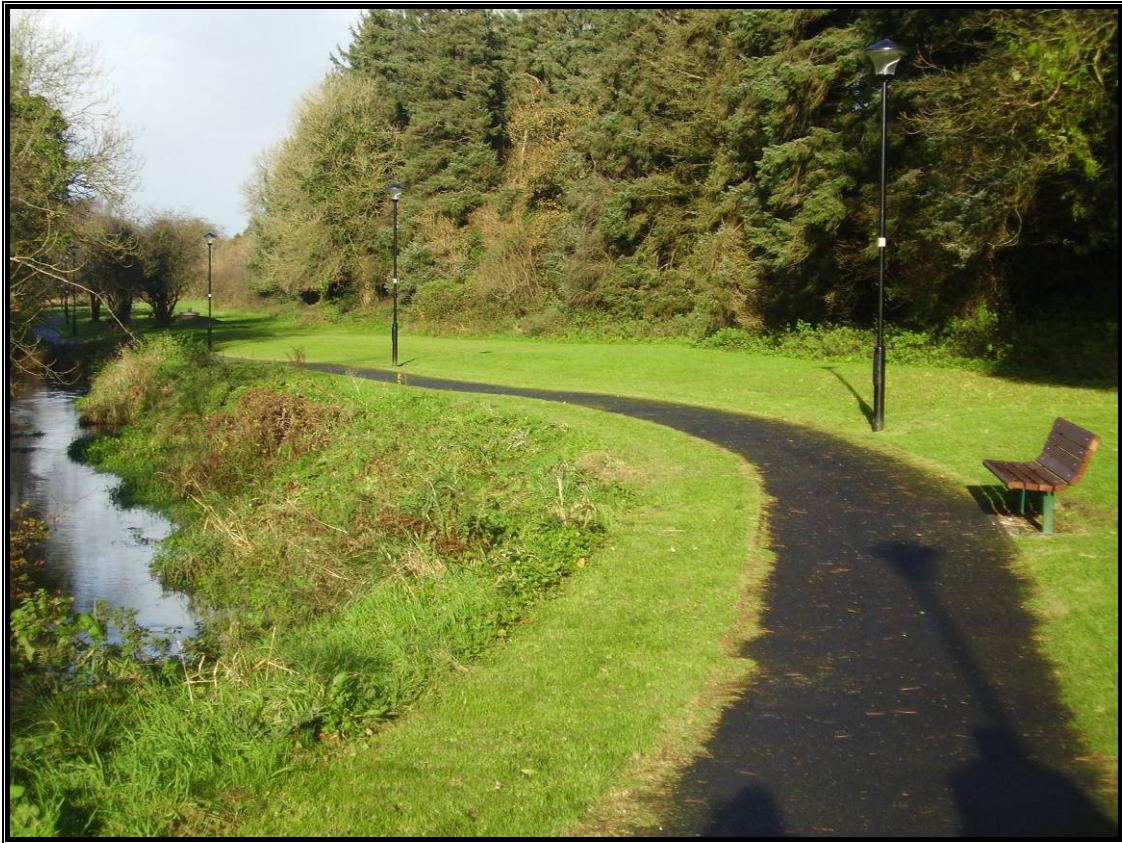
### 5.1.4 Strengthened Urban Structure

#### *New Town Civic Core*

The Square is the natural focal point of town. However, its viability as a public space is inhibited by the high volumes of traffic and wide crossing points. The provision of a town bypass will help to reduce the need for through traffic to pass through this area. However, it is suggested that, in conjunction with the orderly expansion of the town, a new town focal point could be developed that would link in with the existing town centre, creating a civic core with an improved pedestrian and commercial realm. Such a core would integrate with Main Street, the Square, the Supervalu site, the Church, the Mosque (which is currently severed from the town) and future possible growth areas. Mixed residential development should be included close to the town centre to encourage town centre living and a mix of tenures.

A number of needs arise from consultation with the community and the new town focal point could be used as a focus for these. Important commercial and community facilities, such as a hotel and a community centre could be located here. A multi-functional community centre, providing for indoor sports, youth café and a multi-cultural centre are various ideas from community submissions that could be considered. If developed around a plaza, space for festivals and a market space could be provided. The mix of activities should ensure passive surveillance and a safe environment. The absence of mid-sized and large retail units in the town and could also be provided for.

**UF 12:** *It is an objective of the Council to support the creation of a new civic focal area westwards from the existing town centre to incorporate a mix of uses with good links to the town centre and existing and proposed residential areas.*





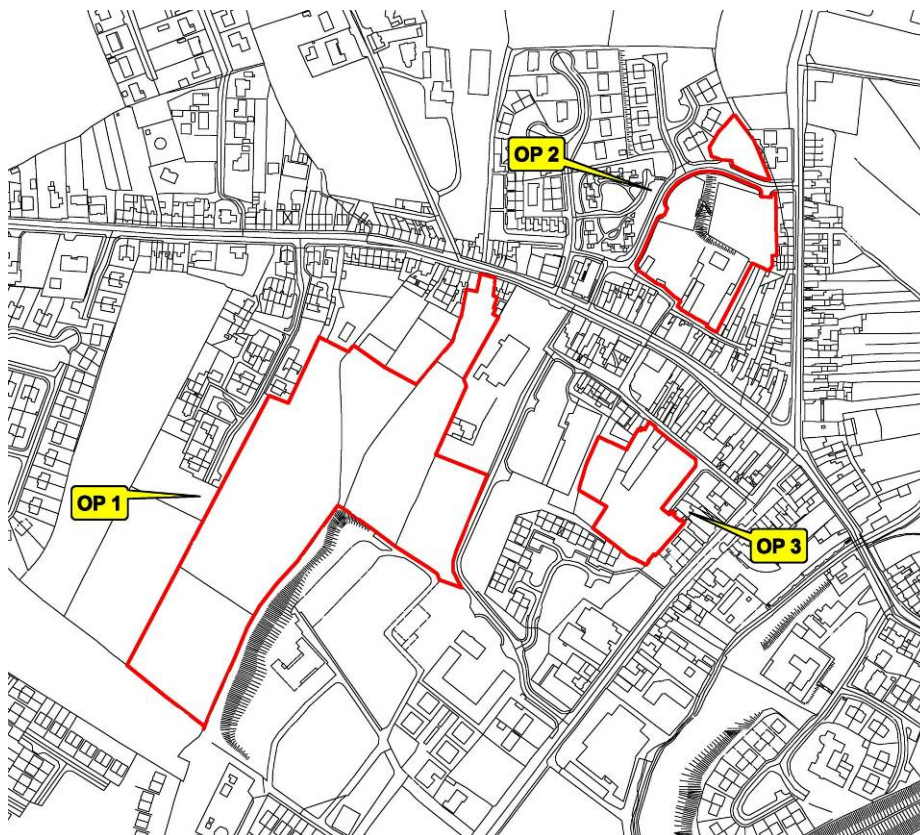
## 5.2 Opportunity Sites:

This section identifies a number of identified opportunity sites throughout the town. The aim of these sites is to maximise their potential to contribute to the overall character of the town in terms of design, residential amenity, services provided and sustainability. 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. One of the key goals of this section is to revitalise these under utilised areas, changing them from areas that fail to contribute to the overall character of the town and redeveloping them as areas with a distinct sense of place and identity.

Each opportunity site chosen is slightly different in terms of its location, access arrangements, surrounding built environment and on-site characteristics. It is therefore essential that each site is assessed individually and that the correct methods of redevelopment are suitably identified for each. All sites chosen are contained within the identified plan boundary and are shown on the map below.

Opportunity Sites	
Site OP 1:	East of Aisling Drive
Site OP 2:	Rear of Knox Street/Main Street
Site OP 3:	Barrack Street

Opportunity Sites in Ballyhaunis:



### Opportunity Site 1: East of Aisling Drive

**Aim:**

To facilitate a mixed use extension to the existing town centre.

**Context:**

This vacant land is located to the rear of Main Street, generally between Supervalu and Aisling Drive. Adjoining land uses include retail and town centre uses, the church and of a number of established residential areas.

Access to the site is currently limited by the existing residential units along the Main Street boundary and significant topographical changes along the east of the site. Planning permission for a new hotel on the site was granted permission in 2005 with a new proposed entrance from Main Street. A further permission for a mixed development on adjacent lands in 2006 also made provision for access via the new road adjacent to Supervalu.

Development proposals should seek to incorporate two or more key access points, at least from the north of the site (Main Street) and the east (Supervalu). Additional access may be desirable from the west through residentially zoned lands (Hazelhill area).

**Objectives:**

- To provide a high quality mixed use extension of the town centre.
- To create strong pedestrian links with adjoining lands.
- To facilitate additional commercial, retail, leisure and residential developments on lands to the rear of the Main Street.

**Appropriate Uses:**

- Retail/ Commercial/ Community Facilities/ Leisure/ Open Space/ Residential

### **Key Design Criteria**

- Appropriate mix of uses to maintain vibrancy in area throughout the day.
- High quality pedestrian and commercial realm.
- Maximise potential pedestrian linkages to Clare Road and Hazelhill areas.
- Max Plot Ratio of 1.5-1.75.
- To respect existing character and design of adjacent residential areas, the setting of St. Patrick's Church and significant natural features and trees.
- To ensure that the access point provided along the Main Street does not weaken the existing streetscape. Key buildings may be provided on both corners to provide definitive edge to the new entrance.
- Creation of a strong sense of place and identity.



### Opportunity Site 2: Rear of Knox Street/Main Street

**Aim:**

To redevelop an area that remains under utilised and isolated from the adjoining commercial core area.

**Context:**

This vacant and under-utilised land is located to the rear of Knox Street and Murphy's Lane. It comprises relatively under-used public surface car parking and a number of old disused sheds. The site is very centrally located and has good potential access to Main Street and Knox Street. However, the site is not well-integrated with the main commercial areas and remains of poor visual quality and utility.

**Objectives**

- To redevelop the lands to rear of Main Street and Knox Street to provide beneficial town centre uses and create an attractive urban environment.
- To redevelop the existing surface car parking areas to include additional commercial uses and create a level of vibrancy and natural security throughout the day.
- To facilitate a high quality redevelopment to strengthen the town centre.
- To provide redeveloped high quality, safe and convenient surface parking with good access to the town centre facilities.

**Appropriate Uses:**

- Town centre uses/ Retail/ Commercial/ Community Facilities/ Car Parking
- Residential (mainly above ground floor)

Key Design Criteria
<ul style="list-style-type: none"><li>➤ Appropriate mix of uses to maintain vibrancy in area throughout the day.</li><li>➤ High quality pedestrian and commercial realm.</li><li>➤ Create high quality and safe pedestrian linkages to Main Street and Knox Street.</li><li>➤ Max Plot Ratio of 1.50-1.75.</li><li>➤ Ensure parking areas are attractive, well laid out and overlooked by mixed uses.</li><li>➤ Creation of a strong sense of place and identity.</li></ul>

### Opportunity Site 3: Barrack Street

#### Aim:

To facilitate the beneficial use of one of the town's most centrally located vacant sites, which undermines the vitality and built quality of the town centre.

#### Context:

This site is located on Barrack Street, to the rear of Main Street in the heart of the town. The existing streetscape in the area is mainly of poor or mixed visual quality and lacks any strong sense of place or identity. The area is characterised by the rear yard areas of shops and commercial premises on Main Street and some more recent residential development. A notable recent development adjacent to the site is the Mid West Radio building, which could act as a catalyst for further quality urban development. Development proposals should seek to maximise the potential of this centrally located land bank whilst also providing a high quality development that integrates with adjoining land uses. Overall the proposal must seek to revitalise this area, providing it with a renewed identity that is modern and appropriate for this town centre location.

#### Objectives

- To redevelop the lands to rear of Main Street to provide beneficial town centre uses and create an attractive urban environment.
- To redevelop the existing surface car parking areas to include additional commercial uses and create a level of vibrancy and natural security throughout the day.
- To facilitate a high quality redevelopment to strengthen the town centre.

#### Appropriate Uses:

- Town centre uses/ Retail/ Commercial/ Community Facilities
- Residential (mainly above ground floor)

#### Key Design Criteria

- High quality mixed use development with strong frontage.
- Max Plot Ratio of 1.75.
- Creation of a strong urban streetscape.
- Avoid dominance of surface car parking – underground or limited surface parking.
- To provide a new streetscape along the sites front boundary.



# 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 Ballyhaunis town centre is, in part, determined by its existing streetscapes, traditional form 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 may 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 if there are 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 5.2.

Normal Maximum Plot Ratios for Development Proposals, where permitted in principle			
Use	Town Centre Zone	LIC Zone	Other Zone
Residential	1.5	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 (see also Section 6.2.1).

#### 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 be 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. An 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 cannot 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, car 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 <sup>2</sup>

### Industry

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

### Commercial

Type	Town Centre	Other Areas	Service	Notes
Shopping Centre	1 space/ 25m <sup>2</sup>	1 space/ 20m <sup>2</sup>	90m <sup>2</sup> /1000m <sup>2</sup> (Gross floor area)	
Shops	1 space/ 25m <sup>2</sup>	1 space/ 20m <sup>2</sup>	90m <sup>2</sup> /2000m <sup>2</sup>	
Offices	1 space/ 40m <sup>2</sup>	1 space/ 25m <sup>2</sup>	50m <sup>2</sup> /1000m <sup>2</sup>	
Banks	1 space/ 45m <sup>2</sup>	1 space/ 35m <sup>2</sup>	50m <sup>2</sup> /1000m <sup>2</sup>	
Public House	1 space/ 4m <sup>2</sup>	1 space/ 2m <sup>2</sup>	50m <sup>2</sup> / 500m <sup>2</sup>	
Restaurant	1 space/ 10m <sup>2</sup>	1 space/ 5m <sup>2</sup>	50m <sup>2</sup> / 1000m <sup>2</sup>	
Hotels	1 space/ bedroom	1 space/bedroom	50m <sup>2</sup> / 1000m <sup>2</sup>	Add for function/ restaurant/bar area
Discotheques Function Rooms	1 space/ 3m <sup>2</sup> of public area	1 space/ 3m <sup>2</sup> of public area	50m <sup>2</sup> / 500m <sup>2</sup>	
Retail Warehouse	1 space/ 30m <sup>2</sup>	1 space/ 30m <sup>2</sup>	50m <sup>2</sup> / 1000m <sup>2</sup>	
Car Showroom	1 space/ 100m <sup>2</sup> plus 20 spaces/ha. sales area	1 space/ 50m <sup>2</sup> plus 20 spaces/ha. sales area	50m <sup>2</sup> / 1000m <sup>2</sup>	
Garages	1 space/ 30m <sup>2</sup>	1 space/ 30m <sup>2</sup>	50m <sup>2</sup> / 1000m <sup>2</sup>	



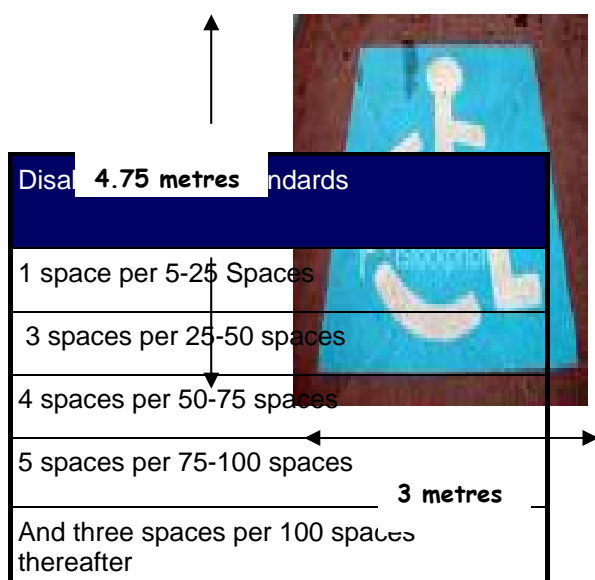
Service Station	N/A	1 space/ 300m <sup>2</sup>	135m <sup>2</sup> /site	Additional spaces for shop
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#### Health and Education

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



## Sports Facilities

Type	Requirement
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 <sup>2</sup>
Swimming Pool	1 space/20m <sup>2</sup>
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, where appropriate, throughout all land use zonings. These spaces should be provided in convenient locations which are well supervised and passively surveyed.

Type	All Areas	Bicycle Requirement	Parking
Residential	Apartment	0.25 spaces/unit	
	Dwelling	1 space/ unit	
	Hotels/Motel	0.1 space/ bedroom	
Industrial	Manufacturing	1 space/ 250m <sup>2</sup>	
	Warehouses	1 space/ 300m <sup>2</sup>	
Transport	Rail/Bus Stations	1 space/ 10m <sup>2</sup>	
Commercial	Shop	1space/ 100m <sup>2</sup>	
	Offices	1space/ 100m <sup>2</sup>	
Community	Churches	1space/ 50m <sup>2</sup>	
	Museums	1space/ 100m <sup>2</sup>	
	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 <sup>2</sup>	

#### 6.1.11 Fire & Emergency Services

The Council will require that all developments can provide an adequate supply of water for fire prevention. All developments shall include adequate provisions for emergency service vehicle access.

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. The Council will require that the following provisions are made on site:

- a) Adequate water supplies for fire prevention.
- b) The location of the development does not injure public health and safety.
- c) The proposed layout adequately caters for emergency service vehicle circulation.
- d) Escape routes are not blocked as a result of inadequate storage provisions elsewhere on site.

The Council will require that industrial sites are facilitated in areas that are away from residential areas and where there is good quality infrastructure. Hazardous development, in addition to the above requirements, may require an adjacent area of land where other developments may be prohibited.

#### 6.1.12 Seveso II Sites

The European Directive 96/82/EC on The Control of Major Accident Hazards Involving Dangerous Substances, also known as the Seveso II Directive was first introduced in Ireland in 2000. This legislation aims to prevent major accidents from areas which store chemicals/other dangerous substances. Ballyhaunis has one site where the Seveso provisions apply, being the Flogas Depot on Clare Road

All planning applications within the Seveso Consultation Zone (600metres of the Ballyhaunis Flogas Site) will be referred to the Health and Safety Authority as the statutory consultee (see Policy ENV17 and additional note for more details). Any recommendations made by the HSA will be given all due consideration during the assessment of the planning application.

#### 6.1.13 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 throughout 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.

#### 6.1.14 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.

#### 6.1.15 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) *in accordance with Dublin Corporation's Stormwater Management Policy for Developers*. Developers 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.

#### 6.1.16 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 specifically required by the individual development, 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.

#### 6.1.17 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 and throughout large developments as well on all minor roads and paths servicing smaller housing clusters.

#### 6.1.18 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 (also see Policy ENV5).

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.

#### 6.1.19 Masterplans

In areas where there are significant development proposals and there is a number of separate land owners, the County Council, may require the preparation of an overall masterplan in advance of any individual planning applications for development. The purpose of the masterplan is to ensure that there is an appropriate integration of access, infrastructure, open space, community and ancillary facilities in major development proposals and to avoid piecemeal development. Any such masterplan will normally require to be agreed with the County Council as part of the pre-planning process.

#### 6.1.20 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 and watercourse in the longer term. In general there should be no new 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.

#### 6.1.21 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 (N60: Roscommon to Claremorris and N83 Tuam to Ireland West Airport Knock) and Strategically Important Regional Roads (R323: Knock to Ballyhaunis) 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.

#### 6.1.22 – 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 DEVELOPMENT

### 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. Building densities play a vital role in the future viability of the town. Developments must provide densities which are suitable to their location to ensure the appropriate utilisation of serviced lands. Towns that are not subject to suitable density requirements encourage unnecessary trip generation, result in inefficient use of infrastructure, encourage urban sprawl and weaken the overall economic performance of the town.

Section 6.1.6 above sets out the Plot Ratio standard for residential development in the town centre and Section Five provides standards for the identified Opportunity Sites. The following Plot Ratios will apply to new residential development in other areas within the Plan area.

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 require that densities be assessed with reference to the following 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 Open Space

The following private open space requirements will apply to all new residential schemes. Some reductions in these standards may be considered in infill developments, innovatively 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



#### (v) Overlooking

A minimum of 22 metres shall be maintained between opposing first floor windows to ensure overlooking is avoided. This requirement may be relaxed in instances where by innovative design proposals efficiently address the issue of privacy and overlooking.

In instances where first floor windows serve living rooms this requirement shall be increased to a minimum of 35 metres. Distances may be reduced for infill developments where these distances cannot be achieved, subject to innovative design. 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 Housing Estates

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

#### 6.2.3 Phasing of Residential Development

The Council will require that all developments for 30 or more residential units shall be completed in a number of 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. Each phase shall also be fully completed prior to any development works being carried out on the subsequent phase.

#### 6.2.4 Traffic Management within Residential Developments

Developers shall have regard to the *Traffic Management Guidelines*. Residential developments shall include natural traffic calming measures through the incorporation 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.

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, tactile pavement. 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 apartment schemes must provide an adequate mix of unit types including one, two and three bed units. All apartments shall be designed in accordance with the standards outlined in the *Sustainable Urban Housing: Design Standards for Apartments*, published by the Department of the Environment, Heritage and Local Government in September 2007. The floorspace requirements of these guidelines are detailed below.

## (ii) Floorspace Requirements

The floorspace of these units shall be sufficient as to provide adequate living space for its users as well as ensuring a sustainable living environment for residents. The following floorspace requirements have been identified for apartments, in accordance with the Government Guidelines.

Minimum overall apartment floor areas

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

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

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 bedroom floor area &amp; widths (excluding built in storage)

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:

- Each apartment should be self contained with only one entrance to each apartment from the main corridor.
- Apartment schemes should include high quality design proposals which are appropriate to their surrounding environment.
- Apartment schemes should incorporate common open space provisions in the form of terraces and courtyards that provide a friendly, social and high quality living environment.
- Proposals should also incorporate appropriate provisions for refuse storage, bicycles, the drying of clothes and storage areas for household fuel.
- Proposals should include high quality landscaping schemes for communal areas. Landscaping should be provided in an attractive mix of soft and landscaping that is useable to its residents.
- Car Parking spaces should be segregated so that planting is provided between every four spaces provided.
- On site bicycle car parking should be provided in line within all schemes. The number of spaces provided should be equal to one quarter the number of car parking spaces required.

### 6.3 COMMUNITY FACILITIES DEVELOPMENT

#### 6.3.1 Primary/ Secondary 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 an increase in the 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

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.

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:

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 town 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:

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 4.2.2 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:

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.

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

## 6.4 INDUSTRIAL AND BUSINESS PARK DEVELOPMENT

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.

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

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

### 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.

### 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.

### 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 landscaping.

- Where possible, car parking shall be provided to the rear of the front boundary line.

#### 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.

#### 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 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.

#### 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.

#### 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.

#### 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 DEVELOPMENT

The Council will require that all applications for telecommunications development comply with the *'Telecommunications Antennae & Support Structures-Guidelines for Planning Authorities'*. The Council will require that all alternative locations for a telecommunications mast be exhausted prior to an application for a new free standing mast within the town being lodged.

Planning applications for telecommunication masts will be assessed according to the following criteria:

### 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.

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. Decommissioning:

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

## 6.6 RETAIL DEVELOPMENT

### 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 Ballyhaunis's existing town centre and commercial core. The Council will assess the overall suitability of the proposed location based on the principles of the Retail Planning Guidelines 'Sequential Approach', as follows. 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 Applications

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 and commercial core.

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

1. Long Term Viability
  - Impact on the Plan's long term land use strategy.
  - Impact on attracting other private sector investment into the town centre.
2. Impact on 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 pay due regard to:

- 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 that are excessively higher than existing buildings in the vicinity will not normally be permitted, unless there are urban design benefits, such as an important landmark/gateway building.

#### 6.6.4 Shopfronts

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

The streets that comprise the main town centre commercial area of Ballyhaunis provide an important visual expression of the town's history and development. The Council will, where possible and appropriate, request that the existing shopfront be maintained or enhanced. Contemporary shopfront design will be considered where it is of excellent quality.

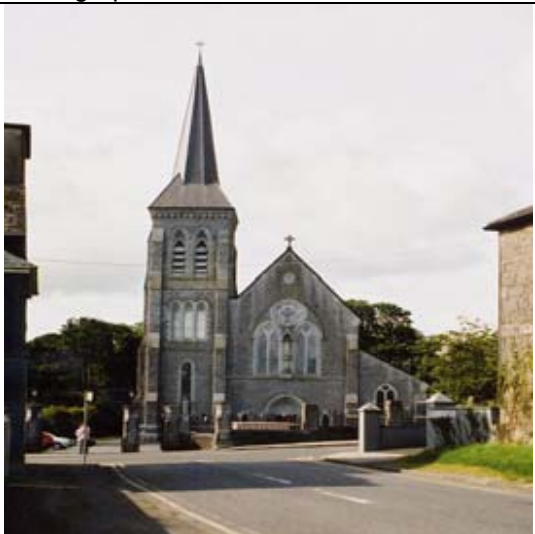


The future replacement, refurbishment and extension to existing retail units must be sympathetic to their surroundings, incorporating, where possible, the use of simple design styles. Innovative designs will be encouraged. These designs however will need to respect the existing streetscape in which they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


Retail units that 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.

In addition to the above, planning applications for new retail premises or new shopfronts will be assessed with regard to the following criteria:

1.     **Advertisement Signs:**  
As outlined in Section 6.1.13 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 BALLYHAUNIS

Ref	Address	Description	Photograph
180	St Patrick's RC Church, Main Street, Ballyhaunis	Free-standing cruciform-plan rusticated limestone Gothic revival basilica c. 1905. Designed by Doolin and Butler.	
181	Former St. Joseph's Convent, Abbeyquarter, Ballyhaunis	A well designed Victorian structure typical of religious houses of its time, c. 1880. Detached seven-bay, two storey with dormer L-plan purpose built convent.	
182	St Marys Abbey Chapel, Friarsground, Ballyhaunis	Free-standing double gable fronted double height rendered chapel c. 1340 completed c. 1450 and refurbished c. 1850.	

18 3	Ulster Bank, Bridge Street, Abbeyquarter, Ballyhaunis	Large detached four bay two storey, with a dormer attic storey rendered Bank building c. 1880. A number of outbuildings to the rear.	
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