

Killala Road Neighbourhood Action Area Plan, 2004-2009



Aerial Photograph of the Killala Road area



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Killala Road Neighbourhood Action Area Plan 2004-2009

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Killala Road Neighbourhood Action Area Plan

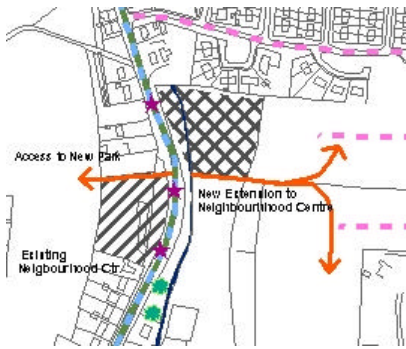
1 Introduction

The Ballina and Environs Development Plan was adopted by Ballina Town Council and by Mayo County Council on 25th June 2003. The plan identified five neighbourhoods for which Action Area Plans would be compiled (see Section 2.1.1.3 and objective RD4 of the Ballina and Environs Development Plan 2003-2009). These include the Killala Road Neighbourhood.

The focus of this Action Area Plan is on the residential lands located along the Killala Road. The actual study area for the purposes of this Plan includes a broader area in the interests of the longer-term development of the neighbourhood. This Action Area Plan has been prepared in fulfillment of that objective and will be effective for the remaining period of the Ballina Plan (i.e. 2004-2009).

Consequently the study area is defined approximately by the River Moy to the east, the urban boundary to the north, to the west by a line following the western edge of the residential and utility zoned lands and to the south by a line following the approximate boundary of the fully built up area of the town centre. This study area is shown by the Killala Road Location map (Map No. 1.1).

The Killala Road is the focus and centre of the area concerned. On either side, there are a series of separate housing developments, each with their own access.



Proposed Neighbourhood Centre on Killala Road



Mature tree at Belleek

Interfingering with these developments are some areas of undeveloped lands. The northern extremity of the area is defined by the town boundary and the Ballina Beverages plant. The southern limit is set by the older developments of Ballina town and by the graveyard.

The residential lands line the Killala Road on either side. To the rear of these lands, on the western side, there is undeveloped, agricultural land. This land is not zoned for development in the Town Plan. To the east, there is more agricultural land, again mostly not zoned for development except where the industrial zoning associated with the Ballina Beverages plant extends southwards towards the town.

The major weaknesses of this area, which shall be addressed in this Action Plan, are:

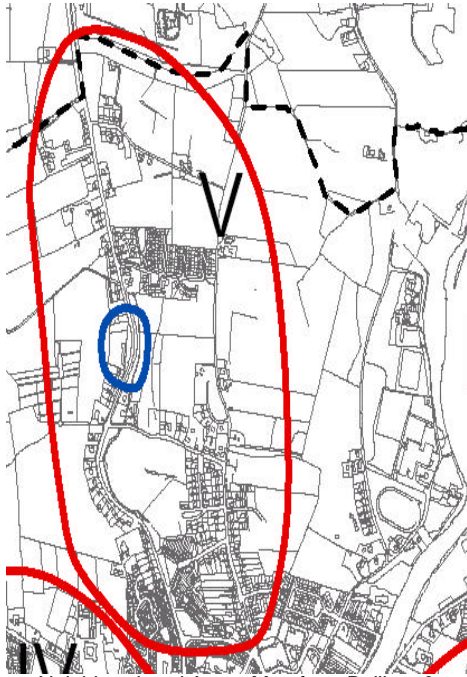
1. The lack of services or facilities. For most services, residents of the area must travel into Ballina, a significant distance from some of the estates.
2. The lack of any coherent character.
3. The poor linkages to the major amenity of the area, namely Belleek woods.
4. The poor facilities for pedestrians and cyclists.

This Action Area Plan was prepared by Ballina Town Council to act as guidance for direction of future development in the study area.

2 Context

2.1 Ballina & Environs Development Plan Objectives

The following are the development objectives and land use zoning objectives for the Killala Road study area, as contained in the Ballina & Environs Development Plan, 2003-2009 and illustrated in this Plan by Map No. 2.1, Killala Road Objectives:



Neighbourhood Areas Map from Ballina & Environs Development Plan, 2003-2009

2.1.1 Objectives

Residential Development:

RD 4 *"To prepare Action Area Plans for each of the five identified residential neighbourhoods ... on a prioritized basis"* (this includes for the Killala Road area).

Retail/Commercial Development:

RC3 *"Facilitate local shopping facilities (particularly convenience goods) in the residential neighbourhoods identified in Section 2.1 (Residential Developments) and in locations identified ..."* (includes for neighbourhood centre in Killala Road Neighbourhood area).

Transportation:

T14 *"Establish cycle lanes on all major traffic routes leading into town."*

T19 *"Develop Stage 1 of the outer ring road linking the N26 (Foxford Road) with the N59 – West (Crossmolina Road) and the R314 (Killala Road)."*

T21 *"Develop Relief roads as indicated ..."*



Good soft landscaping improves the appearance of approach roads to the town

Recreation Areas and Leisure Facilities:

RL 12 *"To improve the appearance of the approach roads to the town."*

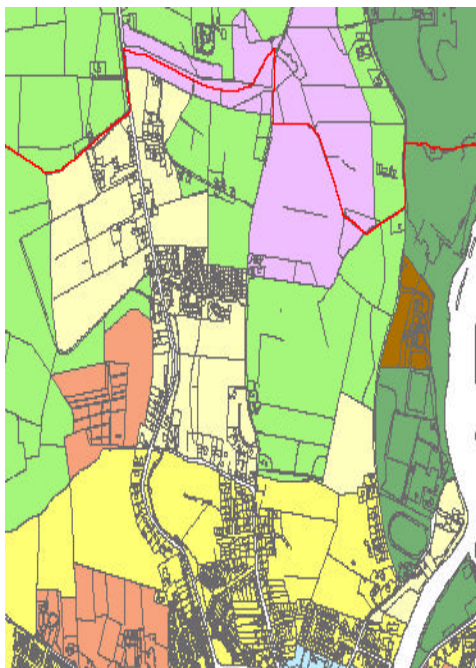
Environment:

E 1 *"... to protect the trees and groups of trees identified on the Objectives Map ..."*

E 4 *"Encourage and promote tree planting in appropriate locations throughout the town."*

2.1.2 Land Use Zoning

There are 8 land use zonings for the Killala Road Area contained in the Ballina & Environs Development Plan 2003 – 2009 and are shown for this study area by the Killala Road Zoning map (Map No. 2.2). These are as follows:



Taken from Ballina & Environs Development Plan, 2003-2009 (Zoning Map)

R1: Residential (Medium Density)

"To provide for medium residential densities"

R2 – Residential (Low Density)

"To provide for low to medium residential densities"

RL – Recreation/Leisure

"To provide for recreational amenity, open space and leisure facilities"

I – Industrial

"To provide for industry and employment"

CF – Community

"To provide for community facilities and public/institutional uses"

U: Utility

"To provide for Utility Infrastructure"

RL: Recreation/Leisure

"To provide for recreational amenity, open space and leisure facilities"

A – Agricultural

"To preserve rural character and provide for agricultural development"

2.2 Environmental/Conservation Parameters

2.2.1 Natural Heritage

The primary focus of this Action Area Plan is on the residential lands along the Killala Road. There are however strong and defining landscape features in the periphery of the study area. These include the River Moy, which skirts the edge of the area and Belleek woods, which are situated at the east of the study area, along the west bank of the river.

The topography of the study area is gently undulating, with higher ground to the west of the Killala Road and to the north of the study area, on lands currently zoned A (to preserve rural character and provide for agricultural development) and I (to provide for industry and employment).



View from undeveloped residential lands south of Libadore

The land then levels out towards Belleek. The topography is illustrated by Map No. 2.3, Killala Road Topography. There are some undeveloped and residential zoned areas west of the Killala Road and in the north of the study area that are on more elevated lands and command good views of the surrounding landscape. Future development of these lands should account for these views at layout design stage.



Good integration of the Killala Road stream into streetscape and residential development

There are some fine stands of mature trees in the Belleek area. There are also mature hedgerows bounding agricultural lands south of the Ballina Beverages site and to the east of the Killala Road, opposite the existing supermarket site and to the south of the proposed new extension to the Neighbourhood Centre. These trees are identified by Proposals Map No. 3.1.

The stream that flows alongside the Killala Road presents considerable natural visual amenity opportunities for development proposals on the east side of the Killala Road, opposite the existing supermarket. This feature has already been well integrated into residential developments to the south of the study area, such as the Libadore development. Future proposals alongside this stream should incorporate this feature into any development.

The following environmental designation exists for the Moy river catchment in the study area.

- The Moy Estuary NHA/SAC

This designation applies to the Moy estuary along the entire length of the River Moy frontage in the study area.





The Arch at Belleek



St. Patrick's Cross, Leigue Cemetery

2.2.2 Built Heritage

There are three structures specifically listed on the Record of Protected Structures, which are in this study area. These are as follows:

1. Entrance Arch (no. 5 as per Plan)
2. Ballina House (no. 8 as per Plan)
3. Church and cemetery, Leigue (no. 43 as per Plan)

These structures are indicated by the Killala Road Objectives Map (Map No. 2.1) and the conservation status of these protected structures must be respected.

There are also a number of recorded monuments in the study area. These are the Kilmoremoy church and graveyard and a possible "Leacht Cuimhne" at Laghtadawannagh, as well as St. Patrick's well and associated remains.



Developable lands south of the Libadore residential development

2.3 Developable Land Survey and Demography

A survey of overall land areas was carried out with the primary purpose of establishing the remaining amount of developable residential land in the study area. The results of this survey were then used to estimate the present population of the study area and forecast the likely population capacity of the study area. The results of this survey are shown by tables 2.1 and 2.2 (below).

These tables demonstrate that the Killala Road neighbourhood has an existing population of approximately 2,986 with capacity to accommodate an additional population of approximately 1,642.

This forecast population growth increases the necessity for preparation of this Action Area Plan, to achieve well structured and planned growth.

Zoning Objectives	Area (ha)
A - Agricultural	46.43
CF - Community	11.09
I - Industrial	18.38
R1 - Residential (Medium Density)	44.04
R2 - Residential (Low Density)	61.26
RL - Recreation & Leisure	26.73
U - Utility	4.43
Kilalla Road Area - TOTAL	212.35

Table 2.1 Killala Road Lands by Zoning Objective

Zoning	Area (ha)	Developed (ha)	Undeveloped	Population	Pop. Prediction p. Undeveloped
R1 - Residential (Medium Density)	44.04	31.76	12.29	1,343	693
R2 - Residential (Low Density)	61.26	38.82	22.43	1,642	949
Kilalla Road Area - Residential	105.30	70.58	34.72	2,986	1,642

Table 2.2 Killala Road Neighbourhood Population Estimate / Projection

2.4 Infrastructure

Infrastructure provision for the study area, both existing and planned, will be sufficient to accommodate the future population growth of the area.

Roads will be developed in line with the objectives of the Ballina Development Plan (as indicated by Proposals Map No. 3.1) and in line with the requirements of the neighbourhood to achieve good traffic circulation.

3 Proposals

3.1 Neighbourhood Centre

The Retail Planning Guidelines define a Local/Neighbourhood Centre as follows:

“Small groups of shops, typically comprising a newsagent, small supermarket / general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population.”

The existing supermarket is the most important existing local service in the study area and is the base for the proposed Neighbourhood Centre. There are also undeveloped lands on the opposite (east) side of the Killala Road, which present an opportunity for development of a neighbourhood centre that will frame the Killala Road and present a more neighbourhood friendly environment to the street. This combined site is indicated on Map no. 3.1 and has the potential for expansion of retail and service facilities in the middle of the main residential block of the study area, along the Killala Road. Development of this proposal will provide a focus to the area and provide local services to residents of the neighbourhood at a convenient distance. This will overcome the present need to travel to the centre of Ballina for services other than that provided by the existing supermarket.

It is proposed that undeveloped residential zoned lands to the rear of the future neighbourhood centre will be accessed from the south side of the proposed neighbourhood centre as illustrated by Proposals Map no. 3.1 and these will remain for residential use. This will avoid unnecessary congestion in the neighbourhood centre due to residential access traffic and will likewise reduce any likely delays or traffic hazard for residential traffic. Lands to the front of this neighbourhood centre will be commercial at ground level with residential above and with some wholly residential development to the rear of the centre. Proposals for residential development to the rear of this neighbourhood centre may be considered at a higher density than would normally be permissible on these low density residential lands.

Future development proposals for Neighbourhood Centre lands on the east side of the Killala Road will need to integrate the stream identified by Proposals Map No. 3.1 into any future development. The centre will be expected to be of high quality of design, that provides a strong visual focus on the area



Existing retail service on site of proposed Neighbourhood Centre

3.2 Circulation and Transport

3.2.1 Roads and Access



The existing town centre of Ballina. Currently the closest location for most local services.

The Killala Road is of a reasonably good standard and serves both as distributor road and also as the regional route linking Ballina to Killala and beyond. It is subject to a 30mph speed limit.

Essentially, the pattern of access has already been set with the Killala Road serving as the distributor road for the area and individual housing estates taking access off it on either side. Whilst it might be desirable to limit the number of access points on the Killala Road, it is expected that the remaining undeveloped lands will continue this pattern as there is no realistic option of combined access points at this stage. The exception is the proposed commercial/neighbourhood centre, which will share an access with the residential lands behind.

The Development plan (Objective T21) proposes the provision of new link roads leading from the Killala Road west and south to Convent Road and from the Killala Road east towards Belleek. The Convent Road route is currently being developed.

A section of the proposed outer ring road system, identified as Objective T19 by the Ballina Town Plan, linking the Killala Road with the Crossmolina Road, runs through the study area.

3.2.2 Pedestrian/Cycle Routes

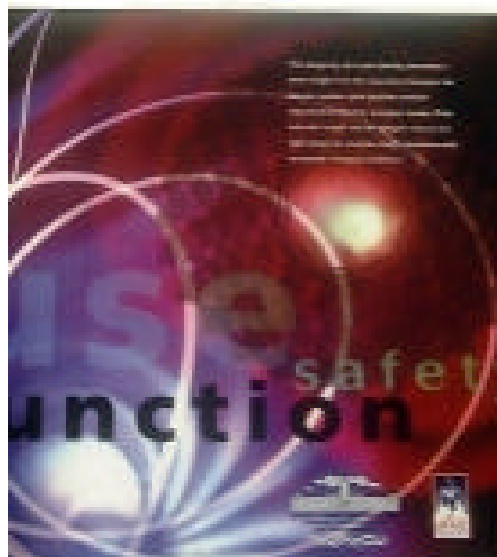
The main Killala Road is a principal traffic artery and could be made more appealing to pedestrian traffic. This route is also unfriendly to cycle traffic. There is already a functioning, alternative pedestrian and cycle access route. This desire line stretches from Ballina town centre north along the edge of agricultural zoned lands west of Belleek, as far as the rear of Castlefield Manor residential estate where there is a link into the estate, which in turn accesses the main Killala Road. It is proposed to upgrade the pedestrian and cycle access facilities along this road.



Cycle Lane

The Council will investigate potential improvements for pedestrians and cyclists such as cycle lanes, pedestrian crossings, improved footpaths and traffic calming measures. There is also scope for considerable landscaping improvements along this road.

The new link roads to be developed from the Killala Road west and south to Convent Road and east to Belleek, will be provided with cycle lanes and are indicated by the Proposals Map No. 3.1.



Cycle Track Design Guidelines Manual

Design of cycle lanes should have regard to the Cycle Track Design Guidelines Manual "Provision of Cycle Facilities" (Department of the Environment and Local Government & Dublin Transportation Office, 1997).

Improved connections are required between the residential areas along the Killala Road and the woods, river and amenities at Belleek. These will take the form of east/west routes across the intervening lands and are shown as identified previously in the Town Development Plan. Their function is as follows:

- To provide convenient and safe pedestrian access from the new and existing housing developments to the Neighbourhood Centre on the Killala Road and to the amenities at Belleek.

These routes are shown on the Proposals Map No. 3.1. It is expected that the careful integration of housing schemes with these objectives will maximize the amenities of the future housing developments and create in this area a highly desirable residential location making the best possible use of the proposed Neighbourhood Centre and amenities in the area.



Mature trees in the Belleek amenity area

It is also the Council's intention to investigate the possibility of providing a footbridge connection between Belleek and the proposed new Village Centre at Crocketstown. Any subsequent proposal for such a bridge will be located to join up with identified pedestrian desire lines, which will connect with the proposed Neighbourhood Centre for the Killala Road study area and residential estates for the Quay Area Neighbourhood. This proposed bridge has very important interconnectivity, amenity and tourism potential for both the Killala Road and Quay Area Neighbourhoods.

3.3 Residential

3.3.1 Existing

Much of the recent residential development in the Killala Road study area is of a typical suburban character. This development has occurred in a fragmented fashion with little interconnectivity between adjoining estates, for vehicular, cycle or pedestrian traffic. This leads to poor sustainability, where for example neighbours in adjoining estates may have to use their cars to interact, driving via the main Killala Road instead of what should be a short walk between estates.



Example of lack of interconnectivity where no link exists between Castlefield Manor and the newer Woodville estate to the north/

The routes do however focus on the location of the proposed neighbourhood centre, which will benefit the viability of this proposed centre.



Poor use/development of open space with little amenity value

The lack of interconnectivity between the residential estates in the area has also given rise to inefficient use of space with areas supplementary to the residential layout design often included as open space. This open space is frequently poorly laid out offering little in the way of amenity value to the residents of these estates. The Council will investigate the possibility of improving the interconnectivity between existing estates.



Pedestrian link provided to Castlefield Manor: though with very poor landscaping

3.3.2 Proposals

Residential developments in the Killala Road area will be encouraged to promote sustainability of estate design by incorporation of greater interconnectivity between estates, at planning stage. This should apply to all forms of transport and particularly to cycle and pedestrian traffic, which can easily be facilitated in this regard. A good example of residential interconnectivity can be found at the Castlefield Manor estate where a link facilitates easy pedestrian and cycle access by route to the rear of the estate. The steps at the southern end of the Libadore residential development also provide good pedestrian interconnectivity with the Killala Road and allow residents to avoid unnecessary round trips to access otherwise remote locations via the Killala Road.

Implementation of greater interconnectivity, in conjunction with the proposal for a new neighbourhood centre with improved services for the neighbourhood will mean residents travel less frequently to Ballina town centre for their everyday shopping needs. This will in turn increase the economic viability and sustainability of the new village centre.



Pedestrian connection between Libadore and the Killala Road

Pedestrian and cycle facilities will be developed along desire lines through estates identified by Map No. 3.1. These will facilitate greater access to routes to amenity areas to the east of the study area as well as greater interconnectivity between the estates.

3.4 Non-Residential Lands

The Action Area Plan includes areas subject to a number of other zonings. These include:

- A Community Facilities zone (CF):

This provides for the existing graveyard and future extensions. This includes an old churchyard with mature trees, which is of important amenity value and which is included in the Record of Protected Structures. It is proposed that trees, the graveyard and the cemetery be maintained for the use of the community.

- Part of an industrial zone (I) on the northern fringe of the area:

This is the site of Ballina Beverages, which is effectively a self-contained unit and does not impinge on the proposals of this Action Plan. It is served by its own direct access off the Killala Road and is visually screened from the adjoining lands by generous trees and hedges. It is not considered necessary to make proposals for these lands, as they will develop independently of the surrounding areas. The existing boundary trees and hedgerows should however be retained in any future redevelopment of the site.



Football pitch on Recreation/Leisure zoned lands at Belleek



Fishing at the mouth of the Bunree River, with mature Belleek woodland in the background

- Agriculturally zoned lands between the Killala Road and Belleek:

It is likely that in the longer term these lands will become available for residential development. It is important therefore that they should not become landlocked. Consequently it is proposed that connecting pedestrian and vehicular links be provided between the Killala Road housing areas and Belleek.

- Recreation/Leisure lands (RL) alongside the Moy incorporating Belleek and the lands to the south – location of various sports facilities:

3.5 Open Space and Amenity

3.5.1 Connections to Belleek

It is envisaged that a major amenity for this area will be the woods and other amenities at Belleek. The development of these is beyond the scope of this Action Plan but improved connections are required. At present the links from Belleek to the Killala Road housing areas are indirect and it is intended that the pedestrian and cycle routes identified in this Plan will improve accessibility and thereby improve the amenities of the Killala road residential areas.

3.5.2 Proposed Local Park

The second major amenity for the area will be a new park to be located on lands to the rear of the existing supermarket site and adjoining the existing graveyard which itself is to be extended. The location of this park is shown on the objectives map (Map 3.1). This location is central to the Killala Road housing estates and will provide a local addition to the more distant lands at Belleek

3.5.3 Preservation of Trees and Hedgerows

There are few trees or hedgerows of significance located on the developable lands in the study area.



Mature hedgerow along the Killala Road stream



Killala Road Stream

There are a number of significant hedgerows that are to be retained. These are shown on Proposals Map No. 3.1 and are located as follows:

1. There are good mature stretches of hedgerow located on agricultural lands and between the Ballina Beverages land in the north of the study area and agricultural lands to the south.
2. There is a mature hedgerow along the Killala stream on lands.

Significant trees and hedgerows are located on lands in the vicinity of Belleek and at Leigue Cemetery in the west of the study area. The "Recreation and Leisure" and "Community Facility" zoning of the majority of these lands is appropriate for the preservation of these. There are also a number of mature trees on Recreation/Leisure (RL) zoned lands in the Belleek area. These trees are to be retained and are indicated on Map No. 3.1.

3.5.4 Landscaping

New housing schemes will be expected to incorporate a high standard of landscaping. Other than that, the main thing that can be achieved in the area is the provision of quality landscaping along the Killala Road. As this road is the centre and focus of the area, this is the single location where expenditure on landscaping can achieve improvements to the overall amenity and character of the area.



Good landscaping in the Libadore residential estate. This landscaping fronts onto and enhances the Killala Road.

It is envisaged that a detailed landscaping plan incorporating both hard and soft landscaping, will be prepared for the Killala Road. This will include new pavement surfacing, proposals for provision of new seating and other street furniture as well as tree/shrub planting. This will provide greater pedestrian interest as well as improve the visual appearance of this approach road to the town from the Killala Road. Additionally, future road fronting development along the Killala Road stream will integrate the stream and the mature



hedgerow identified by Proposals Map No. 3.1 into the proposed development.

3.5.5 The Moy Banks

The other major amenity of this area is the Moy. The road to the sewage treatment works via the castle presents an opportunity for development of improved pedestrian access facilities, with existing mature trees fringing the road as far as the playing pitch beside the river. In terms of the future development of this, the Ballina Town Plan includes the following objective:

- **RL 6** *To develop a pedestrian walkway through the town along the River Moy. It is also an objective to improve existing riverside walks.*



View across the River Moy from Belleek, towards Crocketstown

To avail of this opportunity, it will be necessary to upgrade pedestrian access along the road and into the Belleek Woods. This will facilitate greater accessibility to the area by foot.

3.5.6 Playground

It is an objective of the Council to progress the provision of a playground in the Killala Road area

3.6 Financial Contributions

In addition to the council's normal financial contribution requirements, special contributions will be levied against residential applications within the area of the Action Plan towards the road objectives and open space and amenity objectives specified in this plan. These include the following:

- The provision of pedestrian, cycling and landscaping improvements along the Killala Road.
- The creation of pedestrian linkages to the town and to Belleek Woods.
- The provision of a pedestrian and cycle route along the rear of the boundary leading to rear of Castlefield Manor estate.
- The provision of a new park at the rear of the existing supermarket

4 Conclusion

The preparation of this Action Area Plan is a requirement of the Ballina Town and Environs Development Plan, which in turn is a statutorily binding document, issued under the Planning and Development Act 2000. The Action Area Plan therefore comes with the force and authority of the Town Plan and will be obligatory on developers seeking planning permission within this area. All applicants should therefore consider its requirements during the preparation of a new planning application.

It is intended that the proposals contained within this document will help to achieve a high standard of development that maximizes the potential of this area to the benefit of future residents and businesses and of the town as a whole.