



Claremorris Local Area Plan 2013-2019



(Adopted 13th May 2013)

**Mayo County Council
Comhairle Contae Mhaigh Eo**

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Section 1: Introduction

1.1 Purpose of the Claremorris Local Area Plan 2013-2019

This plan provides a policy framework to guide and manage the future growth and sustainable development of Claremorris. It sets out objectives for the zoning of land for particular uses and provides the framework against which planning applications will be assessed. The overall strategy of the plan has regard to national, regional and county policy and guidance, as well as the aspirations and views of the local community put forward during the public consultation phase of the plan preparation process. Claremorris is designated as a Key Town in the County Settlement Hierarchy (Mayo County Development Plan 2008-2014), therefore a strategic framework is required to promote the sustainable growth and development of the town in a manner that is consistent with this designation whilst ensuring that its unique environmental and architectural characteristics are protected and enhanced.

1.2 Statutory Context

The Claremorris Local Area Plan 2013-2019 has been prepared in accordance with Sections 18-20 of the Planning and Development Acts 2000-2010. It replaces the Claremorris Local Area Plan 2006 and will remain in force for a period of 6 years from the date of adoption by Mayo County Council or such longer period as may be determined by reason of a deferral under Section 19(1)(d) of the Planning and Development Acts 2000-2010 or until such a time as it is replaced by an Area Plan for Claremorris incorporated into the Mayo County Development Plan 2014-2022.

A Local Area Plan (LAP) is required to be consistent with the objectives of the County Development Plan, its Core Strategy, and any regional planning guidelines that may apply to the area of the plan. Accordingly, this LAP should be read in conjunction with the Mayo County Development Plan 2008-2014 which sets out the overarching development strategy for the county. Where any provision of the LAP conflicts with the provisions of the County Development Plan (as varied or a new CDP) the provisions of the LAP shall cease to have effect.

As the development strategy set out in this LAP will shape the future growth and development of Claremorris it is therefore an important document, which will affect all those who live and work in Claremorris or who have an interest in its future development.

1.3 Plan Area

The LAP refers to the area located within Claremorris Town Boundary (See Fig. 1). The total LAP area extends to approximately 607Ha (1500acres). The LAP boundary has been revised from that established under the Claremorris Local Area Plan 2006, by excluding lands that cannot connect by gravity feed to the existing sewerage network, and is defined by the following:

- location of existing and permitted developments
- the role of Claremorris as a Key Town in the County Settlement Strategy

Fig 1: Aerial view of Claremorris showing LAP Boundary



- the need to consolidate the overall development of the town by integrating existing residential, industrial, recreational and community developments on the outskirts of the town within a defined development boundary
- the consideration of the National Climate Change Strategy 2007 – 2012 and Smarter Travel: A Sustainable Transport Future
- the location of strong, physical boundaries such as roads, by-pass, railway line and speed limits
- the location of services
- the need to offer locational choice for future development
- proximity to community, employment opportunities and commercial facilities
- the need to ensure a compact urban form and to maintain a clear definition between town and surrounding countryside
- the need to protect the natural and built heritage

1.4 Public Consultation

The Planning and Development Acts 2000-2010 requires the planning authority to take whatever steps it considers necessary to consult the public before preparing a Local Area Plan. Mayo County Council engaged in a wide-ranging public consultation exercise with the general public, the local community, various service providers and other relevant agencies during the pre-draft stage of the plan preparation process.

This included notification in three local newspapers and a ‘Public Drop-In Consultation Session’ in the Mayo County Council Area Office in Claremorris. The public were invited to attend the ‘Drop-In Session’ to discuss the process involved in the preparation of the LAP and make their views known. Written submission was also invited as part of the pre-draft consultation phase. Issues raised during the pre-draft consultation phase related to:

General <ul style="list-style-type: none">• designation of the town for Foreign Investment Status and Tourist Designation• maintenance of ‘very clean air environment• potential of Claremorris to become Irelands first ‘Eco-Town’• extension of town boundary to include Clare lake forest greenway and Golf Course	Town Centre <ul style="list-style-type: none">• farmers market for town centre• green mile linking development between North and South of town• rejuvenation of the town centre by targeting brownfield sites• enhancement of town core by incentives to residential living in or within walking distance of the town	Traffic, Transportation, Movement and Access <ul style="list-style-type: none">• pedestrian linkages in the town• re-examining parking provision in the town• Ballinrobe railway line as a future greenway• railway serving Ireland West Airport Knock
Environmental/Visual <ul style="list-style-type: none">• examination of flooding in line with guidelines• visual improvements to the town, particularly along approach roads	Community Facilities <ul style="list-style-type: none">• creation of pedestrian links within the town• potential of walking routes and greenways• creating a feature of the historic well• provision of skate park• provision of sufficient lands for educational facilities and recreational facilities	Zoning <ul style="list-style-type: none">• re-examine zoning and rezone lands to current or permitted uses• provide alternative to the 3 bed roomed semi detached house.

The consultation process was integral in shaping the strategy, aims and objectives of the LAP. Accordingly, it should not be viewed as a regulatory document, but rather as an expression of the

Council's vision, in partnership with the wider public, for the sustainable development of Claremorris over the next 6 years and the steps needed to achieve this vision.

1.5 Plan Format

This LAP consists of a single document made up of a written statement and associated maps.

Section 1	Introduction to the LAP
Section 2	Sets out the strategic planning context for Claremorris
Section 3	Survey and analysis of the area
Section 4	Sets out the development strategy for Claremorris
Section 5	Sets out the Policies and Objectives for Claremorris
Section 6	Sets out the development management standards and guidelines

1.6 Environmental Assessments

1.6.1 Strategic Environmental Assessment (SEA)

SEA is a formal, systematic evaluation of the likely environmental effects of implementing a proposed plan, or other strategic action, in order to ensure that these effects are appropriately addressed at the earliest possible stage of the decision making process on a par with economic and social considerations.

Claremorris does not come under the mandatory requirements for SEA as set out in the Planning and Development (SEA) Regulations 2011. As part of the plan preparation process, the planning authority carried out an assessment (screening) of the proposed LAP in accordance with the criteria specified in Schedule 2A of the Planning and Development (SEA) Regulations 2004, as amended. The prescribed environmental authorities were consulted in this regard. Following this process, the Planning Authority determined under article 14 A (5) of the Regulations, that a strategic environmental assessment is not required in respect of the proposed Claremorris LAP.

1.6.2 Habitats Directive Assessment / Appropriate Assessment (HDA/AA)

Local Area Plans must comply with the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, which requires an Appropriate Assessment of any Plan or Project, whether it is within or outside a designated 'Natura 2000' site, which may impact upon the conservation objectives of that site. Natura 2000 sites are those identified as sites of Community Importance under the Habitats Directive (Special Areas of Conservation SAC) or classified as Special Protection Areas (SPA) under the Birds Directive 79/409/EEC. An Appropriate Assessment shall be prepared in accordance with Part XAB of the Planning and Development Acts 2000-2010.

HDA Stage 1 screening of the Claremorris LAP was carried out. There are no Natura 2000 sites located within the Plan boundary and the Plan includes policies and objectives which ensure that the town will develop in a sustainable manner; facilitating future development whilst protecting designated sites and the natural heritage of the town. The planning authority had determined that the Claremorris LAP will not result in significant adverse effects on the integrity of the Natura 2000 network. Therefore Stage 2 Appropriate Assessment is not required in respect of the Claremorris LAP.

1.6.3 Flood Risk Assessment (FRA)

A Strategic Flood Risk Assessment was carried out during the preparation of the Claremorris LAP in accordance with 'The Planning System and Flood Risk Management Guidelines 2009' (Department of the Environment, Heritage and Local Government). It provided an appraisal and assessment of available flood risk data on all land use proposals within the LAP area. The process identified flood risk indicators in each area and where it was demonstrated that lands may be at risk of flooding, either, modifications were made to land-use proposals or a more detailed flood risk assessment would be required.

Section 2: Policy Context

2.1 Introduction

The Claremorris Local Area Plan is at the lower level of a hierarchy of plans which include the National Development Plan 2007 – 2013; the National Spatial Strategy (NSS); the Regional Planning Guidelines for the West Region 2010 – 2022 (RPG); the Mayo County Development Plan 2008 - 2014 (MCDP) and the Mayo County Development Board 10 Year Integrated Strategy. This LAP has been informed by these policy documents and also by other relevant national planning policies; Government guidelines and documents including (but not limited to) the following:

- Guidelines for Sustainable Residential Development in Urban Areas 2009
- Urban Design Manual 2009
- Sustainable Urban Housing: Design standards for new apartments 2007
- The Planning System & Flood Risk Management 2009
- National Climate Change Strategy 2007 – 2012
- Smarter Travel: A Sustainable Transport Future
- Retail Planning Guidelines 2012 and the Retail Design Manual
- The provision of Schools and the Planning System 2008
- Spatial Planning and National Roads, Guidelines for Planning Authorities 2012

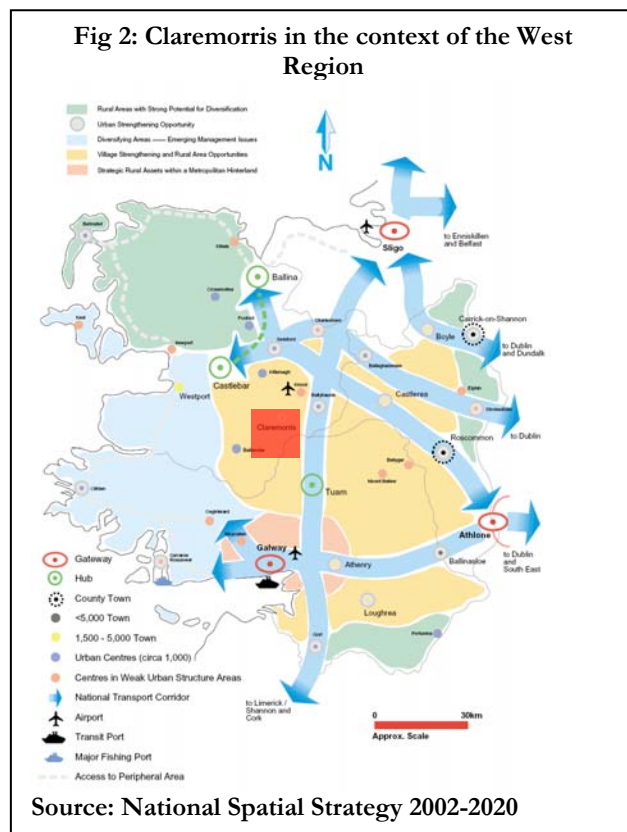
In addition, various issues were identified during the pre-draft consultation phase which have also been taken into consideration in drafting this LAP.

2.2 Policy Context

The National Spatial Strategy 2002-2020(NSS)

The National Spatial Strategy outlines an overall National approach to spatial planning. Its aim is to facilitate balanced regional development throughout the Country. In Mayo, the NSS identifies the towns of Ballina and Castlebar as a linked hub, the aim of which is to complement the nearby gateways of Galway and Sligo, whilst also providing services to its associated catchments. It also emphasises the potential role of smaller towns (such as Claremorris) in achieving balanced regional development through various measures, including public and private investment in essential services, appropriate development and improving attractiveness of the towns.

The NSS identifies Claremorris in an area of “Village Strengthening and Rural Area Opportunities”, in which local authorities should examine closely the potential for new residential, commercial and local employment related development within the structure of small towns and villages. This is of central importance to the economic restructuring of rural areas. Furthermore, the NSS states that local authorities should use their local knowledge, resources and legal powers under the planning and derelict sites legislation to encourage and facilitate development, supported at national level by various mechanisms such as the urban and village renewal schemes.



Regional Planning Guidelines for the West Region 2010-2022

The Regional Planning Guidelines for the West Region 2010 – 2022 (RPG's) sets out a framework for the long term strategic development of counties Mayo, Galway and Roscommon (West Region). The Guidelines aim to deliver balanced regional development in the Region with specific objectives to stimulate social, economic and cultural development.

Claremorris is identified as a Key Town in the RPGs. The overall Settlement Strategy Goal is *‘to develop the strategic role 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 the urban and rural hinterland areas.’*

The key investment priorities related to Claremorris that are required to support the sustainable development of the region are as follows:

- completion of the N/M/17 and N/M/18 Gort to Claremorris Dual Carriageway
- reclassification of the N60/N61 Athlone to Castlebar via Roscommon to a National Primary Road and upgrade
- provision of adequate water and waste water facilities for all areas
- completion of the re-opening of the Western Rail Corridor

The RPGs also set out population targets for 2016 and 2022 based on the Regional population targets issued by the DoEHLG in 2009. The Guidelines set out population targets for the County as a whole, with growth allocated between the linked hubs and the remainder of the County.

2.3 County Context

Mayo County Development Plan 2008-2014

The Mayo County Development Plan 2008-2014 was varied in 2011 to incorporate a Core Strategy. The purpose of the Core Strategy is to set out an evidence based strategy for spatial development of the County and to demonstrate that the development objectives in the development plan are consistent, as far as practicable, with national and regional policy set out in the NSS and RPGs. A central component of the Core Strategy is the County Settlement Strategy based on a settlement hierarchy which is consistent with the spatial structure, aims and objectives of the NSS and RPGs. The main elements of the Core Strategy are outlined below:

The Core Strategy	
Settlement Hierarchy <ul style="list-style-type: none"> • Castlebar-Ballina a linked hub • 11 Key Towns; 2nd tier in the settlement hierarchy • Claremorris designated as a Key town • key towns should develop a strategic role and support development; enable them to act as significant providers of services in their own areas and generate spill-over effects 	Population and Housing <ul style="list-style-type: none"> • sets out population targets for 2016 and 2022 • distributes greatest proportion of future population to the Key Towns • target population for Claremorris is 3488 persons in 2016 and 3845 persons in 2022 • 320 housing units requires for 2016 and 534 for 2022. • potential housing stock of 637 units¹ • 132Ha of undeveloped residential zoned lands; only 32 required to meet future population requirements • excess of 100Ha residential zoned lands • options to be considered in addressing surplus lands; discontinuing the zoning objectives; re-zoning; designating as a “Strategic Land reserve”; phasing

¹ This is the potential housing stock that could be realised from the completion of unfinished estates, planning permissions for residential development that has not commenced and estimated vacant residential units in Claremorris

The County Settlement Strategy	
<p>Guiding Principle</p> <p>Strengthening the network of Key towns and smaller settlements in the settlement hierarchy in order to encourage more strategically focused and plan-led development throughout the County's small town and village structure thereby avoiding unsustainable commuter driven and car based development.</p>	<p>Objective</p> <p>Overarching objective for all towns including Claremorris is to support and facilitate ongoing development, renewal and improvement through a range of measures such as:</p> <ul style="list-style-type: none"> adequate provision of suitable zoned land to accommodate population growth and commercial development provision of water and roads infrastructure enhancement of the physical and townscape environment appropriate infill and back-land development identification of areas in need of regeneration and measures to ensure their sustainable development sustainable and sympathetic re-use of brownfield lands and the existing built environment rather than developing greenfield lands provision of a high level of social community and recreational facilities.

Claremorris: A Key Town in the Mayo County Settlement Strategy

The promotion and development of a number of Key support towns for targeted population growth is one of the fundamental elements of the Strategy. Claremorris is identified as one of 11 such towns in the settlement hierarchy.

Policy P/CSS 2.1 as set out in the Core Strategy of the Mayo County Development Plan 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 and enterprise development to serve the inhabitants of those towns and their rural hinterlands."*

The County Settlement Strategy recognises the potential of Claremorris as a transport hub in view of its location at the intersection of strategic transport infrastructure (road and rail), Policy P/CSS 2.2 supports and promotes this potential within a framework *"which supports the integration of transport and land use zoning"*.

The County Settlement Strategy also recognises and supports the particular potential of Claremorris due to its location along the Western Rail Corridor. In this regard it is a policy as expressed in Policy P/CSS 2.3 to *"Promote and support the growth and sustainable development of the towns located along the Western Rail Corridor."*

The LAP must be consistent with the objectives in the County Development Plan and therefore, the above objectives underpin the development strategy for Claremorris and the detailed policies and objectives of the LAP.

Other policy documents at the county level which have informed the LAP include:

Mayo County Housing Strategy 2008	Mayo County Retail Strategy 2008
<p>Specific reference to Claremorris in the Strategy is as follows:</p> <ul style="list-style-type: none"> the planning authority as a general policy reserve the maximum permissible 20% of the land zoned for residential, or for a mix of residential and other uses in the local towns such as Claremorris for Social and affordable 	<ul style="list-style-type: none"> Claremorris is within the 4th tier of the national retailing hierarchy and a 2nd tier in the county retailing hierarchy supports retail warehousing in Claremorris due to its strategic potential as a key retailing centre. recognised as having key roles to play in serving the shopping patterns and needs of Mayo

Claremorris Local Area Plan 2013-2019

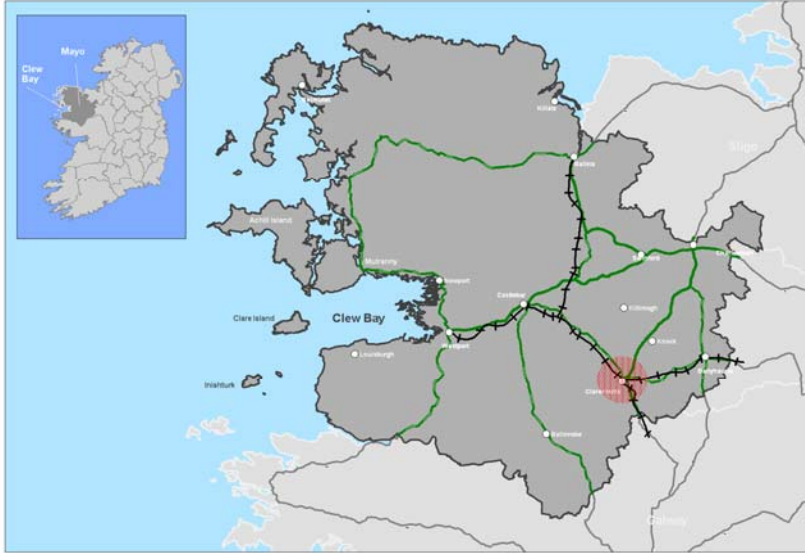
<p>housing.</p> <ul style="list-style-type: none">• outlines the details of numbers built and required for the town over the lifetime of the strategy.	<ul style="list-style-type: none">• a diverse range of comparison and convenience shopping in the town centre. The town is now a target for many national chains and multiples.• the environmental appearance and quality of the town centre has been enhanced in recent years through County Council investment in the streetscape and public realm.
Mayo County Development Board 10-year Integrated Strategy	
<p>“Maigh Eo Le Cheile le Neart – Mayo County Development Board 10-year Integrated Strategy” sets out a ten year strategy for economic, social and cultural development of the County. Specific reference to Claremorris in the strategy is as follows:</p> <ul style="list-style-type: none">• the strong urban structure within the County, with the larger towns of Ballina, Castlebar, Westport and Claremorris provides a strong basis for urban critical mass in the functional zone of Mayo and needs to be further developed through greater linkages and co-operation.• Claremorris has the potential to become a regional transportation hub were certain transportation developments to occur	

Section 3: Profile of Claremorris

3.1 Physical

Claremorris is situated in the undulating plains of southeast Mayo. It is located 28 km southeast of Castlebar and 61 km North of Galway City. It is strategically located within the county and the West Region, at the junction of two major National Routes, the N17 (Sligo/Galway) and N60 (Castlebar/Roscommon for Athlone and Dublin). It has direct rail links to Dublin and potential future rail links along the Western Rail Corridor and is 26 km from Ireland West Airport Knock.

Fig 3: Location of Claremorris



Two important regional Routes, the R331 from Ballinrobe and the R320 from Kiltimagh also terminate in the town.

To the south are Clare and Mayfield Loughs, which constitute valuable natural amenities for the town. It is the fourth largest town in the County and is the established administrative, commercial and service centre for a considerable hinterland in this part of the County.

3.2 Historical

Claremorris, translated from the Gaelic ‘Clár Clainne Mhuiris’ meaning ‘the plain of the family of Morris’ takes its name from the famous Norman invader, Maurice de Prendergast who came to Ireland with Strongbow in 1170 and was later granted a large portion of lands in these parts.

By 1777 the basic linear pattern of the town with its distinctive market square had developed. In 1822 the R.C Chapel was built, this was later demolished and the site now houses the town hall. The present R.C Church was built in 1911. Also around the early to mid 1800's a large courthouse was built as was St. Johns' Protestant Church. St. Johns Church is now the town library.

By 1836 Claremorris had about 300 houses and 1476 inhabitants. Between 1820 and 1880 the town endured the ravages of the Famine. 1863 saw the opening of the railways to the town.

Claremorris enjoys a rich built heritage as reflected in the number of structures listed in the Record of Protected Structures (12) and the number on monuments on the Record of Monuments and Places (26).

3.3 Claremorris Today

Claremorris is the fourth largest town in Mayo and is an established administrative, commercial and service centre for both the inhabitants of the town and a considerable rural hinterland. The town has developed over the last few years, with the opening of the Silverbridge Shopping Centre at the northern end of the town centre, a large retail warehousing park south of the town centre and the McWilliam Hotel. Chapel Lane has been developed from an almost derelict state to a commercial street. The public swimming pool was redeveloped into a modern leisure complex in 2009 and a new Garda Station was developed in Mount St in 2008. Although there has been significant investment in commercial properties in the town a report by GeoDirectory has highlighted that 18% of commercial property in the town is vacant. (128 premises).

A considerable amount of new housing development has been constructed within the LAP area over the last 6 years; mostly on residential zoned lands to the northern and western side of the town. Claremorris is also well serviced with a broad range of social and community services and recreational facilities.

3.4 Existing Settlement and Land Use Form

Claremorris is centrally located within the County at the junction of pivotal transportation routes. It is bounded by the National Primary Road N17 to the east (Claremorris by-pass), and nearly all the development in the town has taken place to the west of this strong physical boundary. The inner relief road acts as an internal boundary between the town centre zone and (with the exception of the Silverbridge shopping centre) the mainly residential and community type developments

Retail development generally centres around the town centre area but has expanded beyond with the development of the Silverbridge shopping centre. The inner relief road acts as a barrier separating these two retail areas. Retail warehousing has developed in the area to the south of the town centre along the old Ballindine road, which has resulted in some businesses relocating from the town centre. Therefore the core retail function of Claremorris stretches from the shopping centre in the north through the town centre area to the retail parks to the south.

Emerging Issues

- expansion of core retail area without links to town centre
- dereliction and vacancy in Town Centre
- consolidate residential development

Industrial development has mainly occurred in the north part of the town with the development of an industrial park along the Kiltimagh road. The old Ballindine road has seen some development of small manufacturing units, but the main industrial area is to the north of the town.

Housing development has mainly expanded to the north and west of the town centre and has been restricted to the south due to the location of the Seveso II Site “Calor Gas Teoranta” and other industrial/commercial uses.

Active sports and recreation facilities comprising GAA training pitches, soccer pitches and a running track are located in the north of the town and the GAA pitch, new swimming pool complex and tennis club are located in the town centre. McMahon Park adjacent to Clare Lough and children’s playground are located to the south.

3.5 Urban Form and Townscape-Amenity

3.5.1 Urban Form

Four distinct areas can be identified within the town boundary:

- the town centre area, which is bounded to the north by the inner relief road and to the south by the old railway line. This consists of the main thoroughfares of Main St., Dalton St., James St., and Lower James St., and also includes Market Square and adjoining streets.
- north of the town centre, and the inner relief road, is the newly constructed Silverbridge shopping centre
- south of the town centre, this area is comprised mainly of larger scale commercial/whole sale type development, such as hardware, sports and other goods normally associated with this type of development
- outlying areas, comprising mainly of residential development, and also the towns main amenity and open space provision and community facilities. Also to the north along the Kiltimagh road is an existing industrial park.

3.5.2 Townscape-Amenity

Significant improvements to the townscape have been carried out over the last 6 years, particularly around the Market Square and Dalton Street areas. Traditional shopfront design is re-emerging in the town as new development proposals are constructed. Off-street car parking with pedestrian links to the main streets have improved pedestrian movements within the town. However, Mount Street and Lower James Street have not seen any improvement with many buildings vacant and falling into disrepair. Other notable changes are the increased number of commercial premises on the upper floors of the town centre buildings which has reduced the residential population of the town centre. Signage along the approaches to the town clearly indicates directions to other nearby town, but there is no direction to the town centre.

Emerging Issues

- need to create a sense of place for the town centre
- vacancy, disrepair of buildings
- very little residential uses in the town centre area
- need for signage to promote the Town Centre area

The town centre area appears to have lost its sense of importance in the overall context of Claremorris. It needs regain its role as the hub of commercial/retail activity through measures which will improve the townscape and overall amenity to enable it become a thriving, vibrant town attractive to the local community, visitors and investors.

3.6 Population and Demographic Profile

Existing Population Profile

The 2011 Census data is used for population and age cohort. Other data from the 2011 Census was not published during the preparation of this LAP. The 2006 Census data is used in this LAP where the 2011 data is not yet published.

Table 1: Population of Claremorris and Mayo 2006 to 2011

	2006	2011	Change 06 to 11	% Change
Claremorris	2595	3412	817	+31.5%
Mayo	123839	130638	6799	5.5%

Source: CSO Census of Population 1996; 2002; 2006

The population of Claremorris was 3412 in 2011; it is the fourth largest town in Mayo and has been growing consistently since 1996. The town has experienced a substantial population growth of 31.5% between 2006 and 2011, significantly higher than the growth of the County at 5.5% over the same time period.

Table 2: Age Profile of Population

	0-14	15-24	25-44	45-64	65+	Total
Claremorris	721	449	1147	660	435	3412
%	21%	13%	34%	19%	13%	100%

Source: CSO Census of Population 2011

Table 2 above indicates that the working age cohort (15 to 64) represents 66% of the population, which is two-thirds the population of Claremorris. It also indicates that 34% of the population is within the dependent age cohort (0-14 and 65+).

Future Population Growth

The Core Strategy in the Mayo County Development Plan sets out population targets for the County as a whole and for individual towns in the Settlement Hierarchy in accordance with the Regional Planning Guidelines for the West 2010-2022. It also sets out the associated housing and residential land requirements necessary to support population growth in individual settlements.

The Core Strategy sets a population target of 3488 persons in 2016 and 3845 persons in 2022. However, the population of Claremorris grew unexpectedly by 31.5% to 3412 persons between 2006 and 2011 almost reaching the Core Strategy target population for the year 2016. Given the strategic role of the town of Claremorris within County Mayo and the wider sub-region at the confluence of important road and rail routes, the Planning Authority has taken an evidence based approach in determining the future sustainable growth of the town due to circumstances that have arisen. Therefore, in the opinion of the Planning Authority the approach remains consistent with relevant policies and objectives as set out in the Mayo County Development Plan, the National Spatial Strategy and the Regional planning Guidelines for the West Region. Therefore the population target for Claremorris over the lifetime of the LAP is 3845 persons, an increase of 433 persons from 2011 to 2018.

Emerging Issues

- population growth greater than Core Strategy target

3.7 Employment and Enterprise

The number of persons in employment living in Claremorris was 1402 persons in 2011.

Table 3: Persons Ages 15 Years and Over Classified by Economic Status in 2006

	At Work	Looking for 1st job	Unemployed (lost job)	Student	At home looking after family	Retired	Sick / Disabled	Other	Total
Claremorris	1402	31	303	246	214	380	106	9	2691

Source: CSO Census of Population 2011

Table 4 gives an indication of the distances travelled to work, school or college of all individuals over age of 5 (thus including students going to primary and secondary school). The figures indicate that Claremorris is a nodal point for commuters, 20% travel a distance of 15 to 49 km which would possibly include all the smaller towns in the hinterland and Castlebar and Tuam. 8% travel a distance greater than 50km which would include Galway. 50% travel a distance of up to 4km which indicates that 40% of this cohort live, work or school in Claremorris. These percentages would significantly alter if school going children were removed from the calculations.

Table 4: Distance travelled to work/school by persons over 5 in 2006

Distance Travelled	0 Km	1 Km	2-4 Km	5-9 Km	10-14 Km	15-24 Km	25-49 Km	50+ Km	Not Stated	Total
Claremorris	11	328	487	126	62	143	206	135	196	1694
%	1%	19%	29%	7%	4%	8%	12%	8%	12%	100%

Source: CSO Census of Population 2006

Table 5 gives a breakdown of the employment classification of the active workforce living in Claremorris. The dominant labour market activity in the town is in Commerce and Trade with 25% of employees. Professional and Other sectors are the next most important activity accounting for 20% and 18%. 11% of the work force is engaged in the agricultural, forestry and fishing sectors.

Table 5: Employed persons aged 15 years and over classified by employment type in 2006

Employment	No.	%
Agriculture, Forestry, Fishing	158	11%
Manufacturing	121	9%
Building and Construction	68	5%
Public Administration	78	6%
Transport and Communications	79	6%
Commerce and Trade	353	25%
Professional	285	20%
Other	260	18%
Total	1402	100%

Source: CSO Census of Population 2011

3.8 Retail and Services

Claremorris is identified as a Tier Two town in the Mayo County Retail Strategy 2008 (see previous section), and plays a key role in serving the shopping patterns and needs of Mayo.

The town centre provides a diverse range of comparison and convenience shopping and has attracted large retail chains such as Super-value; Tesco and Aldi. A recent report by Geodirectory states that 18% of all commercial property in Claremorris is vacant.

Retail warehousing has been provided in Claremorris to the South of the town on the old Ballindine Rd. This includes hardware, sports goods, a toy shop and other smaller retail units.

Emerging Issues

- vacancy of retail units in Town Centre
- protect core retail function

A retail survey of Claremorris indicates that 34% of the retail units of the town are vacant.

3.9 Housing

Claremorris has seen a considerable amount of residential development over the last 6 years. Approximately 300 housing units have been constructed with a further potential 360 units that have planning permission and could still be developed within the LAP boundary. In terms of local authority housing, Mayo County Council constructed a small housing scheme of 10 units on the Ballyhaunis Rd.

The population target for Claremorris over the lifespan of the LAP is 3845 persons which equates to a growth of 433 persons from 2011 to 2018. The associated number of housing units required to accommodate this growth is 174². (population growth divided by average household size).

The Core Strategy indicates that the potential housing yield from unfinished housing estates is 231 units. There is also a potential yield of 125 residential units from extant planning permissions. (the Core Strategy indicates 206 units, but permission has expired for a development of 81 units). Therefore there is a potential housing yield of 356 housing units that could be realised in Claremorris within the planning system.

In addition, the 2011 Census indicates that there are 300 vacant housing units in Claremorris (the Core Strategy which predates the 2011 Census estimated 200 vacant housing units).

Therefore, taking the above factors into consideration, there is a total potential housing yield of 656 housing units that could be realised in Claremorris.

The existing permissions are accommodated on 32 hectares of residentially zoned lands within the LAP area. Therefore, there is an excess of 100 ha of residential land zoned under the 2006 LAP. The issue of excess zoning of residential zoning is addressed in the Development Strategy Section of this LAP.

Emerging Issues

- oversupply of land zoned for residential development
- current housing potential greater than required over the LAP period
- vacancy rate of residential units
- unfinished housing estates

3.10 Education and Community Facilities

Claremorris hosts a range of education and community facilities such as pre school facilities, primary and secondary schools, sporting facilities, health centres to name but a few. Even though Claremorris is a reasonably sized urban area in the context of Mayo, most facilities are within reasonable distances from residential areas.

² This figure has been readjusted using the 2011 Census of population data as the Core Strategy Data in the County Development Plan 2008-2014 was based in the 2006 Census of Population.

There are 3 privately owned pre-school after care facilities located in the town. The main issues relating to childcare in Claremorris is the lack of a community based full day care and afterschool service.

There are two primary schools in Claremorris (Convent of Mercy N.S. and Claremorris Boys N.S.) The combined enrolment for these schools has increased by 64 pupils from 2001 to 2010. It is estimated that 12%³ of the population at any given time is of primary school going age. The population increase for the predicted plan could yield a potential additional 78 primary school pupils.

Emerging Issues

- absence of community based child care facility
- ensure adequate lands zoned for community uses

Claremorris has two post primary schools (Coláiste Cholmáin and Mount St. Michael) The combined enrolment for these schools has decreased by 30 pupils from 2001 to 2010. It is estimated that 8.5%⁴ of the population at any given time is of post primary school going age. The population increase for the plan period could yield a potential additional 55 post primary school pupils.

It may be possible to cater for these additional pupils within existing facilities, but it is considered prudent to ensure that land around existing schools is retained for educational purposes in order to facilitate any future needs.

3.11 Amenity and Recreation

Usable public open space within the town boundary is mainly in small pockets of green areas within existing housing developments. However a large area of natural amenity is located around Clare and Mayfield Loughs at the southern end of the town. The development of McMahon Park has opened up access to Clare Lough and has the only accredited walking trail in Claremorris. The Clare Lake Loop walk is a 3km route around the lake. Plans are ongoing to extend this loop to connect with the Golf Club and to re-loop the trail back into Claremorris using Coilte lands. When developed this facility will offer both walkers and cyclists a dedicated 8km off-road trail with the overall aim of establishing the area as a recreational park. Currently there is a children's play ground which the local development groups would like to expand to include more facilities such as a skateboard park. The recreational amenity of Mayfield Lough has not yet been realised.

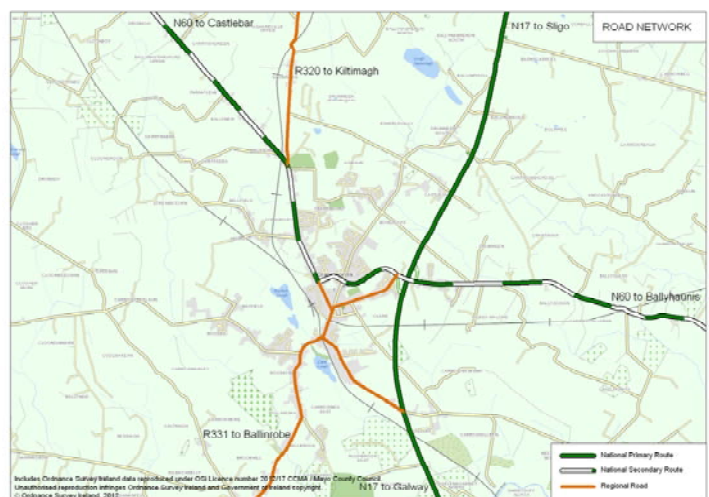
Claremorris has a comprehensive range of sports facilities including GAA and soccer pitches, tennis courts, handball alley and athletic track. There are also many clubs and societies catering for a broad range of age groups and interests.

3.12 Infrastructure and Utilities

3.12.1 Transport and Pedestrian Movement

Claremorris is located at the junction of the N17 (National Primary Road Galway to Sligo) and the N60 (National Secondary Route Castlebar to Roscommon). Two important regional roads, R331 from Ballinrobe and the R320 from Kiltimagh, terminate in the town. The town centre is bypassed to the east by the N17 Claremorris by pass and to the north by the N60 inner relief road.

Fig. 3: Road Network



³ Department of Education and Skills

⁴ Department of Education and Skills

At present, there are sufficient car parking facilities in Claremorris with both off-street and on-street parking. In the town centre, the majority of car parking is pay and display, with a large public car park located at the railway station which is free of charge.

Bus Eireann operates daily services from Ballina, Westport, Galway, Athlone and Sligo that stop at Claremorris. The Bus Stop is currently located at Dalton Street.

The Dublin to Westport/Ballina train service currently operates four daily services all of which stop at Claremorris train station. The proposal to re-open the Western Rail Corridor between Sligo and Limerick could provide a commuter rail link between Claremorris and Galway.

Ireland West Airport Knock is located approximately 30km north of Claremorris along the N17. It is the only international airport serving the region (Border, Midlands, West Region), linking the West and North West with the UK and many European destinations.

Emerging Issues

- improve pedestrian and vehicular permeability

Pedestrian permeability throughout the town is not clearly defined, recent town improvement works along the main street and side streets have improved the situation but there is no clear link between the residential and commercial development that surround the centre of Claremorris. Also there is a need to define a strong link between the retail park to the south and the Silverbridge shopping centre to the north through the town centre.

3.12.2 Sewerage Infrastructure

The Claremorris Sewerage Scheme is designed for a population equivalent (PE) of 8,000. The current treatment plant is designed to cater for an initial loading of 5,333 PE. The treatment plant is located in the townland of Coolrue approximately 3km from the town centre and discharges to the Robe River. The plant is based on an activated sludge process with phosphorus and nitrogen removal. The system combines both foul and surface water sewers. The existing treatment plant is near to full capacity and any future development proposal will require to be assessed by the Council to determine if there is sufficient capacity available and the treatment plant may need to be upgraded to Stage II (PE 8000) to cater for any future development of the town.

Emerging Issues

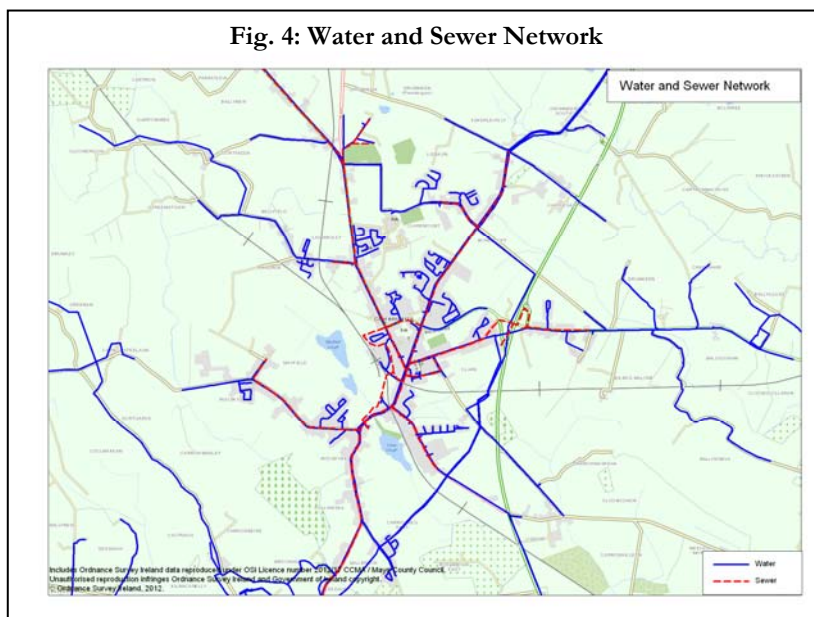
- capacity of waste water system
- capacity of water supply

3.12.3 Water

The Claremorris water supply is sourced from the Lough Mask Regional Water Supply Scheme.

This regional scheme provides water to a number of the larger towns of Mayo including Castlebar and Ballinrobe. The scheme is currently at full capacity supplying 30,000m³ of water per day. A treatment plant upgrade is expected to commence towards the end of 2012 which will add an additional 10,000m³ of water per day to the network. The Claremorris area currently consumes 4700m³ of water per day. Any future development proposal will require to be assessed by the Council and / or the

Fig. 4: Water and Sewer Network



relevant Water Services Authority to determine if there is sufficient water available.

3.12.4 Surface Water

The Claremorris Sewerage Scheme is a combined foul and surface water sewerage scheme.

3.12.5 Waste Management

Waste is collected by private operators. There are also a number of recycling facilities located throughout the town at various locations (usually car parks).

3.12.6 Telecommunications

A new telecommunications network has been installed in Claremorris offering a fast and efficient telecommunications network. The Metropolitan Area Networks (MANs) is a high capacity fibre optic system which is future proofed and offers virtually limitless capacity in terms of broadband and other telecommunication systems.

3.12.7 Electricity Supply

The electricity supply for Claremorris is from the Dalton 110/28/20kV substation, which is located to the east of the town. The station has 20MVA capacity at medium voltage and the current peak demand is 10MVA. Therefore there is spare capacity available to cater for domestic, commercial or industrial growth in Claremorris for the foreseeable future.

3.12.8 Gas Supply

Natural gas has been available to business and residential users in Claremorris since February 2009. The pipeline connection was sized to accommodate growth in gas demand from business and residential users in the town for a ten year period. There is sufficient capacity to supply gas to additional business and residential users for the lifetime of the LAP.

3.13 Natural, Cultural and Built Heritage

3.13.1 Natural Heritage

Mayfield and Clare Lakes are valuable natural heritage assets and important habitats of conservation value. They are naturally eutrophic water bodies with a rich diversity of plant and animal species. For this reason Mayfield Lough is designated as a fen habitat of conservation interest in the Mayo County Development Plan 2008-2014 (Appendix VI). The protection and enhancement of the conservation value of these lakes is a primary consideration in the development strategy for the town. Therefore any development or future enhancement or recreational projects located within the vicinity of the lakes, will require an environmental assessment to ensure the protection and enhancement of their ecology and to protect and enhance their conservation value.

Emerging Issues

- Conservation and enhancement of the natural / built / cultural heritage

Other aspects of this network include trees (groups and individual), hedgerows ditches, banks, stone walls, railway lines and embankments, watercourses etc all of which provide important habitats. Buffer areas and wildlife corridors should be incorporated into future development proposals where possible.

3.13.2 Cultural Heritage

Claremorris has a unique cultural and historical heritage, which is reflected in the abundance of archaeological monuments found in the area. Table 6 below and Figure 6 shows the archaeological monuments within the LAP area. They comprise mainly of enclosures but some crannogs are also evident and a possible icehouse.

Table 6: Record of Monuments and Places (RMP)

RPM No.	Monument Type	RPM No.	Monument Type
MA101-015	Enclosure	MA101-024	Enclosure (Possible)
MA101-016	Enclosure	MA101-025	Enclosure
MA101-017001	Enclosure	MA101-039	Enclosure
MA101-017002	Souterraine	MA101-040	Crannog
MA101-017003	Ice House (Possible)	MA101-041	Enclosure
MA101-018	Enclosure	MA101-064	Enclosure
MA101-019	Enclosure	MA101-065	Enclosure
MA101-020	Enclosure	MA101-066	Enclosure
MA101-021	Enclosure	MA101-067	Enclosure
MA101-022	Enclosure (S)	MA101-072	Enclosure
MA101-022001	Enclosure	MA101-091	Crannog (Possible)
MA101-022002	Enclosure	MA101-092	Crannog (Possible)
MA101-023	Enclosure	MA101-094	Enclosure

3.13.3 Built Heritage

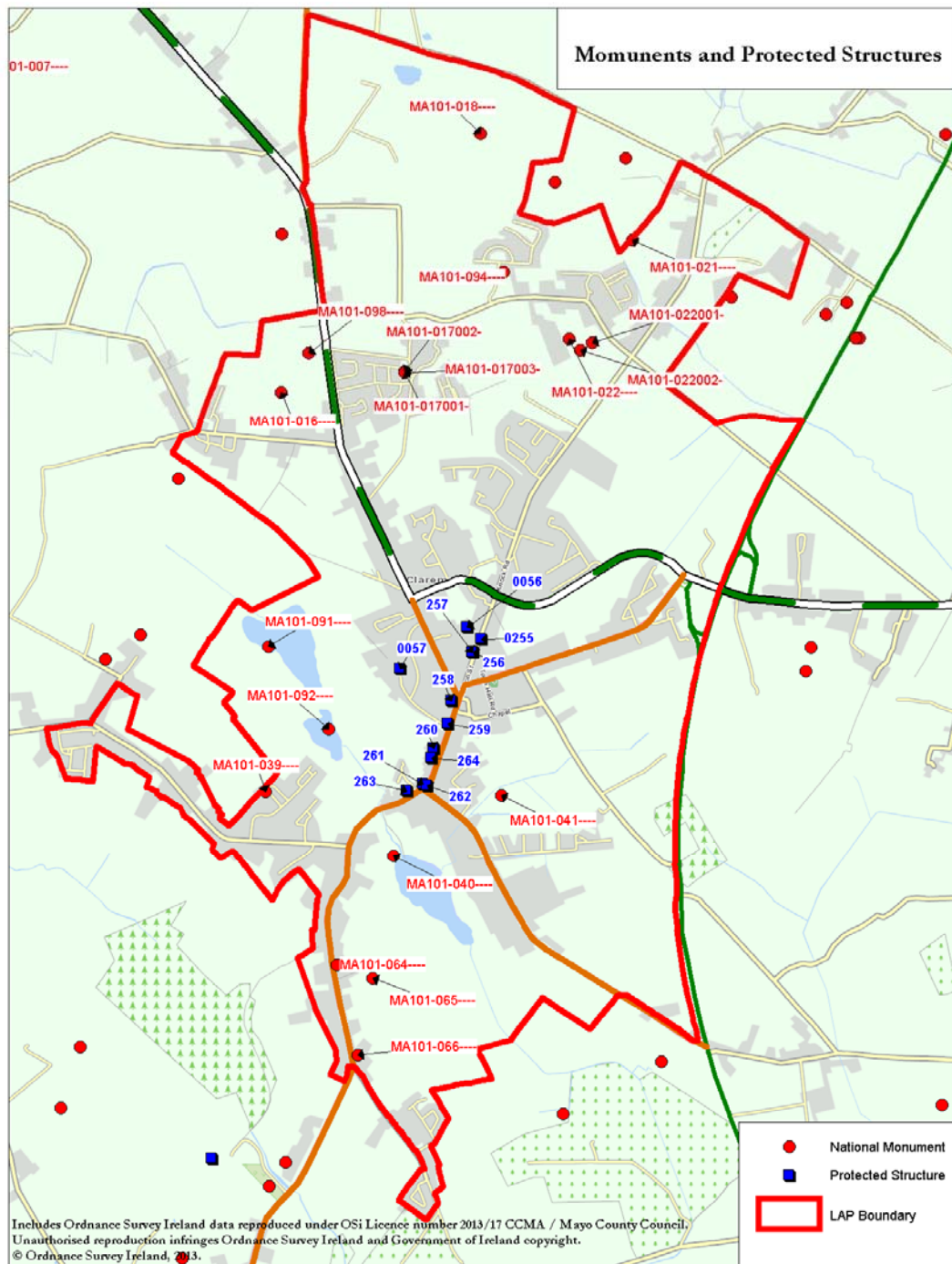
The architectural quality of Claremorris depends on the cumulative effect of its many houses and commercial premises rather than a large number of individual buildings. However there are a number of buildings of note in Claremorris including St. Colemans Catholic Church and the Railway Station. Other structures of merit include the Church of Ireland (Library), and Claremount Hse. Structures such as the pedestrian railway bridge and adjoining water tower also constitute an important part of the town's industrial heritage reflecting its former role as an important railway junction. In total there are 12 buildings listed in the Record of Protected Structures; these are identified in Table 7 and Figure 6 below.

Table 7: Record of Protected Structures (RPS)

RPS No.	Structure	RPS No.	Structure
0056	St. Colmans RC Church	0259	O'Briens
0057	Railway Station	0260	Old Arch Bar
0255	Former Church of Ireland	0261	Kennedy's
0256	Former Post Office	0262	Town House (Corner Sited)
0257	Terraced House	0263	Killeen Public House
0258	PJ Byrnes	0264	Bank Of Ireland

Generally the town has retained a traditional scale of buildings, with vertically proportioned windows, smooth plaster walls and pitched slated roofs. A high quality architectural response, that respects the integrity and character of both listed and non-listed buildings, will be encouraged and facilitated.

Fig. 5: Location of RPMs and RPSs



3.14 Flooding

A Strategic Flood Risk Assessment was carried out as part of the LAP making process. The main risk from flooding is from a fluvial source (i.e. a water body such as a lake, river or stream). These fluvial events have been recorded at Mayfield and Clare lakes. A fluvial flooding event is also recorded at the northeast section of the LAP boundary. Pluvial flooding events (flooding from surface water run-off) have also been recorded within the Plan area. Details of all flooding events are indicated in the accompanying Strategic Flood Risk Assessment and have been taken into consideration in the land use zoning strategy.

Section 4: Development Strategy for Claremorris

4.1 Development Strategy

The Local Area Plan is intended to guide the future growth and development of Claremorris in a sustainable manner, achieving the objectives of the Mayo County Development Plan and in a way that reflects the existing character and amenity of the area, the surrounding landscape, environment, natural and built heritage and will provide a high quality living and working environment, attractive to residents, workers, visitors and investors. Environmental considerations have been integrated into the overall strategy taking into consideration issues of climate change such as flood risk; maximising bio-diversity; supporting the development of green infrastructure and promoting smart travel. The future vision for Claremorris over the period of the plan and beyond is set out below:

Vision Statement for Claremorris

Claremorris will be a sustainable, vibrant and innovative growth centre within the County; whilst protecting and enhancing its built and natural environment; supporting an educated workforce; providing a range of supporting facilities / services / amenities and high quality living and working environment attractive to its residents, workers, visitors and investors. This will be achieved by capitalising on the town's strategic location and transnodal infrastructural links within the County and West Region and delivered through a managed and phased development strategy on appropriately zoned and serviced lands in a manner that is balanced and sustainable.

The vision statement is informed by a number of strategic goals which aim to:

- facilitate strategic potential of Claremorris as a 'Key Town' in particular its potential as a transport hub given its transnodal infrastructure.
- develop the full potential of Claremorris as a transport hub given its trans nodal infrastructure
- promote sustainable land use and transport, including Smarter Travel initiatives as central to the future development of Claremorris
- promote the concept of green infrastructural initiatives through the Plan area
- provide a vibrant town centre, with a high quality public realm that sustains the ability to attract new economic development and meet the business and service needs of the town and its surrounding hinterland, whilst offering an attractive environment for shopping, business, recreation and living.
- provide a framework for sustainable development and to ensure that sufficient, suitable lands are available to accommodate future expansion of all sectors of the town's economy and its population in an orderly, rational and sustainable manner, so that the town maintains a compact urban form, avoiding ribbon development and urban sprawl
- support the delivery of supporting infrastructure necessary to facilitate the future growth and sustainable development of the town
- protect and enhance the heritage and character of Claremorris, including natural assets, environment, natural and built heritage, public realm, local character and amenity, for the benefit of current and future generations

4.2 Approach to Land Use Zoning & Future Land Requirements

In order to implement the Development Strategy lands have been zoned for particular purposes. The process for zoning lands must, on the one hand seek to achieve the right balance between ensuring there is enough land zoned to meet the development needs of the town over the plan period and – on the other hand, avoid zoning too much land thereby creating a situation whereby orderly development, particularly in relation to the provision of essential services (roads, drainage, social infrastructure and amenities) cannot be achieved.

The purpose of the land use zoning is to indicate to property owners, and the general public, the types of development which the Council considers most appropriate in each zone. In considering the extent and types of land use zoning objectives, the following factors have been taken into consideration:

- the present development area and recent trends in development
- the amount of committed and uncommitted land within the existing development area
- the accessibility, availability and location of land for development
- the location and adequacy of existing social infrastructure (schools, community facilities, etc)
- the character of the town with regard to the scale and pattern of development
- the need to promote planning and sustainable development in accordance with national, regional and local policies and framework plans in this regard,
- physical features and amenities of the town
- the present and future situation regarding the provision of essential physical infrastructure – especially water, wastewater and roads
- the proximity to the Calor Gas Teo, Seveso II site
- the Strategic Flood Risk Assessment for the LAP.

4.3 Population Targets & Accommodating Population Growth

4.3.1 Population Targets

Section 3.8 outlines the population targets and housing requirements for the period of the LAP to 2018 in accordance with the Core Strategy in the MCDP. The population target for Claremorris for the lifetime of the LAP is 3,845, an increase of 433 persons above the 2011 Census.

4.3.2 Accommodating Population Growth

In order to accommodate the population target outlined above, it is necessary to ensure that adequate provision is made for residential zoned land in a sustainable manner. The methodology used in zoning residential lands in the plan area is outlined below:

- identify suitable lands for residential zoning in the plan area based on previous residential zoning, proximity to town centre and location in relation to other uses
- identify residential zoned lands comprising of unfinished housing estates listed by the DoECLG and lands within the plan area with existing planning permissions for residential development
- identify lands outside the town centre area which are considered suitable for residential zoning with the aim of linking existing residential areas with the town centre.
- provide a mix of densities to provide for choice of housing types
- phase development of residential lands to ensure sustainable development
- the present and future situation regarding the provision of services such as water supply and waste water treatment.

The 2006 Claremorris LAP has 132 hectares of undeveloped residential zoned lands. The draft LAP has reduced this to 64 Hectares. The area of undeveloped residential zoned lands has been reduced as follows:

- 35 Hectares has been removed resulting in the change in the LAP boundary
- 37 hectares as a result of re-zoning
- 4 hectares was added due to recent planning permissions on unfinished estates.

4.3.3 Residential Densities

Using a high residential density of up to 20 units per hectare and a low residential density of up to 5 units per hectare and based on an average household size of 2.7 persons per household, it is

estimated that 10Ha of residential zoned land is required to accommodate the targeted population increase over the lifetime of the LAP

4.3.4 Phasing Strategy of Residential Development

As the area of land identified as suitable for residential development within the LAP area is in excess of the requirements for the LAP period, the phasing of such lands will be required to ensure they are developed in a sustainable and sequential manner in accordance with the provisions of the Core Strategy of the Mayo County Development Plan. Two phases are proposed as set out below.

Phase 1 Residential Land

Phase 1 Residential Lands comprise all unfinished housing estates listed by the Department of Environment, Community and Local Government (DoECLG) and lands adjoining the town centre which currently have live planning permissions⁵ that have not yet commenced. Additional lands, considered infill, are also included in Phase 1 at a lower density to provide for detached house types as an option for those seeking an alternative to a house in the countryside. These lands should be developed in an in-depth manner to avoid the proliferation of accesses onto the public road and to prevent ribbon development. This was an issue that was highlighted at the pre-draft public consultation.

Phase 1 Residential Lands have a potential yield of 286 housing units catering for an increased population of 685 persons. Although this is in excess of the Core Strategy estimate of 174 housing units, it is considered that this strategy ensures adequate provision for residential demand whilst prioritising the completion of unfinished residential development within the LAP Area.

Phase 2 Residential Land

Phase 2 Residential Lands comprise of residential zoned lands within or close to the town centre, the development of which provide effective links between existing residential development and the town centre. Lower density lands have also been identified that will provide for specific house types (low density detached housing). This issue was highlighted at the pre-draft public consultation.

Phase 2 lands will only be considered for new multi-unit residential development where one or more of the following criteria applies:

- 70% of all lands to which Phase 1 relates is fully developed and subject to the establishment of proven evidence based demand for the development in accordance with the Core Strategy.
- there is an overriding justification for development on Phase 2 lands based on changed circumstances that may require the release of additional lands
- single houses shall only be considered where it is established that the lands in question are part of the overall family landholding and there are no family lands located on other appropriately zoned lands within the LAP Boundary.

4.4 Land Use Zoning Objectives

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

⁵ Planning permission comprising of 2 or more houses

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

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

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

All lands within the LAP area are divided into a number of Land Use Zones in accordance with the DoECLG General Zone Types (GZT). There are set out below along with the relevant objective for each zone.

GZT ID	Zone Name	Land Use Objective
R3.4	Residential High Density (≤ 20 units/hectare)	To protect the amenity of existing residential areas and provide further lands primarily for residential areas and provide further lands primarily for residential development at appropriate densities and ancillary facilities
R3.5	Residential Low Density (≤ 20 units/hectare)	To protect the amenity of existing residential areas and provide further lands primarily for residential areas and provide further lands primarily for residential development at appropriate densities and ancillary facilities
M2	Town Centre	To maintain and enhance the vitality, viability and environment of the town centre and provide for appropriate town centre uses
C6	Enterprise & Employment	To provide for light industrial and appropriate commercial development
C2.2	Industry	to provide for high quality business/technology park type uses in a high quality industrial environment.
G5	Recreation & Amenity	To provide lands for recreation and amenity purposes.
S5	Community Services/Facilities	To provide land for community and social facilities
P1	Agriculture	To reserve lands for agricultural and rural uses and to preserve the amenity of the town setting

N6	Infrastructure & Utilities	To provide land for public infrastructure and public utilities

Each land use zoning represents the existing or preferred use for each area and all development proposals will be assessed by reference to 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. These are:

- compliance with the Policies and Objectives of the LAP
- compliance with the appropriate zoning objectives and land uses generally permitted
- compliance with all relevant Development Management Standards
- contribution towards the attractiveness of the town
- maximise connectivity with neighbouring lands
- compliance with the 'Good Neighbour Principle' i.e. will not negatively impact upon existing residential or other amenities

Land use zoning objectives and generally permitted uses are set out at the back of this LAP adjacent to the Land Use Zoning Map (Map 3)

Section 5: Policies and Objectives

5.1 Introduction

This Section sets out the policies and objectives which the Council consider necessary to implement the Development Strategy for the Claremorris LAP, and thus guide the future development of Claremorris. A policy can be defined as an ongoing approach or view that the Council will take towards new development, while an objective can be defined as a specific goal that the Council aims to see implemented.

5.2 Strategic Role of Claremorris

Claremorris is the 4th largest town in the County; recording significant population growth between the 2006 and the 2011 Census. This LAP seeks to promote its continued growth and development in a manner that will provide a high quality living and working environment, attractive to residents, workers, visitors and investors. A fundamental principle of the Strategy, is that the future growth of Claremorris will not rely solely on natural increase but on its ability to accommodate and attract additional growth by making it attractive in terms of its strategic location and transnodal infrastructural links within the region, availability of zoned lands, the attractiveness of its town centre and its recreational and natural amenities and high quality environment. This strategy is consistent with the role of Claremorris as a Key Town within the regional framework, as identified in the Regional Guidelines for the West and the settlement strategy in the Mayo County Development Plan. The LAP adopts a number of strategic measures to advance the role of Claremorris as a Key Town.

Policy	
SDP1	It is the policy of the Council to support and facilitate the sustainable development of Claremorris as a Key Town in a manner that maintains and enhances the quality of life for those living and working in and visiting the town, promotes opportunities for economic development, social integration and sustainable transport options including Smarter Travel, whilst protecting the natural, cultural and built heritage and environmental quality.
Objective	
SDO1	It is an objective of the Council to facilitate the sustainable development of Claremorris in its role as a 'Key Town' by supporting orderly and sequential development in the plan area by focusing on the continued viability of the town and the protection and enhancement of its existing landscape setting, character, heritage and identity
SDO2	It is an objective of the Council to support and promote the development potential of Claremorris as a transportation hub given its trans-nodal infrastructural location
SDO3	It is an objective of the Council to support the development of Claremorris in a manner that sustains its ability to attract new economic development and meet the business and service needs of the town and its surrounding hinterland, whilst sustaining an attractive environment for shopping, business, recreation and living
SDO4	It is an objective of the Council to ensure that there is sufficient appropriately zoned lands to facilitate the sustainable development of Claremorris in its role as a 'Key Town'
SDO5	It is an objective of the Council to ensure that development is preceded by sufficient infrastructural capacity.

SDO6	It is an objective of the Council to promote and facilitate a high quality living environment in Claremorris are both through the protection and enhancement of existing natural and physical assets of the town and also be requiring high quality design for future proposals. In this regard the Development Management Guidelines as set out in the in Section 6 of this LAP or in the Mayo County Development Plan shall be applied as appropriate.
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5.3 Economic Development

Due to its strategic location within the County, road and rail linkages, availability of zoned lands, housing and other characteristics, Claremorris has the potential to attract new large scale employment opportunities, whilst continuing to accommodate small scale and start up businesses including the retail sector. The LAP recognises and supports the role and potential of Claremorris and provides a land use framework, with policies and objectives to promote development of a range of commercial, industrial, enterprise and tourism activities and to encourage a diversity of employment activities.

Policy	
EDP1	It is the policy of the Council to support economic development and employment creation through the identification of appropriately located and adequately serviced lands for business, enterprise, and retail, industrial and commercial developments and with the creation of a high quality environment to encourage economic investment.
EDP2	It is the policy of the Council to ensure that economic development and employment creation is guided appropriately for the protection of residential amenity, built and natural heritage, landscape / townscape / streetscape character and the vitality and viability of the town centre.
Objective	
EDO1	It is an objective of the Council to promote and support the development of Claremorris as an attractive location for economic investment
EDO2	It is an objective of the Council to facilitate and support the establishment of business, retail, enterprise and industry developments that are considered compatible with surrounding uses on suitably zoned and serviced lands.
EDO3	It is an objective of the Council to encourage and facilitate the development of the tourism potential of Claremorris in a manner that respects, builds on, protects and enhances the cultural, built and natural heritage and local amenities of the town.
EDO4	It is the objective of the Council to comply with the Retail Planning Guidelines 2012 (and supporting document Retail Design Manual), and that all retail development proposals shall apply the sequential approach outlined in these guidelines.
EDO5	It is an objective of the Council to support the role of the town centre as the dominant retailing and commercial area in Claremorris
EDO6	It is an objective of the Council to develop an attractive, serviced industrial land back to the north of the inner relief road, on land zoned for industrial development (See Map 3), suitable for a range of high class and environmentally acceptable business and technology / industrial park type development.
EDO7	It is an objective of the Council to ensure that lands zoned Enterprise and Employment (See Map 3) are developed in an orderly and in-depth manner.

5.4 Town Centre Area

The Town Centre is the primary commercial / retail area of the town and it is the utmost importance to Claremorris, its residents, visitors and businesses, that the Town Centre remains a vital and vibrant location.

Policy	
TCP1	It is the policy of the Council to safeguard the important economic, social and cultural role of the town centre by protecting and enhancing its' vitality and viability by ensuring that it remains the primary retail, commercial and mixed use centre of the town.
Objective	
TCO1	It is an objective of the Council to preserve the role of the town centre as the principle retail and commercial area of Claremorris and encourage an appropriate mix of uses, whilst safeguarding the vitality and viability of the area.
TCO2	It is an objective of the Council to protect the town centre from inappropriate development, by encouraging the relocation of existing uses considered uncomplimentary and to prohibit a proliferation of any individual use that, in the opinion of the planning authority, does not contribute to the vitality and viability of the town centre.
TCO3	It is an objective of the Council to protect the retail primacy of the town centre by strictly controlling the range of goods provided in retail warehousing units
TCO4	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 in the town centre in order to maintain a vibrant town centre community
TCO5	It is an objective of the Council to encourage the sympathetic refurbishment, redevelopment and re-use of derelict and underutilised buildings and sites throughout the town
TCO6	It is an objective of the Council to facilitate the development of back land and obsolete areas within the town centre

5.5 Residential Development

All new residential development, including private, social, affordable and voluntary, will be required to abide by the principles of quality and sustainability with the ultimate aim of achieving a high quality residential environment. To this end, the LAP provides guidance in relation to location, types and design of new residential development, together with a phasing framework for residentially zoned lands to ensure compliance with the Core Strategy of the Mayo County Development Plan.

Policy	
RP1	It is the policy of the Council to meet the needs of the enlarging and diversifying population of Claremorris through the creation of sustainable communities and high quality residential areas at appropriate locations with a variety of housing options and adequate support services, facilities and amenities.
RP2	It is the policy of the Council to encourage orderly, sequential and phased residential development in accordance with the Core Strategy as set out in the Mayo County Development Plan

Objective	
RO1	<p>It is an objective of the Council to consider new residential development on lands zoned Phase 2 Residential Development only where one or more of the following circumstances apply:</p> <ol style="list-style-type: none"> (1) 70% of all lands to which Phase 1 relates is fully developed and subject to the establishment of proven evidence based demand for the development in accordance with the Core Strategy. (2) There is an overriding justification for development on Phase 2 lands based on changed circumstances that may require the release of additional lands. (3) Single houses shall only be considered where it is established that the lands in question are part of the overall family land holding and there is no other lands appropriately zoned within the LAP boundary
RO2	<p>It is an objective of the Council to provide for a range of new residential accommodations including:</p> <ul style="list-style-type: none"> • Social and affordable housing under Part V of the Planning and Development Acts 2000-2010 • Accommodation for traveller families in accordance with the Traveller Accommodation Programme 2008 – 2013 and any subsequent review • Housing for the elderly and persons with special needs in central locations on a need basis <p>Private and public residential development</p>
RO3	<p>It is an objective of the Council to encourage the development of sustainable residential communities through the promotion of innovative, high quality building design and appropriate layouts, that prioritise walking, cycling and public transport options and provide for a high level of permeability, accessibility and connectivity to the existing built environment, services and facilities. In this regard all new residential developments shall comply with the recommendations outlined in the Guidance for Sustainable Residential Development in Urban Areas and the Urban Design Manual – A Best Practice Guide (DoEHLG)</p>
RO4	<p>It is an objective of the Council to require that all new residential developments comply with the Childcare Facilities: Guidelines for Planning Authority (DoEHLG)</p>
RO5	<p>It is an objective of the Council to promote energy conservation and renewable energy technologies in new residential developments</p>

5.6 Community, Social, Health, Recreational and Amenity Development

A growing population increase demands the provision of services, school places, community facilities and amenities. It is necessary to ensure that such facilities are provided in tandem with new development, therefore the role of the Council is to ensure that adequate lands are zoned to meet the future demands for facilities and to provide a framework for development through the policies and objectives of the LAP.

Policy	
CP1	It is the policy of the Council to continue to support and promote a high level of community; social; health; amenity and recreational facilities at appropriate locations in Claremorris.
CP2	It is the policy of the Council to support the principles of social inclusion and universal access.
Objective	
CO1	It is an objective of the Council to ensure that there are sufficient lands zoned and serviced within the plan area to provide for the expansion, establishment and improvement of community, recreation, amenity and educational facilities.
CO2	It is an objective of the Council support the provision of adequate educational, research and training facilities to meet the needs of the community.
CO3	It is an objective of the Council to facilitate and promote the development of childcare facilities in accordance the Childcare Facilities: Guidelines for Planning Authorities (or any subsequent guidelines)
CO4	It is an objective of the Council to facilitate the development of open spaces, including parks, civic spaces and amenity areas at suitable locations within the plan area and to protect existing open spaces from inappropriate development.
CO5	It is an objective of the Council to continue to facilitate the further development of the Mayfield Lough and McMahan Park as an amenity / recreation area in Claremorris.
CO6	It is an objective of the Council to support the establishment of an accessible walking / cycling network through out the LAP and surrounding area that provides safe and attractive circulation routes for pedestrians and cyclists for the enjoyment and recreational use of the entire community by linking residential areas, community facilities, amenities and the town centre.
CO7	It is an objective of the Council to provide a Civic Amenity Facility in Claremorris

5.7 Transport

The LAP recognises the importance of sustainable transport, including the integration of land use and transport and encouraging a shift from private to public transport, walking and cycling. The LAP has had regard to applicable national legislation and policy including *Smarter Travel: A New Transport Policy for Ireland 2009-2022*.

Policy	
TP1	It is the policy of the Council to ensure the provision of a high quality road network in Claremorris with sufficient capacity to accommodate vehicular and pedestrian movements; is of a high environmental quality, integrated in terms of appropriate adjacent land uses and responds to the town's urban form and streetscapes and has sufficient parking facilities to serve the needs of the town.
TP2	It is the policy of the Council to encourage and facilitate the use of more sustainable modes of transport, incorporating Smarter Travel initiatives, including, walking, cycling and public transport and to ensure that new development accords with this overall aim.

Objective	
TO1	It is an objective of the Council to review, as the need arises and with any relevant statutory authority, the circulation of traffic within the plan area and to support the provision of any alternatives and improvements in order to provide for the safe and efficient movement of vehicular and / or pedestrian traffic and to implement appropriate traffic management measures as required.
TO2	It is an objective of the Council to assess, as the need arises, the adequacy of the road network in the plan area in terms of capacity, width, alignment or surface condition in order to cater for existing and increased traffic and any deficiencies identified should be addressed within a reasonable timeframe, provided there is adequate funding, by the relevant road authority.
TO3	<p>It is an objective of the Council examine the feasibility of, and with the aim of constructing, the following road projects within the plan area:</p> <ul style="list-style-type: none"> (i) construction of an inner relief road from the N60 to the old N17 (ii) construction of a link road from the L-5572-0 (Cloonconner Rd.) to the old N17 Claremorris/Ballindine Road, with the intention of extinguishing the vehicular right of way on the Cloonconner Rd. to/from the N17 By-Pass <p>The above road projects will be subject to the normal planning and environmental considerations, including in combination effects under the EU Habitats Directive, as appropriate</p>
TO4	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
TO5	It is an objective of the Council to safeguard and protect the Claremorris By-Pass from development for non-infrastructure related purposes that would prejudice its future use as part of the Western Infrastructural Corridor
TO 6	It is an objective of the Council to have the N60 National Secondary Route reclassified as a National Primary Route
TO7	It is an objective of the Council to encourage the use of shared access points onto the public road network.
TO8	<p>It is an objective of the Council to review, as the need arises:</p> <ul style="list-style-type: none"> (i) existing car parking provision in the plan area and to provide, if required, additional car parking at suitable locations in accordance with appropriate standards to ensure that existing parking facilities in the plan area are managed appropriately and that additional parking facilities are provided, as the need arises, at suitable locations in accordance with appropriate standards and guidelines (ii) the existing system of car parking in place in the Plan area (iii) the provision of disabled car parking facilities in the plan area and if required provide additional facilities at suitable locations.
TO9	It is an objective of the Council to support the reinstatement of the Western Rail Corridor, in particular actively seek and promote the re-opening of the Claremorris-Galway rail link as well as a link to Sligo and to safeguard and protect these potential rail links from redevelopment for non transport related purposes in order not to preclude their future uses as an operational transportation network.
TO10	It is an objective of the Council to co-operate with relevant agencies to secure

	improvements to the public transport system serving Claremorris and to support initiatives designed to improve bus-rail interchange facilities
TO11	It is an objective of the Council to support the development of Claremorris station for passenger and freight services and as a distribution depot
TO12	It is an objective of the Council to facilitate and support any Smarter Travel initiatives that will seek to improve sustainable transportation within the plan area.
TO13	It is an objective of the Council to facilitate, identify, support and secure a footpath and cycleway network throughout the plan area, as appropriate and as funding permits through the production and implementation of a smarter travel plan for the town.

5.8 Infrastructure and Utility Provision

The sustainable growth of Claremorris as a 'Key Town' is dependent on the provision of a high level of utility infrastructure, such as water supply, wastewater disposal, surface water drainage, energy and telecommunications

Policy	
IP1	It is the policy of the Council to support the provision of a high level of infrastructure as appropriate, including water, waste, energy and communications, necessary to support the existing and future sustainable development of Claremorris in its role as a 'Key Town' in accordance with all national and EU Legislation
Objective	
IO1	It is an objective of the Council to co-operate/co-ordinate, as appropriate, with the relevant Water Services Authority to ensure that an adequate supply of water is available to meet the current and future needs of Claremorris.
IO2	It is an objective of the Council to co-operate/co-ordinate, as appropriate, with the relevant Water Services Authority to ensure high water quality standards are maintained by implementing the relevant European Community Water Quality Directives and with the European Communities (Drinking Water) (No. 2) Regulations, or any subsequent regulations.
IO3	It is an objective of the Council to co-operate/co-ordinate, as appropriate, with the relevant Water Services Authority to ensure the maintenance and upgrade of the town's waste water treatment plant and collection network as necessary.
IO4	It is an objective of the Council to monitor the situation regarding adequacy of piped water supply, as well as wastewater collection and treatment in the plan area. Where the Council considers there are existing deficiencies in the provision of water supplies or sewerage facilities to meet the needs of a proposed development, such a development may be considered premature
IO5	It is an objective of the Council to support measures to raise public awareness of the value of the water resources by encouraging conservation, reuse and protection of water, in addition to the elimination of wastage of water through waste-water detection and enforcement of repairs and to replace deficient sections of pipe work where necessary

IO6	It is an objective of the Council to ensure that surface water systems are managed in a sustainable manner by encouraging the re-use of surface water where possible and by requiring that all new development proposals provide surface water drainage systems, as appropriate, designed in accordance with Sustainable Urban Drainage Systems (SuDS), as appropriate
IO7	It is an objective of the Council to support the appropriate expansion and upgrading of the Electricity Network to meet the needs of the plan area.
IO8	It is an objective of the Council to encourage energy efficiency in new development proposals throughout the plan area.
IO9	It is an objective of the Council promote the reduction of energy consumption through innovative design and layout with appropriate use of materials and new technology in developments within the plan area and to increase public awareness of best energy efficiency practices
IO10	It is an objective of the Council to support the appropriate expansion or upgrading of broadband infrastructure to meet the needs of the plan area.
IO11	It is an objective of the Council to support the introduction of appropriate new information and communication technologies to meet the needs of the plan area
IO12	It is an objective of the Council to assess any future provision of telecommunications infrastructure having regard to national policies, as well as interests of social and economic progress; public health; environmental quality and the protection of amenities and local heritage.
IO13	It is an objective of the Council to support the appropriate extension of the gas network to meet the needs of the plan area.
IO14	It is an objective of the Council to require that all new development proposals make adequate provisions for the reduction, reuse and recycling of waste, in both construction and post-construction stages and to implement the recommendations outlined in the Replacement Waste Management Plan for the Connacht Region 2006-2011 and any subsequent Waste Management Plan
IO15	It is an objective of the Council to implement the Development Contribution Scheme and any Supplementary Contribution Schemes for infrastructure provision in the plan area.

5.9 Design, Streetscape and Landscape

Good quality urban design can play a significant role in enhancing the quality of life for people living and working in and visiting our towns. It can shape the physical environment of buildings and the spaces between them to create a high quality public realm, an attractive, sustainable living and working environment, with a unique identity and sense of place. The setting and streetscapes of Claremorris are an important part of the built heritage and environment of the town, which should be protected and enhanced as part of its unique character in attracting people to live work and invest in and visit Claremorris.

Policy	
DSLP1	It is the policy of the Council to facilitate the creation of a high quality built and natural environment in Claremorris by protecting and enhancing its architectural character, context and setting, by promoting and encouraging a high standard of urban design that improves the quality of life for all who live and work in and visit Claremorris and enhances the potential of the town to attract new residential investment.
DSLP2	It is the policy of the Council to promote the use of sustainable urban design principles, to facilitate the creation of a high quality built and natural environment appropriate to the context and setting of the town.
Objective	
DSLO1	It is an objective of the Council to ensure that new developments incorporate responses to urban design principles of the <i>Urban Design Manual, 2009</i> and <i>Retail Design Manual 2012</i> in relation to context; connectivity; inclusivity; variety; efficiency; distinctiveness; layout; public realm; adaptability; privacy and amenity; parking; and design.
DSLO2	It is an objective of the Council to ensure that any development proposal is absorbed into the surrounding streetscape/landscape so that it does not impinge in any significant way upon the character, integrity or uniformity of the landscape and that all development proposals consider access, permeability and open space responds to the key landform features within the plan area.
DSLO3	It is an objective of the Council to protect, enhance, and conserve the architectural quality, character and scale of the town and to prioritise the need for quality design in all development proposals.
DSLO4	It is an objective of the Council to promote the conservation, retention and reinstatement of traditional features such as shop fronts, windows, doors, etc. and to require that any unavoidable replacements respect the original character of the building, structure or street to which they relate
DSLO5	It is an objective of the Council to promote the use of traditional design, materials and signage for all new shop front design in accordance with the “Mayo Shop fronts” document produced by Mayo County Council in 2011

5.10 Built and Cultural Heritage

The built and cultural heritage of the Claremorris contributes to its character and sense of place; both are of significant benefit in terms of quality of life for residents and possibly the attraction of visitors with tourism investment and activity. The distinct character of a town as defined by its built heritage can also play an important role in attracting people to live and invest there.

Policy	
BP1	It is the policy of the Council to preserve, protect and enhance the character of Claremorris as defined by its built and cultural heritage.
Objective	
BO1	It is an objective of the Council to protect the buildings / structures listed on the Record of Protected Structures and to ensure that proposals for development in close proximity respect the setting and character of these structures
BO2	It is an objective of the Council to co-operate with relevant bodies to ensure that structures included in the Record of Protected Structures (RPS) are protected and maintained to acceptable conservation standards.

BO3	It is an objective of the Council to ensure that any interventions to structures listed in the RPS are undertaken in accordance with best conservation practice and will not detract from the special character of the structure or its setting.
BO4	It is an objective of the Council to promote the retention, where possible, of all features of historic, architectural or natural interest, such as stone walls, hedgerows, bridges or other features, as appropriate, within the plan area.
BO5	It is an objective of the Council to protect the archaeological heritage and especially sites identified in the Record of Monuments and Places, National Monuments in the ownership or guardianship of the State and National Monuments that are subject to Preservation Orders and to safeguard the integrity of the archaeological sites in their setting.
BO6	It is an objective of the Council to require that planning applications within the zones of archaeological potential as outlined on the Record of Monuments and Places include an archaeological assessment set out in accordance with the requirements of the Mayo County Council. Any archaeological assessment shall also have regard to natural heritage legislation.
BO7	It is an objective of the Council to require that all significant planning applications (i.e. development of lands on 0.5ha. or more and 1km. or more in length) include an appropriate archaeological assessment in accordance with the requirements of the Council. Any archaeological assessment shall also have regard to natural heritage legislation

5.11 Natural Heritage and Biodiversity

Natural heritage refers to all aspects of the living world and includes landscape and geology. Biodiversity describes the natural world which includes people, animals, plants etc as well as the places they live. The natural heritage and biodiversity of Claremorris are important resources that contribute to the local sense of place and also add to the attractiveness of the town as a place to live and work. It is important that these valuable assets are protected and enhanced.

Policy	
HP1	It is the policy of the Council to preserve, protect and enhance the character of Claremorris as defined by its natural heritage and biodiversity.
HP2	It is a policy of the Council preserve, enhance and conserve designated sites such as Candidate Special Areas of Conservation and Special Protection Areas through the implementation of Article 6(3) of the EU Habitats Directive, and to subject any future plan (e.g. masterplan) or project arising from the Plan 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 the decision making process.
HP3	It is the policy of the Council to have regard to the Convention Biological Diversity and support the implementation of the National Heritage and Biodiversity Plan; the County Heritage Plan and Local Biodiversity Action Plan and to encourage the 'halt biodiversity loss by 2010 – and beyond' campaign in accordance with the 2006 EU Biodiversity Action Plan
HP4	It is the policy of the Council to facilitate the development of the 'Green Infrastructure' ⁶ concept in Claremorris

⁶ Green infrastructure is strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations

Objective	
HO1	It is an objective of the Council to require an ecological assessment, undertaken by a suitably qualified person, to inform decision making of all proposed significant planning applications, where it is considered that the proposed development may have an adverse impact on the environment of designated site.
HO2	It is an objective of the Council to ensure that any development proposals, alone or in combination with other developments, do not have an adverse impact on any Natura 2000 site in the wider area. The Council may require Appropriate Assessment in accordance with Article 6(3) of the EU Habitats Directive
HO3	It is an objective of the Council, in conjunction with the relevant agencies to protect, maintain and enhance the conservation value of Mayfield and Clare Loughs, their associated wetland habitats and rich diversity of plant and animal species and the extent, quality and connectivity of surface waters and wetlands as well as to promote the educational role of the lakes
HO4	It is an objective of the Council to protect and enhance the conservation value of the disused railway lines in the town and their setting / margins as wildlife habitats and corridors notwithstanding that such disused railway lines maybe developed at some future date as part of the County's infrastructure / greenway network in a manner that has regard to their inherent conservation value.
HO5	It is an objective of the Council to identify and carry out a survey of tree groups within the plan area and to make Tree Preservation Orders under the Planning and Development Act2, 2000-2010, as appropriate
HO6	It is an objective of the Council to prevent the spread of aquatic and terrestrial invasive and alien invasive species and in this regard landscaping plans as part of any development proposal shall ensure they do not include invasive or alien invasive species.

5.12 Environmental Protection

Environmental protection measures ensure that Claremorris will continue to development in a sustainable manner for future generations and deals with issues relation to water quality, water conservation, and flooding.

Policy	
EPP1	It is the policy of the Council to seek the preservation, protection and enhancement of the existing high quality environmental standards of Claremorris Town, including air, water and other environmental components.
Objective	
EPO1	It is an objective of the Council to support and encourage a high standard of environmental awareness throughout the plan area
EPO2	It is an objective of the Council to continue to protect all waters including, rivers, lakes and ground water, in this regard any proposed development adjacent or close to such waters shall be carefully assessed to ensure that there is no adverse impact to the waters or to any other water body into which it flows.

EPO3	It is an objective of the Council to implement the relevant policies and objectives outlined in the Western River Basin District Management Plan.
EPO4	It is an objective of the Council to prevent deterioration of water bodies of good status and to improve those water bodies to status of at least good in accordance with national and EU legislation, within the Plan area
EPO5	It is an objective of the Council to comply with the EU Floods Directive 2007/60/EC and S.I. No. 122/2010: European Communities (Assessment and Management of Flood Risks) Regulations
EPO6	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 developments do not result in an increased risk of flooding within the site or on other lands. All new development proposals within or close to flood risk areas shall submit a flood risk assessment which should incorporate flood protection and mitigation measures, as appropriate (See Section 6.8)

5.13 Land Use

The uses proposed within the LAP area aim to ensure that the town progresses in a sustainable plan led manner and act as a stimulus for future economic growth.

Policy	
LP1	It is the policy of the Council to rationalise the use of lands within the plan area through appropriate land use zoning objectives as outlined in Section 4 of this LAP.
Objective	
LO1	It is an objective of the Council to ensure that all development proposals comply with the land use zoning objectives outlined in Section 4 of this LAP; other uses may only be considered were it is demonstrated that they do not conflict with the primary land use zoning objective.
LO2	It is an objective of the Council to ensure that any proposed modifications to the existing Calor Gas Teo. Establishment, which is classified as a Seveso II site under the Seveso II directive, shall not present and unacceptable risk to the health and safety of existing populations.
LO3	It is an objective of the Council to ensure that development in the vicinity of Calor Gas Teo, shall be assessed having regard to the Major Accidents Directive and the potential risks to health and safety and the need to maintain suitable separation distance between the site and new development
LO4	It is an objective of the Council to have regard to the Consequence Zones drawn up by the Health and Safety authority in respect of Calor Gas Teo as detailed in Sections 6.2.17 and shown on Map 2
LO5	It is an objective of the Council to reduce the risk and to limit the consequences of major accidents involving hazardous substances by consulting with the Health and Safety Authority in respect of all proposals for development involving the Calor Gas Teo premises and for any development within the Consequence Zones or any large or sensitive developments outside these Zones.

Section 6: Development Management Standards and Guidance

6.1 Introduction

This section of the Local Area Plan details the Development Management Guidance and Standards that will be applied by Mayo County Council in the assessment of planning proposals in the LAP Area. They seek to ensure that all future development is in accordance with the proper planning and sustainable development and 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 Section and in all cases, it should be consulted in conjunction with this Local Area Plan.

6.2 General Design and Layout Guidance

It is an objective of the Council to promote a high standard of layout and design for all development. (development specific standards set out in further sections)

6.2.1 Design / Scale

The existing context should be taken into account when designing a new proposal. Particular regard should be given to the existing urban form and building fabric in the area, including scale, height, roof pitch, building lines, fenestration, 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 showing how the proposed development integrates into the existing town or streetscape should be submitted as part of the development management process, as appropriate.

6.2.2 Building Lines

The character of Claremorris town centre is, in part determined by its existing streetscapes and building lines. These give a strong impression of an urban area and a sense of enclosure. The preservation and continuation of the traditional building line is important in the town centre and other areas where a strong building line has been established. New development proposals should therefore have regard to existing building lines and should aim to be consistent with them. This also applies to other planned areas within the town, including residential estates and industrial/business park development.

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.

6.2.3 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. New development proposals should be sympathetic to the existing height and massing of nearby buildings. A high building is defined as one that is significantly higher than neighbouring or nearby buildings. In a few locations, particularly within the town centre, consideration may be given to developments in which an increase in roof height is proposed, particularly where there are urban design benefits, such as at corner sites. Development proposals exceeding three storeys will be considered on their individual merits and design. Proposals comprising buildings that have a significantly increased height or massing than neighbouring buildings will generally not be acceptable, particularly if there are unresolved issues relating to loss of privacy or light, impacts on important streetscapes or views and lack of integration with the existing urban form and building fabric. Overshadowing may cause problems where buildings of significant height are involved or where new buildings are located very close to adjoining buildings. Daylight and shadow projections diagrams will be required where overshadowing may be a concern.

6.2.4 Site Coverage

Site Coverage 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 60%. Exceptions may be allowed in limited circumstances, when they can be justified on other grounds of good planning and design, including where wider urban regeneration and visual amenity benefits.

6.2.5 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. Plot Ratio aims to prevent the adverse affects of over-development on a site. Maximum Plot ratios shall generally be as set out in Table 8.

Table 8: Plot Ratios

Use	Plot Ratio	
	Town Centre Area	All Other Areas
Residential	1.5	See Density Standards
Commercial	1.5	1.0
Industrial (including wholesale and warehouses)	0.5	1.0

6.2.6 Infill Development

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 integrate satisfactorily with adjoining developments, without any loss of amenity. In the town centre area, greater flexibility over the normal development standards may be given, provided good planning and design are achieved. In town centre locations, where minimum parking standards may not be achievable or desirable, a contribution in lieu may be accepted. Similarly, good quality infill proposals in the town centre may be afforded a relaxation in the minimum open space standards.

6.2.7 Backland Development

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

6.2.8 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.

6.2.9 Parking Standards

All new development proposals will normally be required to meet the minimum Parking Standards set out in Section 4.3 of the Mayo County Development Plan 2008-2014. The following details shall also apply.

Dual Parking

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

In Lieu Parking Charges

In instances where the applicant can not achieve such minimum standards, or where other factors, such as sustainable development and urban design, militate against full parking provision, the Council may consider parking contributions 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 be given to residential proposals in this regard. Whilst the use of the private car is to be discouraged, it is not the intention to control car ownership and, therefore, residential developments must make satisfactory and appropriate arrangements for car parking. Any development where car parking demand is likely to be displaced elsewhere as a result of under-provision of on site parking will not be acceptable.

Layout and Design

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

6.2.10 Signage and Lighting

Lighting, illuminated signs/advertising shall generally, not be located on the public right of way. Internally illuminated signs will be discouraged. Lighting should be designed so as not to cause glare or confusion to public road users and not shine directly on adjacent properties and should be angled away from the public road.

6.2.10.1 Advertising Signs/Structures

The Council will exercise strict control on advertising signs and materials. In general, the Planning Authority is opposed to advertisements in the open countryside, residential areas, on or near buildings of architectural or historic importance, in or adjacent to amenity, recreational areas and open space areas. Proposals for advertising signs/structures should meet the following criteria:

- size/scale of signs should not conflict with existing structures in the vicinity or impair the amenities of the area.
- signs attached to buildings are preferable to those on freestanding hoardings.
- signs may not interfere with windows or other features of the facade or project above the skyline.
- signs must be maintained by the owner of the premises advertised.
- signs should not obscure traffic signs or cause obstruction to vehicular or pedestrian traffic.
- wall panel advertisements may be permitted in certain cases (e.g. multi-use occupancy) provided they are not placed at a high level on tall buildings.

- commercial interests, especially chain outlets, may be required to restrain use of corporate image advertising where it is considered to be too dominant.
- advertising above fascia level will be discouraged.

6.2.10.2 Directional Signs

Direction Signs for local premises distant from the main traffic routes may be permitted under an annual license provided:

- the signs to be used are fingerpost signs only
- the area of the sign is maximum 0.7m²
- the information contained thereon is of a directional nature only
- the premises are not greater than 2kms distant
- the maximum number of signs is two
- the sign will not constitute a traffic hazard

6.2.10.3 Tourist Signs

Tourist signposting for attractions of national and regional importance will be permitted subject to the standards outlined in the Department of Environment & Local Government guidelines 'Criteria for Provision of Tourist Attraction & Accommodation Signs'. All other tourism related signposting will be subject to the conditions set out in sections 6.2.10.1 and 6.2.10.2 above.

6.2.11 Sewerage

The waste water treatment capacity requirements of new development proposals within the LAP area must not exceed existing waste water treatment capacity unless additional capacity is provided within the LAP area. The Council may require that the design capacity of such connections is in excess of that required thus ensuring that future phases of development on adjoining lands is adequately catered for. The Council may require that all new development proposals pay a financial development contribution to cover the cost of future upgrades to the sewerage facilities of the LAP area

6.2.12 Water

The drinking water capacity requirements of new development proposals within the LAP area must not exceed existing drinking water capacity unless additional capacity is provided within the LAP area. The Council may require that the design capacity of such connections is in excess of that required thus ensuring that future phases of development on adjoining lands is adequately catered for. The Council may require that all new development proposals pay a financial development contribution to cover the cost of future upgrades to the drinking water facilities of the LAP area.

6.2.13 Surface Water

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

6.2.14 Roadside Development

Detailed development management standards relating to roads, controlled roads, roadside development, building lines, access requirements and other standards relating to road safety are set out in Section 4.2 and sub-sections thereto of the Mayo County Development Plan 2008-2014. These standards shall apply to all proposals within the LAP area and should be consulted in conjunction with this LAP.

6.2.14.1 Controlled Roads

The Roads of direct relevance to the LAP area, designated as controlled roads are the N17 and the N60

6.2.14.2 Road Noise Mitigation

Any proposed development 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.

6.2.14.3 Filling Stations

Detailed development management standards relating to filling stations are set out in Section 4.10.9 of the Mayo County Development Plan 2008-2014. These standards shall apply to all such proposals within the LAP area and should be consulted in conjunction with this LAP.

6.2.14.4 Service Garages, Workshops and Car Showrooms

Detailed development management standards relating to service garages, workshops and car showrooms are set out in Section 4.10.10 of the Mayo County Development Plan 2008-2014. These standards shall apply to all such proposals within the LAP area and should be consulted in conjunction with this LAP.

6.2.15 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

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

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

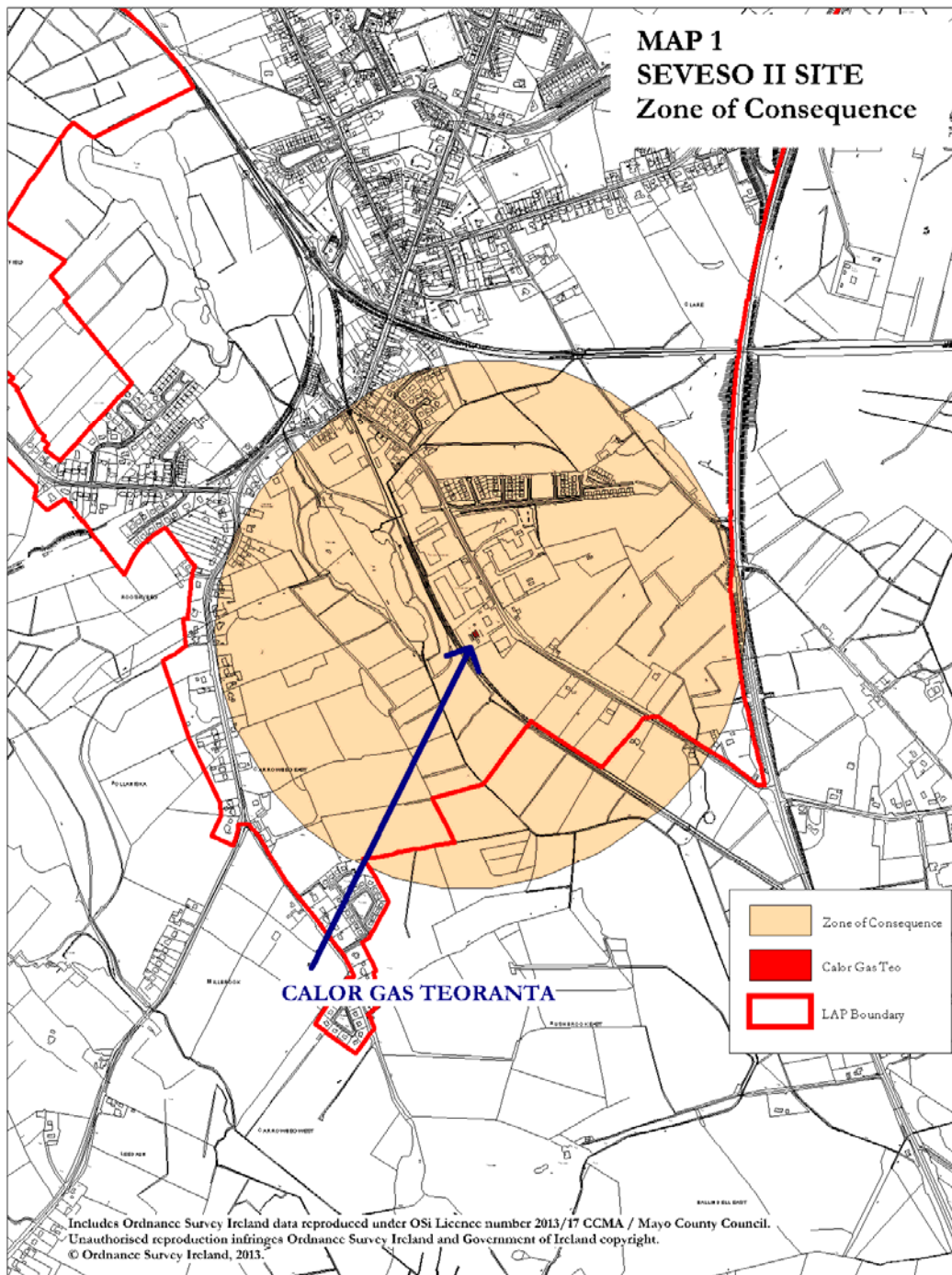
6.2.17 Seveso II Site – Calor Gas Teo

Calor Gas Teo, Ballindine Rd is subject to the European Communities [Control of Major Accident Hazards Involving Dangerous Substances] Regulations, 2000; S.I. 476 of 2000. In terms of land use planning advice, the dangerous substance of principle concern is Liquefied Petroleum Gas, which is a liquefied flammable gas. Potential accident scenarios with off-site effects identified in relation to this plan, involve the bulk storage of LPG and transfer of LPG to/from road tankers that can give rise to explosion over pressure effects and thermal hazards.

The Health and Safety Authority (HSA), pursuant to the above Regulations and following consideration of the risks arising from the above establishment, has submitted advice to the Planning Authority with a view to the provision of appropriate separation distances between the Calor Gas Teo. establishment and various types of land uses.

A Zone of Consequence of 600m from the Seveso II site has been determined by the Health and Safety Authority. This is shown on Map 1.

The Planning Authority shall consult with the Health and Safety Authority regarding any proposals in respect of Calor Gas Teo. and in respect of any development within the Zone of Consequence or any large or sensitive developments outside the Zones. This distance may be subject to change at a later date following review of available information by the Health and Safety Authority. 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 the conditions to which permission, if granted, should be subject.



6.3 Residential Development

All residential development shall have regard to guidance set out in the ‘*Sustainable Residential Development in Urban Areas Guidelines, 2009*’ and the accompanying ‘*Urban Design Manual, 2009*’.

6.3.1 Layout Requirements

The layout of new residential development should be designed to create a strong sense of identity and sense of place. New developments should take full account of the characteristics of the natural and built environment of the site, the views to and from the site and the surrounding areas.

Key considerations in the layout of residential/housing schemes will be:

- the need to create green corridors
 - sites shall be sub-divided by green corridors which can incorporate existing features such as existing planting, stands of trees and hedgerows, with areas of open space. These corridors could in turn be used to accommodate on-site surface water management areas and pedestrian / cycling routes
- designing for site permeability.
 - pedestrian, cyclist and vehicular movements must be designed into the scheme
 - paths and cycle tracks should run alongside roadways and also through developments and open spaces to provide safe and well designed and usable walking and cycling routes
- delivering on infrastructure
 - site infrastructure – including drainage networks, water supply, roads, open spaces, playgrounds, etc. must be provided to standards agreed with the County Council. This must be in place and completed, by agreement, prior to the occupation of housing units within a development
- creating character areas with a distinctive sense of place and location
 - good planning and urban design practice emphasises the importance of creating local character areas. It is critical that individual sites are well designed and developed with interesting design features, such as:
 - use of varying densities throughout the site with associated treatments of Key features such as open space, parking and building design
 - orientation of buildings on site such as to create gateways into individual sites. This will be favoured over the use of physical gates which will typically not be permitted in the LAP area
 - use of subtly different styles within pockets of development

6.3.2 Density

The Council will require that all development proposals are at a density appropriate to their location. Higher densities will be encouraged within the town centre and other areas close to important local services and good transport links. In this regard, densities within the town centre zoning will be assessed with reference to the Plot Ratio Standard set out in Table 8 above.

Table 9 Residential Densities

Residential Densities	
High Density	up to 20 Houses per Hectare
Low Density	up to 5 Houses per Hectare

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

- suitability of proposed location
- compatibility with densities of adjoining areas
- layout type

- height (particularly in relation to adjoining buildings)
- public and private open space provisions made
- privacy and amenity available
- pedestrian and cycle links available
- impact on existing residential amenity
- impact on existing traffic patterns
- avoidance of a ribbon form of development

6.3.3 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.

6.3.4 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.

6.3.5 Public Open Space

On greenfield/suburban sites, a minimum of 15% of the total site area shall be reserved for public open space. Elsewhere, the minimum provision shall be 10%. In calculating this area, residual open spaces or areas that cannot be adequately drained, shall be disregarded. Open space areas should be designed and set out by suitably qualified landscape architects or similar design professionals and provide for play areas suitable for a range of age groups. They should be completed and made available for use in tandem with the completion of houses.

On small schemes where open space areas would be too small and/or standards cannot be met, developers may be required to make a contribution to the Council towards the provision of open space elsewhere. Alternatively, the Council may consider alternative arrangements whereby appropriate community facilities may be provided in lieu of the required open space. On schemes catering for special needs (e.g. accommodation for the elderly) open space provision will be considered more flexibly having regard to the requirements of likely future residents.

Developers shall be required to provide an artistic feature, the effect of which would, in the opinion of the Council, stimulate public interest in the Arts or promote the knowledge, appreciation and practice of the Arts. This should be provided by the developer before the development is completed. Full details shall be submitted to and agreed in writing by the Council prior to the installment of the feature.

6.3.6 Private Open Space (houses only)

All houses shall have a private open space area behind the building line. In general the requirement shall be 100 square meters for 3/4/5 bedroom houses. A slightly reduced standard may be acceptable for 1 or 2 bedroom houses where a high standard of design is demonstrated, where the majority of houses comply with the minimum garden sizes and where a particular house performs a particular architectural/townscape role in the overall layout. Where terraced housing is proposed an archway shall be provided to allow direct access to rear gardens.

The design and materials of front boundary walls or fencing shall add a pleasing design feature to the overall housing layout. Rear boundary walls/fences shall be not less than 1.8 metres high. Where constructed of concrete blocks they shall have a plastered/dashed finish, or in the case of a fence they should be of substantial construction. Permanent screening of a similar height shall also be provided between gardens of adjoining houses for a minimum distance of 2.5m behind the house. Details of all boundary treatment shall be submitted at application stage.

6.3.7 Overlooking

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

- a minimum of 22 metres shall be maintained between opposing first floor windows to ensure overlooking is avoided. In instances where the applicant can demonstrate that the design proposed overcomes the issue of overlooking, this requirement may be relaxed.
- a minimum of 35 metres separation distance will be required in instances where first floor windows serve living room areas
- distances may be relaxed for infill developments where such distances cannot be achieved (innovative design required)
- 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.

6.3.8 Naming of Residential Estates

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

6.3.9 Phasing within Residential Development

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

6.3.10 Traffic Arrangements within Residential Developments

Developers shall have regard to the Traffic Management Guidelines (DoECLG/DoT). Residential developments shall include natural traffic calming measures through the use of formal crossings, natural vegetation, on-street car parking and shared surfaces. Sight distance/visibility splays shall be in accordance with those outlined in the County Development Plan, or any subsequent Council guidelines prepared for specific areas. Stop signs shall be provided at the intersection between the entrance of the residential development and the public road. Stop/Yield signs should also be provided at the intersection of all minor roads and the main distributor road through the estate. All intersections should include provisions for pedestrian crossings including dished curbs and tactile pavements. Road gullies shall not be placed on the opposite side of the road as dished paving or driveways.

6.3.11 Apartments

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

Detailed development management standards relating to apartments are set out in Section 4.9.9 of the Mayo County Development Plan 2008-2014. These standards shall apply to all such proposals within the LAP area and should be consulted in conjunction with this LAP.

6.4 Community Facilities

6.4.1 Schools

All development relating to schools shall have regard to the Department of Education and Skills Code of Practice "*The Provision of Schools and the Planning System*" (July 2008)

A minimum of 0.77 hectares of land is normally required for a new primary school of up to 8 classrooms. This requirement increases in line with the increasing number of classrooms provided. 4.86 hectares is normally required for post primary schools.

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.

6.4.2 Childcare Facilities

6.4.2.1 General

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

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

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

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

6.4.2.2 Location

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

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

6.4.2.3 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.

6.4.2.4 Childcare Applications

Applications for childcare facilities must include the following information:

- the type of facility being proposed
 - 'Full Day Care Facilities' or 'Sessional Childcare Facilities'
- a description of the breakdown of floor space,
 - ensuring that sufficient floor space 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 floor space per child.)
- the proposed opening hours
- the proposed number of staff.
- parking Arrangements
 - car parking facilities
 - dedicated drop off point
 - visibility splays from the gateway.
- the external and internal play areas
- management

6.4.3 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:

- size and scale
 - the size and scale of the proposed development must be appropriate to the area.
- proximity to local services
 - the nursing home shall be in close proximity to local services and facilities.
- impact on adjoining lands
 - the development shall not have a negative effect on the amenities of adjoining properties.
- availability of external open space for recreational activities
 - suitable open space shall be provided for the development.
- parking facilities
 - adequate off street parking shall be provided in accordance with the car parking standards identified in 5.1.1(iii)
- 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.
- amount of land for future expansion
- appropriate design

6.4.4 Burial Grounds

Headstones shall not exceed 1.4 metres in height including plinth. Any bye laws relating to the regulating of burial grounds adopted by Mayo County Council shall apply

6.4.5 Fire & Emergency Services

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

- water supply
 - developments must be capable of providing an adequate supply of water for fire prevention.
- emergency Service Vehicles
 - all developments shall include adequate provisions for emergency service vehicle access.
- ease of movement/ turning manoeuvres
 - the internal layout of the development site shall be designed in such a way to ensure ease of movement/turning manoeuvres for emergency service vehicles.

6.5 Retailing

6.5.1 General

All new retail development proposals within the LAP area must accord with the new retail planning guidelines proposed by the Department of Environment, Community and Local Government. The guidelines are listed below:

- Guidelines for Planning Authorities: Retail Planning (April 2012)
- Retail Design Manual – A Good Practice Guide (companion document to the guidelines for planning authorities).

6.5.2 Location

Planning applications for retail development proposals must comply with the criteria on location, suitability of use, size and scale and accessibility set out in the Retail Planning Guidelines and the County Retail Strategy to ensure that the site chosen is the most suitable and best available site for the type of retailing proposed.

Where the location of a proposed retail development submitted on a planning application has demonstrated to the satisfaction of the planning authority that it complies with the policies and objectives of the LAP and/or relevant retail strategy to support town centre location, additional supporting background studies such as a demonstration of compliance with the sequential approach, outlined in the Retail Planning Guidelines 2012 or additional retail impact studies are not required.

However, where the location of a proposed retail development submitted on a planning application is not consistent with the policies and objectives of the LAP and/or relevant retail strategy to support town centre location, then that development proposal, must be subject to the Sequential Approach and its policy principles and order of priority set out in the Retail Planning Guidelines and any departure from these principles must be justified.

6.5.3 Design

Retail development proposals within the LAP area must show how consideration of the key urban design principles outlined in the companion document to the Retail Planning Guidelines entitles “Retail Design Manual – A Good Practice Guide” have been incorporated into the retail development proposals. The key urban design principles area as follows:

- site location
- context and character
- vitality and viability
- access and connectivity
- density and mixed use
- public realm
- built form
- environmental responsibility
- sustainable construction

Design statements may be required with planning applications for major retail proposals, retail proposals within a sensitive area or as otherwise considered appropriate by the planning authority. Design statements should address the Issues raised in Section 5.3 of the Retail Planning Guidelines 2012 and its companion document Retail Design Manual – A Good Practice Guide.

6.5.4 Shopfronts

Shopfronts play an important role within the town centre commercial core area. The materials, finishes and architectural styles chosen can greatly add to the attractiveness of the street.

Distasteful finishes, inappropriately scaled buildings and openings which are excessively out of proportion can all significantly reduce the charm and allure of the streetscape.

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

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

In general, shops fronts shall comply with the guidance document produced by Mayo County Council in 2011 entitled 'Mayo Shopfronts'

6.6 Industry, Warehousing and Business Park Development

6.6.1 General

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

6.6.2 Site Layout and Building Design Guidelines

6.6.2.1 Objectives of the Design Guidelines

These guidelines are primarily for new industrial, warehousing and business park developments within the LAP area, but should be considered for development within existing industrial, warehousing and business park areas. A design statement should be included with all planning applications to demonstrate that the site layout and building design guidelines have been incorporated into the development proposal.

These design guidelines represent a preferred set of standards that contribute to achieving quality development, in particular:

- contemporary building design will be encouraged. Building materials should be of a high quality and the buildings should allow for some transparency to the activities of the interior
- to accomplish development which is responsive to the context, in particular the landscape character
- to ensure that future development contributes to the creation of a high quality landscape environment on the site, by achieving a high quality parkland type development scheme.
- to encourage sustainability objectives through environmentally responsible architectural design
- to create a focus for a wide variety of businesses that offers employees and visitors an attractive environment, that compliments and connects business activities with each other, and with high quality public space

6.6.2.1 Site Design

Access, Public Realm and Permeability

Infrastructure should allow for the safe and efficient movement of vehicles and pedestrians. Access points should be kept to a minimum and should provide safe ingress/egress for vehicles and pedestrians/cyclists. The permeability of the site is influenced by a number of factors including the siting of the infrastructure and buildings, building setbacks, landscaping setbacks, tree planting and landscape design.

The layout and design of any proposed development will give consideration to the needs of the aged, people with disabilities and people with children. Footpaths and public areas should be accessible and safe for people with disabilities and/or reduced mobility by ways of footpaths, location of crossings etc.

Public Realm objectives

- accessible public open space that responds to key landform features such as high points and areas of water retention
- landscaping theme that establishes identity and local character designed to create a parkland setting
- the layout should favour the use of more sustainable forms of transport (cycle, bus) for circulation throughout the LAP area.
- vehicular parking areas should not be a dominate feature, with footpaths and cycles ways linking all buildings and public areas.

The amenity and appearance will be established and maintained by adherence to these design guidelines and the siting and design of the buildings and other structures should be such as to minimise changes to the existing topography.

Landscaping

A landscape plan shall be submitted showing details of levels, materials, plant species, spacing and size, lighting and irrigation. Irrigation of areas using recycled water is encouraged. Planting of native species is encouraged, and no alien invasive species shall be permitted. Where possible existing vegetation should be retained. Boundary treatments should act as noise buffers where necessary, the use of green walls and green roofs shall be encouraged to further screen development on the landscape and the use of retention ponds will be encouraged to enhance the public realm.

Vehicle Access and Service Area

Adequate provision for on-site parking for employees and visitors should be provided, based on the nature and scale of activities planned. Visitor parking shall be located convenient to administration and office areas. HGV parking areas shall be separate from car parking areas.

Storage and Service Areas

All service areas, storage areas and waste disposal areas must be adequately screened from public view by proper siting and screening with fences, courtyard walls or landscaping. Areas screened from public view should be provided for refuse containers and similar equipment, and should be accessible for servicing vehicles.

Signage

One identification only sign may be used at the entrance to the developed lands in order to list all occupiers at this location. The colour form and finish of all signage associated with individual development proposals shall be compatible with colours and materials used in the building forms. Building facades should incorporate an area for sign placement.

Lighting

Lighting of buildings, signs and landscaping will be incorporated into the structure or landscaping so that the lighting is discreet. Light standards and bollards shall be a contemporary style. All car parking and access ways shall be illuminated. The following good practice should be considered for all development proposals to:

- adequately light the area or object without using more light than necessary
- provide safety for all users, whether motorists, services, pedestrians or cyclists
- eliminate or minimise glare and excessive lighting,
- prevent light trespass
- minimise sky glow
- flexibility in the choice of light fixtures to allow for aesthetic considerations
- use of energy efficiency.
- signage should be lit in a downward direction to avoid upward direct lights

6.6.2.2 Building Design

Context

The orientation of buildings should take advantage of solar gain and should respond to the context of the airport, current infrastructure and the topography.

Massing and Form

Contemporary building design will be encouraged. There should be consistency in terms of height and scale across the development zone. A mix of building types ranging from incubator units to larger units is advised.

Architectural Appearance

Buildings should be set out to form high quality public spaces within the development zone. The buildings should allow for some transparency to the activities of the interior so as to afford more visual interest. Building materials should be of a high quality.

Sustainability

The use of green building products and sustainable energy for individual buildings or collectively will be encouraged. The design should take advantage of solar gain and the use of renewables including photovoltaics, wind and rain harvesting.

6.7 Heritage

6.7.1 Archaeology

Development proposals have the potential to impact on the archaeological heritage of sites identified in the Record of Monuments and Places, National Monuments, which are in the ownership or guardianship of the State are subject to Preservation Orders. Therefore in order to safeguard the integrity of the archaeological sites in their setting in the landscape an archaeological assessment shall be submitted for:

- planning applications that fall within the zones of archaeological potential as outlined on the Record of Monuments and Places
- all significant planning applications (i.e. development of lands on 0.5ha or more than 1km or more in length)

All archaeological assessments should be undertaken by a suitably qualified archaeologist and set out in accordance with the requirements of Mayo County Council and shall also have regard to natural heritage legislation.

Archaeological Assessment

The first part of the assessment should consist of a site visit and a desk top study undertaken by a suitably qualified archaeologist. Pending the findings of the assessment, one and/or more of the following may be required as part of any development proposal within the Plan area:

- geophysical and/or other invasive surveys (including architectural survey)
- licensed pre-development testing
- licensed archaeological excavation
- archaeological monitoring of ground works

A full underwater Archaeological Assessment (where appropriate) should also be completed.

The Archaeological Assessment should establish the extent of archaeological material associated with the archaeological site or monument and the potential impacts (if any) on the site or monument. The assessment should also define the buffer area or area contiguous with the archaeological site or monument which will preserve the setting and visual amenity of the site or monument.

The area of the archaeological site or monument and its buffer zone should not be included as part of the open space requirement demanded of a specific development but should be additional to the required open spaces.

Should an archaeological site or monument lie adjacent to or within the open space requirement for a development, a conservation plan for that archaeological site or monument should be required as part of the landscape plan for that development.

All archaeological sites and monuments included in the Record of Monuments and Places (RMP), any sites and features of historical and archaeological interest and any subsurface archaeological features that may be discovered during the course of infrastructural/development works should be preserved *in-situ* or by record.

6.7.2 Protected Structures

At present there are 12 building listed on the Record of Protected Structures. (See Section 3, Table 7 and Figure 6) Proposals for sites identified as containing protected structures, will be required to incorporate measures to protect, conserve and enhance the character and appearance of the structure(s).

Proposals for development involving material alteration or additions to a protected structure require planning permission and will be required to show that:

- it is compatible with and will not detract from the special character of the structure and its setting.
- it complements and reflects the design and character of surrounding buildings and area.
- features of architectural or historic interest and the historic form and structural integrity of the structure are retained.
- architectural features shall match those or be in keeping with the traditional detailing of the structure.

Proposals for development that compromise the setting of protected structures or which will result in material alteration or demolition of structure(s) will only be permitted where:

- the structure is not capable of repair.
- there is no compatible or viable alternative use for the structure.

Development on sites adjoining a protected structure will be required to demonstrate that it will have no adverse impacts on the character or integrity of the protected structure or views to and from it. Owners and prospective owners of protected structures or proposed protected structures should seek prior consultation with the planning authority as to the appropriateness of proposed works or other developments and seek competent advice on the best practice for carrying out such works.

6.7.3 Natural Heritage

Development proposals may have an impact on the natural environment of the LAP, and where it is considered that a proposal may have an adverse impact on the environment, the Planning Authority may require the submission of an ecological assessment as appropriate. This would be in the case that the development proposal did not require an Appropriate Assessment or an Environmental Impact Assessment, but may have a negative impact on the natural heritage of the area.

The assessment shall be carried out by suitably qualified persons and any surveys shall be conducted at the appropriate time of year and shall include the following details, as appropriate:

Ecological Assessment

1. a detailed habitat map which shall include an overlay of the development proposal. Scale to be agreed with Planning Authority.
2. written descriptions of all habitats within the receiving environment. Habitat mapping should be carried out in accordance with Heritage Council draft Guidelines for Survey of Habitats or equivalent standard. Habitats should be identified, described and mapped to level 3 of the Fossitt¹ (2000) classification system. EU Habitats Directive² Annex I Habitats should also be referenced.
3. key species of flora and fauna shall be identified, with particular emphasis on any rare, protected or annexed species by reference to the following:
 - Irish Red Data Books 1 (plants) and 2 (animals)³
 - Annex I of the EU Habitats Directive
 - Annex I of the EU Birds Directive⁴
 - Red or amber listed bird species in the current list of Birds of Conservation Concern in Ireland⁵

4. reference to any previous studies and old ecological records for the site.
5. evaluation of ecological significance of habitats and species occurring within the site;
6. assessment of the likely impact of the proposed development both during construction and afterwards on habitats and rare or protected species within and adjacent to the site and a statement regarding the significance of these impacts.

Where appropriate, the report should include mitigation proposals. It should be shown that these are fully integrated into the design and layout and landscaping of the proposed development. The following should be provided:

- a. evidence of how mitigation will be secured and implemented and by whom;
- b. evidence of the degree of confidence in likely success of proposed mitigation;
- c. timescale, relative to the plan or project, for implementation of mitigation or completion;
- d. evidence as to how the measures will be monitored and, should mitigation failure be identified, how that failure will be rectified.

¹ Fossitt, J.A. (2000) *A Guide to Habitats in Ireland*. Heritage Council, Kilkenny.

² Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (as amended)

³ <http://www.npws.ie/en/PublicationsLiterature/RedLists/>

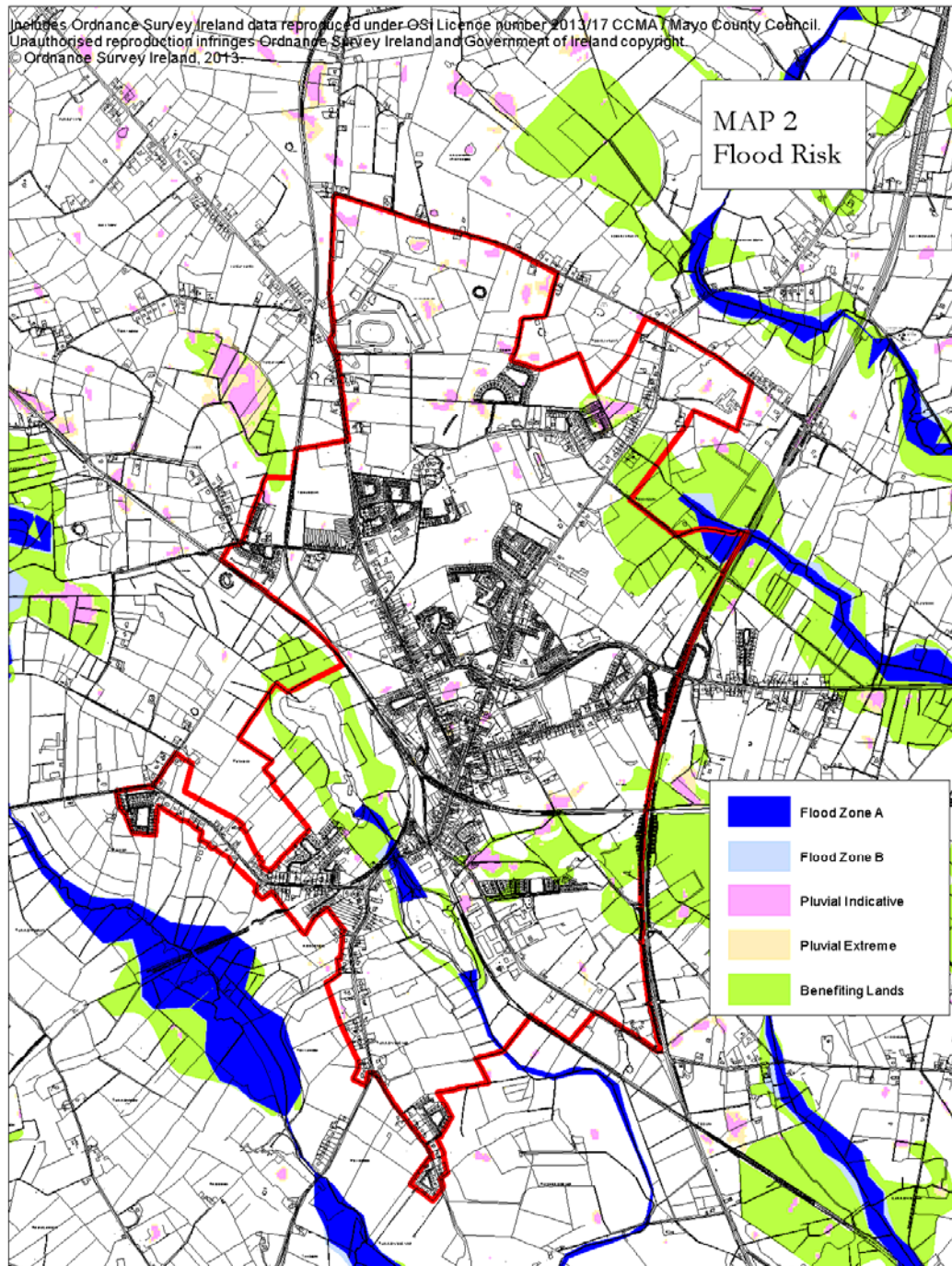
⁴ Council Directive 79/409/EEC of 2 April 1979 on the conservation of wild birds (as amended)

⁵ <http://www.birdwatchireland.ie/>

6.8 Flooding

A Strategic Flood Risk Assessment was carried out on the LAP, which identified areas within the LAP boundary that may be at risk of flooding. (See Map 2 Flood Risk) All lands within the LAP area have been zoned in accordance with findings of the SFRA in accordance with :

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities, DoEHLG, 2009
- The Planning System and Flood Risk Management Guidelines for Planning Authorities; Technical Appendices; DoEHLG, 2009



A Site Specific Flood Risk Assessment shall be required for all planning applications that are:

- in or within 50m of Flood Zone A and Flood Zone B
- in or within 10m of both the Pluvial Indicative and Extreme events
- in or within 25 of Benefitting Land

A Site Specific Flood Risk Assessment may, as appropriate, be required in other situations as the need arises.

Land Use Zoning

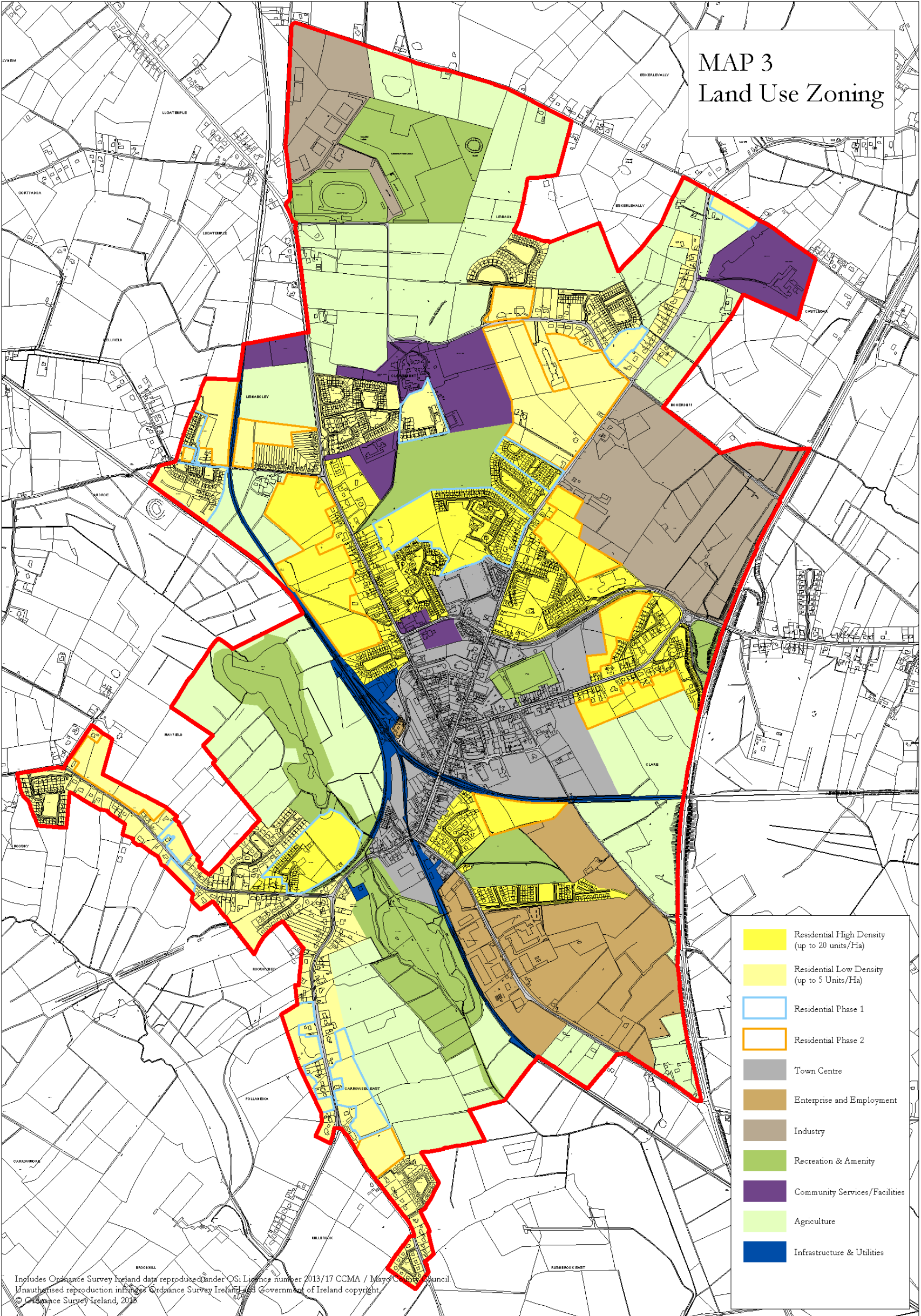
Land Use Objectives

GZT ID	Land Use Objective	Land Uses Generally Permitted
R3.4	Residential High Density	
	<p>To protect the amenity of existing residential areas and provide further lands primarily for residential areas and provide further lands primarily for residential development at appropriate densities and ancillary facilities</p> <p>Residential Density up to 20 houses/Ha</p>	<p>(i) Houses, apartments, retirement homes, care homes, medical services, public and community facilities, institutional uses, childcare facilities, places of worship, local shops, local services, leisure & recreation, open space</p> <p>(ii) Uses that are considered ancillary to the above uses may be permitted</p> <p>(iii) Local and home offices may be acceptable, provided that there is no detrimental impact on residential amenity or traffic and that the use does not prejudice the primary use of the town centre for office use</p> <p>(iv) All proposals that would be detrimental to established or future residential amenity will not be permitted. These include industrial and warehousing and uses generating significant levels of traffic, noise and other nuisance</p>
R3.5	Residential Low Density	
	<p>To protect the amenity of existing residential areas and provide further lands primarily for residential areas and provide further lands primarily for residential development at appropriate densities and ancillary facilities</p> <p>Residential Density up to 5 houses/Ha</p>	<p>(i) Houses, retirement homes, care homes, childcare facilities, outdoor recreation, open space, agriculture, and community facilities</p> <p>(ii) Uses that are considered ancillary to the above uses may be permitted</p> <p>(iii) Local and home offices may be acceptable, provided that there is no detrimental impact on residential amenity or traffic and that the use does not prejudice the primary use of the town centre for office use</p> <p>(iv) Development which are compatible with the adjacent land use zoning and which will not have an adverse affect on existing uses may be permitted</p> <p>(v) All proposals that would be detrimental to established or future residential amenity will not be permitted. These include industrial and warehousing and uses generating significant levels of traffic, noise and other nuisance.</p>
M2	Town Centre	
	<p>To maintain and enhance the vitality, viability and environment of the town centre and provide for appropriate town centre uses</p>	<p>(i) Shops, offices, civic and public buildings, places of worship, public houses, hotels, restaurants, indoor leisure, car parks, apartments, houses, community facilities, parks and open spaces, retirement homes</p> <p>(ii) Uses that would be detrimental to the vitality and amenity of the town centre, such as industrial uses, will not normally be permitted</p>

C6	Enterprise & Employment	
	To provide for light industrial and appropriate commercial development	<p>(i) Light Industry, Warehousing (retail and non-retail), Major Offices, Business and Technology Units, Specialist Offices, R&D enterprises, clean technologies' car showrooms, light engineering works, wholesale and trade outlets, public utilities, petrol filling stations, builders providers, repair garages, civic amenity centres, agriculture outlets, distribution depots, heavy vehicle parks, workshops</p> <p>(ii) Uses that are considered ancillary to the above uses may be permitted.</p> <p>(iii) Uses that would prejudice the primacy of town centre or would undermine the objectives of other land use zoning will not be permitted.</p>
C2.2	Industry	
	to provide for high quality business/technology park type uses in a high quality industrial environment.	<p>(i) Modern, high quality design, business and technology park type premises, both offices and industrial premises, civic amenity centre, research and design enterprises, clean technologies' incubation centres, development deemed ancillary to these uses.</p> <p>(ii) Uses considered ancillary to the above uses may be permitted</p> <p>(iii) Uses that would prejudice the primary industrial function of this zoning or would undermine the objectives of other zoning will not be permitted. These include residential and retail uses</p>
G5	Recreation & Amenity	
	To provide lands for recreation and amenity purposes.	<p>(i) Outdoor sport and recreation, buildings associated with outdoor sport and recreation and ancillary uses, parks, open space, camp sites, agriculture, allotments.</p> <p>(ii) Uses that are considered ancillary to the above uses may be permitted</p> <p>(iii) Temporary markets and exhibitions may be permitted.</p>
S5	Community Services/Facilities	
	To provide land for community and social facilities	<p>(i) Schools and education, places of worship, community centres, health centres, leisure and recreation, libraries, cemeteries, open space, childcare facilities, public and civic facilities</p> <p>(ii) Uses that are considered ancillary to the above uses may be permitted</p>
P1	Agriculture	
	To reserve lands for agricultural and rural uses and to preserve the amenity of the town setting	<p>(i) Agriculture, Open Space, public utilities, outdoor, recreation, camp sites, allotments, cemeteries</p> <p>(ii) New Houses will only be permitted in this zone in accordance with the rural housing objectives set out in the Mayo County Development Plan</p>

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N6	Infrastructure & Utilities	
	To provide land for public infrastructure and public utilities	(i) Public utilities infrastructure, public and civic facilities, public infrastructure (ii) Uses that are considered ancillary to the above uses may be permitted



Objectives Map

