



Proposed Material Alterations to the Draft Ireland West Airport Knock Local Area Plan 2012-2018



**Mayo County Council
Comhairle Contae Mhaigh Eo
July 2012**

**Prepared in Accordance with Section 20(3)(e) of the Planning and
Development Acts 2000-2010**

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Proposed Material Alterations to the Draft Ireland West Airport Knock Local Area Plan 2012-2018 as Resolved by the Elected Members of Mayo County Council, at the Special Council Meeting, Monday 23rd July 2012.

The Draft Ireland West Airport Knock Local Area Plan 2012-2018, the associated Strategic Environmental Assessment (Environmental Report), Habitats Directive Assessment and Strategic Flood Risk Assessment were put on public display from the 23rd March 2012 to the 8th May 2012. Submissions and Observations in respect of the draft LAP were made during this display period. A Manager's Report was prepared on the submissions and observations received and submitted to the members of the Council in accordance with Section 20 of the Planning and Development Acts 2000 – 2010.

Mayo County Council, at its meeting of the 23rd July 2012 resolved to make a number of alterations to the Draft Ireland West Airport Knock LAP having considered the submissions, the Managers Report and the Draft LAP. The Proposed Alterations to the draft LAP that are considered Material are outlined in this document.

In accordance with Section 20(f) of the Planning and Development Act 2000-2010 the planning authority has determined that a Strategic Environmental Assessment (SEA) and Appropriate Assessment is required as respects one or more of the Proposed Material Alterations to the draft LAP. In accordance with Section 20(g) of the same Act, the manager specified that a period of one week from the date of the passing of the resolution was required to facilitate the above assessments. The reports on the SEA and AA of the proposed material alterations accompany this document.

Section 20(3)(e) of the Planning and Development Act 2000-2010 requires the Planning Authority to make the Proposed Material Alterations available for inspection for a period not less than 4 weeks and to publish notice of same.

The Proposed Material Alteration documents comprise of:

- The Proposed Material Alterations to the Draft Ireland West Airport Knock Local Area Plan 2012-2018 (this document)
- Addendum I: Strategic Environmental Assessment – Environmental Report
- Addendum I: Habitats Directive Assessment – Natura Impact Report

As this document shows only the proposed material alterations to the draft LAP, not the entire draft LAP, these documents should be read in conjunction with the Draft Ireland West Airport Knock Local Area Plan 2012-2018, the associated Strategic Environmental Assessment (Environmental Report), Habitats Directive Assessment and Strategic Flood Risk Assessment

The following coding is used to show the changes made to the draft LAP as a result the proposed material alterations

Black Text = Text in the draft LAP as published

~~Black Text with a strikethrough~~ = text in the draft LAP to be deleted as a result of the Proposed Material Alterations

Red Text = text added to the draft LAP as a result of the Proposed Material Alterations

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Written submissions in relation to these Proposed Material Alterations only may be submitted to Mayo County Council between the 8th August 2012 and the 6th September 2012 inclusive. All submissions shall be taken into consideration before the making of the Proposed Material Alteration. Submissions should be marked '**Draft Ireland West Airport Knock Local Area Plan 2012-2018 and referenced with the proposed Material Alteration**' and submitted by 5pm on the 6th September 2012 to:

'Dette Cunningham
Senior Executive Planner,
Forward Planning Section.
Aras an Contae
The Mall
Castlebar
Co. Mayo County Council
Or by email to forwardplanning@mayococo.ie

Proposed Material Alteration MA1

MA1 relates to Section 4.3 of the draft LAP. Alterations to Section 4.3 as a result of MA1 are detailed below.

4.3 Airport Development Zone

4.3.1 Introduction

A primary aim of the LAP is to facilitate the development potential of Ireland West Airport Knock as a strategic economic/enterprise hub for the Region. In order to achieve this aim, it is necessary to attract inward investment to the LAP area through the development of an enterprise/business park.

Having regard to the analysis of the Strategic Environmental Assessment, the Appropriate Assessment and the Strategic Flood Risk Assessment, in addition to any restrictions relating to the Public Safety Zones. The most suitable location for the development of an enterprise/business park is in the Airport Development Zone.

It is projected by the Airport Development Company's business plan that an enterprise/business park could accommodate a total of 50,000m² of gross floor area over a 20 year period. The LAP is a framework for the future development of the LAP area beyond its 6 year life span and is a precursor to its' designation as a Strategic Development Zone.

~~There is approximately 56 Ha of undeveloped lands within the Airport Development Zone. Taking a density of 1000m² of development per 0.5 Ha of land (see density calculations in Appendix 5) the enterprise/business park would require a land take of 25ha. The development of the enterprise/business park should be a plan led approach to avoid piecemeal and ad-hoc development. This should be carried out under the framework of a masterplan.~~

~~A masterplan for the enterprise/business park shall be prepared by the developers/landowners of the lands within the Airport Development Zone working together to develop the area in a comprehensive sustainable manner. The masterplan approach is detailed in Section 4.3.2 and is considered critical in the event that an SDZ is not designated for the LAP area.~~

There is approximately 56 Ha of undeveloped lands within the Airport Development Zone. Taking a density of 1000m² of development per 0.5 Ha of land (see density calculations in Appendix 5) the enterprise/business park would require a land take of 25 Ha. The development of the enterprise/business park should be a plan led approach to avoid piecemeal and ad-hoc development.

The designation of the Local Area Plan area as a Strategic Development Zone (SDZ) will require the preparation of Planning Scheme which will direct the development of the SDZ in a comprehensive, sustainable manner. Until such time as the Planning Scheme for the SDZ is approved planning applications will be considered on their own merit and in accordance with the Land Use Zoning and Objectives of this Local Area Plan.

4.3.2 Enterprise/Business Park Masterplan

~~The area of the Airport Development Zone for which a masterplan should to be prepared is approximately 25Ha. Developers/landowners should co-operate with each other in the preparation of the masterplan (Section 4.3.3)~~

~~A masterplan approach will assist in the planning of lands in a comprehensive manner, demonstrating how the development of the lands can relate to each other ensuring issues such as land assembly, shared access, open space and landscaping are adequately addressed.~~

~~The Masterplan will:~~

- ~~• identify the location for the 25Ha required for the enterprise/business park~~
- ~~• include a topographical assessment~~
- ~~• include an Environmental Management Report as set out in Section 6.3~~
- ~~• identify the phases and densities for development set out in Section 4.3.4 and Appendix 6~~
- ~~• provide an architectural and urban design palette as set out in Section 6.4~~
- ~~• comply with all other requirements of the Design Standards and Guidance set out in Section 6~~

~~The masterplan should be approved by the planning authority and subsequently used as part of the formal planning application process to demonstrate how development proposals fit into the masterplan context.~~

4.3.3 Land Ownership, Co-operation and Profit Sharing

~~As the lands within the Airport Development Zone may not be in single ownership, it is recommended that landowners/developers work together in the preparation of the masterplan and enter into a legal agreement, applying an equal value to all lands within the site and agreeing on a profit sharing scheme based on a percentage of the overall masterplan site owned by each landowner. This would avoid difficulties whereby lands with less valuable uses, as per the masterplan, are not released/developed. Following agreement between the Council and the landowners/developers on the masterplan, planning permission for any development proposal must be obtained through the normal planning process. If agreement cannot be reached between landowners/developers, then the masterplan should be prepared excluding the lands in question. Any development proposals on lands outside of the masterplan area should demonstrate how it fits into the overall development strategy of the masterplan and LAP. The legal rights of owners and occupiers of land within the Airport Development Zone are not affected by this designation.~~

4.3.2 Land Ownership, Co-operation and Profit Sharing

~~As the lands within the SDZ are not in single ownership, it is recommended that landowners/developers work together in the preparation of the SDZ Planning Scheme.~~

Proposed Material Alteration MA2

As a consequence of the alterations in MA1 above, Objective SDO5 of the draft LAP is altered.

SDO5	It is an objective of the Council to ensure that the development all lands zoned as 'Airport Development' in Section 4 of this LAP is managed in a sustainable way through the framework of a masterplan (outlined in Section 4 of this LAP) are managed in a sustainable planned manner
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Proposed Material Alteration MA3

This Proposed Material Alteration relates to the Table 6 of the draft LAP and in particular to the 'Land Uses Generally Permitted' in the Airport Development Zone

Table 6: Land Use Zones and Land Uses Generally Permitted

Land Use Zone Objectives	Land Uses Generally Permitted
<p>Airport Development Zone Objective:</p> <p>To facilitate appropriate development in order to strengthen the strategic role of IWAK as a key economic/enterprise hub for the Region, whilst protecting the future operations of the Airport.</p>	<ul style="list-style-type: none"> • To provide a high quality enterprise/business park development, in which the following uses are considered appropriate: <ul style="list-style-type: none"> ○ airline sale reservation and booking offices, including call / e-mail centres ○ airline, aircrew or pilot training centres / schools ○ avionics, engine or aircraft parts, maintenance, supply and manufacture ○ airport equipment and operational infrastructure, maintenance, supply and manufacture ○ car hire operations and associated car parking requirements ○ flight packaging, provision services and supply units, including ramp services ○ in flight, hotel and terminal catering preparation and storage facilities ○ internal surface access and infrastructure including car parking associated with the main activities in the Airport Development Zone ○ offices for auxiliary and supporting functions ○ warehousing (non-retail uses associated with locating beside an airport)), cold stores and offices for airfreight handlers, forwarders and agents including parcels or post services ○ firms supplying the airport – those for whom a significant part of their activity relates to the airport ○ firms that are regular users of the airport ○ firms for whom the airport is seen as a prestigious location (e.g. Life Sciences or Information and Communications Technology) ○ businesses in sectors that contribute to regional employment (e.g.) Life Sciences, ICT, renewables, clean technology, light engineering, media and the arts ○ ancillary commercial activity providing services to employees within the LAP area. ○ retail and other enterprises serving only the daily needs of those employed in the Airport Development Zone ○ businesses in sectors that contribute to regional employment, excluding retail ○ distribution services where it is demonstrated that suitable facilities are not available in the surrounding towns. • Tourism related

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	<ul style="list-style-type: none">• hotel or other tourist related activity where it is clearly demonstrated the need to locate beside the airport)• tourist related activity where the need to locate beside an airport is demonstrated• hotel• Utility Infrastructure projects• appropriate renewable energy projects (must demonstrate they do not compromise or interfere with aircraft operations and/or safety)
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Proposed Material Alteration MA4

As a consequence of the alterations in MA3 above, Objective EO1 of the draft LAP is altered.

EO1	It is an objective of the Council to support the development of appropriate airport-related activities within the LAP area in accordance with the land use objectives set out in Section 4.
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Proposed Material Alteration MA5

MA5 relates to Section 6.2 of the draft LAP. Alterations to Section 6.2 as a result of MA5 are detailed below.

6.2 Sequential Approach to Development Proposals

In order to assist in the making of planning applications all development proposals will be required to demonstrate that the following sequential approach has been applied.

- a) does the development proposal comply with the land use zoning objectives and land uses categories generally permitted as set out in Table 6 (Appendix 1)?
- b) does the location for the type of development proposal comply with the Land Use Zoning Map (Appendix 1)?
- c) does the development proposal comply with:
 - Public Safety Zone requirements set out in Appendix 2
 - Aerodrome Safeguarding relating to Obstacle Limitation Surfaces requirements set out in Appendix 3
 - Noise Contour requirements set out in Appendix 4
- ~~d) does the development proposal comply with the master planning and phasing set out in Section 4~~

If the sequential approach set out above demonstrates that a development proposal is acceptable in principle, then the following development management standards and guidelines set out below shall be taken into consideration prior to submitting a planning application. The details required in the sections set out below are intended to assist applicants/developers in relation to the planning and design of any development proposal.

Proposed Material Alteration MA6 –

MA6 relates to Section 6.3 of the draft LAP. Alterations to Section 6.3 as a result of MA6 are detailed below.

6.3 Environmental Management Report (EMR)

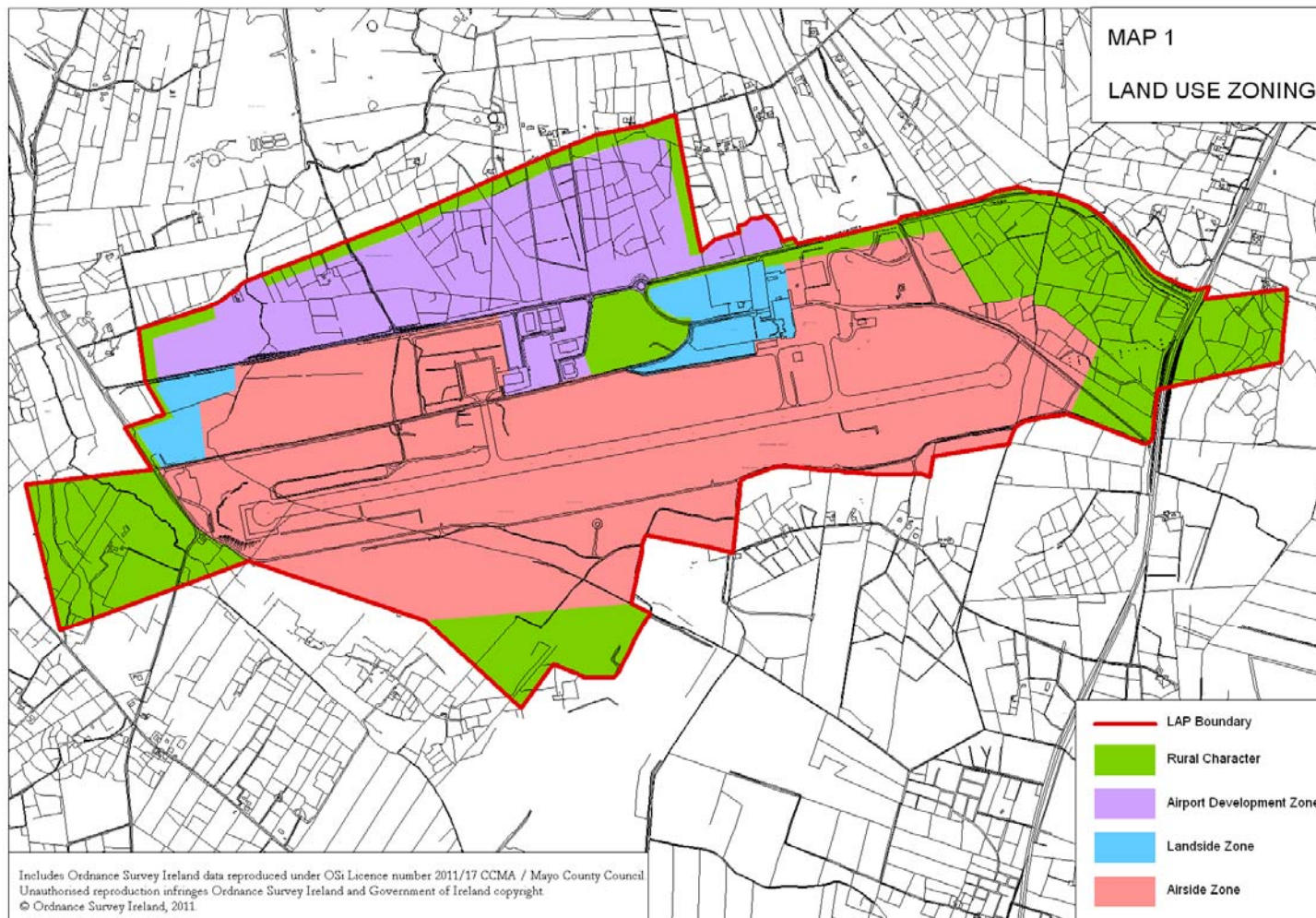
In order to assess the potential impact of any development proposal on the environmental quality of the area, ~~all development application shall be accompanied by an EMR.~~ **the requirement for the submission or otherwise of an EMR shall be agreed with Mayo County Council prior to the submission of a planning application**

The following subsections are a guide as to the content of the EMR. A list of guidance documents and reports are listed in Appendix 7 of this LAP as reference material that may aid in the compilation of the EMR. This is not an exclusive list of documents and others may also be referenced if considered appropriate to the relevant development proposal.

Proposed Material Alteration MA7 –

MA7 relates to re-zoning of lands which are currently zoned as Rural Character. The Proposed Material Alteration rezones this land to both Airside and Landside Uses. This is shown on the maps below.

Land Use Zoning Map of the Draft LAP that was on Public Display



Land Use Zoning Map incorporating Proposed Material Alteration MA7

Lands in question outlined in Blue

