

Claremorris Local Area Plan 2006



Mayo County Council
Comhairle Contae Mhaigh Eo



Claremorris Local Area Plan 2006

This Local Area Plan was made by Mayo County Council on the 13th February 2006.



Claremorris Local Area Plan 2006

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Section 1

1.1 Introduction

1.1.1 General

This is a Local Area Plan for Claremorris town, prepared in accordance with Sections 18-20 of the Planning & Development Act 2000-2004. The Act requires planning authorities to prepare a local area plan for any area which it considers suitable or which, as in the case of Claremorris, has a population in excess of 2000. It must be consistent with the policies and objectives of Mayo County Development Plan 2003-2009, which sets out the overall strategy for development of the county at large.

The Local Area Plan consists of a written statement and maps indicating the objectives of the planning authority for the proper planning and sustainable development of Claremorris. It will remain in force for a period of 6 years from the date of adoption.

This plan shall be called the Claremorris Local Area Plan but for the purpose of simplicity in the text, may be referred to as “the Plan” or “this Plan”.

1.1.2 The Function of the Claremorris Local Area Plan

- It is the main public statement of planning objectives for Claremorris over the next 6 years.
- It provides the framework for the future growth and sustainable development of the town.
- It sets out objectives for the zoning of land for particular uses and will provide the framework against which planning applications will be assessed.
- It sets out standards for different types of development.
- It will guide those who have an interest in the 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 development.

1.1.3 Pre-Draft Consultation

The Planning & Development Act 2000-2004 requires the planning authority to take whatever steps it considers necessary to consult the public before preparing a Local Area Plan. An integral aspect of the preparation of this Plan has been the process of public consultation. This included the distribution of information leaflets, consultations and meetings with statutory/non-statutory bodies and community agencies. A day-long public, drop-in consultation session was held in Claremorris on 27th April 2004. This was well attended and also generated written submissions. The consultation process enabled a range of issues to be identified relating to the town's Strategic Role, Zoning, Parking, Roads Safety & Traffic, Community Facilities, Recreation & Amenity, Standards for Residential Amenities, Protection and Enhancement of the Environment. This process was influential in shaping the strategy, aims and objectives of the Plan. Accordingly, it should not be viewed merely 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 we need to take to achieve this vision.

1.2 Policy & Strategic Context

1.2.1 General

Claremorris, translated from the Gaelic 'Clár Clainne Mhuiris' means 'the plain of the family of Morris' after Maurice de Prendergast who came to the area in the 12th century. It is situated in the undulating plains of south-east Mayo. To the south and west are Clare and Mayfield Loughs, which constitute valuable natural amenities for the town. It is the fourth largest town in Mayo and is the established administrative, commercial and service centre for a considerable hinterland in this part of the county.

Claremorris is located 28km south east of Castlebar and 61km north of Galway city. It is strategically located within the county and West Region, at the junction of two major National Routes, the N17 (Sligo/Galway) and N60 (Castlebar/Roscommon for Longford and Dublin). It has direct rail links to Dublin and potential future rail links along the Western Rail Corridor and is 26km from Knock International Airport. Two important Regional Routes, the R331 from Ballinrobe and the R320 from Kiltimagh also terminate in the town.

Major public infrastructural developments have taken place in Claremorris since the 1995 Claremorris Plan was adopted including the upgrading of the water supply, the construction of a new Sewerage Scheme, the Claremorris By-pass and improvements to the physical fabric of the town under the Town Renewal Scheme.

A number of documents set the strategic context for the proposed Claremorris Local Area Plan.

1.2.2 County Context

Mayo County Development Plan 2003-2009 (**MCDP**) sets out the overall strategy for the county as a whole. It identifies Claremorris as one of six towns that has a strategic role to play in the overall development of the county. The aim, as set out in the MCDP, is to promote and strengthen these towns as agents of social and economic development. The strategic objective for Claremorris is set out in DF-2 of the MCDP is as follows:

To promote and facilitate the growth and sustainable development of the towns of Ballyhaunis, Ballinrobe, Belmullet, Claremorris, Crossmolina and Swinford so that they may progress towards being thriving, attractive, compact and self-sufficient towns capable of providing a wide range of services and functions to support the inhabitants of those towns and their rural hinterlands. (MCDP: p 21).

The Plan recognises that Claremorris has potential as an industrial and transport hub, due to its location at the junction of the N17 and N60, with rail links to Dublin and potential for future rail links with Galway and Sligo. In addition, several other objectives in the MCDP relating to economic activity, transport and infrastructure, housing and community facilities, environment and heritage all set the strategic context for the more detailed objectives in the Plan.

Other plans and strategies at the local level relevant to the preparation of the Claremorris Local Area Plan, include Le Neart Le Cheile, A 10 year Integrated Strategy for Economic, Social and Cultural Development, Mayo County Council Housing Strategy 2001-2006 and Mayo County Council Retail Strategy, 2002.

1.2.3 Regional Context

The Regional Planning Guidelines for the West Region, 2004-2016, set out the strategic goals, objectives and policies for the region to ensure balanced regional development and implementation of the National Spatial Strategy (NSS). It is a goal of the Guidelines not only to promote the Gateway, Hubs/ Linked Hub, but also to support a settlement strategy that will encourage the growth of towns and villages. The preferred Strategic Development Option for the Region is the development of the Galway Gateway and Tuam hub and Castlebar/Ballina linked hub supported by key towns that *'would themselves be significant providers of services within their areas and generating spill-over effects in that context'*. (Regional Guidelines: p54).

In the Regional Planning Guidelines, the west region has been sub divided into zones. Claremorris is located in Zone E, which incorporates South Mayo/North Galway. The key towns identified for this area are Claremorris and Ballinrobe. The Guidelines recognize that the potential of Claremorris could be exploited given its trans nodal infrastructure as a link between the hub of Tuam and the linked hub of Ballina and Castlebar. It is also identified as a key town for growth in support of the Western Rail Corridor. This role requires that land-use objectives be put in place to build up towns along the Corridor. Other potential opportunities for development in this Zone and needs or requirements necessary to support change/development as identified in the Regional Guidelines are set out below.

Potential/Opportunities for Development

- There is opportunity to explore the potential for further up market type tourism facilities in this zone e.g. Tourism facilities of a similar calibre to Ashford Castle.
- The potential of Claremorris could be exploited given its trans nodal infrastructure as a link between the Hub of Tuam and the linked Hub of Ballina and Castlebar.
- The area has an abundance of historical and archaeological sites that should be exploited in a sustainable manner.
- Is strategically located within commuting distance of the Galway gateway and the hubs of Castlebar and Tuam.

Needs (or Requirements for Change/Development)

- Support and complementary industrial investment.
- Increased retail and services sector developments.
- Enterprise development in the key towns.
- Appropriate policies to revitalise the main settlements.

Source; Regional Guidelines 2004-2016

The overall strategy, goals and objectives of the Claremorris Local Area Plan will be to ensure that the role of Claremorris as a key town is developed to its full potential and to address the requirements identified to fulfill this role as per the Regional Planning Guidelines.

1.2.4 National Context

The National Spatial Strategy (NSS) recognises the key role of smaller towns in achieving balanced regional development. It identifies that towns such as Claremorris present *'opportunities for development and expansion through effective promotion and marketing in association with larger towns, hubs and gateways'* (NSS p 89).

Other national policies and guidelines, which have directed the strategy and objectives of the Draft Plan, include:

- Sustainable Development; A Strategy for Ireland
- Government White Paper on Rural Development
- Residential Densities – Guidelines for Planning Authorities
- Retail Planning Guidelines for Planning Authorities
- Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities
- Guidelines for Planning Authorities on Childcare Facilities.

1.2.5 Sustainable Development

This plan embraces the principles of sustainability in addressing future growth and development as promoted in the Sustainable Development Strategy, 1997. It provides for a mix of land use zoning objectives to facilitate a balance between housing, employment, recreation and other uses consistent with reduced private motor-car usage and with protecting amenities.

It promotes re-use of derelict and under utilised lands, seeks to restrict urban encroachment into the rural areas and seeks to promote more compact urban forms.

It seeks to protect and enhance the natural and built heritage of the town and to promote use of public transport, cycling, walking and reduced private motor vehicle usage.

1.3 Overview and Development Trends

1.3.1 Population

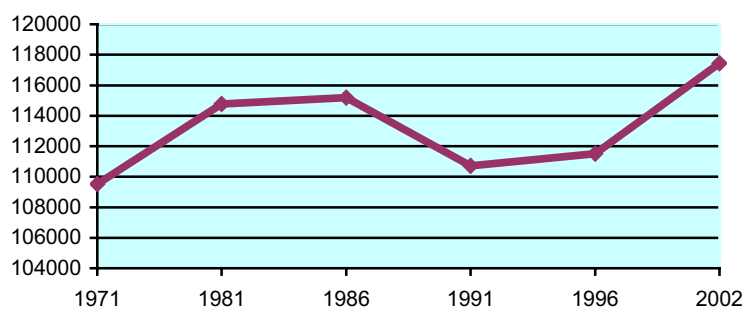
The population of Claremorris in 2002 was 2,101. The Claremorris Development Plan 1995 was made against a backdrop of population decline in the town. At that time, it was envisaged that this negative trend would continue. However, due to the unprecedented economic growth and development in the country as a whole during the 1990s, this trend has been reversed. There has been a continuous growth in the population of the town from slight (.4%) in the 1991-1996 period to 9.8% between 1996-2002. This represents an annual growth rate of 1.6% between the last intercensal period, which exceeded the national annual rate of 1.3%.

Population trends between 1986-2002 for Claremorris town and the County as a whole are shown in Table 1.

Table 2: Population Trends 1986-2002

Year	1986	1991	% change 86-91	1996	% change 91-96	2002	% change 96-02
Claremorris	1,993	1,907	-4.3	1,914	+0.4	2,101	+9.8
Co. Mayo	115,184	110,713	-2.1	111,524	+0.7	117,428	+5.3

Figure 1 below clearly indicates the upward trend in the county population as a whole from 1991 onwards, a trend which is mirrored in Claremorris (Fig 2)



—◆— Fig 1 Co Mayo Population Trends 1971-2002

Claremorris Local Area Plan 2006

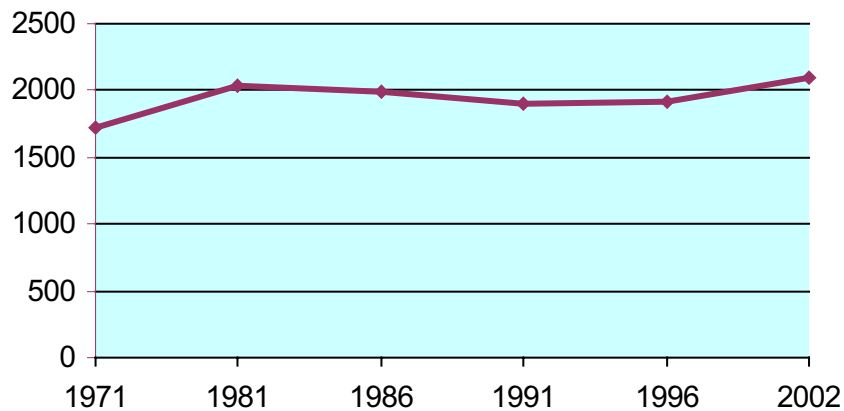


Fig 2 Claremorris Population Trends 1971-2002

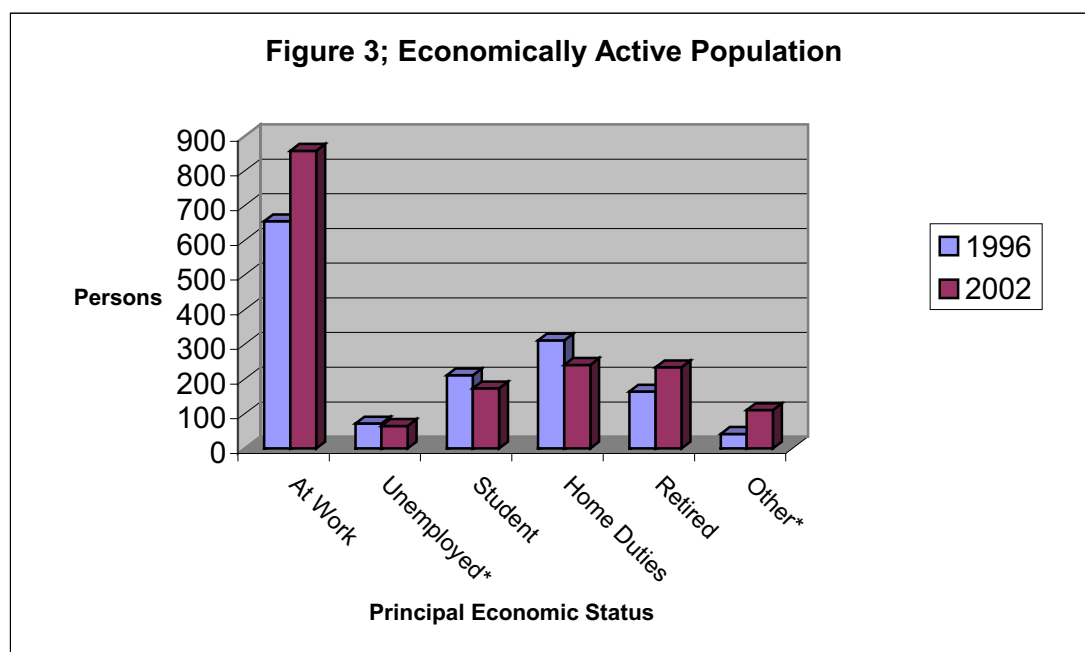
1.3.2 Future Population Growth

Claremorris's location on the Western Rail Corridor and Dublin-Westport rail link, greatly enhance its potential as a population centre. Having regard to its strategic location, its role as a key town as envisaged in the Regional Planning Guidelines-West Region and current levels of development in Claremorris, it is reasonable to assume that the annual growth rate of 1.6% will be maintained over the period of the plan. This would yield an estimated population of 2,559 by 2011. Proposed decentralisation of 150 jobs to Claremorris town has the potential to increase this figure by an additional 375 persons (Regional Guidelines: 2004) thereby bringing the estimated population in 2011 to 2,934. Additional population growth can also be expected as a result of proposed decentralisation to Knock. The time scale for this additional population however, will depend on the roll out of decentralization at government level.

The accuracy and reliability of population projections for such small areas can easily be offset (as evidenced by the projections in the 1995 Plan) by unforeseen changes in circumstances, such as the opening or closing of a source of employment or the reduction/increase in emigration, immigration etc. Population projections and estimations for Claremorris must therefore be seen in this light.

1.3.3 Employment

Figure 3 below indicates that 1,682 persons were economically active in 2002 in Claremorris as against 1,455 in 1996. The number of people at work in the town increased from 45% in 1996 to 51% in 2002 and unemployment decreased slightly by 1% between 1996 and 2002.



* Unemployed- also Includes first time job seekers & those having lost or given up previous job.

* Other – also includes those unable to work due to permanent sickness or disability.

Table 2; Employment Structure

OCCUPATION	% of Persons
Farming, Fishing, Forestry	5%
Manufacturing Workers	11%
Building & Construction Workers	10%
Clerical, Management & Govt. Workers	15%
Communication & Transport Workers	5%
Sales & Commerce Workers	21%
Professional, Technical & Health Workers	15%
Services Workers	14%
Other Workers (incl. not stated)	4%

Table 2 shows the type of employment by occupation. The employment structure is orientated towards service employment with 65% of the labour force engaged in this sector. This high level of tertiary employment reflects the town's importance as a service centre (in the county context). There is a need to expand and develop the manufacturing and industrial base of the town and to create further opportunities in the service area through office type development.

1.3.4 Housing

Housing development accelerated in Claremorris between 1996-2002 as part of a nationwide trend and more local factors such as the construction of the Claremorris Sewerage Scheme and the opening of Delta Dental.

Large areas of land were zoned residential in the 1995 Plan, a significant amount of which remains undeveloped. Mayo County Council Housing Strategy: 2001-2006 notes that sufficient undeveloped residential zoned land exists in Claremorris to meet anticipated housing demand over the period of the Strategy (2002-2006). However, the zoning of land does not necessarily mean that it is available for development. A notable trend in Claremorris over the last few years has been the pressure for residential development on unzoned lands outside the town boundary, leaving large tracts of undeveloped lands closer to the town centre. This has given rise to a number of isolated housing developments on the outskirts of the town. It is necessary to integrate and consolidate these schemes into the development envelop of the town by appropriate zoning of intervening lands.

At present, there are 180 Local Authority houses rented out in the Claremorris Electoral Area and 109 persons on the housing waiting list have expressed a preference for Claremorris town. Local Authority housing stock in Claremorris is located at Lui na Greine, Bárr na h-Aille, Bothar Dubh and Clareville estates and a number of individual units on the outskirts of the town.

Since the 1995 Claremorris Plan was adopted, 10 Local Authority housing units were built at Bárr na h-Aille. In addition, 16 turn key units were acquired at Clareville, 8 for rental as social housing and 8 for affordable housing. Housing units made available under Part V of the Planning Act 2000 will consist of both social and affordable housing. The voluntary housing sector including agencies such as Clár ICH and Cluid, has also played an important role in the provision of housing in Claremorris.

1.3.5 Industry/Commerce

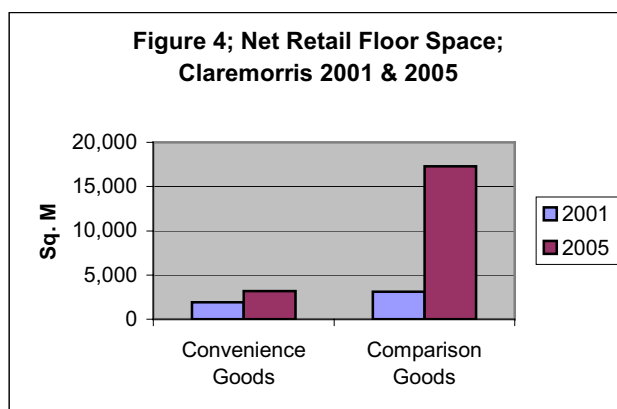
Industrial activities are concentrated mainly in the industrial estate on the Kiltimagh Rd., the Ballindine Rd. and in the old Bacon Factory where a small number of enterprise units have been established.

The Regional Guidelines set out a hierarchical approach to the location of enterprise in the West Region. For key towns such as Claremorris, the type of enterprise development identified are business and technology parks, enterprise parks, Enterprise Ireland Business Parks, incubation centres and local enterprise centres.

Mayo County Council has acquired over 18 hectares of land adjacent to the roundabout on the By-pass. It is envisaged that this will cater for high-class industrial business and technology park type uses. The development of these lands has the potential to act as one of the key drivers for economic development in the town due to its accessibility to the by-pass, strategic location between the Sligo and Galway gateways and hubs and rail links to Dublin. The announcement in January 2004 by the Department of the Marine, Natural Resources and Communications that Claremorris will receive broadband infrastructure will further enhance its strategic potential as a location for investors.

1.3.6 Commercial/Retail

There is a considerable range of shops and services in Claremorris reflecting the town's function as a commercial/service centre. However, 22.5% of existing retail/commercial premises are vacant at present, most of which are located on Mount St. The Mayo Retail Strategy 2002 estimated a total net retail floor space in Claremorris town of approximately 5,000m², 38% of which was convenience shopping and 62% comparison. Figure 4 shows the retail floor area in Claremorris for both convenience and comparison goods for 2001 and early 2005. Almost 15,500m² of additional retail floor space has been added since the Strategy was adopted. The Strategy identifies considerable capacity for further comparison floorspace development in Mayo generally. It proposes that capacity for further comparison floorspace should be allocated to the development of retail warehouse provision in Claremorris and recognises that the town, with its recently, upgraded road transport network, has the potential to develop as a substantial retailing centre for this type of development. (See Section 8 of Mayo Retail Strategy).



Improvements carried out during 2002-2003 have greatly improved the town's attractiveness for shoppers. However, the provision of suitably located parking areas and stricter parking controls in the town centre area are required urgently to ensure its future commercial attractiveness and viability.

1.3.7 Utilities

Water

Claremorris water supply is sourced from Lough Mask Regional Water Supply Scheme. The current water demand is approx. 2000m³/day. The overall spare capacity for all of the towns served by this scheme is approx. 1000m³/day, which can be assigned to any of the towns if required. Additional overall capacity of 1300m³/day will be available when the treatment capacity is increased. This is due to take place in 2005/6. In some areas on the outskirts of the town additional developments may require upsizing of the watermains.

Sewerage

Claremorris Sewerage Scheme is designed for a population equivalent (p.e) of 8,000. The Wastewater Treatment Plant is designed to cater for an initial loading of 5,333 p.e. (Stage 1 which is in operation at present). There are problems in relation to the capacity of the system, both in the collection system and in terms of capacity of the treatment works. There are 10 pumping stations on the collection system. Some of these, for example, the Knock Rd. station, may be getting to the stage where overloading is a problem. The extensions to the sewer along the approach roads were put in place to serve the existing needs of one-off houses rather than large residential developments. Further residential development, will therefore require ameliorative works to the collection system, the cost of which would have to be borne by developers. The existing treatment plant is now approaching full capacity and the need for an upgrade to the plant (to Stage II) is urgently required to cater for the future development of the town.

Waste Management

The Connaught Waste Management Plan 2001 identifies Claremorris as a location for a Waste Recycling Centre. At the time of drafting this Local Area Plan, a review of the Waste Management Plan is underway.

1.3.8 Transport/Communications

Claremorris is located at the junction of the N17 National Primary and the N60 National Secondary routes. Two important regional roads, R331 from Ballinrobe and the R320 from Kiltimagh, terminate in the town. The construction of the Claremorris By-pass has greatly eased traffic problems associated with large volumes of traffic passing through the town. However, a major traffic problem is the lack of car parking in the town centre. The high level of on-street car parking and delivery services in the centre contributes to traffic congestion. The Council proposes to provide additional car parking at locations adjacent to the swimming pool, Ballyhaunis Rd. and near the railway station in conjunction with the proposed Station Rd/Mount St. link road.

Main Bus Éireann routes operate from Ballina, Galway or Westport via Claremorris as well as a number of private bus operators. The bus stop at Dalton St. occasionally becomes congested and relocating the bus stop/pick-up points to a location near the railway station, would ease this problem and facilitate integration of public transport services. This is particularly relevant in view of the town's rail connections on the Dublin/Westport & Ballina line and potential future connections on the Western Rail Corridor. There are three rail departures per day to Dublin and Claremorris station also serves as a regional distribution depot for kegged beverages. It is an objective in Mayo County Development Plan to support proposals for the reinstatement of the Sligo-Limerick Western Rail Corridor, for the facilitation of the Ballina-Westport-Castlebar-Claremorris commuter link and to seek and promote the re-opening of the Claremorris-Galway rail link. The provision of Park & Ride facilities near the station would therefore be required to support commuter traffic and encourage rail transport.

Knock Airport is located some 26 kilometres away. It is the only international airport serving the EU designated Border, Midland and Western region, linking the west and north west with the UK and many European and intercontinental destinations.

Claremorris has broadband in the form of both 155Mbps and 2.5Gbps Synchronous Digital Hierarchy (SDN) technology. It also has primary rate Integrated Services Digital Network (ISDN). In 2003, it was selected as one of 88 towns that will receive broadband under Phase 2 of the Regional Broadband Programme.

1.3.9 Community Services

Claremorris is well endowed in terms of community and amenity facilities most of which are centrally located in the town. There are two primary schools with a combined total enrolment of 326 (2004) and two secondary schools with a combined total enrolment of 863 (2004). Additional space for expansion may be required by the two primary schools in the future.

The level of service that can be provided in the health centre on the Knock Rd is restricted due to its size and a new health centre is required. The Dalton Community Nursing Unit also has limited expansion capacity to deal with future needs.

The library has recently been refurbished and the swimming pool is due for redevelopment. Mayo County Council offices are located on the Ballyhaunis Rd. and the Claremorris Area Offices at Mount St. It is envisaged that in the near future, these two offices will be accommodated in one facility at the Mount St. site.

The fire station and Garda station are also located on Mount St. Facilities in the latter premises are inadequate and a new station is proposed in the future.

1.3.10 Amenity/Recreation

The total area of useable public open space provision within the town is approximately 5.8 hectares. However, about half of this is in the form of small spaces within housing developments and McMahon Park accounts for the remainder. As residential development extends outwards, there is a need for additional public open space provision, including children's play areas and facilities. The Council has identified a site at Mayfield for a children's playground.

Claremorris has a comprehensive range of sports facilities including GAA and soccer pitches, tennis courts, handball alley and athletic track. In addition, there are many active clubs and societies catering for a broad range of age groups and interests. However, there is a need for accommodation for such groups.

Clare & Mayfield Loughs are major natural amenities in the town. The development of McMahon Park has opened up access to Clare Lough, but the recreational amenity of Mayfield Lough remains to be realised. This lake is designated in Mayo County Development Plan as a fen of conservation interest and there is scope for an environmental enhancement project similar to that undertaken at Clare Lough whereby issues such as conservation, access, walkways, provision of angling stands, signage etc are addressed. Both lakes are coarse fisheries and do not support salmonid species but the presence of these fisheries close to a population centre is an important local asset, which should be fully protected and sustainably developed. The lakes are also the focus of important views worthy of protection, in particular, views across Clare Lough from McMahon Park and across Mayfield Lough from the railway station.

1.3.11 Urban Form

Four distinct areas can be discerned within the town boundary:

1. The town centre core area, which consists of the main thoroughfare, including the Market Sq. and streets to the rear of the square. The character and appearance of the Market Sq. and adjoining streets have undergone renewal in the last few years. The majority of the town's commercial activity is carried out in this area, which includes Main St. Dalton St. James St. and Lower James St.
2. Mount St. area is an extension of the town core but is different in character being a long, narrow street of mixed residential and commercial buildings of mainly two storey buildings. There is some dereliction in this area and loss of the commercial functions in a large number of buildings.
3. South of the town core, this area is mainly an area of larger scale commercial/wholesale type development and includes the site of the former Bacon Factory and a number of industrial type services adjoining the railway. There is also some residential development.
4. East of the town core and extending along the Ballyhaunis Rd. is an area of relatively recent town centre activities including the Post Office, shops and offices and urban fringe type residential development.

Beyond these areas, buildings are at a lower density and are largely residential.

1.3.12 Townscape-Amenity

Significant improvements were carried out by the Council between 2002-2004 in association with the construction of the by-pass and Claremorris Sewerage Scheme which greatly enhanced the town's appearance. The by-pass has also increased the attractiveness of the town as it has eased traffic and congestion in the town centre. Claremorris's selection for participation in the Town Renewal Scheme, resulted in improvement to the general streetscape of the town core especially around the Market Sq. However, many designated premises did not avail of the scheme and there still remains much to be done to improve and revitalise the town centre, particularly on Mount St where there are a number of empty or under utilised premises.

The loss of traditional shopfronts and signs has resulted in a breakdown of the historic character and visual amenity of the commercial area in general. However, some premises still retain attractive detailing of traditional shop fronts, which it is important to retain in future proposals. Many premises have lost their residential function on the upper floors. This has implications for the appearance and maintenance of the buildings and reduces the vibrancy of the town centre.

Existing pedestrian routes in the town centre are unattractive and need to be visually enhanced and made more secure for pedestrians. There is potential for the development of a pedestrian link over the railway to connect the town centre area with lands south of the line.

On some of the approach roads, features such as advertisement signs, unkempt verges, derelict sites and unsightly fencing detract from first impressions of the town. The problem of litter, which detracts from the visual and environmental amenities of the town, was also raised as an issue during consultation.

1.3.13 Urban Sprawl

In recent years, a large amount of development has taken place outside the 1995 Development Plan boundary including single houses and a number of housing developments. The industrial estate, some commercial developments and sports facilities are also located outside the boundary. This has given rise to a haphazard, disjointed form of development, urban sprawl and a noticeable lack of definition between where the town begins and ends. The future strategy for the town must address these trends and seek to consolidate the town form in a rational, orderly and sustainable manner. This will require that town related developments on the town fringe are integrated into the future development envelope of the town.

1.3.14 The Built Heritage

The architectural quality of Claremorris depends on the cumulative effect of its many houses and commercial premises, which give the town its distinct character and identity, rather than on a large number of individual buildings. However, there are a number of buildings of note including St. Colman's Catholic Church and Claremorris Railway Station (both included in the Record of Protected Structures). 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. The Record of Protected Structures will be amended as new buildings/structures are added under a separated statutory process following more detailed investigation of individual buildings and structures in the town.

Generally the town has retained a traditional scale of buildings, with vertically proportioned windows, smooth plaster walls and pitched slated roofs. This is a style, which, with imagination and sensitivity, can be adapted to suit modern needs. A high quality architectural response, that respects the integrity and character of both listed and non-listed buildings, will be encouraged and facilitated.

1.3.15 Archaeological Heritage

Claremorris has a unique cultural and historical heritage, which is reflected in the abundance of archaeological monuments found in the area. These monuments are listed in Appendix A, Table 11. It comprises mainly of enclosures but crannog(s) are also in evidence and a possible icehouse at Claremount.

1.3.16 Natural Heritage

Mayfield and Clare lakes are valuable natural heritage assets and important habitats of conservation value. They are naturally eutrophic waterbodies with a rich diversity of plant and animal species. For this reason Mayfield Lough is designated as a fen habitat of conservation interest in Mayo County Development Plan (Table 5.4). In addition to recreation and amenity, the lakes could fulfil an interesting and important educational role, not alone for the town but for the county as a whole. The protection and enhancement of the conservation value of these lakes should therefore be a primary consideration in the development strategy for the town. However, any development, or future enhancement or recreational projects located in the vicinity of the lakes, would require environmental assessment to ensure the protection and enhancement of their ecology and to protect and enhance their conservation value.

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There are also many groups of trees in the plan area, which contribute greatly to the visual amenity of the town as well as local biodiversity. For example, the woodlands around Clare Lake and also mature tree groups on the Convent lands. Throughout the plan area, important tree groups have been identified which are shown on Map 4. However, individual trees and hedgerows are also part of the wider ecological network. Other aspects of this network include ditches and banks, stone walls, railway lines and embankments, watercourses etc all of which provide important habitats, buffer areas and wildlife corridors and which should be protected and incorporated into future developments where possible.



Clare Lough, McMahon Park

1.4 Key Issues

Arising from the process of review and consultation, a number of issues have been identified which the Local Area Plan must address. These form the basis for the general direction of the overall strategy and the aims and objectives in the Plan. These issues, many of which are inter-related, can be divided into a number of thematic areas as follows:

Consolidation of the Urban Form

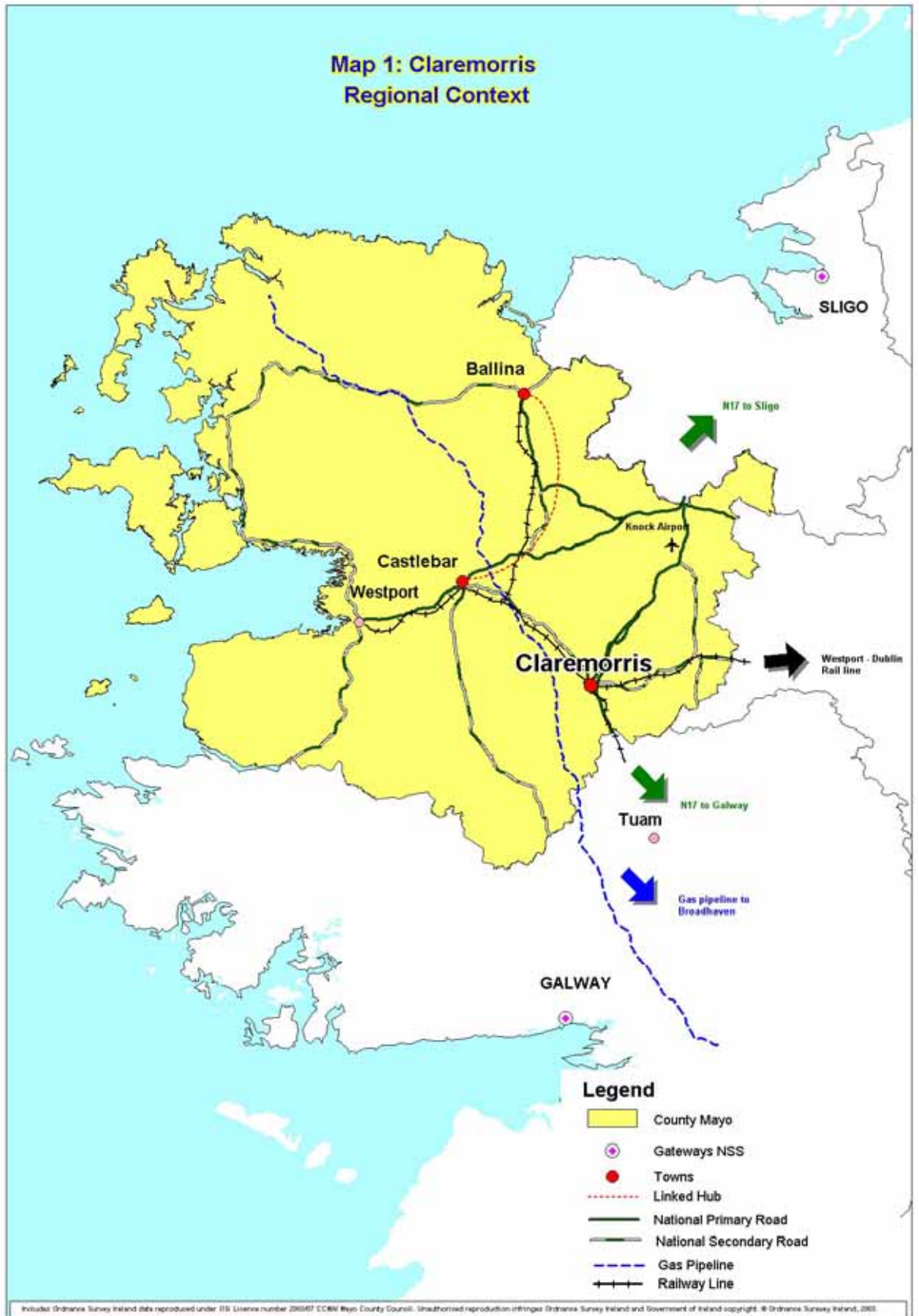
As noted previously, a significant amount of town related development is located outside the 1995 Development Plan boundary. It is desirable to integrate such development within the envelope of clearly defined development boundaries so as to prevent further urban sprawl and to ensure that the intervening areas are developed in an orderly, sustainable manner to accommodate the future growth and development of the town.

The Local Area Plan boundary, (shown in blue on Map No. 2) has been defined following consideration of the following:

- Location of existing and permitted developments.
- 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 location of strong, physical boundaries such as roads, by-pass, railway line and speed limits.
- The location of services.
- The need to zone Council owned lands for industrial/commercial use.
- The need to offer locational choice for future residential development.
- Proximity to community, employment opportunities and commercial facilities
- The need to ensure a compact urban form and to maintain a clear definition between the town and the surrounding countryside.
- The need to protect the natural and built heritage.

Notwithstanding any of the above factors, the development of lands within the 1995 Development Plan boundary (referred to as Area I for clarity and outlined in red on Map 2) should be a priority over the period of the plan, as these areas are closest to the town centre. Efficient use of land and services should be one of the prime criteria in determining the suitability of new proposals on newly zoned lands between the former 1995 boundary and the Local Area Plan boundary (referred to as Area II for clarity). In this regard, a proliferation of individual pumping stations serving individual plots of land will be unacceptable and future proposals in this area should demonstrate rational and sustainable use of services and lands.

Key Issue: To consolidate and integrate existing development, to prevent urban sprawl and to ensure that future growth and development takes place in an orderly, rational and sustainable manner.



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Strategic Potential

A number of factors combine to make Claremorris a centre of strategic potential for development. These are shown diagrammatically in Map No. 1 and include:

- its trans nodal infrastructure as a link between the Tuam hub and the linked Ballina/Castlebar hub
- it's rail links to Dublin & its potential for future links on the Western Rail Corridor
- it's international links through Knock airport
- the availability of a large industrial land bank
- it's inclusion under the Regional Broadband Programme, Phase 2
- proposed decentralisation of 150 jobs
- it's role as a key town as identified in the regional planning framework.

Key Issue: To capitalise on the strategic strengths of Claremorris while maintaining a high quality environment.

Deficiency in Public Foul Sewer & Treatment Works

The Claremorris Wastewater Treatment Plant is currently operating close to capacity and an upgrade to Stage II is urgently required to cater for the future development of the town. Deficiencies in the collection system must also be addressed.

Key Issue; To ensure that capacity problems in the collection system and treatment works are addressed to facilitate future growth and development.

Zoning

The need for additional commercial zoning near the town centre for developments such as large retail, hotels etc. was raised during consultation. The material contravention process has previously been invoked to facilitate commercial use in the town, which suggests the need for additional commercial zoning. In addition, Mayo Retail Strategy proposes that capacity for further comparison floorspace be allocated to the development of retail warehouse provision in Claremorris and implementation of the strategy requires that sufficient lands be available for such use.

As the Council lands near the roundabout are geared towards high quality, business and technology park type uses, provision must also be made for larger industrial/commercial uses such as builders providers, car sales, retail warehousing, wholesale, farm supplies etc. The Ballindine Rd. has traditionally been associated with such uses and lands between the Ballindine and Cloonconnor roads, due to their accessibility to the by-pass, are suitable for such activities. However, development of these lands will depend on servicing of same and the construction of a new road as the Cloonoconnor Rd and junction with the N17 is inadequate for this scale of development and would require to be closed.

Additional residential lands must be identified to facilitate consolidation of existing housing, to provide locational choice and to allow for the non-release of lands. Claremorris's location on the Western Rail Corridor and Dublin-Westport rail route enhance its potential as a population centre and adequate residential lands must be available to fulfil this role as well as additional public open space provision. However, this must be balanced with the need to encourage the development of existing zoned lands and to protect the town's character and amenities. Future residential zoning must therefore have a rational basis having regard to factors such as location of existing developments and permissions, potential to consolidate development and ability to be serviced by existing water and sewerage services in a rational and sustainable manner.

Key Issue: To ensure adequate and rational zoning of lands to accommodate future growth and development.

Roads & Traffic Management.

Problems of parking and congestion in the town centre need to be urgently addressed, not just by providing additional car parking spaces, but also by introducing a system of parking charges and enforced parking controls.

The Cloonconnor Rd. has become a high usage road due to its location between the town centre and the by-pass. However, its junction with the N17 is unsatisfactory, as it was never envisaged as a major junction to developments off the new N17. It is proposed to close this exit onto the by-pass and to provide a relief road to serve lands between the Cloonconnor Rd. and the Ballindine Rd., which would facilitate the development of these lands for commercial/industrial use. The development of these lands would be contingent on the provision of the relief road, the cost of which would be borne by developers.

Problems such as congestion and circulation will be greatly alleviated by the construction of the proposed Mount St. relief road. The provision of a new link road from the N60 to the roundabout off the by-pass would also improve traffic circulation generally and accessibility to the Council's industrial land bank. The development of residential lands outside the speed limit on the Balla Rd. would also be contingent on the construction of this road.

Key Issue: To provide adequate and suitably located parking in the town centre, to introduce measures to control parking, and to improve traffic flow and pedestrian and cyclist facilities.

Townscape & Amenity

Under-utilised and vacant retail and commercial properties, the loss of the residential function on upper floors, detract from the amenity and vibrancy of the town centre. A number of premises are derelict or in a poor state of repair, particularly along Mount St. The construction of the proposed Mount St. inner relief road and additional parking provision, should act as an impetus for development of Mount St. However, an overall vision for the development of this area is required in the form of an Action Area Plan.

Good quality design, retention of traditional features on existing premises and attention to detail are essential in order to enhance and improve the quality of the townscape. In addition, well located and designed pedestrian linkages play a huge role in creating attractive pedestrian friendly townscapes. The existing pedestrian routes in the town centre need to be visually enhanced and made more secure to encourage usage and new ones identified and developed in conjunction with the local community.

Features such as unsightly fencing, advertising signs and unkempt sites on approach roads detract from the town's visual amenity and attractiveness. Some of these sites present valuable opportunities for suitable development and consolidation of the town centre. While the provision of footpaths and lighting can go a long way in improving appearance, much depends on the goodwill of individual landowners and local community initiatives.

Key Issue: To promote the continued redevelopment, enhancement and renewal of the town centre and enhancement of the approach roads to the town.

Community Facilities

Additional public open space areas and ancillary facilities such as children's play areas are required as well as accommodation for community groups and indoor recreational activities. Existing health facilities in the town have limited expansion capacity due to site constraints. The extension of footpaths and lighting on the main roads into the town, paving and lighting of existing pedestrian routes are also required.

Key Issue: The need to extend facilities such as footpaths, lighting and pedestrian facilities and ensure suitable accommodation for services and play facilities.

Environment

The amenity, recreational and ecological potential of Mayfield Lough is largely undeveloped. However, there is scope for an environmental enhancement project similar to that undertaken at Clare Lough whereby issues such as conservation, access, provision of angling stands, signage etc are addressed. There is potential for the development of a walkway around the lake as part of a network of amenity walks focused on the lakes.

There are a number of important tree groups at various locations throughout the town and some attractive views over the lakes, which contribute to the environmental amenities of the town and which need to be protected.

There is also a substantial archaeological heritage in Claremorris. The development needs of the town must have regard to the need to safeguard this heritage for future generations.

At present there are only two buildings listed in the Record of Protected Structures. There are however, other buildings and structures worthy of being included in this Record and yet others which need investigation to see if their inclusion in the Record of Protected Structures may be warranted.

Key Issue: To ensure the protection and enhancement of the high quality of the natural and built environment of Claremorris and the sustainable development of its natural amenities.

Constraints

Calor Gas Teo., on the Ballindine Rd. is subject to the European Communities [Control of Major Accidents Hazards Involving Dangerous Substances] Regulations, 2000; S.I. 476 of 2000. Such premises are known as Seveso II sites and there are land use implications relating to such developments which must be addressed in the Local Area Plan.

In recent years, the issue of flood risk has become topical as a result of a number of major flood events in different parts of the country. In order to ensure future development is sustainable, it is essential that flood risks to, and caused by, development are assessed and managed in an appropriate manner.

Key Issue: The need to have regard to factors such as flood risk and the safety requirements of the Health and Safety Authority in relation to Calor Gas Teo., which is designated as a Seveso II site under the Seveso II Directive.

Section 2

2.1 Strategy, Aims and Objectives

2.1.1 Development Strategy

This section sets out the Council's overall strategy, aims and objectives for the future sustainable development of Claremorris. These are based on objectives contained in Mayo County Development Plan, the Regional Guidelines, the National Spatial Strategy, the County Development Strategy and having regard to key issues identified during the consultation phase and review.



The future vision for Claremorris, over the period of the plan and beyond, is for 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. 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. The Local Area Plan adopts a number of strategic measures to advance the role of Claremorris as a key town.

This includes the extension of the development plan boundary and zoning of sufficient lands to allow for future expansion of all sectors of the town's economy and population. This strategy will enable consolidation and integration of existing development within the development envelope of the town and ensure a compact urban form and prevention of urban sprawl.

The strategy in relation to commercial and town centre development is to ensure that the town centre is maintained as the dominant retailing and commercial area of the town and to ensure that the town's potential as a substantial retailing centre for retail warehouse provision as identified in the Mayo Retail Strategy may be developed. For this reason, certain lands near the town centre have been rezoned from residential to Town Centre/Commercial or General Development use. Additional lands have also been zoned for Industrial/Commercial use between the Ballindine and Cloonconnor roads for larger, space consuming and heavy traffic generating type uses. The cost of servicing these lands between the old N17 and Cloonconnor Rd and the construction of the link road will have to be borne by potential developers.

To cater for industrial development, lands situated in and adjacent to the industrial estate on the Kiltimagh Rd, are zoned industrial. The Council owned lands adjacent to the Knock Rd. roundabout are also zoned industrial to cater for high quality business and technology park type uses.

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To accommodate residential development, most of the undeveloped lands previously zoned residential in the 1995 Claremorris Plan are zoned residential as well as additional areas inside and outside this boundary. To maintain the town's character and amenities, provision is made for a medium density of 20-26 houses/ha. Provision is also made for very low density housing in the Mayfield, Carrowbeg East and Claremount areas as transitional areas between the town and its rural hinterland, to provide an alternative for one-off rural housing and to protect the visual and environmental amenities of Mayfield and Clare Lakes. Zoning of large tracts of land, which would give rise to large, in-depth housing estates has been avoided where possible in favour of smaller areas.

An important element of the strategy is the protection of the high quality of the town's natural and built environment. Mayfield Lough and its shoreline are included within the Plan boundary and zoned for Recreation/Amenity use to ensure protection and enhancement of this valuable natural amenity and the sustainable development of its amenities for the benefit of the town.

Lands have also been zoned for agricultural use to preserve the rural and agricultural character of lands around the town, to provide an appropriate buffer between the built up area of the town and the surrounding rural hinterland and to restrict development that would create premature demand for infrastructural services.

To facilitate circulation and accessibility and to service newly zoned lands, provision is made for a number of relief roads at strategic locations. These include relief roads at Mount St. and from the N60 to the old N17 and relief roads to serve lands off the Ballindine and Ballyhaunis roads.

2.1.2 Strategic Aims of Claremorris Local Area Plan

1. To promote and develop the strategic potential of Claremorris as a key town within the region as per the Regional Planning Guidelines for the West Region.
2. To develop the full potential of Claremorris as a transport hub given its trans nodal infrastructure as a link between the hub of Tuam and the linked Ballina-Castlebar hub, its rail links with Dublin and its potential for future rail links as a settlement on the Western Rail Corridor.
3. To 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.
4. To promote and facilitate the growth and sustainable development of Claremorris, so that it may progress towards being a thriving, attractive, compact and self-sufficient town, capable of providing a wide range of services to support the inhabitants of the town and its rural hinterlands.
5. To ensure that the quality of life for the people of Claremorris town is improved by preserving and enhancing its natural environmental amenities, its architectural heritage and the quality of the built environment, which is recognised as being essential to its present unique character.

2.2 Strategic and Detailed Development Objectives

Strategic Development Objectives consist of the broad principles by which the Planning Authority intend to achieve the ideals and aspirations set out in the Strategic Aims of the Local Area Plan. The Detailed Development Objectives are a means towards achieving the Strategic Development Objectives. Some of these are intended for implementation in the short term, depending on the availability of resources. In the Plan, the Detailed Objectives are displayed in shaded text immediately below the Strategic Development Objectives for each section and have roman style numbers after the identification code.

Achievement of objectives for which the Council is directly responsible, will, in many cases depend on adequate finance being made available. However, the plan also includes objectives for which the Council is not responsible. The Council will play a facilitative role towards the achievement of such objectives.

Where possible, some strategic and detailed objectives are indicated on Map No. 3; Development Objectives, which accompanies this plan. Certain objectives relating to aspects of the natural and built heritage are also included in Map No. 4; Heritage Objectives. However, some objectives are not site specific and cannot be indicated.

2.2.1 Population-Strategic Development Objective

POP-1 It is an objective of the Council to plan for the continued growth of the population of Claremorris town and to provide sufficient land to accommodate the population needs of the town and its environs and to ensure that the service needs of the town's catchment population are catered for to a satisfactory standard.

2.2.2 Employment-Strategic Development Objective

EMP-1 It is an objective of the Council to work in partnership with the IDA, Enterprise Ireland, the County Enterprise Board, the County Development Board, Forfás and other relevant agencies to encourage and promote employment creation initiatives in Claremorris on appropriately zoned and serviced lands.

Employment-Detailed Development Objective

EMP-(i) It is an objective of the Council to support the Government's proposed decentralisation of part of the Office of Public Works to Claremorris.

2.2.3 Economic Activity

Industry & Enterprise-Strategic Development Objectives

- EA-IE 1** It is an objective of the Council to work in partnership with the IDA, Enterprise Ireland, the County Enterprise Board and the County Development Board to promote and facilitate the location of industry and enterprise (including the technology sector) in Claremorris.
- EA-IE 2** It is an objective of the Council to encourage the expansion of service sector employment in the town.
- EA-IE 3** It is an objective of the Council to facilitate community-led job creation as far as time and resources allow.
- EA-IE 4** It is an objective of the Council to encourage and promote sustainable tourism initiatives.
- EA-IE 5** It is an objective of the Council to ensure that lands zoned Industrial/Commercial between the old N17 and the Cloonconnor Rd. on Map 2; Land Use Zoning Objectives are developed in an orderly and indepth manner, consistent with the principles of proper planning and sustainable development.

Industry & Enterprise-Detailed Development Objectives

- EA-IE (i)** It is an objective of the Council to develop an attractive, serviced industrial land-bank north of the roundabout, suitable for a range of high class and environmentally acceptable business and technology, industrial park type developments and to ensure that future such developments are located on this site.
- EA-IE (ii)** It is an objective of the Council to encourage and promote the development of existing vacant industrial sites and premises in the existing Industrial Estate on the Kiltimagh Rd.

Retailing-Strategic Development Objectives

- EA-RT 1** It is an objective of the Council to implement the provisions of the Retail Planning Guidelines and the Mayo County Council Retail Strategy, 2002.
- EA-RT 2** It is an objective of the Council to ensure that retailing is retained as a core function in the town centre and to promote and support the role of the town centre area as the dominant retailing and commercial area in Claremorris town.

Retailing-Detailed Development Objectives

- EA-RT (i)** It is an objective of the Council to facilitate the efficient operation of retail undertakings in the town centre by improving access and car parking facilities and by implementing appropriate parking restrictions and controls.
- EA-RT (ii)** It is an objective of the Council to facilitate a range of retailing opportunities in the town and to ensure that casual trading in the town is regulated in accordance with Bye Laws introduced by Mayo County Council under the Casual Trading Act, 1980 and 1995.

2.2.4 Transport & Infrastructure

Public Transport-Strategic Development Objectives

- TI-PT 1** 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.
- TI-PT 2** It is an objective of the Council to actively seek and promote the re-opening of the Claremorris-Galway rail link as well as the link to Sligo and a spur line to Knock Airport and to co-operate, in association with local bodies such as Chambers of Commerce, West on Track etc., to ascertain the support for and potential of the rail link on the basis that Westport, Castlebar and Ballina should be all linked to Galway through Claremorris.
- TI-PT 3** It is an objective of the Council to safeguard and protect existing rail lines, associated facilities and land from redevelopment for non transport related purposes in order to not preclude their future use as an operational transportation network including the re-opening of the Sligo-Limerick Railway within the county.
- TI-PT 4** It is an objective of the Council to support the development of Claremorris station for passenger and freight services and as a distribution depot.

Public Transport-Detailed Development Objective

- TI-PT (i)** It is an objective of the Council, in co-operation with Bus Éireann and Iarnród Éireann and other relevant authorities to facilitate the integration of transport services at Claremorris by supporting the relocation of the bus stop/pick-up points to a location near the railway station and the provision of a park and ride facility near the station.

Pedestrians & Cyclists-Strategic Development Objectives

- TI-PC 1** It is an objective of the Council to improve existing pedestrian routes and to facilitate the development of new pedestrian and cycle paths in co-operation with the local community and relevant agencies/land owners.
- TI-PC 2** It is an objective of the Council that design proposals for new major developments make provision for pedestrians and cyclists.
- TI-PC 3** It is an objective of the Council, in conjunction with Iarnród Éireann, to identify a suitable location for a pedestrian bridge over the railway and to investigate the feasibility of developing walkways and cycle paths along the railway embankments where appropriate, as part of a network of pedestrian and cycle routes.
- TI-PC 4** It is an objective of the Council to facilitate the installation of pedestrian crossings in line with general road safety and good practice.

Pedestrian & Cyclists-Detailed Objectives

- TI-PC (i)** It is an objective of the Council to upgrade and enhance the Mount St./Dalton St. and Chapel Lane/Market Sq. pedestrian routes.
- TI-PC (ii)** It is an objective of the Council to provide additional pedestrian linkages between Mount St/Dalton St. and Courthouse Rd/Dalton St. in conjunction with the proposed off-street car-parking facilities at the swimming pool and the Ballyhaunis Rd.

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Roads & Traffic-Strategic Development Objectives

- TI-R 1** It is an objective of the Council to improve circulation of traffic through Claremorris and to implement appropriate traffic management measures as required.
- TI-R 2** It is an objective of the Council to safeguard and protect the Claremorris Bypass from development for non-infrastructure related purposes that would prejudice its future use as part of the Western Infrastructural Corridor.
- TI-R 3** It is an objective of the Council, in partnership with private enterprise, to develop the roads indicated on Map No. 3 and to preserve the lines of the proposed roads from development, which would interfere with their design and construction.
- TI-R 4** It is an objective of the Council to ensure that the design of future roads shall make provision for the segregation of cyclists and pedestrians from other traffic where possible.
- TI-R 5** It is an objective of the Council to have the N60 Castlebar-Claremorris reclassified as a National Primary Route.
- TI-R 6** It is an objective of the Council to request the National Roads Authority to review the capacity of the N17 junction at Lisduff in conjunction with the development of the lands zoned for Industrial/Commercial use between the old N17 and the Cloonconnor Rd.
- TI-R 7** It is an objective of the Council to review the capacity/safety of the level crossing at Cloonconnor with Iarnród Éireann, in conjunction with the development of the lands zoned for Industrial/Commercial use between the old N17 and the Cloonconnor Rd.
- TI-R 8** It is an objective of the Council to carry out improvements to local road L55512-0 to facilitate access to lands zoned Recreation/Amenity from the relief road (proposed under TI-R (ii) at the design and construction stage of the relief road.

Roads & Traffic-Detailed Development Objectives

- TI-R (i)** It is an objective of the Council to construct the Mount St. Relief road.
- TI-R (ii)** It is an objective of the Council to construct an inner relief road from the N60 to the old N17 as shown on Map No. 3 and when complete, to extinguish vehicular right of way on local road L55512-0 to/from the N17 By-Pass.
- TI-R (iii)** It is an objective of the Council to construct a link road from the L-5572-0 (Cloonconnor Rd.) to the old N17 Claremorris/Ballindine Rd. and when complete, to extinguish vehicular right of way on the Cloonconnor Rd. to/from the N17 By-Pass.
- TI-R (iv)** It is an objective of the Council to continue road widening and improvements on the R331 from the old tennis courts to Brookhill Junction.
- TI-R (v)** It is an objective of the Council to create a one-way traffic system at the lower end of Mount St.
- TI-R (vi)** It is an objective of the Council to continue to maintain and enhance the road network in the area through suitable planting and amenity works.

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Car Parking-Strategic Development Objectives

- TI-CP 1** It is an objective of the Council to provide additional car parking facilities at suitable locations convenient to the town centre and to seek appropriate provision of adequate car parking in new developments.
- TI-CP 2** It is an objective of the Council to actively promote the use of off-street car parks.

Car Parking-Detailed Development Objectives

- TI-CP (i)** It is an objective of the Council to extend off-street parking provision at the swimming pool car park.
- TI-CP (ii)** It is an objective of the Council to provide an off-street car park adjacent to the Ballyhaunis Rd.
- TI-CP (iii)** It is an objective of the Council to investigate lands to the rear of James St. for the provision of off-street car parking.
- TI-CP (iv)** It is an objective of the Council to provide car parking to the rear of Mount St. in conjunction with the construction of the Mount St. Relief Rd.
- TI-CP (v)** It is an objective of the Council to introduce parking controls in the town centre in the form of parking charges for all public parking.
- TI-CP (vi)** It is an objective of the Council to improve pedestrian and vehicular access to public car parks in the town centre.

Telecommunications & Energy-Strategic Development Objectives

- TI-TCE 1** It is an objective of the Council to seek funding from the Department of the Marine, Natural Resources and Communications to provide and strengthen the broadband infrastructure in Claremorris.
- TI-TCE 2** It is an objective of the Council to secure the provision of a natural gas supply to Claremorris.
- TI-TCE 3** It is an objective of the Council to promote reduced energy consumption by encouraging energy efficiency, low energy design and integration of renewable energy techniques into new and existing developments.

Telecommunications & Energy-Detailed Development Objective

- TI-TCE (i)** It is an objective of the Council to support and facilitate the development of telecommunications infrastructure, particularly broadband connectivity, under the Regional Broadband Programme, Phase 2, to accommodate the future needs of Claremorris and to strengthen its competitiveness in attracting investment.

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Water & Sewerage-Strategic Development Objectives

- | | |
|----------------|---|
| TI-WS-1 | It is an objective of the Council to upgrade sewerage services in the town to accommodate its future growth and development. |
| TI-WS-2 | It is an objective of the Council to preserve the way leaves of all public sewers and water mains free from development. |
| TI-WS 3 | It is an objective of the Council to continue to supply an adequate, sustainable and economic supply of good quality water to meet the domestic, commercial, industrial and other needs of the town. |
| TI-WS 4 | It is an objective of the Council to ensure that surface water is disposed of in an environmentally sustainable manner. |
| TI-WS 5 | It is an objective of the Council, on an ongoing basis, to promote water conservation, and responsible use of this resource and to implement the recommendations of the Water Conservation Project with regard to eliminating water wastage. |
| TI-WS 6 | It is an objective of the Council to discourage a proliferation of pumping stations and to encourage efficient and sustainable use of sewerage infrastructure by encouraging landowners/developers to co-operate with each other to provided sustainable drainage plans on a catchment basis. |
| TI-WS 7 | It is an objective of the Council to require development levies/contributions from developers for the upgrading of sewerage infrastructure which facilitates their developments. |

Water & Sewerage-Detailed Development Objectives

- | | |
|--------------------|--|
| TI-WS (i) | It is an objective of the Council to implement Stage 2 of the Claremorris Sewerage Scheme. |
| TI-WS (ii) | It is an objective of the Council to extend the foul sewer along the Ardroe road. |
| TI-WS (iii) | It is an objective of the Council that surface water systems shall be designed in accordance with S.U.D.S ¹ and that surface water attenuation shall be provided to restrict flows from development to greenfield run-off levels. In addition, to provide for any failure of attenuation, where the surface water is discharged to a public storm water system, the developer may be required to contribute towards the upgrading of the public storm water system. |
| TI-WS (iv) | It is an objective of the Council to improve water pressure to an acceptable standard where deficiencies arise. |

¹ Sustainable Urban Drainage System (S.U.D.S)

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Waste-Strategic Development Objectives

- TI-W 1** It is an objective of the Council to implement the Connaught Waste Management Plan 2001 as it relates to Claremorris.
- TI-W 2** It is an objective of the Council to implement the provisions of the Litter Management Plan and to continue the promotion of environmental protection through education and implementation and support of new schemes as outlined in the Litter Management Plan.

Waste-Specific Development Objectives

- TI-W (i)** It is an objective of the Council to provide additional litter bins in the town where there is an established need and to seek community support in improving practices with regard to storage of wheely bins in the town centre and litter control.



2.2.5 Housing & Community Facilities.

Housing-Strategic Development Objectives

- | | |
|----------------|--|
| HC-H 1 | It is an objective of the Council to consolidate the development of the town by prioritising the development of residential lands in Area I as shown on Map No. 2; being lands which were previously zoned in the Claremorris Development Plan, 1995. |
| HC-H 2 | It is an objective of the Council to implement the Mayo County Council Housing Strategy 2001-2006. |
| HC-H 3 | It is an objective of the Council to encourage a range of house types in developments including detached, semi-detached, terraced and apartments to provide a choice to house purchasers. |
| HC-H 4 | It is an objective of the Council, through its own developments and the development control process, to promote the importance of qualitative standards in relation to design and layout in order to ensure that the highest quality of residential environment is achieved. |
| HC-H 5 | It is an objective of the Council to encourage the development of increased residential densities in accordance with the 'Residential Density-Guidelines for Planning Authorities'. |
| HC-H 6 | It is an objective of the Council to promote the orderly development of residential zoned lands by encouraging, where necessary, land assembly and shared access arrangements. |
| HC-H 7 | It is an objective of the Council to ensure that adequate green space and recreational areas are provided in all new housing developments. |
| HC-H 8 | It is an objective of the Council to provide traveller accommodation in Claremorris in accordance with the Mayo Traveller Accommodation Plan 2005-2009 and any subsequent review. |
| HC-H 9 | It is an objective of the Council to encourage the naming of housing developments based on the Irish language and culture. |
| HC-H 10 | It is an objective of the Council to maintain the residential function in existing small residential schemes in the town centre area. |

Housing-Detailed Development Objectives

- | | |
|------------------|--|
| HC-H (i) | It is an objective of the Council to acquire suitably located lands to meet the social housing requirements of Claremorris as identified in the Housing Action Plan 2004-2008, and to work in partnership with private developers and with the voluntary housing sector in delivering social and affordable housing. |
| HC-H (ii) | It is an objective of the Council to investigate measures to minimise the residential and amenity impact of undeveloped sites in housing schemes through the development control process. |

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Community Facilities-Strategic Development Objectives

- HC-CF 1** It is an objective of the Council to facilitate and support the provision of a broad range of community facilities in the town and to co-operate with other agencies including the voluntary sector to improve the level and range of such facilities.
- HC-CF 2** It is an objective of the Council to promote social inclusion by supporting the provision of community facilities and in particular child care facilities in new and established residential areas.
- HC-CF 3** It is an objective of the Council to encourage and facilitate the provision of childcare facilities at appropriate locations, in accordance with standards set out in the Development Control Section of the Plan.
- HC-CF 4** It is an objective of the Council to facilitate the educational authorities in the provision of additional educational facilities as are necessary to meet additional needs.
- HC-CF 5** It is an objective of the Council to facilitate the Western Health Board in the provision of additional community based health services as are necessary to meet additional needs.
- HC-CF 6** It is an objective of the Council to facilitate the development of youth services and facilities in the town in co-operation with the community and relevant development agencies including the County Development Board, Fóroige, CLÁR IRD, and Town Hall Committee.
- HC-CF 7** It is an objective of the Council to ensure that new community facilities provide adequate off-street car parking.
- HC-CF 8** It is an objective of the Council to seek to improve and provide additional facilities, which maximise accessibility of disabled persons to public services, buildings and community facilities.

Community Facilities-Detailed Development Objectives

- HC-CF (i)** It is an objective of the Council to improve service provision in Claremorris by amalgamating the Mayo County Council offices at Mount St. and Ballyhaunis Rd. into one office, with possible consideration of a one-stop shop to accommodate other service providers, at the Mount St. site.
- HC-CF (ii)** It is an objective of the Council to promote the redevelopment of Claremorris Swimming Pool and its associated facilities.
- HC-CF (iii)** It is an objective of the Council to facilitate the development of a children's playground adjacent to McMahon Park.
- HC-CF (iv)** It is an objective of the Council to extend footpath and lighting on the approach roads to the town, particularly roads leading to sporting/recreational facilities.

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Amenity, Recreation & Tourism-Strategic Development Objectives

- HC-ART 1** It is an objective of the Council to ensure that adequate amenity/recreational open space and facilities are available at a convenient distance from home and work place.
- HC-ART 2** It is an objective of the Council to enhance the amenity and visual attractiveness of Claremorris and to improve the appearance of the approach roads to the town.
- HC-ART 3** It is an objective of the Council to co-operate with the local community, landowners etc to develop the amenity/recreational potential of Mayfield Lough for passive recreation such as angling and walking.
- HC-ART 4** It is an objective of the Council to protect and enhance the amenity and recreational value of McMahon Park.
- HC-ART 5** It is an objective of the Council to encourage participation with residents groups, Tidy Town Committee etc in the management of public open spaces under its control.
- HC-ART 6** It is an objective of the Council, in co-operation with the local community, to promote and facilitate the development of a Slí na Sláinte route around the town.
- HC-ART 7** It is an objective of the Council to require developers to provide sport/recreational infrastructure proportionate to the needs of the proposed development, as an integral element of their proposals.
- HC-ART 8** It is an objective of the Council to co-operate with and facilitate the local community in developing the Town Hall as a centre for the Arts, cultural activities and other appropriate community based activities.
- HC-ART 9** It is an objective of the Council to work in partnership with Mayo Naturally, Ireland West and other tourism organisations to enhance the tourism potential of Claremorris town.

Amenity, Recreation & Tourism-Detailed Development Objectives

- HC-ART (i)** It is an objective of the Council to implement an enhancement plan for the Industrial Estate and racecourse area including Kiltimagh junction.
- HC-ART (ii)** It is an objective of the Council to facilitate the local community in the development of a Woodland Management Plan for McMahon Park.
- HC-ART (iii)** It is an objective of the Council to implement a Woodland Management Scheme on Council owned lands at Cloonconnor Rd.
- HC-ART (iv)** It is an objective of the Council to assist the local community by providing guidelines for the improvement of unsightly fencing and boundary treatment on the main approach routes in so far as time and resources permit.

2.2.6 Environment, Heritage & Conservation

Heritage-Strategic Development Objectives

- EH-H 1** It is an objective of the Council to ensure that the heritage assets of the town are protected, enhanced and managed in a sustainable manner.
- EH-H 2** It is an objective of the Council to protect 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, in conjunction with the National Parks and Wildlife Service and other relevant agencies.
- EH-H 3** It is an objective of the Council to protect, maintain and enhance the conservation value of Clare Lough and Mayfield Lough as a fen habitat.
- EH-H 4** It is an objective of the Council to protect and enhance the conservation value of the disused railway lines in the town and their settings/margins as wildlife habitats and corridors notwithstanding that such disused railway lines may be developed at some future date as part of the county's infrastructure in a manner that has regard to their inherent conservation value.
- EH-H 5** It is an objective of the Council to promote the retention of trees and groups of trees in the plan area, to increase the number of trees in Claremorris and to preserve groups of trees shown on Map No. 4.
- EH-H 6** It is an objective of the Council to require appropriate planting of trees, using native species, where appropriate, in any new development and to preserve and augment existing mature trees and hedgerows.
- EH-H 7** It is an objective of the Council to protect, enhance and conserve the views shown on Map No. 4.
- EH-H 8** It is an objective of the Council to preserve and enhance hedgerows as ecological corridors and to promote their sensitive management having regard to the Wildlife (Amendment) Act, 2000.
- EH-H 9** It is an objective of the Council to protect the natural habitats and breeding and resting places of bats, barn owls and other species protected under the Wildlife Acts, 1976-2000, and the EU Habitats Directive 92/43/EEC.

Heritage-Detailed Development Objectives

- EH-H (i)** It is an objective of the Council to carry out a survey of the tree groups identified on Map No. 4 and to make Tree Preservation Orders under the Planning & Development Act 2000 where appropriate.
- EH-H (ii)** It is an objective of the Council, in conjunction with the construction of the Mount St. Relief road, to carry out appropriate investigation of the disused burial ground near the Railway Station in consultation with the National Monuments Section of the DoEHLG and to mark its location in an appropriate manner.

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Townscape & Conservation-Strategic Development Objectives

- EH-TC 1** 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 proposals for development
- EH-TC 2** It is an objective of the Council to make Claremorris town centre an attractive, pedestrian friendly environment and to investigate the feasibility of creating some degree of pedestrianisation to Main St., Market Sq. and Chapel Lane in the future.
- EH-TC 3** 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.
- EH-TC 4** It is an objective of the Council to promote the use of traditional design, materials and signage and to discourage the use of plastic, neon and internally illuminated signs.
- EH-TC 5** It is an objective of the Council to facilitate land assembly as a means of assisting town centre renewal in order to enhance the commercial viability of the town centre.
- EH-TC 6** It is an objective of the Council to encourage the appropriate development of infill or backland sites in the town.
- EH-TC 7** It is an objective of the Council to support and co-operate with the County Development Board, CLÁR IRD, Claremorris Chamber of Commerce and Tidy Towns Committee, other community groups and relevant agencies in the planning and implementation of schemes that will help to upgrade the physical environment of the town.
- EH-TC 8** It is an objective of the Council to encourage the use of upper floors of commercial premises for residential use in the town.
- EH-TC 9** It is an objective of the Council to encourage and promote the use of vacant retail and commercial premises in the town for appropriate commercial/town centre uses.



Townscape & Conservation-Detailed Development Objectives

- EH-TC (i)** It is an objective of the Council to prepare an Action Area Plan for the lands between Mount St and the Railway Station.
- EH-TC (ii)** It is an objective of the Council to prepare an Action Area Plan for the lands located between the Ballyhaunis Rd. and the railway line including the layout of a distributor road from Market Sq. to Ballyhaunis Rd.

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Obsolescence & Dereliction-Strategic Development Objectives

- EH-OD 1** It is an objective of the Council to encourage the sympathetic refurbishment, redevelopment and re-use of derelict and under-utilised buildings and sites throughout the town.
- EH-OD 2** It is an objective of the Council to facilitate the development of backland and obsolete areas within the town centre.

Obsolescence & Dereliction-Detailed Development Objective

- EH-OD (i)** It is an objective of the Council to invoke the provisions of the Derelict Sites Act 1990 to address problems of dereliction.

Built Heritage-Strategic Development Objectives

- EH-BH 1** It is an objective of the Council to protect buildings/ structures listed in the Record of Protected Structures and to ensure that proposals for development in close proximity respect the setting and character of these structures.
- EH-BH 2** It is an objective of the Council to co-operate with relevant bodies such as the Department of the Environment, Heritage and Local Government, The Heritage Council and relevant local agencies to ensure that structures included in the Record of Protected Structures (RPS) are protected and maintained to acceptable conservation standards.
- EH-BH 3** It is an objective of the Council to ensure that any interventions to the structures listed in the Record of Protected Structures are undertaken in accordance with best conservation practice and will not detract from the special character of the structure or its setting.

Built Heritage-Detailed Development Objectives

- EH-BH (i)** It is an objective of the Council to add the Church of Ireland (library) and Claremount Hse. to the Record of Protected Structures and to investigate other buildings and structures for inclusion in the Record of Protected Structures if warranted.
- EH-BH (ii)** It is an objective of the Council to ensure that the 'open character' of lands zoned for General Development south of Claremount Hse. is retained in any future proposals for development.
- EH-BH (iii)** It is an objective of the Council to co-operate with the Heritage Council in the implementation of the Church of Ireland Conservation Plan.

Archaeological Heritage-Strategic Development Objectives

- EH-AH 1** It is an objective of the Council to protect the items of archaeological heritage listed in Appendix A and shown on Map No. 2 and to safeguard the integrity of archaeological sites in their setting.
- EH-AH 2** It is an objective of the Council to facilitate appropriate guidance in protection of the archaeological heritage in the town and to promote public awareness and appreciation of its archaeological heritage.

2.2.7 Land Use

Land Use-General Objectives

- LU 1** It is an objective of the Council to rationalise land use patterns in the town and to ensure that sufficient zoned land is available to meet the growth and development needs of Claremorris and its hinterland.

Land Use-Detailed Development Objectives

- LU (i)** It is an objective of the Council to facilitate development of acceptable uses through appropriate land use zoning objectives

Seveso II Site-Strategic Development Objectives

- LU-SS 1** 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 an unacceptable risk to the health and safety of existing populations.
- LU-SS 2** 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 developments.

Seveso II Site-Detailed Development Objectives

- LU-SS (i)** 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 3.2 and 4.11.3. and shown on Maps 2 and 5.
- LU-SS (ii)** 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.

Flooding-Strategic Development Objectives

- LU-FL 1** It is an objective of the Council to restrict development in areas liable to flooding or developments that may give rise to flooding elsewhere and to ensure that future developments are planned and designed with appropriate consideration of flood risk.

Flooding-Detailed Development Objectives

- LU-FL (i)** It is an objective of the Council to require flood risk assessment in respect of development proposals on areas outlined on Map No. 6 and any other areas where concerns may arise of flood risk to or caused by a development.

Section 3

3. Land Use Zoning Objectives

3.1 Introduction

This section of the Plan sets out Land Use Zoning Objectives for the Plan area. All lands within the Plan area have been zoned for particular purposes. The Land Use Zones are indicated on Map No. 2; Land Use Zoning Objectives. The acceptability of certain uses in particular areas with a particular Land Use Development Objective is self-evident as is the unacceptability of other uses. Over a wide range of uses, the degree of acceptability can only be judged on the basis of specific applications where the nature, scale, intensity, ancillary effects and demands of the use can be studied.

Schedule 1 sets out the land use objective for each land use zone. It also shows the nature of the new uses or new development that will ordinarily be permitted in areas designated for each Land Use Objective and is the basis on which development control will be exercised. Uses shown as “Permitted” are generally acceptable in principle from a planning land use perspective in the area of the relevant Land Use Objective. The Schedule of Permitted Uses is intended as a guideline in assessing development proposals and relates only to land use. Factors such as density, height, size and scale, traffic generation, adequacy of services, design criteria and potential nuisance by way of noise, odour and air pollution are also of importance in establishing whether or not a development proposal conforms to the proper planning and sustainable development of an area.



Other factors which the Planning Authority will use as a basis for determining the acceptability or otherwise of proposed development within the different land use zones are the Seveso II Directive and the need to avoid flooding.

3.2 The Seveso II Directive

Calor Gas Teo., on the Ballindine Rd. is subject to the European Communities [Control of Major Accidents Hazards Involving Dangerous Substances] Regulations, 2000; S.I. 476 of 2000. The Health and Safety Authority (HSA), pursuant to regulation 29 of those regulations, following consideration of the risks arising from this establishment, has submitted advice for the purpose of land-use planning. Three zones of consequence have been identified by the HSA. These Zones are superimposed on Map No. 2; Land Use Zoning Objectives, for the purpose of clarity and in more detail on Map No. 5. The uses deemed acceptable by the Health and Safety Authority in each Zone are shown in Table 10, Section 4.11.3, which should be read in conjunction with this section.

It should be noted that uses deemed acceptable to the Health and Safety Authority may not be compatible with the Land Use Zoning for a particular area and uses that are “Generally Permitted” in a certain land use zone may not be acceptable to the Health and Safety Authority.

3.3 Flooding

(See also Section 4.11.4)

The need to avoid flooding will also be used as a basis for determining the acceptability or otherwise of development proposals. Accordingly, uses that are listed as “Generally Permitted” may not be acceptable in certain areas if there is a risk of flooding either to or from the development. To enable the Planning Authority to make an informed decision, developers will be required to submit flood risk assessments with proposals for development on areas shaded in green on Map 6 and any other area where concerns may arise of flood risk to or from a development.



3.4 Non-Listed Uses

Proposed uses not included in the Schedule will be considered on the merits of each individual application, having regard to the stated land use zoning objectives for the area in question, the need not to undermine the objectives of other land use zones and the objectives of Mayo County Development Plan 2003-2009.

3.5 Non-Conforming Uses

Many legally established uses exist and operate in areas where they do not conform to the designated land use zoning objectives set out in the plan. Proposals for extensions or improvements to premises accommodating such uses shall be considered on the merits of each application, and having regard to the proper planning and sustainable development of the area.

3.6 Transitional Areas

The land use zoning objectives set out the different land use objectives for the land use zones. However, it is important to avoid abrupt transitions in scale and use at the boundaries of adjoining land use zones. In these areas, it is necessary to avoid developments that would impair amenities. In areas, abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals to ensure the protection of residential amenities.

Schedule 1

Land Use Zoning Objectives and Generally Permitted Uses

(Section 3.1-3.6 should be read in conjunction with this Schedule and Map No. 2).

Land Use Objectives

No.	Land Use Objective	Land Uses Generally Permitted
1.	Residential (R1, R2)	
	<p>The objective of the Residential land use is to protect, improve and provide for residential development and the facilities and amenities incidental to those areas.</p> <p>There are 2 different density zones;</p> <p>R1 – medium-high density at 20-26 houses/ha (8-10 houses/acre)</p> <p>R2 – low density at 5 houses/ha (2 houses/acre) In this zone, proposals that would give rise to a ribbon form of development will not be permitted.</p>	<p>(i) Houses, apartments, schools, places of public worship, childcare facilities, community centres, retirement homes, residential or day care centre, recreational facilities.</p> <p>(ii) Proposals for facilities such as a crèche, local shop etc should have regard to the particular character of the area consistent with the use for residential purposes and also The Childcare Guidelines and Mayo Retail Strategy.</p> <p>(iii) Use as a professional office where the proper planning & sustainable development of the area would show real use to be compatible with use for residential development; where the use is not likely to seriously reduce the amenity of nearby dwellings; where the layout of the site provides for sufficient car parking space for staff and visitors; where the visual amenities of the area are not disrupted by the material alteration or demolition of front boundary walls, railings or other structures.</p> <p>(iv) Uses that would be detrimental to the residential amenities of the area will not be permitted. These would include industry, warehouses, heavy engineering works and similar uses.</p>
2	Town Centre/Commercial	
	<p>The objective of the Town Centre/Commercial land use is to protect, improve and provide for commercial and town centre activities and to preserve and enhance the civic and town centre character of the town.</p>	<p>Shops, offices, public buildings or places of assembly, cultural/recreational buildings, public houses, hotels, guest houses, houses, apartments, restaurants, car and bus parks, open spaces,</p>
3	Industrial	
	<p>The objective of the Industrial land use is to provide for high quality business/technology park type uses in a high quality industrial environment.</p>	<p>Modern, high quality design, business and technology park type premises, both offices and industrial premises, civic amenity centre, research and design enterprises, incubation centres, development deemed ancillary to these uses.</p>

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No.	Land Use Objective	Land Uses Generally Permitted
4	Industrial/Commercial	
	The objective of the Industrial/Commercial land use is to provide for a mixture of industrial and larger commercial type development, which due to the nature of the activities, scale of buildings involved and type of traffic generated, are more appropriately located outside the town centre area.	Non-retail and retail warehouses, wholesale premises, builders providers, car show rooms, petrol filling stations, repair garages, civic amenity centre, agricultural outlets, distribution depots, car parks, heavy vehicle parks, industrial premises, civic amenity centre, enterprise units, incubation centres, workshops.
5	General Development	
	The objective of the General Development land use is to facilitate suitable developments, including a mixture of residential and other uses, in accordance with the proper planning and sustainable development of the areas designated.	All proposals within these areas shall be assessed on their individual merits having regard to the proper planning and sustainable development of the area, the related land use objective and the overall objectives of the Local Area Plan. Permissible uses will be very much governed by the nature of the development proposed and its location in relation to surrounding uses. Uses in the General Development Zone will be required to be highly sensitive to the nature of existing uses on adjoining sites and the overall character of the area. Proposals for residential development will be subject to the requirements of Part V of the Planning & Development Act. Retail proposals shall have regard to the Mayo Retail Strategy. Section 3.6 is relevant to proposals in this zone.
6	Recreation/Amenity	
	The objective of the Recreation/Amenity land use is to protect open space, to provide for recreation, open space and leisure facilities and to protect scenic and visual amenity.	Open space, amenity facilities, recreational buildings and facilities, sports clubs and facilities, existing uses and public utilities.
7	Community Facilities	
	The objectives of the Community Facilities land use is to protect existing community facilities and to provide for further development of community facilities and public/institutional facilities.	Schools, places of public worship, community health centres and other community health related facilities, community centres & halls, swimming pools, libraries, community sports facilities, cemeteries, bring banks, public car parks, childcare facilities.
8	Agriculture/Rural	
	The objective of the Agricultural/Rural land use is to provide for agricultural development, to preserve the rural character of the area and to restrict urban sprawl whilst protecting the longer-term development potential of these area.	Agricultural uses and buildings, agri-rural and rural enterprise activities, agri-tourism and other farm diversification enterprises & other suitable proposals that support the development of alternative rural enterprises, garden centres, open space, recreational amenities, single houses or clusters of houses as provided for in Section 3 of Mayo County Development Plan 2003-2009.
9	Utility	
	The objective of the Utility land use is to provide for utility and transport infrastructure.	Public utilities, park and ride facilities, transport related infrastructure and ancillary uses.

Section 4

4.1 Development Control Guidelines

4.1.1 General.

This chapter outlines the planning standards that will be applied by the Council to ensure that future development is in accordance with the policies and objectives of the Local Area Plan and Mayo County Development Plan 2003-2009. Standards set out in Section 4 of Mayo County Development Plan 2003-2009 will apply for developments not included in this section and it should be consulted in conjunction with this Local Area Plan.

Criteria and standards set out in this section are to provide guidance as to the planning authority's requirements concerning particular aspects of the design of developments. However, they will operate with a certain amount of flexibility in certain circumstances. This applies where proposed development is otherwise consistent with proper planning and sustainable development and the preservation and improvement of amenities.

These standards are intended to assist individuals and developers when drawing up plans for future development in the area. Adherence to these standards can help to avoid unnecessary delays. However, it should not be assumed that compliance with them consequentially entitle an applicant to receive planning permission. Good design is an important requirement and all developments will be assessed as regards the quality of their design.

4.1.2 Environmental Impact Assessment.

An Environmental Impact Statement (E.I.S.) is required with applications for certain specified types of developments. In other cases, it is required where certain thresholds are exceeded. In certain cases where thresholds are not exceeded, the Planning authority may still require an E.I.S. where the effect of the proposed development on the environment is likely to be significant. The Planning Authority will pay particular attention to the cumulative impacts of a development. Where individually, a development may fall below the threshold level for requiring an E.I.S. but cumulatively they exceed it, a developer may be required to submit an E.I.S.

Prior consultation is advised in cases where a planning application requires or may require the preparation of an Environmental Impact Statement.

4.1.3 Development Contributions.

On 1st March 2004, Mayo County Council adopted a Development Contribution Scheme pursuant to Section 48 of the Planning and Development Act 2000. This Scheme indicates the financial contributions, which Mayo County Council may include as conditions of planning permission in respect of specific infrastructure and facilities benefiting development in the area which Mayo County Council have already provided or that it is intended will be provided by or on behalf of Mayo County Council. Where Serviced Land Initiatives are applicable, developers will be required to make the necessary appropriate contributions.

4.2 General Design/Layout Guidance

It is an objective of the Council to promote a high standard of design for all development. Some general guidelines are set out below with more detailed standards in the remainder of this section for different types of development.

4.2.1 Design/Scale

The design of new buildings should have regard to the existing building fabric in the town including elements such as design, roof height and pitch, scale, building lines, depth, fenestration, materials etc. Photomontages or visual aids showing how proposed developments integrate into the existing town or streetscape should be submitted as part of the application in appropriate circumstances.

4.2.2 Building Lines

Maintenance of the traditional street line is of particular importance in the town centre and areas where a building line has been established. Consistent building lines will be encouraged in the design of new industrial/business park developments, where buildings have a clear relationship to each other. In deciding on a building line, the form of development to which it is related should be considered.

Along roads of traffic importance, increased setbacks may be necessary to provide for greater amenity, to establish the status of the road, to provide for future road widening and cycle paths and the safety of road users and residents. In certain situations, flexibility of building line standards may be required in the interests of good planning, for example:

- For innovative designs which can positively enhance the townscape,
- To incorporate key landscape features into the development layout,
- To provide important areas of public open space (eg squares)
- To facilitate traditional building forms with open courtyards, etc.

4.2.3 Building Height

Most buildings in Claremorris are two storey interspersed with three storey buildings. The combination of height, scale, depth, design and juxtaposition of buildings, combine to give the town its own distinctive, architectural character. Proposed developments will be required to respect the existing scale and character of buildings. Development exceeding three storeys will be considered on their merits, but only in exceptional circumstances will buildings significantly higher than neighbouring buildings be considered. In assessing such proposals, the following factors will be taken into consideration:

- Overshadowing/loss of light
- Overlooking/loss of privacy (especially residential development)
- Existing scale of street and space
- Impact in relation to structures/spaces of architectural/historical importance
- Existing important landmarks
- Existing high buildings and structures (such as spires, domes, towers)
- Views and impact on the skyline
- Existing or proposed open areas
- Impact on overall townscape, civic amenity and importance
- Effects on microclimate in the immediate vicinity

4.2.4 Overshadowing

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 projection diagrams will be required where overshadowing may be a concern.

4.2.5 Site Coverage & Plot Ratio

Site coverage is a control for the purpose of preventing the adverse affects of over-development. It is calculated by dividing the total area of ground covered by buildings by the total ground area within the site. A particular site coverage may be accepted only where it is consistent with other factors such as open space requirements, parking, height, fire safety standards, plot ratio and the protection of the amenities of adjoining properties, particularly dwellings. In general, site coverage shall not exceed 60%.

Plot ratio is calculated by dividing the gross floor area of the building by the site area. It is applied to prevent the adverse affects of both over and underdevelopment and to achieve desirable massing of heights of buildings. Maximum Plot Ratios shall generally be as set out in Table 3.

Table 3: Plot Ratios		
	Plot Ratio	
Use	Town Centre/Commercial Area	Other Areas
Residential	1.5	See density standards in S 4.3.2
Commercial	1.5	1.00
Industrial (including wholesale and warehouses)	.50	1.00

The Planning Authority will exercise a certain amount of flexibility in applying site coverage and plot ratio standards. Where standards cannot be met, quality of design and layout and the protection of amenities (particularly residential amenities) will be prime factors in determining whether a proposal is acceptable or not. Developments proposals in excess of these standards will also be considered where they would contribute to the rehabilitation of a run down area, or make a significant positive contribution to the townscape and its amenities. Minor extensions which infringe plot ratio or site coverage standards may also be permitted where the Planning Authority are satisfied that they are necessary for the satisfactory operation of the buildings.

4.2.6 Infill Developments

Infill development should have regard to the use, scale, design, materials, depth, building heights, building lines and particular overall characteristics of development on adjacent sites. Drawings submitted for infill developments should show how proposed developments relate to adjoining developments.

In central locations, where minimum car parking standards may not be possible, a contribution towards the provision of alternative car parking by the Local Authority may be acceptable. Public open space standards may also be relaxed for proposed infill residential development.

4.2.7 Backland Development

Whilst the Planning Authority is generally in favour of backland development, it will seek to ensure that it takes place in an orderly manner. Uncoordinated and piecemeal backland development can have an adverse affect on existing amenities, particularly residential, give rise to multiple access points and result in missed opportunities for integrated, co-ordinated development schemes which could contribute positively to the amenity and urban form of the built environment.

4.2.8 Accessibility

Access requirements for the elderly, children and people with disabilities must be incorporated into the design of shops and all other buildings, public spaces, facilities and services likely to be used by the general public.

4.2.9 Drainage

It is an objective of the Council that surface water systems for large-scale developments shall be designed in accordance with S.U.D.S². Surface water attenuation shall be provided to restrict flows from development to greenfield run-off levels. In addition, to provide for any failure of attenuation, the developer may be required to contribute towards the upgrading of the public storm water system where the surface water is discharged to a public storm water system.

S.U.D.S. is a Sustainable Urban Drainage System, which addresses some of the issues usually associated with surface water run off from developments. It uses techniques such as impermeable surfaces, ponds, basins and swales to manage surface water run off. These techniques provide varying degrees of treatment for surface water using the natural processes of sedimentation, filtration, absorption and biological degradation.

² Sustainable Urban Drainage System (SUDS)

4.3 Residential Development

4.3.1 Layout & Design

One of the objectives of the Planning Authority is to promote the importance of qualitative standards in residential design and layout to ensure that the highest quality of residential environment is achieved. The design and layout of housing developments (houses and apartments) should comply with good practice based on standards set out in the DoELG publications "Residential Densities, Guidelines for Planning Authorities and Traffic Management Guidelines and other relevant design guides such as An Foras Forbartha "Streets for Living", the Essex Design Guide, the Northern Ireland Planning Service 'Creating Places' Design Guide or similar. Proposals shall also have regard to the Waste Management Strategy including the spatial requirements of householders relating to waste separation, recycling etc. and standards of construction as set out in the Department of the Environment & Local Government 1998 publication "Recommendations for Site Development Works for Housing Areas".

Applications for residential developments shall be required to submit a site appraisal showing the following on a site layout plan:

- Analysis of the visual and physical character of the site and the visual and physical relationship of the site to its townscape and landscape context.
- Views into and out of the site, landmarks in the surrounding area.
- Existing movement pattern and desire lines across and around the site.
- Access points to the site.
- Existing buildings/structures on and adjacent to the site and whether they are to be retained, archaeological features and their protection.
- Wayleaves and easement strips that cannot be built on.
- Slopes, wind shelter, overshadowing, site orientation and sun-path.
- Trees, hedges, boundary features and whether they are to be retained.

Large residential areas should generally be broken into smaller functional and visual groups, designed to create safety for children, facilitate social interaction and avoid monotonous repetitive development. This can be achieved by layout, building lines, house design, materials, colour, hard/soft landscaping and use of natural features.

Layout and house designs should have regard to orientation and sun-path so as to maximise amenity, daylight and the benefits of passive solar gain to domestic heating. In the interests of security, all areas used by the public such as open spaces, roads and footpaths should be overlooked by housing.

The creation of "landmarks" within developments, whether through retention of existing features or by introduction of new features such as required under Section 4.3.3 will be encouraged. These shall be agreed with the Planning Authorities prior to the commencement of development.

Residential layouts should be designed so that through traffic is discouraged. Road alignments should discourage speed and give priority to the safety and convenience of pedestrians and cyclists.

To provide choice for house purchasers, a variety of house sizes will normally be required in developments over 10 houses. In addition, developments in excess of 20 houses will be required to have at least 1/3 of the units as detached houses.

4.3.2 Density.

The main provisions of the Residential Density Guidelines for Planning Authorities 1999 (DoELG) have been incorporated into this Local Area Plan having regard to the characteristics and circumstances of the town. The Council, in line with the principles set out in the Residential Guidelines, will generally encourage higher densities in the town centre area. Provision has been made for very low density housing on lands south west of Mayfield Lough, at Carrowbeg and Claremount to facilitate appropriate transition between the built up area and the countryside, to offer choice in terms of housing density and to protect the environmental and visual amenities of Mayfield and Clare lakes.

In the Town Centre/Commercial Zone, higher densities are more appropriate and residential density will be determined on the basis of plot ratio (see Table 3, Paragraph 4.2.5)

In areas zoned Residential, two different densities will be applied:

- R1: medium density at 20-25 houses/ha (8-10 houses/acre)
R2: low density at 5 houses/ha (2 houses/acre) In this zone, proposals that would give rise to a ribbon form of development will not be permitted.

In certain cases, the Planning Authority may use its discretion to relax the above density standards in the interests of the proper planning and sustainable development of the area. Proposals demonstrating innovative and high quality layouts and designs, or where site characteristics dictate or demand a particular design approach, will be considered in this context provided existing amenities are not compromised.

Used on its own, density is not an effective measure in controlling the form of development on a site or improving the quality of the residential environment. Other factors must also be considered to give a more qualitative definition to the built form.

Therefore, whether or not a particular density will be acceptable in any given case will, in practice, depend on how the following matters are addressed in the application proposal:

- Layout and design
- Height, especially in relation to adjoining buildings
- Public and private open space provision, including supervised play areas suitable for a range of age groups
- Privacy and amenity
- Standards applied to estate roads and off-street parking provision
- Pedestrian and cycle links
- Densities of adjoining residential areas
- Mix of housing types
- Protection of existing amenities and the general character of the area
- Traffic safety and the needs and safety of children, the elderly and the disabled.

4.3.3 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.

Developers should consider providing a variety of open spaces, both formal and informal and seating areas. Existing trees/hedgerows should be retained where possible and incorporated into the development. Developers will be required to plant a tree of suitable broadleaved or naturalized species along verges and footpaths at 12m centres in new developments. These trees should be semi-mature and root balled with a minimum girth of 18cm.

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 (eg accommodation for the elderly) open space provision will be considered more flexibly having regard to the requirements of likely future residents.

The following requirements should be addressed in the layout of public open space:

- Areas should be of demonstrated recreational or amenity value
- Accessibility to the dwellings which the space is designed to serve
- Children's play areas should normally be overlooked by houses to provide for supervision and overlooking
- Open space should not be located to the rear of houses or be otherwise located so as to give rise to security problems for households
- Attractive natural features should be protected and incorporated into open space areas. Tree planting should normally form an integral part of such open space areas
- The provision of suitable boundary treatment for large open space areas
- The need for boundary walls in certain cases in the interest of safety, eg along certain public roads

All proposals for development on former institutional lands (eg around Claremount Hse) shall take into account the objective of retaining the "open character" of these lands having regard to the principles outlines in Section 5.7.5 of the Guidelines on Residential Density (DoELG).

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 instalment of the feature.

Detailed guidelines on open space development, landscaping and taking in charge are set out in Appendix C.

4.3.4 Private Open Space

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.

4.3.5 Privacy.

The minimum clearance distance between first floor opposing windows shall be 22m. This normally links to rear gardens being 11m deep. Windows serving halls and landings do not impact to the same degree on privacy as balconies and living rooms. The 22m minimum distance may be relaxed for innovative dwelling types, which take account of privacy and overlooking in the design/layout. However, the provision of living rooms and balconies on upper floors can cause significant loss of amenity to adjoining dwellings if they are located too close to site boundaries. In such cases, a separation of 35m or greater may be necessary or the overall design modified.

Sufficient space should be provided around dwellings to ensure adequate circulation of air about the buildings themselves and the inhabitants within. Generally, a minimum distance of 3 metres will be required between the sidewalls of adjacent dwellings or dwelling blocks. Side elevation windows of any habitable room shall not be permitted to overlook adjoining property from the first floor level. A 2m high fence shall be provided to screen all side elevation ground floor windows.

4.3.6 Dwelling House Sizes

The minimum floor area for dwelling houses shall be as follows:

Table 4; Minimum Floor Areas for Dwellings	
House Type	Target Gross Floor Area (m²)
4Bed/7P (2 storey)	104
3Bed/5P (2 storey)	86
2Bed/4P (2 storey)	74
Minimum Room Widths	
Living Rooms	3.1 Metres
Double Rooms	2.5 Metres
Single Rooms	2.1 Metres
Minimum Bedroom Areas	
Single Bedroom	6.5 m ²
Double Bedroom	10.2m ²

4.3.7 Roads

Housing estates shall as far as it is practical be separate from the main flows of through traffic. The need to ensure traffic and pedestrian safety should be balanced with the need to create a safe, secure and pleasant environment and having regard to the standards set out in the "Traffic Management Guidelines" by the Department of Environment & Local Government. All roads shall be provided with Stop Signs and corresponding road markings at their intersection with the main Distributor Road and the main Distributor Road with the public road. All other road intersections with the cul-de-sac cells shall be provided with appropriate Stop or Yield Signs and corresponding road markings. All intersections shall have dish kerbs, dish footpaths and tactile paving. Road gullies shall not be located opposite dish paving or driveways.

4.3.8 Building Lines.

Normally the minimum distance of dwellings from the estate road boundary line shall be not less than 6 metres except at junctions where the minimum line may require to be increased to create adequate sight distance. Building lines may be varied from such minimum requirements to achieve a better layout subject to the controls affecting development along such roadways. Normally the provision of a service road will be required and the building line requirement will be related to such service road.

Building lines should be varied in large estates to avoid monotony. Where a scheme results in "infill" in a built up area, the existing building line should be adhered to as far as possible. Houses that do not form part of a housing estate should also be located, where appropriate, on the established building line to maintain the existing street or townscape. (See also Section 4.2.2 on building lines).

4.3.9 Car Parking & Bicycle Parking Standards

Off-street car parking and bicycle parking shall be provided in accordance with the standards set out in Tables 8 -9. In town centre or other locations where the provision of on-site car parking would not be feasible or appropriate for urban design reasons, a contribution will be levied in lieu of parking.

4.3.10 Pedestrian/Cycle Routes.

Residential developments will be required to provide cycling and walking routes to focal areas such as public open space and community and recreational facilities. The directness of these routes is important for cycling and walking to become a realistic alternative to motor transport. These linkages should be designed with security in mind whilst simultaneously protecting the residential amenities of individual schemes. All intersections shall have dish kerbs and footpaths and tactile paving.

4.3.11 Surface Water Drainage

Surface water systems shall be designed in accordance with S.U.D.S. (Sustainable Urban Drainage System) and surface water attenuation shall be provided to restrict flows from development to greenfield run off levels. In addition, to provide for any failure of attenuation, the developer may be required to contribute towards the upgrading of the public storm water system where the surface water is discharged to a public storm water system, Surface water attenuation proposals shall be submitted with all proposals for development at application stage.

4.3.12 Sewerage

In Area II, (which refers to the area located between the 1995 Development Plan boundary and the Local Area Plan boundary) sewage pumping stations serving individual developments and/or which give rise to double pumping will not be permitted. Only gravity connections will be permitted to the existing pumping stations. In this area, developers will be required to provide co-ordinated service provision where pumping stations are proposed, as a proliferation of pumping stations is unacceptable. This requirement will be relaxed in Area I to encourage development of lands previously zoned within the 1995 Development Plan boundary.

Sewers shall be laid on roads and open spaces and wayleaves shall be supplied to the Council if they must cross private property. The Council may require the developer to provide sewers having a capacity in excess of that required to facilitate future development. Developers will be required to pay contributions in respect of the upgrading of infrastructure, which facilitates proposed developments. All drainage works shall comply with the Department of the Environment & Local Government 1998 publication "Recommendations for Site Development Works for Housing Areas".

4.3.13 Telecommunications, Electricity and other Services

Telecommunication, electricity supply lines and all other services shall be laid underground. Street lighting shall be in accordance with the standards of the Electricity Supply Board and as required by Mayo County Council. All transformer stations, control boxes, pumping stations and any other service building shall be located unobtrusively and not cause obstruction to pedestrians, cyclists or disabled.

4.3.14 Phasing of Residential Development

In developments of 30 or more houses, the Council will require the development to be phased into a number of stages with each stage being completed before the subsequent stage commences. A Phasing Plan for the completion of roads, public lighting, open spaces etc in conjunction with house phases shall be submitted at application stage. Otherwise, the Planning Authority will impose the extent and sequence of phasing by condition.

4.3.15 Naming of Residential Developments

It is an objective of the Council to encourage the naming of residential developments based on the Irish language, heritage and culture and related in some way to the local area in which the development is located. Names shall be agreed with the Planning Authority prior to the commencement of development.

4.3.16 Securities for Residential Development

To protect and reduce inconvenience to would-be purchasers, developers will be required to give security for the satisfactory completion of housing and apartment developments and the provision of roads, footpaths, sewers, lighting, open space, etc. This security will be released when the criteria set out below are fully complete. Furthermore, the Council will increasingly require the completion of essential services such as roads, footpaths and sewers, etc. prior to the construction of residential units on estates. In small-scale clustered housing development, the developer will be required to enter into a Section 47 agreement with the Council in order to regulate the development.

4.3.17 Development Taking in Charge.

The Council will take in charge all public areas in residential developments including public open spaces in accordance with the Planning & Development Act 2000. In order to take housing estates/developments into public ownership, the following criteria must be fulfilled by the developer/contractor:

- A request for taking in charge from the developer
- Submission of documents showing as constructed details of roads, footpaths, watermains, sewers (& CCTV of same), stormwater pipes, lighting, power supply and telecommunications
- Certificates from Chartered Engineers, Architects & Utility Suppliers possessing public liability insurance certifying documents and tests carried out on watermains, sewers, stormwater pipes, lighting, power supply and telecommunications
- Payment of fees to Council for the take over process.

4.3.18 Undertaking to Take In Charge:

The Council undertakes to carry out an inspection of the development within two months, where possible, of being notified by the developer of the request for taking in charge. The Council also undertakes to take in charge the development within 12 months of receiving a request from the developer, and where non-completion arises, will take immediate legal action compelling the developer to complete the works within a reasonable time.



4.4 Apartment Development

4.4.1 General

Many of the standards relating to housing (eg open-space, parking, drainage, taking in charge etc.) are applicable to apartment developments and should be read in conjunction with this section.

Where apartment blocks are proposed, their height should respect surrounding developments and the general scale and height of buildings in Claremorris, which generally does not exceed three storeys. Developments exceeding this height will be considered on their merits, but uncharacteristically high structures will not be permitted where they are considered to interfere with the scale, amenity or visual quality of existing developments. Proposals that require access through predominantly family occupied estate housing development will not normally be permitted.

4.4.2 Apartment Size.

The minimum floor areas required for apartments are set out in Table 5. The Planning Authority will encourage proposals which exceed these minimum requirements.

Table 5, Apartment Sizes	
Apartment Type	Minimum Floor Area
One Bedroom	40m ²
Two Bedroom	60m ²
Three Bedroom	80m ²

4.4.3 Internal Floor Space

Proposals for apartments or for the conversion of buildings into bed-sits/flats should take account of the standards as set out in the DoELG "Guidelines on Residential Development in Designated Tax Incentive Areas", September 1995 or any updated standards.

In all cases the minimum size of the bathroom shall be 4m² and the minimum size of the kitchen area shall be 5m². Depending on site factors, the scale and location of the development, the Planning Authority may insist on the provision of a high proportion of these apartment which exceed these minimum requirements.

The minimum size of a bedroom shall be 6.5m², which is the minimum size of a habitable room required by the Building Regulations. Bedrooms from 6.5m² to 10.2m² shall be calculated as one bed space, while bedrooms of 10.22m² and greater shall be calculated as two bed spaces.

Every apartment shall have at least one bedroom not less than 10.2m² (ie the minimum size of a double bedroom). Rooms should have reasonable spaces and proportions and have adequate space for normal living purposes.

4.4.4 Layout/Design/Residential Mix

- Apartment/bed-sitting rooms should be self-contained
- Developments should incorporate common spaces, terraces, courtyards and incorporate spaces, which are designed so as to provide a safe and pleasant environment. In a case where accommodation is being provided over a business, which is in separate occupation, a separate access should be provided
- Units should show a high quality of building design and site layout and have due regard to the character and amenities of the surrounding landscape and/or townscape
- Consideration should be given to the needs of disabled people in the location, layout and design of communal facilities and the future adaptation of some units to meet the needs of the disabled
- At the design stage adequate space must be provided for communal facilities such as litter and refuse bins, fuel storage, clothes drying and cycle storage. Refuse stores should be conveniently located, well screened and ventilated and comply with all public health and safety requirements
- Provide for car parking and bicycle parking
- A mix of unit sizes including one, two and three bedroom apartments will be required in order to encourage a good social mix.

4.4.5 Courtyards

The development of courtyards and new urban spaces within blocks will be considered and innovative approaches to the design of urban space will be encouraged. Access to courtyards should be through arches where possible in order to avoid breaking the existing street frontages.

4.4.6 Open Space Provision

On greenfield/suburban sites, a minimum of 15% of the site area shall be reserved for public open space. In all other cases, the minimum provision shall be 10% of the total site area. Private open space requirements may be provided as either private or shared open space and in the form of landscaped areas, courtyards, terraces/patios or balconies. Recommended minimum standards for private open space according to the Residential Density Guidelines for Planning Authorities DoELG are as follows:

Table 6, Private Open space Requirements for Apartments		
Location	1 Bedroom	2-3 Bedroom
Town Centre	10 m ² minimum	20 m ² minimum
Outside Town Centre	20 m ² minimum	30-40m ² minimum

Car parking will not be considered as part of the open space. However, drying areas, bin storage areas or fuel storage areas that are provided outside the structures may be included in the open space.

Where infill development is proposed and in town centre locations, a reduction in the levels of communal or private open space provided per unit may be considered acceptable, where developments are considered to include appropriate building designs and suitable landscaping of communal areas, or where a specified alternative open space exists in the area which can be identified as serving the needs of the residents. The Planning Authority may also permit the public and private open space requirement to be combined (partially or otherwise) to provide for communal amenity areas serving the development. Such developments may also be required to contribute, where appropriate, towards open space for active recreation being provided in the area in accordance with Development Plan Standards.

4.4.6 Overlooking/Privacy.

The minimum clearance distance of 22m between opposing first floor windows will apply in the case of apartments three storeys in height. All living rooms, kitchens and bedrooms should minimise overlooking of adjoining/adjacent residences and should be located so as to avoid facing towards nearby high boundary or gable walls.

In addition, sufficient space should be provided around developments to ensure adequate circulation of air about the buildings themselves and the inhabitants within.

To optimise the amenities of residential units, favourable consideration will be given to the provision of balconies, in addition to other on site private open space provided they do not detract from existing residential amenities. Such balconies should be in keeping with the overall composition of the building and be located away from elevations overlooking the street or public road and have a reasonably useable sized floor area of at least 5m².

4.4.8 Amalgamation of Apartment Units.

In order to ensure a greater degree of flexibility the floor plans of small one and two bedroom apartments shall be designed so that at a later stage they can be amalgamated to form larger two and three bedroom units without excessive disruption to the structure of the building. This will allow for changes in the size and mix of apartments to meet changing requirements and demands of occupants.

4.4.9 Conversion of Existing Structures

The conversion of existing single-family dwellings to apartments will only be permitted where the development can be shown not to interfere with the privacy and amenity of the existing residential development in the vicinity of the site. The conversion of other structures to apartments will be examined on their own particular merits.

4.4.10 Parking for Apartments

Car and bicycle parking provision shall be in accordance with Tables 8 and 9.

4.5 Rural Houses and Granny Flats

4.5.1 Granny Flats

In order to protect residential amenities the following considerations will be taken into account in assessing proposals for granny flats:

- Whether or not the site is sufficiently large enough to accommodate a second dwelling unit.
- The flat should, preferably, be part of the main dwelling and capable of re-assimilation into the original unit.
- The Planning Authority will require that the granny flat must not be leased, sold or otherwise disposed of other than as part of the main dwelling on the site.
- The granny flat should be an addition to an existing dwelling or a garage conversion and should be located largely at the side rather than to the rear garden of the existing house.
- The floor area of the unit shall not normally exceed the equivalent of 25% of the floor area of the existing house.

4.5.2 Single Houses in Areas Zoned Agriculture

Applications for single houses in areas zoned Agriculture shall be assessed in terms of the policies set out in Section 3 of Mayo County Development Plan 2003-2009. Areas outside the mains sewerage are dependant on private, on-site waste water treatment systems such as septic tanks or other proprietary system. Houses served by such systems shall comply with the development control standards as set out in Section 4.16 of Mayo County Development Plan 2003-2009 as regards minimum site sizes, effluent treatment, siting, layout, lakeside development etc.



4.5.3 Rural Housing Clusters

Proposals for rural housing clusters in the Agricultural Zone shall comply with the development control standards as set out in Section 4.16. of Mayo County Development Plan 2003-2009 as regards minimum site sizes, number of houses, effluent treatment, siting, lakeside development, layout etc.

4.6 Roadside Development

4.6.1 General

Detailed Development Control Standards relating to roads, controlled roads, roadside development, building lines, access requirements, and other standards relating to road safety are set out in Section 4.11 and sub-sections thereto of Mayo County Development Plan 2003-2009. These standards shall apply to all proposals within the Claremorris Local Area Plan and should be consulted in conjunction with this plan.

4.6.2 Controlled Roads

Controlled Roads are roads on which new development will be restricted in the general 100kph speed limit area. National roads of direct relevance to the Claremorris area, designated as Controlled Roads are the N17 and the N60.

4.6.3 Filling Stations – Layout Standards

The preferred location for Filling Stations and Commercial Garages where a need is established, is on the outskirts of a town inside the 50 or 60 kph speed limit areas on the nearside of the road exiting the town. Filling stations will not be permitted outside of speed limit areas unless under very exceptional circumstances. A proliferation of filling stations along a particular road will not be acceptable. No new kerbside pumps will be permitted.

The filling station shall be laid out in accordance with Table 7 & Figures 4.1 or 4.2

Table 7. Filling Station Dimensions (Minimum)					
Road		Inside Speed Limit		Outside Speed Limit	
		National /Regional	Local *	National /Regional	Local *
Element of Site					
A	Frontage Width	80	65	85	70
B	Access Width	10	10	12	10
C	Distance between Access Points	30	20	30	20
D	Distance from Frontage Wall to Pump Island	10	7.5	10	10
E	Width of Pump Island	1.2	1.2	1.2	1.2
F	Width between Pump Islands	6	6	7.5	6
G	Distance from Parallel Retail Frontage to Pump Island	7.5	6	7.5	6
H	Circulation Roadway	9	7.5	9	7.5
I	Height of Frontage wall or island	600mm	600mm	600mm	600mm

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The layout of the site must also include for the parking requirements as set out in Tables 8 & 9. The access points must provide vision in accordance with **Section 4.11.4 of Mayo County Development 2003-2009**. Filling Stations will not be permitted at locations where because of their appearance, noise, and fumes they would be injurious to the amenities of an area. Hard and soft landscaping, boundary treatment and external finishes to the building and other structures are important elements in the design of filling stations.

Standard corporate canopies and advertising will not always be acceptable. The forecourt canopy should be integrated into the overall design of the station. It should be designed and sited so that it does not dominate the surrounding landscape and buildings. Special designs may be required for specific locations.

Figure 4.1, Filling Station Layout, Option A (as per Fig. 4.1 in Mayo County Development Plan)

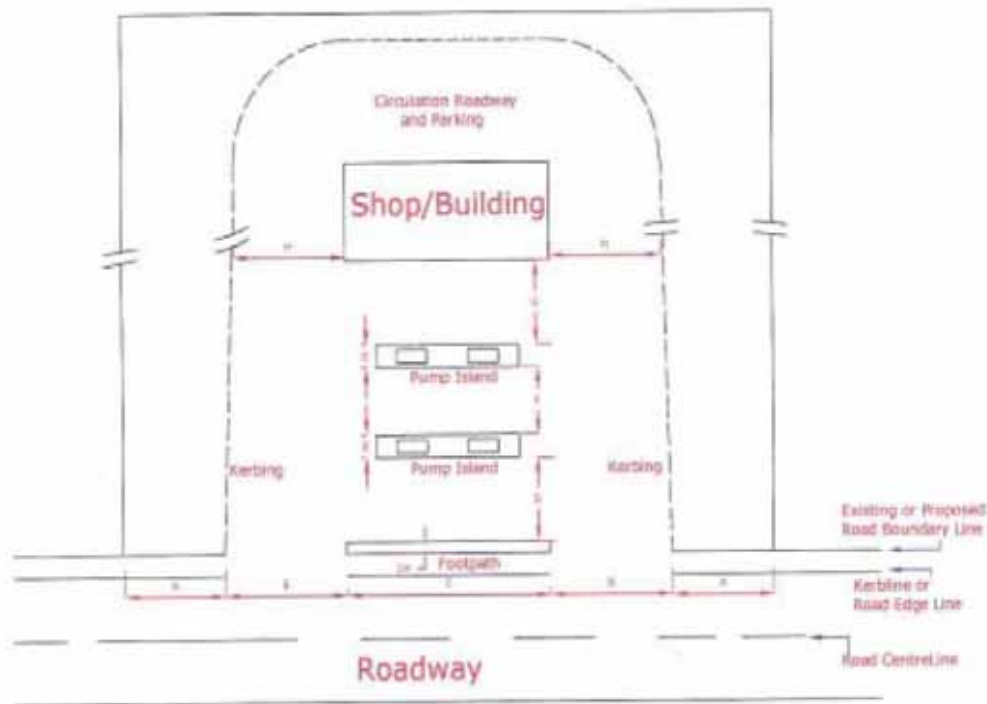
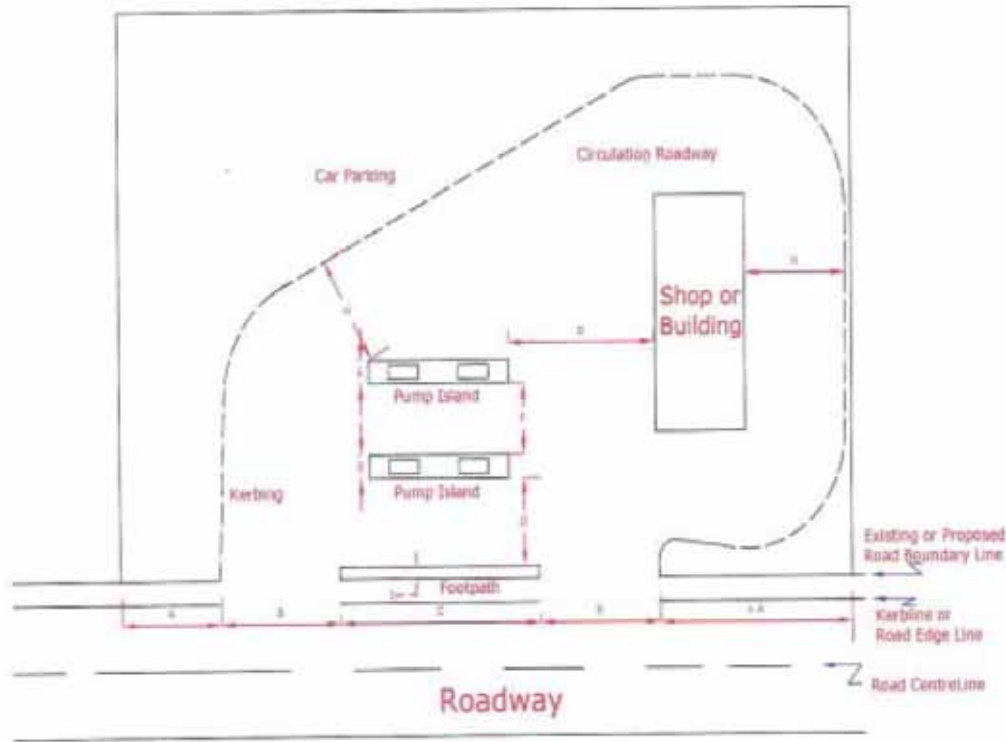


Figure 4.2 Filling Station Layout, Option B (as per Fig. 4.2 in Mayo County Development Plan)



Vehicles shall not obstruct the public footpaths or carriageway while using or waiting to use the filling stations facilities. Landscaping and screening proposals shall be submitted for consideration.

The paved areas of the filling station should be surfaced in asphalt or concrete. All surface water drainage systems to be fitted with petrol/oil interceptor traps.

Advertising signs, symbols or structures and canopies should be designed having regard to the site location and the existing character of the area. Advertising shall not be located where it will obstruct the public footpath, carriageway or interfere with the continuity of the streetscape and shall be located at least 1m behind the frontage wall. The height of any advertising sign shall not exceed .5m.

4.6.4 Service Garages, Workshops & Car Showrooms

All business must be conducted within the site curtilage of the development i.e. repairs, parking or selling of vehicles.

Vehicles associated with these developments shall not obstruct the public footpaths or carriageway. Advertising shall not be located where it will obstruct the public footpath, carriageway or interfere with the continuity of the streetscape and shall be located at least 1m behind the frontage wall. The height of any advertising sign shall not exceed 4.5m.

The layout of the site must also include for the Parking requirements as set out in **Tables 8 & 9**. The access points must provide vision in accordance with **Section 4.11.4 of Mayo County Development Plan, 2003-2009**.

Garages and workshops should provide sufficient on-site storage for redundant vehicle bodies, parts, waste oils and other waste prior to disposal by recycling.

Waste oils should not be disposed of in public or private sewer systems or discharged into watercourses. All surface water drainage systems to be fitted with petrol/oil interceptor traps.

Landscaping and screening proposals shall be submitted with applications.

4.6.4 Lighting

Forecourt lighting including canopy lighting should be limited to that which is necessary for the safe operation of a petrol station and should not interfere with the amenities of adjoining premises. It may be recessed so as not to cause glare, hazard or confusion to public road users. Fascia should not be illuminated.

4.7 Parking Standards.

4.7.1 Car Parking Requirements

Car parking provision shall be in accordance with Table 8. Off roadway parking facilities and adequate provision shall be made to enable vehicles to turn, manoeuvre, load or unload within the site curtilage, clear of the roadway. Where provision of on-site parking is not possible, either in part or in its entirety eg. in the town core, parking may be provided off site, provided as group or dual parking or levied in-lieu in exceptional cases. The Council will require a financial contribution towards the provision of the deficit of the required parking provision.

Parking layouts shall be designed to ensure that road, street or footpath obstruction will not occur. In general, service areas should be located where possible to the rear of a development. Screening/landscaping proposals for parking areas shall be submitted at application stage. All parking bays should have a durable permanent surface and be marked with 100mm wide lines in durable material.

Disabled Parking Requirements

Parking spaces for the disabled shall be provided relative to Table 8 as follows: -

- 1 space per 5 – 25 spaces
- 3 spaces per 25 – 50 spaces
- 4 spaces per 50 – 75 spaces
- 5 spaces per 75 – 100 spaces and 3 spaces per 100 spaces thereafter.

Parking bays shall be 3m wide, clearly signed and marked with the relevant symbol and placed nearest the entrance of the facility for which the parking space is provided.

4.7.2 Bicycle Parking Requirements

Standards for bicycle parking requirements are set out Table 9. Bicycle parking shall be located in a prominent position within 30m of the facility served. Bicycle parking stands should be the Sheffield Stand illustrated in Figure 5.1. The bicycle park should have a shelter and be signposted.

4.7.3 Parking Bay Dimensions

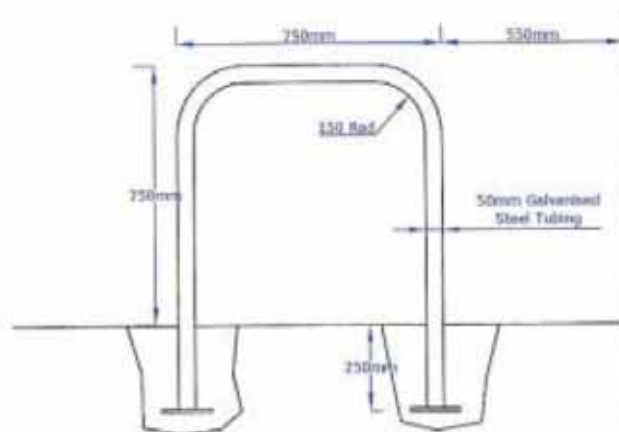
- a) Bicycle Parking Bay** shall be 0.8m wide and 1.8m long.
- b) Car Parking Bay** shall be 2.5m wide and 4.75m long. The aisle width between parking bays shall be 7m wide.
- c) Car Parking Bays for disabled persons** shall be 3m wide and 4.75m long, clearly signed and marked with the relevant symbol, and be placed nearest to the entrance to the facility for which the parking space is being provided.
- d) Light Goods Vehicle Parking Bay** shall be 3.0 metres wide and 6m long.
- e) Heavy Goods Vehicle Parking Bay** shall be 3.0 metres wide and 18m long.

4.7.4 Loading Bays

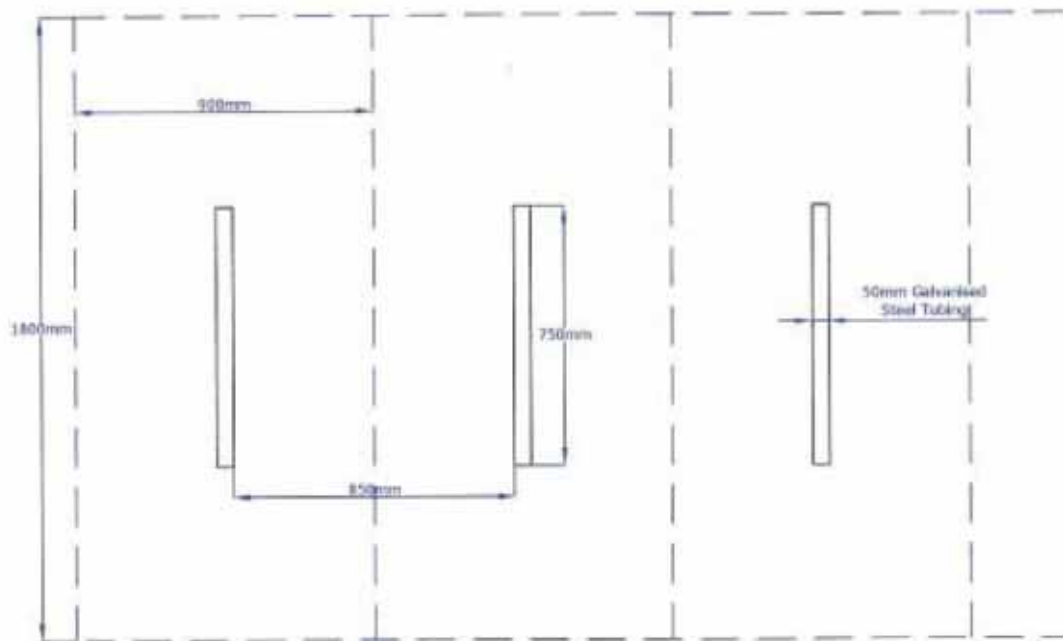
The size of a service loading bay shall be as follows: -

Heavy Goods Vehicle	18m x 3m
Light Goods Vehicle (1500-7500kg)	6m x 3m

Figure 5.1. Bicycle Parking

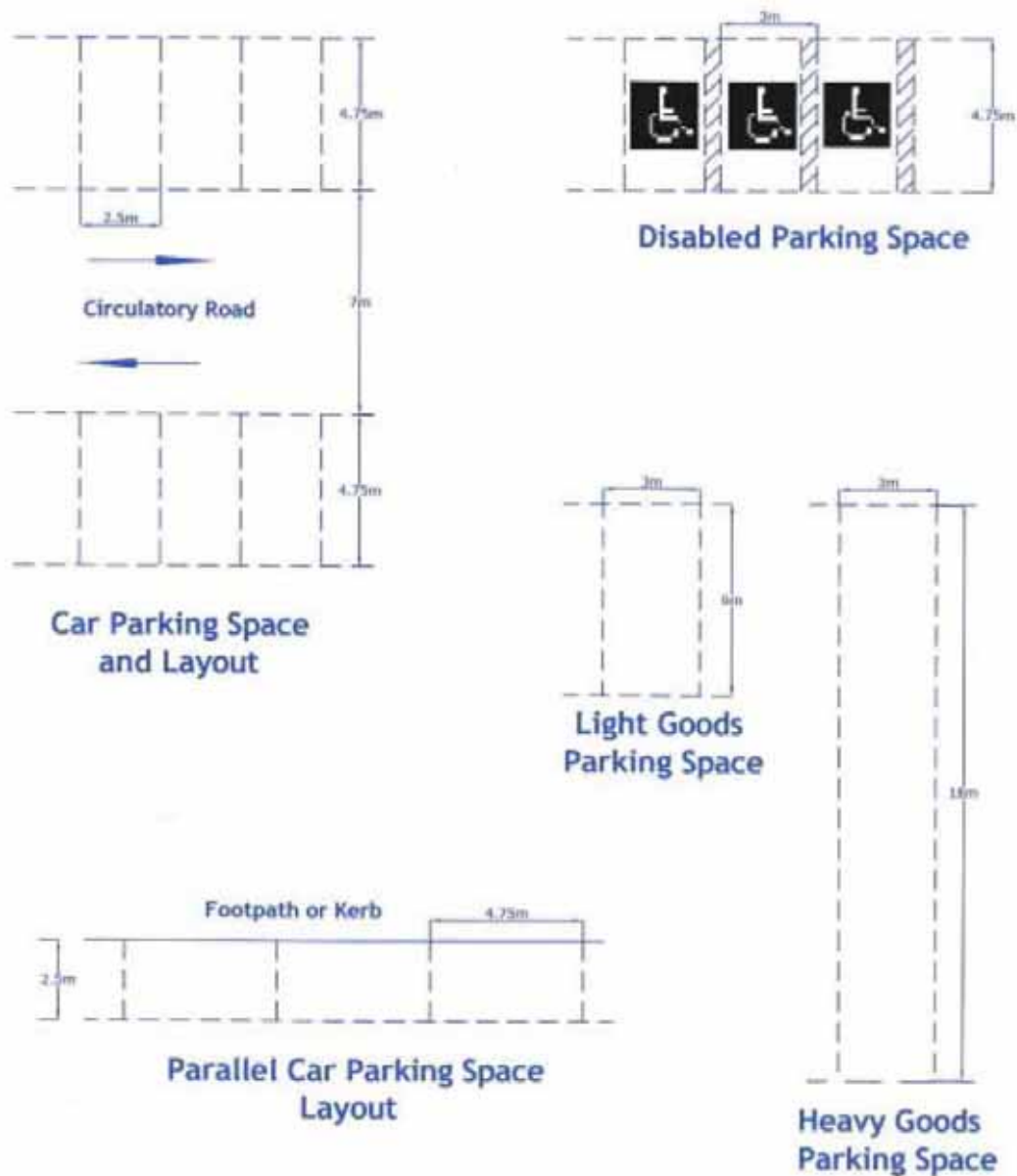


Bicycle Stand Elevation



Bicycle Parking Layout

Figure 5.2. Vehicle Parking Guidelines



Claremorris Local Area Plan 2006

Table 8. Car Parking Standards

Provision shall be made for car parking spaces in accordance with the following categories. In the case of any use not specified, the Council will determine the parking requirements.

8.1. Residential

Category No.	Type	Unit	Towns	Suburb/ Rural	Service	Notes
1	Apartment	Space/unit	1.25	1	None	Innovation considered
2	Dwelling house	Space/unit	1	2	None	Innovation considered
3	Hotels/ Motels	Space/ bedroom		1		Excluding function room & bar. See 14 & 17 below
4	Guesthouses	Space/ bedroom	1	1 per bedroom		Plus spaces as per Category 2 above
5	Self Catering	Space/ bedroom		0.5	None	
6	Hostel	Space/ bedroom		0.5	None	Alternatively 1 space/60m ²

8.2. Manufacturing/ Industrial/ Warehousing

Category No.	Type	Unit	Town	Suburb/ Rural	Service	Notes
7	Manufacturing Industry	Space/m ²	--	50m ²	90m ² /2000m ² gfa*	
8	Light Industry	Space/m ²	65m ²	65m ²	90m ² /2000m ²	
9	Warehousing	Space/m ²	65m ²	65m ²	90m ² /2000m ²	

8.3. Commercial

Category No.	Type	Unit	Town Centre	Suburb/ Rural	Service	Notes
10	Shopping Centre	Space/m ²	25m ²	20m ²	90m ² /1000m ² gfa	
11	Shops	Space/m ²	25m ²	20m ²	90m ² /2000m ²	
12	Offices	Space/m ²	40m ²	25m ²	50m ² /1000m ²	
13	Banks	Space/m ²	45m ²	35m ²	50m ² /1000m ²	
14	Public House	Space/m ²	4m ²	2m ²	50m ² /500m ²	
15	Restaurants	Space/m ²	10m ²	5m ²	50m ² /1000m ²	
16	Hotels				50m ² /500m ²	Add for bar area, restaurant & function area, category 14,15,17.
17	Discotheques Function Rooms	Public Area	3m ²	3m ²	50m ² /500m ²	
18	Retail Warehousing	gfa*	30m ²	30m ²	50m ² /1000m ²	
19	Showroom	gfa*	100m ²	50m ²	50m ² /2000m ²	
20	Garages		30m ²	30m ²	50m ² /1000m ²	
21	Service Stations	Space/m ² / site area	--	300m ²	135m ² /site	Additional space for shop as per 11 above

Claremorris Local Area Plan 2006

8.4. Health & Education

Category No.	Type	Unit	Town	Suburb/Rural	Service	Notes
22	Hospitals	Per Bed	1	1		
23	Nursing Homes	Per Bed	2	2		
24	Surgeries	Per Consulting Room	2	3		
25	Primary School	Per Classroom	2	3		
26	Secondary School	Per Classroom	1.5	2		
27	Third Level	Per Employee & Per Student	1.5 + 0.25	1.5 + 0.25		Additional 0.25 per student
28	Crèches/Nurseries, Playschool	Per Employee & per child	1 + 0.25	1 + 0.25		

8.5. Community Facilities

Category No.	Type	Unit	Town	Suburb/Rural	Service	Notes
29	Churches/ Church Halls	Seats/Space	6	6		
30	Art Centre, Library, Museum	Space/m ²	35	35		
31	Community Centres	Space/m ²	14	10		
32	Cinemas Theatres	Seats/Space	4	4		
33	Funeral Home	Space/m ²	10	10		

8.6. Sports

Category No.	Type	Unit	Town	Suburb/Rural	Service	Notes
34	Golf Course Pitch & Putt	Hole		3		
35	Golf Driving Range	1m Baseline		1		
36	Athletic Track Playing Field	Track/Field	15	15		
37	Tennis Court	Court	2	2		
38	Bowling Alley	Lane	4	4		
39	Swimming Pool	Space/m ²	20	10		
40	Sports Centre	Space/m ²	14	10		
41	Leisure Centre					To be calculated under various facilities offered
42	Marina	Berth	1	1		

*gfa is the gross floor area of the development

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Table 9, Bicycle Parking Standards

Provision must be made in the development for bicycle parking spaces in accordance with the following categories. In the case of any use not specified, the Council will determine the parking requirements.

Table 9, Bicycle Parking Standards			
Category	Type	Unit	Number
Residential	Apartments	Space/unit	0.25
	Dwelling house	Space/unit	1
	Hotels/ Motels	Space/ bedroom	0.1
Industrial	Manufacturing	Space/m2	250
	Warehouses	Space/m2	300
Transport	Rail/Bus Station	Space/Ha	10
Commercial	Shops	Space/m2	100
	Offices	Space/m2	100
Community	Churches	Space/m2	50
	Museums	Space/m2	100
	Cinemas/Theatre	Seat	10
Health	Surgeries	Consulting Room	1
	Hospitals	Space/m2	1500
Education	Primary	Space/Pupil	0.2
	Second & Third	Space/Pupil	0.3
Sport	All	Space/m2	200

4.8. Community Use Facilities

4.8.1 Schools.

- For primary schools a minimum size of 0.6 hectares of school land must be provided for schools with up to three class units and increasing in line with an increase in class units.
- Provision must be made in primary schools for informal hard surfaced areas for organised sports activities and in secondary schools for a range of sports facilities.
- Provision must be made for on-site parking in accordance with Table 8.4, categories 25-27 inclusive. A safe set down area must be provided on the school site, preferably on a one-way traffic management system.

4.8.2 Nursing Homes.

The need for nursing homes in the county is continuing to grow. Such facilities should be integrated wherever possible into the established residential areas of the town, where residents can avail of reasonable access to local services. In determining planning applications for nursing homes, change of use of a residential dwelling or other building to a nursing residence, the following factors must be considered:

- Compliance with the standards governing nursing home development in the Statutory Instrument No. 226 of 1993, i.e. Nursing Homes (Care & Welfare) Regulations, 1993 or other relevant legislation
- The effect on the amenities of adjoining properties.
- Adequate off street parking.
- Suitable open space.
- Proximity to local services and facilities.
- The size and scale of the facility proposed must be appropriate to the area.

Consultation with the Health Board is also recommended prior to making any application to the Planning Authority.

4.8.3 Childcare Facilities.

Childcare facilities will be required in all new housing developments, at a rate of one childcare facility providing for a minimum 20 childcare places, for each 75 residential units and in accordance with the DoELG Planning Guidelines for Childcare Facilities, the Childcare (Pre-School Services) Regulations 1996 and Guidelines for Best Practice in the Design of Childcare Facilities.

Crèches/play-schools will only be permitted in existing residential areas when it can be shown that they will not cause hazard due to traffic congestion or adversely affect the amenity of adjoining residences.

Applications for crèches and play-schools within a new or existing place of work or in proximity thereof, such as an industrial estate, will be favourably considered. Applications for such proposals in terraced houses, semi-detached houses or houses located on a cul-de-sac will be treated on their merits having regard to the matters listed below in relation to parking/drop-off point, availability of private and secure open space, layout and design of the housing area and the effect on the amenities of adjoining properties.

An application for a crèche and play-schools shall include the following:

- A description of the nature of the facility, i.e. full-day care, sessional day care, drop-in facility, after school care etc
- Details of proposed opening times
- Proposed number and age range of children
- Proposed number of staff
- Internal floor area devoted to such use, excluding areas such as kitchens, toilets, sleeping and other ancillary areas
- Details of safe and convenient car parking arrangements, for both customers and staff
- Details of open space provision and measures for management of same.

The following criteria shall be used to assess the suitability of childcare facilities:

- The suitability of the site for the type and size of facility proposed
- The availability of outdoor play area and management of same
- The convenience of the proposed facility in relation to public transport nodes, pedestrian access from existing residential areas and/or places of work and existing educational facilities, proximity to neighbourhood or town centre
- a) Traffic safety -the extent to which safe access and adequate parking and drop off facilities are provided for clients and staff
- b) Local traffic conditions-the implications of the proposal on the existing traffic flow and general road safety of the area
- The availability of suitable and adequate services in terms of water and sewage to facilitate the development
- The intended hours of operation
- The number of such facilities already in the area.

Temporary permissions may be granted in exceptional circumstances for between 1- 5 years to assess the impact of the crèche or playgroup developments on their surroundings.

4.8.4 Burial Grounds

Headstones shall not exceed 1.4 metres in height including plinth.

4.9 Commercial, Retail & Industrial Uses

4.9.1 Commercial Development

Applications for commercial development will be assessed having regard to the following:

- Effects on existing and proposed adjacent land uses
- Provision for car parking, waste management, loading, and adequate access
- The DoELG Retail Planning Guidelines & Mayo County Council Retail Strategy 2002
- Plot ratio and site coverage (see Section 4.2.5)
- The impact of the traffic likely to be generated by the proposed use on the roads and parking spaces in the area
- The need to control undue noise levels
- Maintenance of privacy, day lighting and ventilation in relation to adjoining properties.

4.9.2 Retailing

The Retail Planning Guidelines stress the importance of maintaining the retail function as a core function in the town centres. It is an objective of the Council to maintain and support the role of the town centre as the main retail area in Claremorris.

In assessing retail applications, the Planning Authority will be guided by Mayo County Council Retail Strategy 2002 and Retail Planning Guidelines for Planning Authorities-DoELG 2000. Retail applications will be required to comply with these documents.



The Planning Authority will pursue a sequential approach in assessing applications for all retail developments with the preferential order of location for major new retail development following the sequence of: 1) Town Centre; 2) Edge of Centre; 3) Out of Centre locations. In this regard, proposals for retail development should note the requirements set out in Section 6 of the Mayo County Council Retail Strategy 2002. Where proposals are considered by the planning authority to be large scale in relation to the town centre, the onus will be on the applicant to demonstrate by means of a Retail Impact Assessment that the proposal will not impact adversely on the vitality or viability of the existing town centre.

With regard to **Retail Warehouse** developments, the Planning Authority may impose conditions restricting the range of goods sold and individual units will normally be subject to an upper floor limit. Retail Impact Assessment may be required to satisfy the Planning Authority that such proposals will not detract from the existing businesses in the town centre.

Retail warehouses, due to their size and scale and parking requirements, can have a huge visual impact on their surroundings. The Planning Authority will insist on a high standard of architectural design, layout and landscaping for such developments, particularly where they front onto or are visible from the approach roads to the town. Retail warehouse buildings should be designed so as to avoid having an industrial appearance and signage should be unobtrusive.

4.9.3 Industrial, Wholesale and Warehouse Development

Proposals for all such development will be required to be of a high quality architectural design, layout and appearance, be fully landscaped and minimise the use of visually obtrusive advertisement structures. The Planning Authority will encourage the use of high quality, innovative and modern designs, particularly on sites that front onto or are visible from main roads serving the town. Proposals for development on Industrial zoned lands north-east of the Inner Relief, should have regard to the Schematic Layout for Industrial Park as prepared by the Architects Section, Mayo County Council.

Applications for industrial, wholesale and warehouse development shall include the following as appropriate:

- Detailed description of the process being undertaken and the number of people likely to be employed at the various stages of the development.
- Detailed analysis of the chemical nature, volume and rate of discharges of all effluents, wastes and atmospheric emissions emanating from the industry and detailed proposals for their treatment, discharge and disposal.
- Details of noise levels.
- Detailed design drawings using appropriate design and materials, security fencing and signage.
- A detailed landscape scheme prepared by a suitably qualified person.
- Adequate space provision for on-site storage of materials and refuse, on site circulation, loading and unloading of goods (including fuels) in areas clear of public road, and preferably behind the building line.
- Adequate space provision for on-site parking. Car park spaces shall be clearly delineated. Parking spaces for vehicles for the disabled shall be located close to main entrances to premises. (See also Section 4.7 for Parking & Loading/Unloading Standards).
- A minimum open space provision of 15%, laid out so that it may function as an effective amenity area.
- A minimum landscaped/planting strip to a width of 5 metres on all principle road frontages.
- In the case of development for two or more industrial/warehousing buildings consistency in the design of boundary fences, roof profiles and building lines.
- Areas between the building and the road boundary may include car-parking spaces, provided an acceptable landscaping scheme is incorporated.
- Offices ancillary to factories, shops etc will be permitted, provided the size is appropriate to the scale of the main use.
- Full details of the public road serving the site and the impact of any increased traffic volume.
- Proposals for waste management including separate storage of recyclables and compliance with Waste Management legislation.
- Proposals for the disposal of Construction and Demolition Waste.
- Details of foul sewer design and storm water management system using S.U.D.S.
- Compliance with relevant Air and Water Pollution Legislation.

4.9.4 Business & Technology Parks

Business parks shall be located and designed to create an open parkland setting with a high level of landscaping. Individual buildings shall be well designed with high quality finishes and well screened parking areas. The building line on all principal road frontages shall not be less than 15m from the design fenceline and a landscaped strip to a width of 5m shall be provided along all principal road frontages. Signage should be discrete and site coverage shall not exceed 45%.

4.9.5 Rural Enterprises.

The Council will, subject to considerations of proper planning and sustainable development, consider the following proposals for rural enterprise developments in the areas zoned Agriculture which are predominantly rural in character:

- The conversion of existing buildings for appropriate forms of small-scale employment purposes.
- Agriculturally related industry, involving processing of farm produce where it is unsuited to an urban situation and is environmentally sustainable.
- Business directly related to farming such as the servicing and repair of farm machinery, land reclamation, drainage work, agricultural contracting etc. where it will not give rise to adverse environmental effect, have safe access and not be prejudicial to residential amenity.
- Teleworking and telecottage enterprises

4.9.6 Materials

The use of natural materials such as timber, stone and plaster, which reflect and complement the existing architectural character of the building or streetscape, will be encouraged. The Council will require commercial interests to use discretion in the use of their corporate brand image, which may not relate in scale or design to the buildings. The use of plastic finishes will be discouraged as will the overuse of ceramic tiles. The use of illuminated plastic box signs bearing brand names as part of the shop front fascia finishings, will actively be discouraged as will projecting illuminated plastic box signs.

4.9.7 Shop Front Design

A high standard of shop front design in new shop fronts will be required. Existing traditional shop fronts should be preserved where possible especially in the town centre, however, good modern design shop fronts will also be encouraged. New shop fronts, either of traditional or modern design, must respect the scale and proportioning of the streetscape by maintaining and enhancing the existing scale of development along the street and respecting the appropriate plot width.

Corporate image shop fronts will not necessarily be acceptable, as compatibility with individual buildings and streetscape will be considered more important than uniformity between the branches of one company.

The Council will not permit the removal of features or alterations to existing shop fronts where they are considered to be of historical or architectural interest. The use of uPVC for doors and window fascias and soffits will also be discouraged because of its adverse design impact and environmental unsustainability.

4.9.8 Canopies, Awnings & Security Screens

Where shading of a window display is required, traditional style retractable awnings will be required rather than plastic canopies. The use of metal security grills and shutters can detract greatly from the aesthetic and amenity character of the streetscape. Where their use is essential in the interests of security, they should be open-grilled and affixed to the inside of the window or behind the display area.

4.9.10 Lighting & Signs

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.

4.9.11 Advertising Signs/Structures.

(a) 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 (eg 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.

(b) Direction 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 0.3m²
- 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.

(c) Tourist Signposting.

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 a and b above.

4.9.12 Automated Teller Machines (ATMs)

The Planning Authority will strictly control the location of ATMs having regard to the following:

- The design and location must be such that they are safe and easily accessible.
- The need to protect the character of the street, building or shop front into which they are to be incorporated, in particular in listed buildings.
- In general ATMs will not be allowed where customers queuing may cause disruption to pedestrians.
- Canopies, signs and logos shall be discreetly incorporated into the overall design.

4.9.13 Telecommunications

It is the aim of Mayo County Council to provide for the orderly development of telecommunications infrastructure throughout the county in accordance with the requirements of the *'Telecommunications Antennae & Support Structures –Guidelines for Planning Authorities'* July 1996 whilst having regard to the Landscape Appraisal of Co. Mayo. The requirements of the Planning Authority in relation to such structures are set out in Section 4.15 of Mayo County Development Plan 2003-2009.

4.9.14 Night-Clubs, Disco Bars & Amusement Centres

In order to maintain an appropriate mix of uses and protect night time amenities in the town, the Planning Authority will, through the development control process, seek to prevent an excessive concentration of any of the above uses in a particular area and shall seek to ensure that the intensity of any proposed use is in keeping with both the character of the area and with adjoining businesses, when development proposals are being considered.

The following issues shall be taken into account in the assessment of applications for the above uses and appropriate details should be submitted with applications:

- Noise levels at the boundaries and noise insulation measures.
- Effects of the development on the amenity of nearby residents having regard to such matters as general disturbance, hours of operation, parking and litter.
- The importance of safeguarding the vitality and viability of the town centre and maintaining a vibrant mix of uses.
- Shop front design in particular the type and degree of advertising signage and lighting.

4.9.15 Hot Food Take-Aways

A proliferation of hot food take-aways in the town centre can have adverse affects in terms of overall amenities, particularly where residential amenities are concerned. In assessing applications for hot food take-aways, the Planning Authority will have regard to the potential impact of such development on the amenities of the area, including noise, odour and litter. Restrictions on opening hours of hot food take-aways may be imposed as a condition of planning permission to protect amenities where it is considered appropriate to do so.

4.10 Heritage

4.10.1 Archaeology

The wealth of Claremorris town and the surrounding area in terms of its archaeology is evident from the abundance of known archaeological monuments listed in the Record of Monuments and Places. These are shown on Map No. 2: and listed in Table 11, Appendix A.

The Council shall seek to secure the preservation (in-situ, or as a minimum, preservation by record) of all sites and features of historical and archaeological interest. This includes all previously unknown archaeology that becomes known (e.g. through ground disturbance or the discovery of sites underwater). The Council shall have regard to the advice and recommendations of the DoEHLG (National Monuments Section), 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.

It shall be a general requirement that proposed developments, which (due to their location, size or nature) may have implications for the archaeological heritage to be subject to archaeological assessment. This includes developments that would be located at or close to archaeological monuments or sites, those that are extensive in terms of area (a half hectare or more), or length (one kilometre or more) and developments that require an Environmental Impact Statement.

4.10.2 Protected Structures

At present, only two buildings in Claremorris town are included in the Record of Protected Structures (RPS). These are the Catholic Church and the Railway Station, brief details of which are included in Table 12, Appendix B and shown on Map No. 6.

The Record of Protected Structures will be assessed on a continuous basis and additional buildings/structures added to or deleted from this list following appropriate investigation. It is an objective of the Planning Authority to include the former Church of Ireland, which is now used as the public library and Claremount House to the Record of Protected Structures. The disused water towers and pedestrian railway bridge at Lower James St. may also warrant statutory protection as part of the railway heritage of Claremorris and will be the subject of further investigation.

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.

4.11 Fire/Emergency Services, Safety & Flooding Issues

4.11.1 Fire Prevention.

The following should be taken into consideration at the planning stage:

- a) Suitable and adequate water supplies to be provided for fire fighting purposes in order to protect life and property.
- b) Developments should be located in areas where they will not adversely affect public safety or the environment.
- c) The layout of the site/estate should facilitate for emergency services.

(a) Water.

Adequate water supplies for fire prevention for a particular type of development shall be provided on site and details of the same submitted as part of the planning application.

(b) Location.

Developments should be located, taking into consideration, the level of service (fire) in the area, the infrastructure available i.e. roads, water supplies etc. and that any deficiencies may have to be provided by the developer.

(c) Site Layout.

Access for the emergency services including road widths, turning circles etc. shall be in accordance with the requirements of B5 of the Building Regulations, 1997.

The layout of residential site developments shall comply with the recommendations of the Department of the Environment and Local Government Publications for Housing areas or equivalent. Adequate storage should be provided for commercial premises to ensure escape routes are unobstructed.

4.11.2 Hazardous Developments.

In addition to the above requirements such developments may require an area of land, adjacent to them, where other developments may be prohibited.

4.11.3 Seveso II Site - Calor Gas Teo.

(See also section 3.2)

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.

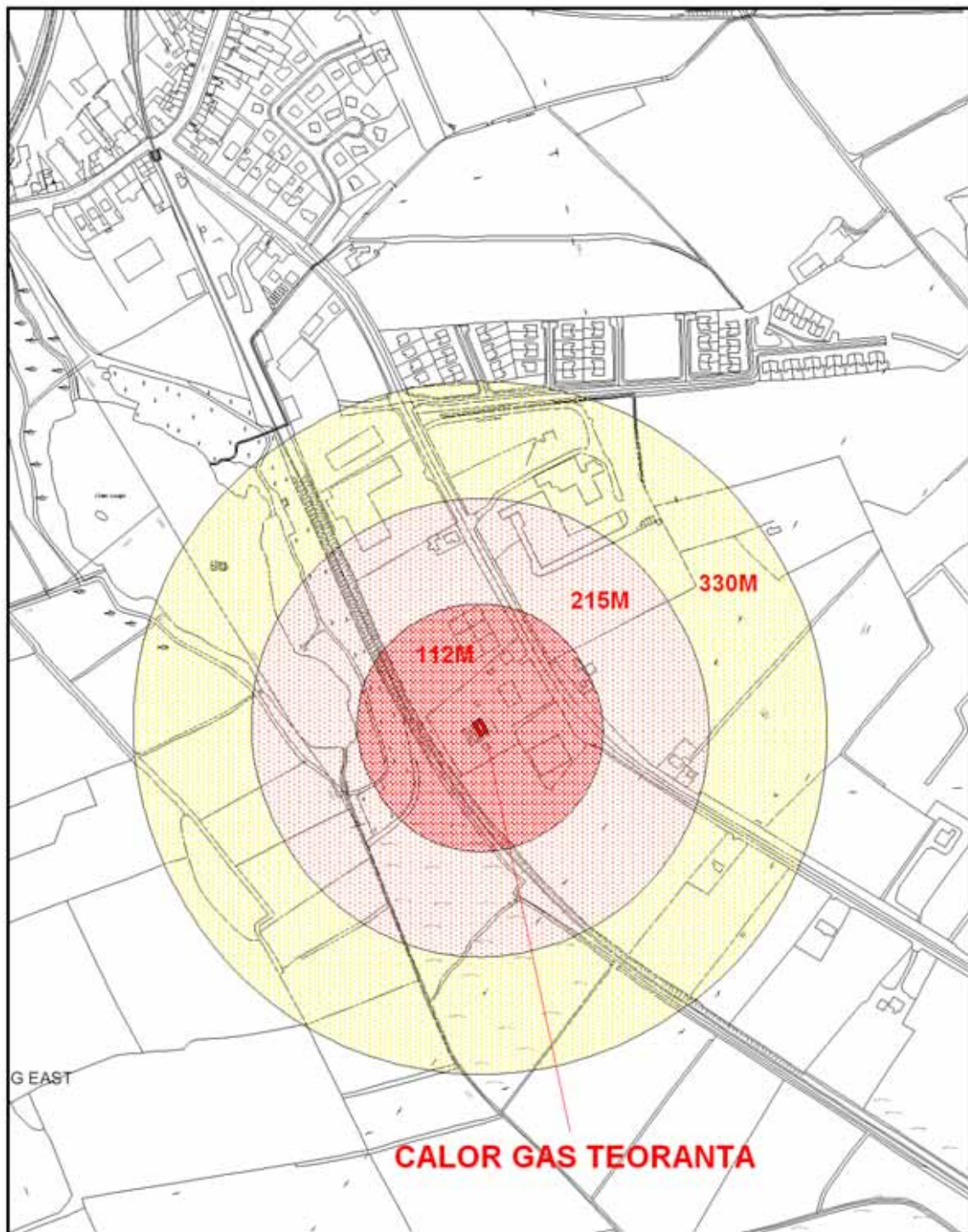
The Health and Safety Authority (HSA), pursuant to the above Regulations and following consideration of the risks arising from the above establishment, has submitted advice to the Planning Authority with a view to the provision of appropriate separation distances between the Calor Gas Teo. establishment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

Three Consequence Zones have been determined by the Health and Safety Authority. These are shown on Map No. 2; Land Use Zoning Map and also on in more detail on Map No. 5; Seveso II Site; Consequence Zones. These Zones are set out below in Table 10 along with the relevant advice regarding acceptable uses for each Zone from the Health and Safety Authority. It should be noted however, that some of the uses deemed acceptable by the Health and Safety Authority in this Advise Table may not necessarily be acceptable in terms of the Land Use Zoning as set out in Map 2.

Table 10; Consequence Zones & Planning Advice for Calor Gas Teo	
Zone	Advice
Inner Zone	From source to 112 metres exposure to 1800 TDU. Hence permit Industrial (subject to consultation) and occasional occupation by small number to a distance of 112 metres from source
Middle Zone	From 112 metres to 215 metres exposure to 1800-1000 TDU. Hence permit Commercial & Industrial < 100 persons, Retail & Catering < 250 square metres between distances of 112 metres and 215 metres from source.
Outer Zone	From 215 metres to 330 metres exposure to 1000-500 TDU. Hence permit Commercial, Retail & Catering, Industrial, Small Housing developments between distances of 215 metres to 330 metres.

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 Consequence Zones 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.

Claremorris Local Area Plan 2006



**CLAREMORRIS
LOCAL AREA PLAN 2006
MAP NO. 5
SEVESO II SITE; CONSEQUENCE ZONES**

Not To Scale.

**Refer to Sections 3.2
& 4.11.3**

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4.11.4 Flooding/Marginal Areas

In recent years, there have been a number of major flood events around the country. Current understanding of climate change indicates that this problem may be exacerbated in the future. In order to ensure future development is sustainable, it is essential that flood risks to, and caused by, development are assessed and managed in an appropriate manner.

The Office of Public Works (OPW) has commenced a programme of Flood Hazard Mapping to systematically map areas of the country prone to flooding. This programme however, is at the initial stages of preparation and these maps are not yet available.

It is an objective of the Council to ensure that future developments are planned and designed with appropriate consideration of flood risk. In this regard, flood risk assessments will be required to be submitted in respect of proposed developments on all areas shaded in green on Map No. 6 and any other lands where there may be concerns relating to flood risk either to or from proposed developments. Map No. 6 identifies in red the drainage channels around Claremorris for which, under the terms of the Arterial Drainage Act, 1945, the OPW has a maintenance responsibility. The areas shaded in green are “benefiting lands” that surround the various arterial drainage schemes. These constitute lands that were improved for agricultural purposes rather than large scale development.

In broad terms, a flood risk assessment should be undertaken with the objectives of:

- providing an assessment of whether any proposed development is likely to be affected by flooding and whether it will increase flood risk elsewhere and of the measures proposed to deal with these effects and risks and
- satisfying the Planning Authority that any flood risk to the development or additional risks arising from the proposal will be successfully managed with the minimum environmental effect, to ensure that the site can be developed and occupied safely.

4.11.5 Development Affecting or Adjacent to Maintainable Channels of Arterial Drainage Schemes

Developments affecting or adjacent to channels of arterial drainage schemes maintained by the Office of Public Works should satisfy the following requirements:

- Reasonable access shall be provided for OPW machinery to carry out statutory maintenance functions. For developments adjacent to watercourses of a significant conveyance capacity, proposed structures must be set back a reasonable distance to allow access for channel clearing/maintenance. In ideal circumstances, a set back of 10m is desirable. Developers should consult with the OPW prior to drawing up proposals to ascertain their minimum set back requirements so that they may be incorporated into the layout at design stage.
- Any development should not affect the free flow of water in the channels.
- No flooding should result from such developments.

Proposals affecting/adjacent to maintainable channels shall be referred to the OPW.

Claremorris Local Area Plan 2006

Appendices

Appendix A

Claremorris Archaeological Heritage

Table 11; Recorded Monuments in Claremorris



Sheet No	Nat. Grid	Townland	Classification
MA101-015	13345/27671	Lugatemple	Enclosure
MA101-016	13345/27610	Lisnaboley	Enclosure
MA101-01701	13391/27618	Claremount	Enclosure
MA101-01702	13392/27618	Claremount	Souterraine
MA101-01703	13392/27618	Claremount	Icehouse Possible
MA101-018	13420/27709	Lisbaun [Clan.By]	Enclosure
MA101-019	13448/27690	Lisbaun [Clan.By]	Enclosure
MA101-020	13474/27699	Eskerlevally	Enclosure
MA101-021	13478/27669	Eskerlevally	Enclosure
MA101-022	13457/27628	Claremount	Enclosure (S)
MA101-023	13515/27646	Castlegar	Enclosure
MA101-024	13550/27640	Castlegar	Enclosure Possible
MA101-025	13559/27645	Castlegar	Enclosure
MA101-039	13339/27459	Mayfield	Enclosure
MA101-040	13388/27435	Rooskey Beg	Crannnog
MA101-041	13428/27458	Clare	Enclosure
MA101-064	13366/27393	Carrowbeg East	Enclosure
MA101-065	13379/27389	Carrowbeg East	Enclosure
MA101-066	13374/27359	Carrowbeg East	Enclosure
MA101-067	13346/27318	Pollaniska	Enclosure
MA101-071	13436/27623	Rushbrook East	Enclosure
MA101-072	13488/27356	Lisduff [Clan.By. K. Col. Ph]	Enclosure
MA101-091	13340/27515	Mayfield	Crannog Possible
MA101-092	13362/27482	Mayfield Clare	Crannog Possible
MA101-094	13429/27656	Claremount	Enclosure

Claremorris Local Area Plan 2006

Appendix B



Record of Protected Structures

**Table 12; Record of Protected Structures
(from Mayo County Development Plan, 2003-2009)**

No	Address	Description	Photograph
56	St. Colmans RC Church, Dalton St. Claremorris	Free standing cruciform plan, rusticated limestone Gothic revival Basilica c. 1906 designed by Doolin & Butler. The site is bounded to the east by original cast iron railings resting on a rusticated stone plinth wall with square profile rusticated stone gate piers. The remainder of the site is bounded by a 20 th century concrete block wall	
57	Claremorris Railway Station, Station St.	Detached six bay single storey purpose built rusticated squared limestone rubble railway station c. 1860. To the west of the station are the four platforms with a 20 th century timber flat roofed shelter. To the north is a two bay, two storey signal box.	

Claremorris Local Area Plan 2006

Table 13, Buildings/structures proposed to be added to Record of Protected Structures

No	Address	Description	Photograph
1	Claremorris Library Dalton St	Former Board of First Fruits church. A fine example of this style of architecture, endowed with pinnacles and emphatic crenallated tower with a ribbed spire	
2	Claremount Hse Claremount Claremorris	Free-standing five-bay two storey over basement house.	

Appendix C

Guidelines for Open Space Development & Taking in Charge

Contents

1.0 Tree & Hedgerows

- 1.1 Survey
- 1.2 Schedule of works to trees
- 1.3 Protection / Conservation
- 1.4 Penalties
- 1.5 Tree Bond

2.0 Agreeing a Landscape Plan

- 2.1 First Consultation
- 2.2 Second Consultation
 - 2.2.1 Landscape Proposals, Planting Plan & Specification
 - 2.2.2 Maintenance Programme

3.0 Landscape Works

- 3.1 Protection of Open Space
- 3.2 Grassed Area
 - 3.2.1 Development of Areas to be Grassed
 - 3.2.2 Soil Compaction
 - 3.2.3 Depth of Topsoil
 - 3.2.4 Seeding
- 3.3 Planting Areas
 - 3.3.1 Depth of Topsoil
 - 3.3.2 Shrub Planting
 - 3.3.3 Bulb Planting
- 3.4 Grass Verges
- 3.4 Street Trees

4.0 Boundary Treatment

- 4.1 General
- 4.2 Boundary Hedges
- 4.3 Walls and Railings
- 4.4 Retaining Walls

5.0 Taking in Charge

Guidelines for Open Space Development & Taking in Charge for Housing Estates

Introduction

This is a general guideline for developers and consultants involved in the development of public open space, which will be taken in charge by the Council. The following guidelines are general in nature and it is assumed that the landscape/horticultural professionals involved will be aware of the relevant Irish, British and European standards.

These guidelines will also be useful with regard to the treatment of private open space and industrial sites.

Trees & Hedgerows

1.1 Survey

Trees are often the most dominant feature of a site and it is essential therefore that they be conserved where appropriate. If the site to be developed contains trees and or hedgerows, either within the site or on the boundaries, a detailed survey will be required to assess their condition and to evaluate their potential for retention in the context of the development.

The tree survey will only be accepted if carried out by a suitably qualified arboriculturist / horticulturist, and should contain the following information: -

Tree Number; All trees should be individually identified, tagged and mapped.

Species (botanical nomenclature)

Height and Spread of Canopy

Condition

Remarks / Future Potential; This information should include an assessment of the future potential of each tree which is to be retained in the context of the site development, changes in ground level and location of underground services.

1.2 Schedule of Works to Trees

Based on the survey information a schedule and programme for felling and/or surgery works should be provided. In the case of hedgerows the recommended treatment should be included in the form of a management plan.

1.3 Protection / Conservation

It will be the responsibility of the Developer / Landscape Consultant to ensure that all of the contractors/subcontractors on site are made aware of the trees to be retained and that no incursions of any kind will be made into the area enclosed by the protection fencing which will generally consist of a stout timber post and rail.

A specific maintenance period may also be required to monitor the trees retained within a development. In this case the developer / landscape consultant will be responsible for any remedial tree surgery works which may be required prior to taking in charge.

1.4 Tree Bond

Where trees and hedgerows are to be retained as part of a development, the Council may require a tree bond to cover any irresponsible damage to trees as a result of works on the site. This bond will be returned on completion of the development once it has been established that the trees are in a satisfactory condition and have not been unnecessarily damaged by construction works.

2.0 Agreeing a Landscape Plan

A landscape plan will only be accepted from a Landscape Architect or other suitably qualified person. It is a two-stage process of consultation, the first stage of which should be completed prior to the submission of a planning application.

2.1 First Consultation

The drawings to be provided at this stage should include the following:

A site survey / analysis detailing the existing physical features of the site, including topography levels, boundaries and buildings, trees and hedgerows, views and vistas etc.

Concept Plan outlining alternative concepts for the design of the open space and an outline proposal.

2.2 Second Consultation

Following on from the first consultation the Landscape Architect should subsequently prepare detailed proposals, which should be agreed before formally lodging in compliance.

2.2.1 Landscape Plan to include details on contouring, drainage, footpaths, and seating. The proposed location and extent of services should also be included.

It should be noted that overground services, junction boxes etc. will not be permitted on public open space. The location of underground services should be subject to agreement.

2.2.2 Planting Plan to include a bill of quantities, numbers of plants, their specification and density and location.

2.2.3 Specification

A detailed specification for the proposed works shall also be provided. The specification involved should cover all aspects of proposed landscape works. The Landscape Architect shall satisfy the Council that the contractor(s) carrying out the works on site have been made aware of the specification and are complying with it. Failure to comply with the details of the specification on the part of the Landscape Architect or the contractor will result in delays to the agreement of the landscape plan, the subsequent works to be carried out on site, and consequently the taking in charge process.

2.2.4 Maintenance Programme

A detailed maintenance programme is an essential part of a landscape plan. In general the developer will be responsible for the maintenance of the public open space for an eighteen month period after the completion of all works. During this time the developer will be responsible for all maintenance works to the open space including the replacement of dead plant material, the cutting of grassed areas, trimming of hedges, watering, litter control, fertilising, etc. At the end of the maintenance period, the Council and the Landscape Architect will meet to inspect the open space prior to taking in charge.

NOTE: It is the responsibility of the Landscape Architect to ensure that all landscape works have been completed in accordance with the agreed plan and to the relevant standard, prior to taking in charge inspection by the Council.

3.0 Landscape Works

3.1 Protection of Open Space

This section refers to the requirements for all landscape works carried out as part of the initial development and planting of areas of public open space. As a general rule developers are conditioned to fence off areas of public open space prior to the commencement of development on site in order to protect the open spaces from compaction caused by the movement of machines, and the storage of large amounts of topsoil, other materials and rubble. This compaction damages soil structure and impedes drainage and aeration, and consequently has an adverse affect on the growth and development of all future planting.

It should be noted that the Council sees the protection of open space as a high priority and will not permit the storage of any materials thereon unless otherwise agreed. The Council will also insist that the open spaces be fenced off prior to the commencement of works on site as conditioned. The site will be checked regularly to ensure compliance with this condition.

3.2 Grassed Areas

3.2.1 Basic Development

All development works including contouring should ideally be carried out during the summer which ground conditions are suitable, and the potential for damage to the soil structure and hydrology of the open space can be minimised. All such works should be carried out under the supervision of the Landscape Architect. In general all gradients in grassed areas shall not be less than 1 in 3.

3.2.2 Soil Compaction

In cases where soil compaction has occurred the developer should arrange to have the area in question deep ripped, rotovated, and stone raked prior to seeding. Where it is suspected that dumping of spoil or rubbish has taken place the developer will be requested to dig a number of trial pits in the open space as directed by the Council. Any extraneous materials uncovered may require to be removed from the site and the open space will be reinstated to the satisfaction of the Council. In some cases the Council may require a system of drainage to be installed.

3.2.3 Depth of Topsoil

All areas to be grassed on public open space should be provided with an adequate layer of topsoil at its surface. In general a minimum depth of 150mm of topsoil over freely drainage subsoil is acceptable.

3.2.4 Seeding

Seeding operations shall be carried out during appropriate weather conditions using an approved species mix.

3.3 Planting

3.3.1 Depth of Topsoil

All areas to be planted shall be provided with a minimum of 300mm depth of topsoil, with a minimum depth of 300mm of subsoil underneath.

3.3.2 Shrub Planting

Shrub planting should be used to form focal points particularly at the entrance to estates and in general should be kept to a minimum. Strips of shrub planting should not exceed 1.5 metres in width where the planting is proposed against the gable walls of houses.

3.3.4 Bulb Planting

All planting schemes carried out as part of developments shall include the provision for bulb planting. In general bulbs will be planted in drifts to compliment areas of shrub planting or under areas of woodland or groups of mature trees.

3.4 Grass Verges

In general all grass verges within estates will be provided with a minimum topsoil depth of 300mm provided the underlying subsoil is free draining.

3.5 Street Trees

It is general policy that street trees should not be planted in a position, which will cause it to block street lighting to footpaths when mature. The species of street tree chosen should reflect the scale of the development and the size of the grass verge and its proximity to the carriageway. As a general rule the largest possible species should be chosen for any particular site. Each tree pit within a grass verge shall be provided with a cubic metre of topsoil.

Note: The Landscape Architect will be responsible for ensuring that the correct depth of topsoil and subsoil exists within the grass verges of the estate. The Council may request the digging of a number of random trial pits to this end.

Boundary Treatment

4.1 General

Boundary treatment is an essential element of any landscape plan. The following points illustrate the different requirements for various types of boundary treatments.

4.2 Boundary Hedges

If a developer has been required to retain a hedge as a boundary to public open space it should be protected during development work to ensure its retention. The treatment recommended would differ according to the circumstances, in some cases a permanent fence may be required, in others it may be sufficient to provide planting to strengthen the hedge.

Walls and Railings

The details required shall include drawings and measurements, the proposed treatment for the wall (i.e. whether it is to be of stone, brick dashed, etc), and will also show that the wall and railing complies with the relevant part of BS 1722. The specification shall also show the proposed finish for railing to be used, in general railings should be galvanised and powder coated.

Detailed specifications will also be required where a boundary is to consist of a wall on its own, a retaining wall or where steps are required to rationalize changes in level. Plans should always include the number and location of steps where proposed.

5.0 Taking in Charge

Once the open space has been developed and maintained in accordance with the above guidelines, three sealed copies of deeds of dedication, together with three copies of an as-constructed drawing at an appropriate scale should be provided, outlining the area to be taken in charge and showing clearly all of the services therein. Drawings should be provided on floppy disk where possible and the acreage of each open space to be taken in charge should also be indicated. Blank copies of deeds of dedication are available from the Council.

Appendix D

Environmental Report

Assessment of the Likely Significant Effects on the Environment of Implementing the Plan

The Planning and Development Act, 2000 Section 19 (4) (a) states that 'a local area plan shall contain information on the likely significant effects on the environment of implementing the plan'. In a wider context the overall aim of the Act is to promote 'proper planning and sustainable development'.

The Strategic Environmental Assessment (SEA) directive applies to plans whose formal preparation or review commenced after 21 July 2004. The SEA directive does not apply to the Claremorris Local Area Plan as the formal preparatory work on this plan commenced prior to this date.

The likely significant effects on the environment of implementing the proposed Claremorris Local Area Plan are assessed in relation to the following categories:

Human beings

The population of Claremorris recorded from the 2002 census was 2101. Over the lifetime of the plan it is estimated that the population will increase to 2934. The plan provides for a mix of land use zoning objectives to facilitate a balance between housing, employment, recreation and other uses consistent with reduced private motor car usage and with protecting amenities.

According to the Mayo Co. Council Housing Strategy (2001–2006) sufficient undeveloped residential land exists in Claremorris to meet anticipated housing demand. There has however been a trend of pressure for residential development on lands outside the town boundary. While the plan recognises the need to ensure development of lands already zoned it considers that additional land should be zoned to create greater choice, to allow for non-release of zoned lands and to integrate and consolidate existing isolated housing developments into the development envelope of the town. The plan however, also recognises the need for residential zoning to have regard to factors such as location in relation to existing developments, existing live permissions, potential to consolidate development, the location of services and ability to be serviced by existing council water and sewerage services in a rational and sustainable manner.

It is also an aim of the plan to ensure that development occurs in a rational manner so that the town maintains a compact urban form. It promotes re-use of derelict and under-utilised lands, seeks to restrict urban encroachment into the rural areas and seeks to promote more compact urban forms.

It is an objective to ensure that future development are planned and designed with appropriate consideration of flood risk. Flood risk assessment will be required for any proposals on certain lands which coincide with benefiting lands that surround the various arterial drainage schemes and anywhere else where the proposal would raise a concern regarding flooding either to or from a development. There is a Seveso II Site in the town (Calor Gas Teo. and objectives and development control guidance have been included following consultation with the Health and Safety Authority.

Biodiversity

Section 2.2.6 deals with aspects of the town's natural heritage. While there are no designated sites (Special Areas of Conservation, Natural Heritage Areas or Special protection Areas) within the Claremorris Plan area, Mayfield and Clare Loughs constitute significant habitats whilst Mayfield Lough is designated in Mayo County Development Plan as a fen of conservation interest. It is an objective of the council to protect and enhance the conservation value of these lakes and the land use zoning around these lakes is designated for agriculture or recreation/amenity use.

There are a number of important tree groups at various locations throughout the town. It is an objective of the council to preserve groups of trees and to increase the number of trees in Claremorris. It is also an objective of the plan to retain hedgerows and existing trees, and to protect and enhance the conservation value of disused railway lines and their settings/margins as wildlife habitats and corridors. Loss of habitat will arise from developments occurring on previously agricultural/rural lands, including some tree and hedgerow removal. However, much of the new development will occur on lands which are considered less important in terms of biodiversity.

Features such as the lakes, streams, individual and groups of trees, parkland areas all contribute to the quality of the townscape. It is important that the setting of these features and, in particular, certain strategic views be protected. There are some attractive views over the lakes which contribute to the environmental amenities of the town, which need to be protected. The plan highlights important views worthy of protection, including those across Clare Lake from McMahon Park and across Mayfield Lough from the railway station. The need to provide sufficient amenity areas and walkways and the potential to develop the amenity and recreation potential of Mayfield Lake is recognised.

Archaeology and Cultural Heritage

Section 2.2.6, EH-BH and EH-AH address all aspects of the town's built and cultural heritage and should ensure that this heritage is protected. The protection of Claremorris's cultural heritage may be achieved through sensitive development. Buildings of merit along with other archaeological features will be protected in the proposed plan. It is also proposed in the plan to include additional buildings/structures in the Record of Protected Structures.

Climate

There are no likely significant impacts on climate anticipated from implementing the plan. The consolidating of development within the town and provision of cycling and walking routes to focal areas, to become a realistic alternative to motor transport, should reduce emissions and contributions to greenhouse gases.

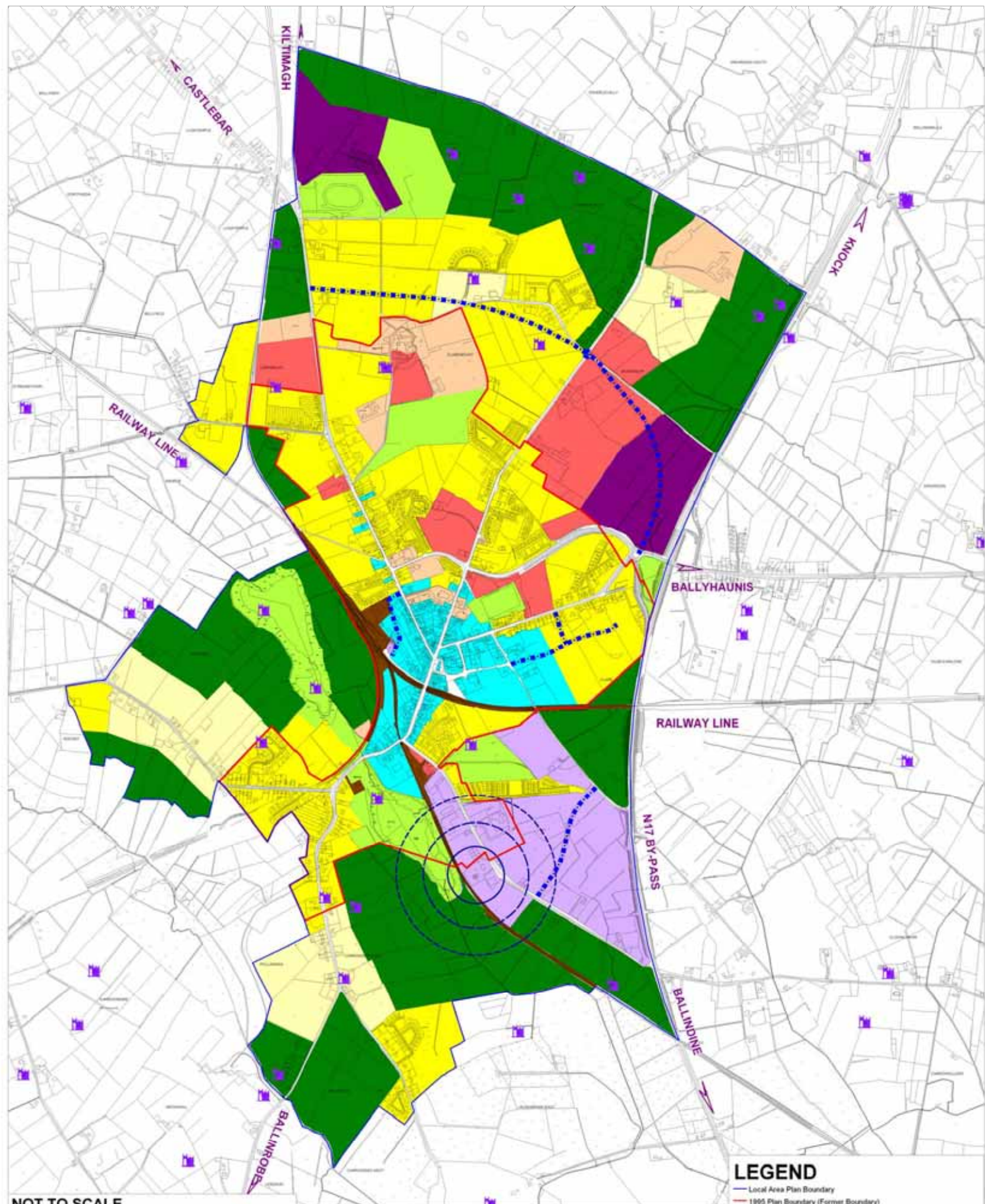
Water

Surface water runoff will increase following development in the area. It is an objective of the plan that surface water systems be designed in accordance with Sustainable Urban Drainage System (SUDS). Surface water attenuation proposals shall be submitted with all proposals for development. This should ensure that potential impacts arising from surface water runoff are reduced.

It is an objective of the council on an ongoing basis to promote water conservation and responsible use of this resource and to implement the recommendations of the Water Conservation Project with regard to eliminating water wastage.

Soils

No significant issues in relation to soils are likely to arise as a result of implementing the plan.



LEGEND

- Local Area Plan Boundary
- 1995 Plan Boundary (Former Boundary)
- R1 - Residential (20-25 Houses/Ha, 8-10 Houses/Acre)
- R2 - Residential (5 Houses/Ha, 2 Houses/Acre)
- Town Centre/Commercial
- Industry
- Industrial/Commercial
- General Development
- Recreation/Amenity
- Community Facilities
- Agriculture/Rural
- Utility

NOT TO SCALE

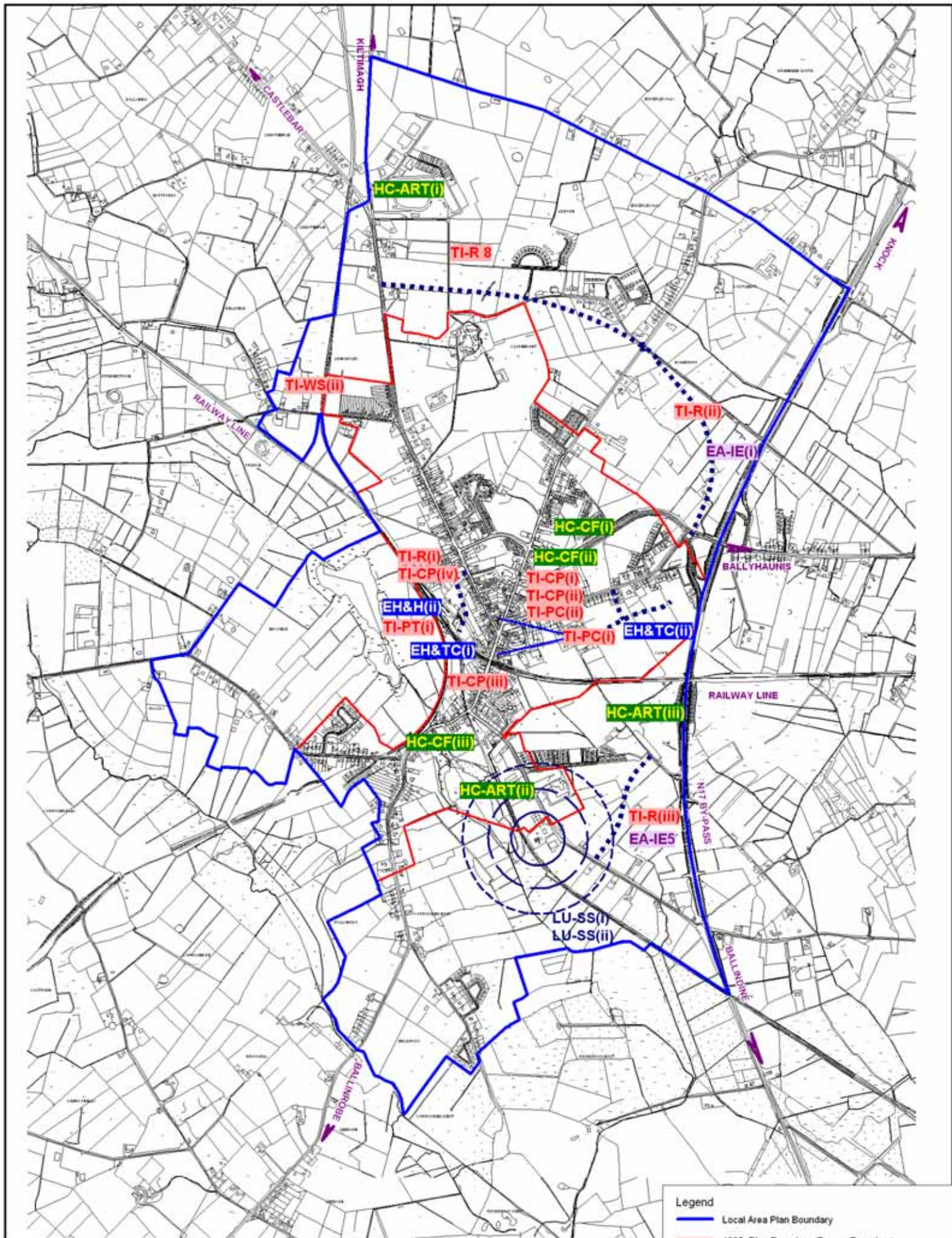
Mayo County Council
Comhairle Contae Mhaigh Eo

LEGEND

- Severe Site: Limit of Inner Consequence Zone
See Sections 3.2 & 4.11.3
- Severe Site: Limit of Middle Consequence Zone
- Severe Site: Limit of Outer Consequence Zone
- Recorded Monument
- Proposed New Roads (Indicative Lines Only)

CLAREMORRIS LOCAL AREA PLAN 2006 MAP NO.2 LAND USE ZONING OBJECTIVES

To be read in conjunction with Schedule 1 (Pages 38 & 39);
Land Use Zoning Objectives & Generally Permitted Uses.



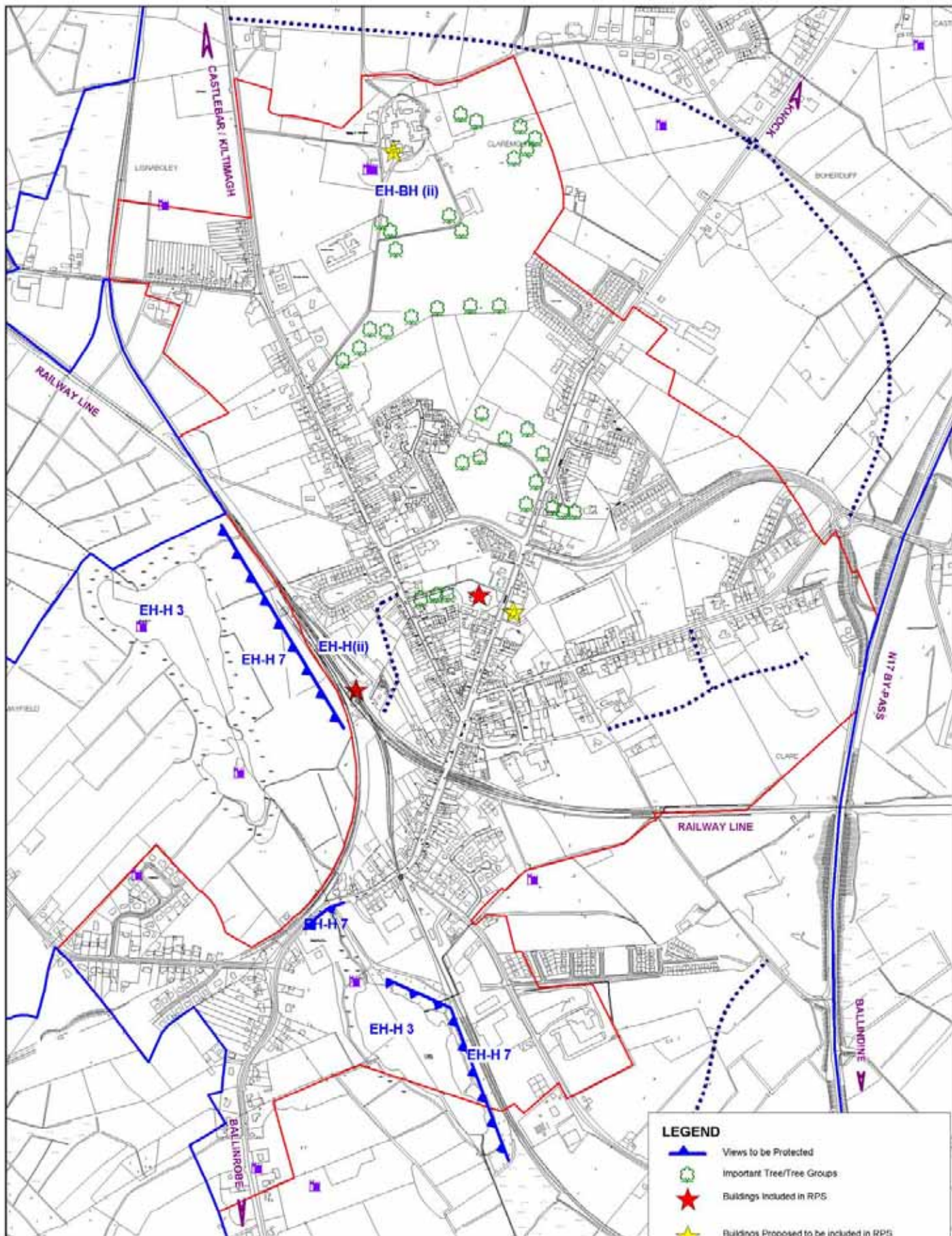
Mayo County Council
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CLAREMORRIS LOCAL AREA PLAN 2006 MAP NO. 3 DEVELOPMENT OBJECTIVES

Legend

- Local Area Plan Boundary
- 1995 Plan Boundary (Former Boundary)
- ⋯ Proposed Roads (indicative lines only)
- Seveso Site: Limit of Inner Consequence Zone
See Sections 3.2 & 4.11.3
- Seveso Site: Limit of Middle Consequence Zone
- Seveso Site: Limit of Outer Consequence Zone



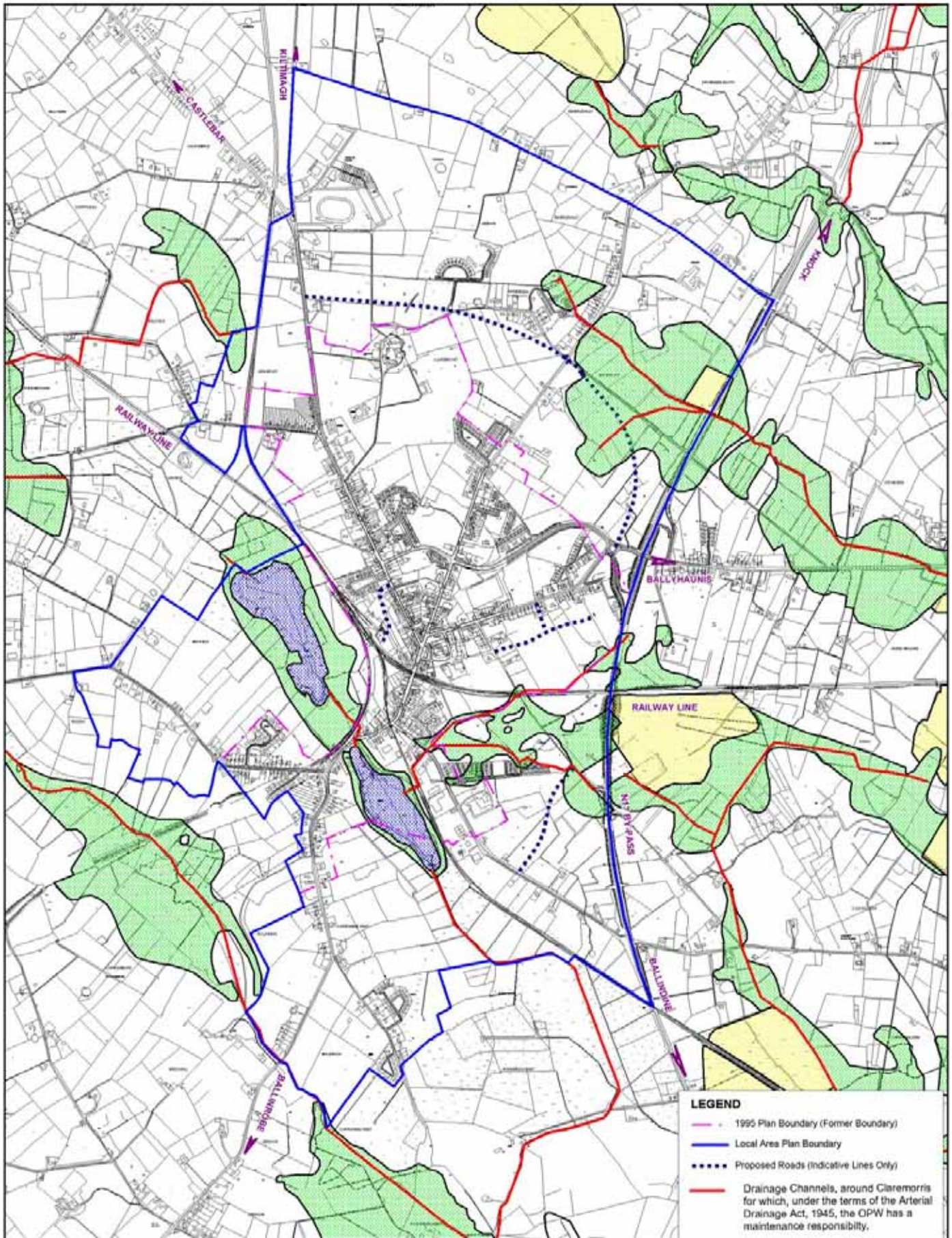
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**CLAREMORRIS
LOCAL AREA PLAN 2006
MAP NO. 4
HERITAGE OBJECTIVES**

LEGEND

-  Views to be Protected
-  Important Tree/Tree Groups
-  Buildings Included in RPS
-  Buildings Proposed to be included in RPS
-  Recorded Monuments (See Also Map 2)
-  Local Area Plan Boundary
-  1985 Plan Boundary (Former Boundary)
-  Proposed Roads (Indicative lines only)



LEGEND

- 1995 Plan Boundary (Former Boundary)
- Local Area Plan Boundary
- Proposed Roads (Indicative Lines Only)
- Drainage Channels, around Claremorris for which, under the terms of the Arterial Drainage Act, 1945, the OPW has a maintenance responsibility.

— Lands that have Benefited from the Drainage Schemes.

— Lake / Water Body.

Mayo County Council
Comhairle Contae Mhaigh Eo

Scale 1:15000

Refer to Sections: 3.3, 4.11.4 & 4.11.5

CLAREMORRIS
LOCAL AREA PLAN 2006
MAP NO. 6
LANDS THAT HAVE
BEEN SUBJECT TO OPW DRAINAGE