



Westport

Town & Environs

Development Plan

2010-2016

Adopted on 28th January 2010



Westport Town Council



Mayo County Council

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INTRODUCTION

This is the Development Plan for Westport Town & Environs, prepared by Mayo County Council in conjunction with Westport Town Council, in accordance with the Planning & Development Acts 2000-2007.

Pursuant to Section 9 of the Planning & Development Acts 2000-2007, every planning authority is required to prepare a development plan every six years and may with the agreement of one or more planning authorities, which are adjoining councils, make a single development plan for the area and the environs of the county borough, as may the case be. During the review period of the Westport Town Development Plan 2003 it was decided to also review the Local Area Plans for Roman Island, South Westport and Westport Environs (2005) and produce a comprehensive development plan for Westport town and environs.

This development plan refers to the town of Westport and the environs around Westport as set out in Map 1. It forms the basis for the progressive and sustainable development of the area for the future with specific objectives for the next six years.

This development plan is entitled "Westport Town & Environs Development Plan 2010-2016" but for simplicity and short reference in the text shall be referred to as "the Plan" or "this Plan". In this Plan, save where the context otherwise requires, "the Council" refers to Westport Town Council within the town council boundary, and Mayo County Council within the county council jurisdiction. The "Planning Authority" refers to Westport Town Council within the town council boundary and Mayo County Council within the county council jurisdiction. "Westport" refers to the plan area outlined in Map 1.

The Plan consists of a Written Statement and Development Plan Maps. The Plan also includes (as separate documents) an Environmental Report and an Appropriate Assessment. A number of additional structures have been placed on the Record of Protected Structures for Westport town during the making of this plan. The Record of Protected Structures for Westport town is available in Westport Town Council.

The Written Statement is divided into 7 Sections as follows:

- Section 1 - Legislative Context
- Section 2 – Analysis of the Plan Area
- Section 3 - Development Strategy for Westport
- Section 4 - Policies and Objectives
- Section 5 - Land Use Zoning
- Section 6 - Development Management Standards
- Section 7 - Implementation and Monitoring

Appendices

The Development Plan Maps include:

- Map 1 - Land Use Zoning
- Map 2 - Specific Objectives
- Map 3 - Built Heritage
- Map 4 - Natural Environment Designations

SECTION 1 LEGISLATIVE AND PLAN CONTEXT

Part II of the Planning & Development Acts 2000-2007 sets out the legislative foundation for development plans. A development plan must set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating the development objectives for the area in question.

The Need for a Development Plan

This Development Plan sets out proposals for the sustainable development of Westport and its environs for the next six years. The plan aims to:

- Set out a strategic vision for the town and environs for the future.
- Provide a framework for development over the life time of the plan and beyond.
- Guide day-to-day activities of the Council in terms of development.

Hierarchy of the plan

This Plan falls into a hierarchy of plans and will have links with other plans, strategies and programs that have land use implications. The principle elements within this hierarchy are:

The National Development Plan 2007-2013

The National Development Plan 2007-2013 – Transforming Ireland – A Better Quality of Life, sets out Ireland's future as an enlarged and increasingly urbanized society with a defined urban hierarchy. The NDP integrates strategic development frameworks for regional development based on a strategy of 'gateway cities' and 'hub towns' to achieve the goals of economic growth in regions and provide major investment for the rural economy in a sustainable manner. The NDP provides general policies for infrastructure development for the regions of Ireland. It includes a number of strategic objectives for the Western Region in which Westport is located.

The National Spatial Strategy

The National Spatial Strategy sets out an overall spatial policy framework for Ireland, setting out a detailed approach to achieving more balanced regional development. The strategy identifies a number of 'gateways', 'hubs' and 'key towns' which support and be supported by each other. Westport has been identified as a 'Key Town' in the strategy, which represents opportunities for development and expansion through effective promotion and marketing in association with the county's linked-hub Ballina/Castlebar.

Regional Planning Guidelines

The National Spatial Strategy is supported by Regional Planning Guidelines. The West Regional Authority Regional Planning Guidelines 2004-2016 were adopted in May 2004 and put in place a broad planning framework for the west region, namely Galway, Mayo and Roscommon, and provides an overall all-term strategy for the making of development plans for each of the local authorities in the west.

The potential of Westport for increased industrial activity, further retail development, and further tourism promotion and as a major service center for west Mayo has been identified in the Guidelines.

Mayo County Development Plan 2008-2014

The Mayo County Development Plan was adopted in 2008 and sets out a framework for land use development within the county until 2014. The plan sets out a long-term vision for the manner in which the county can be developed and its environment

protected and enhanced, employing the principles of sustainable development and social partnership.

County Mayo Heritage Plan 2006-2011

County Mayo Heritage Plan 2006-2011 was adopted in 2006 and sets out objectives to raise awareness of, promoting best practice and collect and disseminate information on the cultural, natural and built heritage of Co. Mayo.

Mayo County Development Board 10-year Integrated Strategy

Maigh Eo Le Chéile le Neart – Mayo County Development Board 10-year Integrated Strategy sets out a ten-year strategy for the economic, social and cultural development of the County.

Sustainable Development

The Government's policy for sustainable development is set out in documents such as the *National Sustainable Development Strategy 1997* and *Making Ireland's Development Sustainable 2002*. Sustainable development is defined as 'development that meets the needs of the present generation without compromising the ability of future generations to meet their needs'. This encompasses not only the protection of the natural and man-made environment but also the social, economic and cultural fabric of society and achieving a balance between these dimensions in an integrated manner.

Pursuant to the Planning & Development (Strategic Environmental Assessment) Regulations 2004 an environmental report has been prepared which assesses the effects of the plan on the environment. This Plan embraces the principles of sustainability.

Westport in Context



The town of Westport stands on the Carrowbeg River, in the southern part of County Mayo adjacent to Clew Bay. The design of Westport is widely attributed to James Wyatt (c.1780) and the town grew rapidly as a prosperous centre for the linen and cotton trade in the 1800s. Westport, as one of the few planned towns in the country, has a distinct and valuable urban design and visual quality. The town, as most towns in Ireland, has again experienced a building boom in the past 10 years. Although many of the developments in the town centre area have been sensitively designed the recent expansion has put significant pressure on the hinterland of the town, in particular areas lying to the south and south west of the town core.

Principle Objectives of the Plan

The principal objectives of the Plan are:

- To provide a framework which will allow for a balanced and coordinated development of the plan area in the interests of the common good and the proper planning and sustainable development of the area.
- To reinforce the existing strong urban structure and to consolidate and extend the urban core whilst permitting a small area of urban expansion to the urban core through a 'sequential approach' and protecting the unique drumlin topography of the town.
- To clearly indicate the overall development strategy for the plan area including areas capable of accommodating built development, the conservation of certain areas and the provision of passive and active amenity and recreation spaces.
- To provide for a mix of uses within the plan area which will increase the viability and the sustainability of residential areas and which will allow for the efficient provision of social and community infrastructure as well as the efficient use of existing services and utilities infrastructure.
- To provide design guidelines for new development in the plan area and in particular to provide guidance on appropriate site planning, overall building form, building typologies and scale of proposed development.
- To identify the requirement for new roads and other infrastructure and to indicate the routing and/or land requirements for such proposals.
- To identify suitable development which utilises Roman Island as a tourism/recreational area for Westport.
- To identify lands for employment and enterprise uses.
- To provide for the protection of areas of high amenity and strategic views.
- To control the spread of uncoordinated ribbon development in the environs of Westport in the interests of the common good and the proper planning and sustainable development of the area.

SECTION 2 ANALYSIS OF THE PLAN AREA

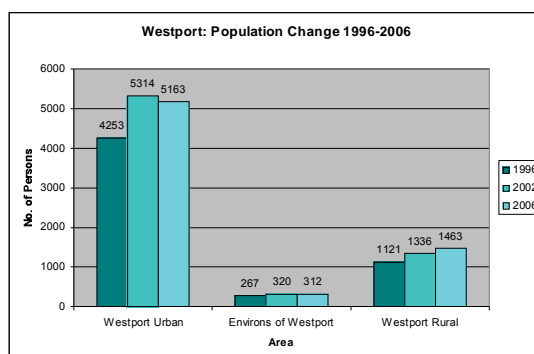
In order to assess the needs and requirements of the area, it is essential to analyse the current social, economic, infrastructural and environmental fabric of the area. The following categories have been assessed:

Population, Household Numbers and Composition, Housing, Education, Employment & Enterprise, Infrastructure and Environment and Heritage.

Population

The Census of Population 2006 recorded the population of Westport Urban as 5,163 persons and the population of Westport Environs, as defined by the Central Statistics Office (CSO,) as 312 persons. The population of Westport Environs as defined in the plan area has been estimated as 957 persons. This gives a total population of 6432 persons for the Plan area.

Analysis of the Census of Population indicates that the population of Westport and its environs has increased by 19% over the 10-year period 1996-2006. Westport Rural has increased significantly more by an overall increase of nearly a third. Recent trends, i.e. the period 2002-2006, indicate that there is a shift in population movement whereby the population of Westport Urban and the Environs of Westport decreased by 2.8% and 2.5% respectively. However Westport Rural, which is located around Westport Urban area, increased by 9.5% at this time, which suggests that people are residing in the countryside rather than into the town and environs area. This is contrary to national trends whereby towns with a population of 1,500 to 9,999 increased in population by 13.9% - well in excess of the national average of 8.2%.



The Mayo County Development Plan 2008 identifies Westport as a 'Key Town' (natural extension to the linked hub of Castlebar/Ballina) and the county settlement strategy provides for the promotion and development of the towns identified as 'Key Towns' for targeted population growth, building on its existing strengths and scale of development.

It is estimated that the population of Westport will increase to approximately 8770 persons by 2016, the end of the Plan period.

Population Profile

Currently 20% of the population of Westport is under 20 years of age. A further 20% are 65 years and over. National figures indicate an ageing population with the average age of the population at 35.6 years in 2006 compared to 35.1 years in 2002. The average age of the population of Westport is 40 years of age, higher than that of the national figure of 35.6 years.

The majority of people living in Westport are Irish (87%) with the remainder (13%) of the population made up of persons from the UK (4%), EU (5%) and Rest of the World (3%) (1% not stated). This is more or less on a par with national figures which are 88.9%, 2.7%, 3.9%, 3.2% and 1.1% respectively.

Key findings arising from population analysis:

Population projections indicate a significant increase in population over the plan period. In addition the plan must take into account population forecasting for the next nine years to ensure sufficient lands are available for residential development beyond the plan period.

Current analysis of age profile indicates that Westport consists of an older population compared to the national average.

Analysis of the Census of Population also indicates a recent decrease in population in the urban core and environs, and a significant increase of population in Westport Rural.

Household Numbers and composition

It is estimated that there are approximately 1771 households in Westport and its environs. The majority of households (68%) are made up of 2 - 4 persons.

There are 743 family units residing in Westport and its environs. 78% of family units are made up of 1 or 2 children and 54% of family units have children under 15 years of age. 34% of family units consist of adults.

Key findings arising from household numbers and composition

Household composition in Westport is primarily made up of small family units with over half of households having young children. Over a third of family units consist of adults only.

Social and Affordable Housing

Since 2002, 92 housing units have been allocated for affordable housing in Westport.

53 social houses have undergone refurbishment under the Refurbishment Programme and this is expected to be substantially completed during 2010.

Currently there are 162 persons on the Housing Needs Assessment Westport Town Council list representing 9.5% of the overall county need.

No. of affordable units allocated since 2002	
Scheme	No. of Units
Pairc na Coille	54
Railway Walk	2
Ashwood Glade & Ashwood Ave	10
Cluain Padraig	2
Fernhill	5
Cois Abhainn	2
Cedar Park	4
Westpoint	10
Tubberhill	7

Key findings arising from Social and Affordable Housing

Despite the continuing efforts of providing social and affordable housing in Westport there is a continuing need for social and affordable housing in Westport.

Education

Westport and its environs is currently served by four primary schools namely SN Naomh Colm Cille (Quay), Gaelscoil na Cruaiche, Holy Trinity and Scoil Phadraig. There are three post-primary schools, namely Rice College, Sacred Heart School and Carrowbeg College.

Recent figures indicate a fluctuation of numbers within the primary schools and an overall increase within the post-primary schools since 2003.

Enrolment Numbers in Primary Schools in Westport & Environs 2003-2008						
Year → School↓	03/04	04/05	05/06	06/07	07/08	Total % change (2003-2008)
SN Naomh Colm Cille	214	217	225	227	233	+9%
Gaelscoil na Cruaiche	177	183	197	206	204	+15%
Holy Trinity	64	62	63	57	59	-8%
Scoil Phadraig ¹	356	332	300	295	306	-14%

Enrolment Numbers in Post- Primary Schools in Westport & Environs 2003-2008						
Year → School↓	03/04	04/05	05/06	06/07	07/08	Total % change (2003-2008)
Rice College	424	432	407	453	449	+6%
Sacred Heart School	516	545	542	557	575	+11%
Carrowbeg College	42	42	58	58	47	+12%

It is envisaged that a new school for the Gaelscoil will be constructed along the Golf Course Road, whilst the Department of Education and Science are currently assessing the needs of the recently amalgamated Scoil Phadraig.

Two of the three post-primary schools are located adjacent to each other. It is imperative the lands around the existing post-primary schools are reserved for educational purposes in order to allow expansion of such schools as required. Shared facilities between the schools may be considered for future development.

Key findings arising from Education

With population growth in the area school places are generally on the increase. Therefore there is a need to reserve lands suitable lands for educational purposes in accordance with the Department of Education and Science's recommendations.

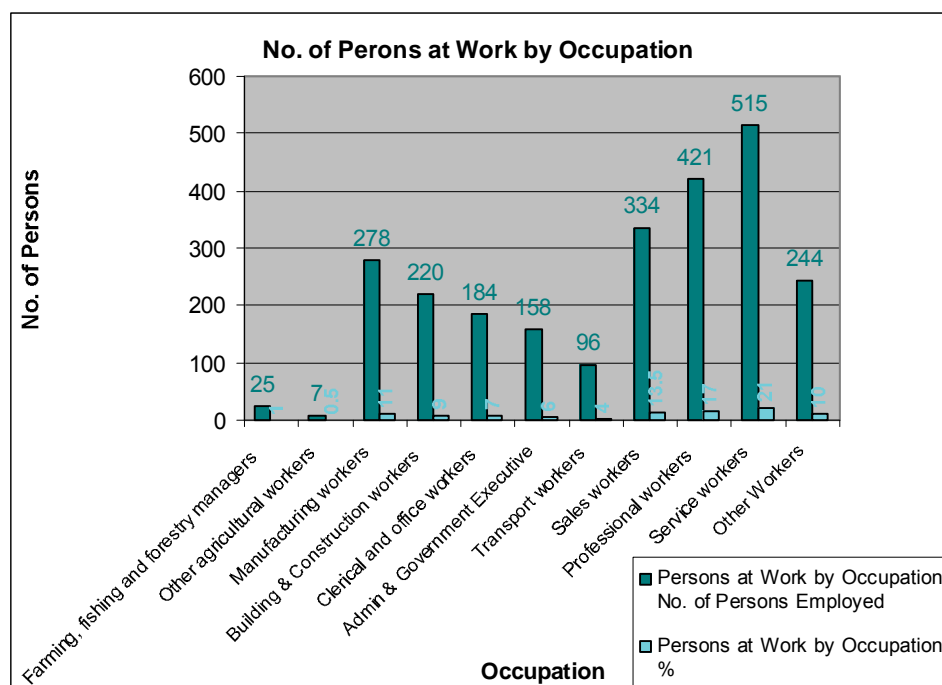
¹ Schools Na mBraithé Criostai and SN Cloc Padraig Naofa amalgamated in 2006 to form Scoil Padraig. Pre 2006 enrolment numbers are numbers of both previous schools combined.

Employment & Enterprise

The number of persons living in Westport and employed was 2,486 in 2006. This amounted to 53.5% of the labour force in the town representing a slightly larger percentage of the total population than the County figures (53.1%) and lower percentage than that of the national average (57.2%).

43% of persons living in Westport are at work outside the family home, with 11% looking after the family home, 20% retired. 4% are unemployed. The remainder (22%) are classified as students, unable to work or other.

Examination of numbers employed in each broad employment group shows a diverse mix of occupations which the population of Westport are employed in. This is outlined in the figure below. However there is dominance in the service, professional, sales and manufacturing sectors.



Mayo County Development Plan 2008 - 2014 identifies Westport as a 'Key Town' (Natural Extension to the Linked Hub of Castlebar-Ballina) in the overall development of the county. It is the policy of the Council to facilitate the sustainable development of the town with an appropriate range of social and physical infrastructure that would support local services, retail, commercial and enterprise employment. The County Settlement Strategy also supports the growth and employment creation of these 'Key Towns', building on their existing strengths and scale of development.

Industrial / manufacturing activities can be found at a number of locations around the town, namely the Quay, Carrowbeg, Gortaroe, Altamount Street and the Golf Course/Newport Road housing employers such as Allergan, Allergan Botox, Field Boxmore, Skretting Ireland, Isotron, Northern Feather, Poplar Linens and Carraig

Donn Industries. There are also a number of family run and smaller enterprises located throughout Westport. The IDA were granted planning permission in 2002 for a business and technology park at Gortaroe, with sites now serviced and available for future businesses.

Retailing in Westport is mainly confined to the town centre with only the sale of large bulky goods permitted outside the town centre. The town offers a diverse range of convenience, comparison and tourist-related retail, many of whom are independent and family run businesses. There are also a small number of shop units located at the Quay. Since 2001 an additional 4,605m.sq of retail floor space has been constructed in Westport which brings the total area of retail floor space to 16,090 m.sq.

The Mayo Retail Strategy 2008 designates Westport as a 'First Tier Town Centre' in the retail hierarchy, along with Ballina and Castlebar. This is by virtue of its growing importance as a year-round tourism destination. It is imperative that any developments on edge-of-centre sites are of a high quality and standard that seeks to maintain the unique and positive characteristics of the town.

The Mayo Retail Strategy 2008 indicates that there is a requirement for convenience and comparison retail floorspace in all towns to the year 2021, whilst there is an over provision of retail warehousing in the county as a whole. In order to provide a full range of retail services in Westport, thus emphasising its status as a first tier town, the Strategy proposes to allow for a limited level of retail warehousing in Westport subject to appropriate siting and design. Since the adoption of the Mayo Retail Strategy 2008 this additional retail warehousing has been granted planning permission by Westport Town Council and Mayo County Council at Monamore.

The tourism industry is of utmost importance to Westport and the surrounding area. With its extensive coastline, countryside, Croagh Patrick, Westport House and the built and natural environment, Westport has a reputation as being one of Ireland's premier visitor destinations. Tourism makes an important contribution to the economy of the town. In recent years there has been a general increase in leisure time and expenditure on leisure, recreation and tourist-related industries. Domestic trips by Irish Residents show a 2% increase since 2005 with a resultant increase in expenditure of 20%.

However there lies a challenging time ahead, especially for overseas tourism. Global economic uncertainty and weakening currencies all make for a more difficult business environment. In order to meet these challenges it is essential that the tourism product and service is of high quality and above all that the consumer gets good value for money. It is therefore imperative that the environment which attracts tourists in the first place is managed and protected carefully in order to facilitate sustainable tourism.

Key findings arising from the analysis of Enterprise and Employment

Currently there is ample space available in Westport for industrial and retailing needs.

It is also important to retain unique character and natural beauty of the town and environs to make Westport an attractive place to work, live, visit and invest in.

Infrastructure

Transport

Westport is served by four main primary/regional road networks; the National Primary route N5 (Castlebar Road), the National Secondary route N59 (Newport and Leenane Roads), Regional Roads R330 (Ballinrobe Road) and R335 (Louisburgh Road) and number of county roads which feed of the main road network.

Like many other urban centres, Westport is subject to traffic congestion especially during the peak tourism season (July and August). However it is envisaged that the proposed northern and southern relief roads will assist in alleviating this problem. In the interim it is proposed to implement the recommendations set out in the Westport Transportation Study (February 2002) which will assist in improving vehicular and pedestrian movements in the town.

Public parking within the town is currently provided for by 4 public car parks which supply 368 off-street car parking spaces. In addition 'seasonal' car parks have, in recent years, been provided in the town to accommodate additional car parking spaces during peak tourist seasons. Off-street car parks provide direct pedestrian access links to the main shopping streets in the town. A further 660 on-street car parking spaces are available within the town core area.

Public transportation into and within Westport is available by means of rail, bus routes and taxi / hackney services.

Westport is served by the Dublin - Westport railway line and it is one of many lines which have experience large investment within the last few years. The route currently provides five services per day each way. Westport is also included in a medium term programme to extend the car park serving the railway station.

The town is also served by a national bus route operated by Bus Eireann, providing connections to most national and regional towns.

There are also a number of local taxi/hackney services within the town.

Electricity

Electricity for Westport is fed by a 38kV Westport/Newport loop from the 110/38kV station in Castlebar. Extensive works, maintenance and upgrades have been carried out in recent years giving greater security of supply and improved operation performance of the networks in the town.

Planning permission was granted early in 2008 for the building of 23kms of 110kV overhead line from Castlebar to Westport and the construction of a new 110/38kV station near the IDA industrial estate at Carrowbeg (Lodge Road). The capacity of this new station will add significantly to the Westport networks and will give a major injection of supply into the network on the northern side of Westport for the first time. This project is due for completion within the next 2-3 years and when finished will greatly improve the security of supply and double the capabilities of the networks in Westport town and its hinterland. It will serve to meet the anticipated power requirements and greatly assist the future development of the town of Westport, its environs and the grater Westport area for many years to come.

Gas

Bord Gáis Networks have completed the construction of a 149km high pressure cross-country transmission pipeline from Galway to Bellanboy (North Mayo) which will connect the Corrib Gas Field to the national grid. Connection points from the transmission network have been provided along the pipeline route with a view to facilitating the supply of natural gas to main population centres. Distribution pipes have been constructed from the connection points off the feeder lines to the towns which have met certain criteria. Westport is one of seven such towns in Mayo. Construction of the 16km Gas Feeder Mains to Westport and 8km Gas Distribution Mains throughout Westport town has recently been completed and for the first time ever natural gas is available to the town. It is important that any new connections occur in a planned manner in order to minimise the disruption to the town centre.

Telecommunications

Westport is served by a number of telecommunication operators, providing both fixed line and wireless telecommunication services. Most support structures serving the area are located at Sandyhill and Farnaght, south of the town.

Sewerage

Westport Sewerage Treatment Plan was opened in May 2004. The new facility can service a population equivalent of 15,000 and this can be increased if necessary.

Water

Westport is currently served by water sourced at Moher Lake and supplemented by supply from the Lough Mask Scheme via Castlebar. The water supply to the town and environs will be augmented by direct connection to the Lough Mask Augmentation Scheme currently being developed.

Key findings arising on the analysis of Infrastructure:

Despite the peripheral location of Co. Mayo in national and international terms Westport is continuing to acquire key infrastructure. There is a need to continue to support and provide where possible the extension and reinforcement of infrastructural projects in conjunction with the preservation of the unique character and landscape of Westport.

Key future infrastructural projects include:

- The northern and southern relief roads around the town
- The N5 connection to Castlebar.
- Fibre optic delivered Broadband.
- ESB power upgrade.

Environment & Heritage

Westport is rich in terms of its environment and heritage. The town is one of the few planned towns in Ireland, its design largely attributed to James Wyatt (c.1780). The town grew rapidly as a prosperous centre for the linen and cotton trade until the 1800s. The town has a distinct and valuable urban design and visual quality and is generally regarded as one of the most important 'Heritage' towns in Ireland.

The town is set within a landscape characterised by a series of steep, flat-topped drumlins running east west. The town core is located between a series of drumlins and is characterised by a series of planned linear streets and urban set-pieces including The Mall, Bridge Street, Shop Street, The Octagon, James Street, Mill Street, Peter Street, Johns Row and 'The Clock' square.

The town core is centred on the Mall lying at the lowest point in the landscape and visually well contained and enclosed by the steep approaching streets and the ridgelines and horizon lines created by the surrounding drumlins. The dramatic and visually dominant form of Croagh Patrick and Clew Bay acts as points of reference in the distance.

Westport Urban area currently has 147 protected structures and 50 Recorded Monuments. There is one Tree Preservation Order in the town along with a number of additional important trees, groups of trees and woodlands located around the town which have been protected by way of objectives in the current town plan. In addition, approximately 250 semi-mature trees have been planted around the town in recent years. A recent inventory carried out by the Department of the Environment, Heritage & Local Government, the National Inventory of Architectural Heritage, has recommended additional structures be included onto the Record of Protected Structures.

Clew Bay, to the west of the town, is designated as a candidate Special Area of Conservation and proposed Natural Heritage Area. A recent habitats mapping survey has identified five Local Biodiversity Areas and three linear corridors.

It is important that, in the context of sensitivities of the landscape, the existing character of the landscape around the Westport area is preserved. As part of the Strategic Environmental Assessment of the proposed draft plan a map has been produced which layers all the environmental considerations of the area. This has resulted in identifying 'Vulnerability Areas'. This map is a useful guide for the council in determining lands which may be suitable for future development

Key findings arising from analysis of Environment and Heritage

Westport is a unique town in terms of historic character, setting and landscape. It is imperative that these attributes are protected whilst allowing for future development of the town. The inclusion of additional structures onto the Record of Protected Structures is a key way of ensuring that the important historic built fabric of the town is not lost. The overall siting and design of any new development is also important in ensuring the town is developed in a sustainable manner. It is also important to continue to protect Clew Bay and ensure the maintenance of ecological corridors throughout the area.

SECTION 3 DEVELOPMENT STRATEGY FOR WESTPORT

Based on an analysis of social, economic, infrastructure, environment and heritage data an overall development strategy for the proper planning and sustainable development of Westport town and environs has been prepared.

The overall development strategy for Westport is to strengthen its function as a 'Key Town' (natural extension to Linked Hub Castlebar-Ballina) and to retain and advance tourism in the town through encouraging public and private investment in both physical and social infrastructure, including water services, roads connectivity, telecommunications, energy, development lands, business support infrastructure, social and recreational facilities. In order to achieve this there should be a continuous promotion of the town as an attractive place to invest, live and work.

In order to achieve the overall strategy it is intended to consolidate the town centre by permitting appropriate in-fill development and to permit the expansion of the town in accordance with the zoning map, having regard to appropriate scale, design, use, the availability of existing infrastructure and services and environmental protection.

The development aims for Westport are as follows:

- Encourage a diverse range of sustainable employment opportunities.
- Promote a range of commercial/retail services within the town in line with the Mayo County Retail Strategy.
- Reinforce an energetic and vibrant town centre living environment.
- Ensure a mix of residential accommodation is provided.
- Encourage and promote sustainable tourism activities.
- Facilitate future sustainable growth whilst ensuring that the natural environment is not jeopardised.

Zoning

In order to implement the development strategy lands have been zoned for particular uses. The process for zoning lands must seek to get the right balance between ensuring there is enough land zoned for the development needs of the economy and society over the plan period and avoid zoning too much lands thereby creating a situation where priorities for development are not clear and making it difficult to secure orderly development particularly in the provision of essential services such as drainage, roads, social infrastructure and amenities. Lands zoned in this development plan have taken into account population forecasts, strategies such as the Mayo County Retail Strategy and Mayo Housing Strategy, existing infrastructure such as sewers, roads, footpaths and public transport, and government policy. In addition the Strategic Environmental Assessment has indicated areas which are less environmentally vulnerable than others and hence may be more suitable for future development and such areas have been prioritised for development.

Currently there are approximately 345 hectares (852.5 acres) of undeveloped lands within the town council boundary and a further 339 hectares (838 acres) of undeveloped lands between the town council boundary and the draft plan boundary. It is estimated that 95.25 hectares (235 acres) of land is required for residential development until 2019. Included in this 95.25 ha is an allowance for a 50% over-zoning to provide for a situation where lands may not be available for development. This plan has zoned 202 hectares (500 acres) for residential development, adding a further 112% to the required total.

It is estimated that an additional 1175 households will be required for Westport from the period 2010-2019, based on a population increase of 2938 persons and an average household size of 2.5 persons per household.

168 hectares of undeveloped land have been zoned for residential development, which will accommodate 2,080 households. An additional 67.5 hectares of land have been zoned 'G Mixed Use' which also permits residential development. Permitting 50% of land zoned 'G Mixed Use' for residential development at an average of 18.5 dwellings per hectare equates to 624 households in 'G Mixed Use' land use zone. Therefore the plan has zoned lands to accommodate 2704 households, a surplus of 1,529 households.

This calculation does not include brownfield sites and other lands within land use zonings B Town Centre, C Extension to Town Centre, D Residential / Commercial; L Westport House and Demesne; and M Marine Related Tourism which may through development/re-development provide additional residential units.

The settlement strategy for this Plan is to:

- Direct high density sustainable residential development in town core area.
- Permit pockets of lower density residential development or increase residential unit sizes around the town core area to attract families into town
- Encourage the concept of sustainable neighbourhoods where appropriate.
- Any rural residential development shall be carried out in accordance with Mayo County Council's Rural Housing policy outlined in the Mayo County Development Plan 2008-2014.

In order to maximise the utility of existing and future infrastructure and to promote sustainability a 'sequential approach' shall be taken when considering all planning applications outside the town core area.

SECTION 4 POLICIES AND OBJECTIVES

This Section of the Development Plan sets out the Council's policies and objectives necessary to implement the development strategy and thus guide the future sustainable development of Westport.

The Development Plan's objectives provide 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 consistent with protecting amenities.
- Permitting a mix of land uses within each zoning objective based on the 'friendly neighbourhood principle' whereby any new developments will not have a negative impact on existing neighbouring uses.
- Promoting the re-use of derelict and under used urban land, preventing expansion into high amenity and rural areas, promoting more compact urban forms, including where appropriate, increased net residential densities.
- Ensuring the protection of natural habitats, ecological resources and quality landscapes, conserving existing urban areas, buildings and features of high environmental quality.
- Promoting the use of public transport, cycling, walking and reduced private motor vehicle usage, providing adequate high quality sanitary services and promoting the prevention, reduction, recycling and re-use of waste.

POLICIES AND OBJECTIVES

REGIONAL ROLE

Policy

- RP-01** It is the policy of the Council to support Westport as a 'Key Town' (natural extension of Linked Hub Castlebar-Ballina) and to encourage the development of the town's employment, commercial, shopping, tourism, entertainment and communications functions to the extent justified by the town's role within the West Regional Planning Guidelines and to work with all relevant agencies in order to achieve this.

TOWN FUNCTION

Policy:

- TFP-01** It is the policy of the Council encourage the development of Westport as a centre of economic, social and cultural activity for the benefit of the population of both the town and it's hinterland.

Objectives:

- TFO-01** It is an objective of the Council to promote the sustainable development and enhancement of Westport as a major tourism centre in the West of Ireland and to continue to promote the tourism sector in the town, whilst recognising that there is an interdependency between preserving the character of the landscape, heritage and tourism.
- TFO-02** It is an objective of the Council to encourage the sustainable development of industrial and services activity which is compatible with the urban form of Westport.
- TFO-03** It is an objective of the Council to ensure that, in order to maximise the utility of existing and future infrastructure and to promote sustainability, a 'sequential approach' shall be taken when considering development proposals.

POPULATION

Policy:

- PP-01** It is the policy of the Council to plan to provide sufficient land to accommodate the residential population needs of the town and environs and, in addition, to cater for the service needs of the people who live within the town's catchment area.

EMPLOYMENT AND INDUSTRY

Policy:

- EP-01** It is the policy of the Council to seek, through active co-operation with the relevant agencies such as Forfas, IDA Ireland, Enterprise Ireland, Science Foundation Ireland the County Enterprise Board and major local employers, to support suitable industrial and other job creation within Westport.

Objectives:

- EO-01** It is an objective of the Council that the existing serviced sites for industry be promoted.
- EO-02** It is an objective of the Council to encourage any new industrial development to locate to existing serviced sites at the IDA site at Gortaroe and to the northwest of the town at the Newport Road Industrial Park or adjacent to such sites if additional lands are required.
- EO-03** It is an objective of the Council to facilitate and support community-led job creation schemes as far as time and resources allow.
- EO-04** It is an objective of the Council to support the implementation of the Failte Ireland West: Regional Tourism Development Plan 2008-2010 subject to the principles of proper planning and sustainable development.

- EO-05** It is an objective of the Council to preserve the existing industrial employment at Roman Island.

INFRASTRUCTURAL SERVICES

ROADS & PARKING

Policy:

- IP-01** It is the policy of the Council, in conjunction with all statutory agencies, to assist in the provision of a high quality road network to appropriate capacity and safety standards, to cater for the economic and social development of the town.
- IP-02** It is the policy of the Council to encourage and co-operate with the statutory bodies responsible for improving the public transport facilities in the town.
- IP-03** It is the policy of the Council to facilitate the consolidation of the town centre as a principal shopping area by providing adequate and suitably located car parking facilities.

Objectives:

- IO-01** It is an objective of the Council to safeguard routes for new roads which are likely to be required over the next 20 years from any development which would interfere with the design and construction of those roads.
- IO-02** It is an objective of the Council to reserve lands for the provision of a southern and northern relief road over the medium to long term. The lines shown on the Map 1 are indicative only and subject to modification or alternative lines. Each proposed project/planning application within the Constraints Study Area will be considered individually in the context of the above by the National Roads Design Office.
- IO-03** It is an objective of the Council to carry out road improvements along the local road serving Sandy Hill from the junction at the Ballinrobe Road to the junction at the Leenane Road.
- IO-04** It is an objective of the Council to restrict development outside the 50km/hr speed limits along national roads and strategically important regional roads, as listed in Appendix 3, in the interests of traffic safety and to protect investment in the road network.
- IO-05** It is an objective of the Council to encourage off-street car parking.
- IO-06** It is an objective of the Council to facilitate the provision of new, and to extend existing, car parks in the town centre, where possible.
- IO-07** It is an objective of the Council to facilitate the provision of multi-storey car parks at the rear of Bridge Street/Mill Street and Mill Street/High Street.

- IO-08** It is an objective of the Council to provide park and ride facilities car parking on the main approach roads to Westport in conjunction with interested parties.
- IO-09** It is an objective of the Council to continue to improve pedestrian and vehicular access to the public car parks.
- IO-10** It is an objective of the Council to facilitate the provision of pedestrian links between James Street Car Park and Shop Street, and Mill Street Car Park and the South Mall.
- IO-11** It is an objective of the Council to improve and provide pedestrian links from the environs of Westport into the town centre.
- IO-12** It is an objective of the Council to provide cycle lanes and additional bicycle parking at locations identified on Map 2.
- IO-13** It is an objective of the Council that developments will provide adequate on-site car parking to the standards laid out in this proposed draft Development Plan. Where the developer is unable to provide such car parking spaces, the developer shall pay a contribution to the Council towards the provision of car parking for the area.
- IO-14** It is an objective of the Council to implement the recommendations set out in the Westport Transport Study as carried out by TPI and to continue to monitor traffic movements within the town.
- IO-15** It is an objective of the Council to require Traffic and Transportation Assessments and Road Safety Audits as set out in Section 6 Roadside Development.

WATER & SEWERAGE

Policy:

- IP-04** It is the policy of Mayo County Council, as the Water Services Authority, to provide water services in a sustainable manner in accordance with all national and EU legislation.
- The Council shall take cognisance of relevant legislation, including the following:
- European Union Water Framework Directive 2000
 - Urban Waste Water Treatment Regulations 2001
 - European Communities (Drinking Water) (No.2) Regulations 2007
 - European Communities (Quality of Shellfish Waters) Regulations 2006

Objectives:

- IO-16** It is an objective of Mayo County Council (the Council) to provide water and sewerage infrastructure throughout the county for domestic, industrial, agricultural and other uses and to implement the planned programme of works.
- IO-17** It is an objective of the Council to advance the Water Services Investment Programme 2007-2009.

IO-18 It is an objective of the Council to require that septic tanks, proprietary effluent treatment systems and percolation areas be located and constructed in accordance with NSAI SR6 1991 or the revised EPA manual when approved.

IO-19 It is an objective of the Council to encourage all existing developments to connect to the public sewer where available.

WATER

Policy:

IP-05 It is the policy of Mayo County Council, as the Water Services Authority, to ensure that an adequate supply of water is available to meet the current and future needs of Westport Town & environs.

Objectives:

IO-20 It is an objective of the Council to ensure high water quality standards are maintained in implementing the relevant European Community Water Quality Directives and Regulations.

IO-21 It is an objective of the Council to ensure that all drinking water in the area complies in full with the EU Drinking Water Directive 98/83/EC.

IO-22 It is an objective of the Council to implement the recommendations of the Water Conservation Project with regard to eliminating water wastage.

IO-23 It is an objective of the Council to promote water conservation and responsible use of the resource.

IO-24 It is an objective of the Council to eliminate the wastage of water through waste-water detection and enforcement of repairs.

IO-25 It is an objective of the Council to replace deficient sections of pipework where necessary.

FLOODING

Policy:

IP-06 It is the policy of the Council to comply with the EU Floods Directive 2007/60/EC and the County Development Plan 2008-2014.

Objective:

IO-26 It is an objective of the Council to require Flood Risk Assessments for areas identified as at risk of flooding.

WASTE MANAGEMENT

Policy:

- IP-07** It is the policy of the Council to implement the Replacement Waste Management Plan for the Connaught Region 2006-2011.

Objective:

- IO-27** It is an objective of the Council to have regard to the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (July 2006)

HOUSING

Policy:

- HP-01** It is the policy of the Council to continue with the provision of Local Authority Housing where it has been established that the need for such housing exists. The assessment of the need for such houses shall be kept under continuous review.
- HP-02** It is the policy of the Council to co-operate with private developers, to meet the new housing needs generated by the town's growth and in accordance with Part V of the Planning & Development Acts, the Department of the Environment Heritage and Local Government's Plan for Social Housing, and the Mayo Housing Strategy 2008.
- HP-03** It is the policy of the Council to have regard to the Department of Environment, Heritage and Local Government Residential Density Guidelines and any subsequent guidelines.
- HP-04** It is the policy of the Council to review from time to time the housing needs of the Traveller community regularly based in Westport, and in accordance with The Traveller Accommodation Plan adopted by Mayo County Council.

Objectives:

- HO-01** It is an objective of the Council to implement the settlement strategy as outlined in Section 3.
- HO-02** It is an objective of the Council to protect, improve and develop residential areas and to provide for facilities and amenities incidental to those residential areas.
- HO-03** It is an objective of the Council to prevent the spread of urban sprawl and ribbon development into the countryside surrounding Westport with emphasis on control of ribbon development along main approaches to Westport.
- HO-04** It is an objective of the Council to control multiple housing developments outside defined development areas.
- HO-05** It is an objective of the Council to review from time to time the zoning needs of the town and environs area and to release lands in the environs area in a phased manner where it can be demonstrated to the Council that lands closer to the town centre are unavailable.

- HO-06** It is an objective of the Council to control one-off housing development in accordance with Mayo County Council's Rural Housing Policy as outlined in the County Development Plan 2008 -2014.
- HO-07** It is an objective of the Council to provide housing in a central location for the elderly and disabled where there is an established need.
- HO-08** It is an objective of the Council to facilitate the provision of tourist accommodation such as Hotels, Holiday Homes and Hostels within Westport, subject to compatibility with the urban form and socio-economic character of Westport.
- HO-09** It is an objective of the Council to provide a Halting Site for the travelling community regularly based in Westport, should the need arise.

RETAIL

Policy:

- RP-01** It is the policy of the Council to stimulate business and commercial activity in the town centre.

Objectives:

- RO-01** It is an objective of the Council to comply with to the DoEHLG Retail Planning Guidelines and the Mayo County Council Retail Strategy 2008 in considering proposals for large scale retail development.
- RO-02** It is an objective of the Council to encourage new retail development to locate in the town centre by applying a sequential test in the location of such developments.
- RO-03** It is an objective of the Council to facilitate for the provision of a covered market place at a suitable location in the town centre.
- RO-04** It is an objective of the Council to promote the efficient operation of commercial undertakings in the town by facilitating access and car parking to them and consolidating the town centre.

EDUCATION

Policy:

- EDP-01** It is the policy of the Council to co-operate with the Department of Education and Science in developing additional education facilities as are necessary, to replace obsolete or overcrowded facilities or to meet increased demand.

Objectives:

- EDO-01** It is an objective of the Council to support the construction of new schools or extensions to existing schools, as required in Westport.

COMMUNITY FACILITIES

Policy:

- CFP-01** It is the policy of the Council to consolidate the existing community facilities in Westport and to co-operate with the Statutory Bodies responsible for the provision of community services.

Objectives:

- CFO-01** It is an objective the Council to develop lands at Cloonamad for a community and recreation facility.
- CFO-02** It is an objective of the Council to ensure that new community facilities provide adequate off-street car parking.
- CFO-03** It is an objective of the Council to ensure that the amenities of neighbouring properties are safeguarded in the provision of community facilities.
- CFO-04** It is an objective of the Council to encourage the refurbishment of the Town Hall as a theatre and centre for cultural and community use.
- CFO-05** It is an objective of the Council to provide new Civic Offices at the Convent site and to encourage other additional community facilities, commercial and residential uses at this location.
- CFO-06** It is an objective of the Council that all public facilities and places of public resort shall provide safe and easy access for the disabled.
- CFO-07** It is an objective of the Council to provide for allotments in the Town Council area, subject to demand and logistics.

OPEN SPACE AND RECREATIONAL FACILITIES

Policy:

- OP-01** It is the policy of the Council to maintain, develop and extend the open space provision of the town and to provide new areas of open space to satisfy existing and projected demands.
- OP-02** It is the policy of the Council to continue to facilitate the provision of social and sporting activities as the need arises.

Objectives:

- OO-01** It is an objective of the Council to ensure that local open space at suitable standards is provided by developers of new residential areas. In addition no development, other than that for amenity purposes associated with an existing residential development, will be permitted on open spaces that are part of an existing residential development.
- OO-02** It is an objective of the Council to encourage the improvement of the visual appearance of the approach roads to the town.
- OO-03** It is an objective of the Council to rationalise unused incidental open spaces, subject to compliance with OO-01 above, throughout the town.

- OO-04** It is an objective of the Council to ensure that social, cultural and sporting activities provide adequate off-street car parking.
- OO-05** It is an objective of the Council to ensure that the amenities of neighbouring properties are safeguarded in the provision of open space and recreational facilities.
- OO-06** It is an objective of the Council to encourage, and provide for marine related community, sport, tourism and leisure facilities and to provide public access to the waters edge at Roman Island.
- OO-07** It is an objective of the Council to create a bathing area at Roman Island with associated facilities.
- OO-08** It is an objective of the Council, subject to conformance with the Habitats Directive, to support the implementation of 'The Development of Marine Leisure Facilities at Westport Report Jan 2005', including the creation of a lagoon south of Roman Island for marine recreational purposes.
- OO-09** It is an objective of the Council to create a public park at lands adjoining the West Road, Leenane Road and the old railway line.
- OO-10** It is an objective of the Council to encourage the provision of open space with appropriate planting at the reservoir and surrounding lands at Sandyhill.
- OO-11** It is an objective of the Council to identify suitable locations for the provision of a skateboard park and other suitable youth recreational facilities and to support the provision of such facilities.
- OO-12** It is an objective of the Council to develop pedestrian walkways and cycleways in accordance with Map 2. Any new developments along these routes shall be required to provide links to these ways.
- OO-13** It is an objective of the Council to continue to implement a programme for the development, planting, etc., and regular maintenance of suitable areas of open space.
- OO-14** It is an objective of the Council to protect the amenity value of the Railway Line Walk.

TOWNSCAPE AND CONSERVATION OF THE BUILT ENVIRONMENT

Policy:

- TP-01** It is the policy of the Council to maintain, conserve and protect the architectural quality, character and scale of the town.

Objectives:

- TO-01** It is an objective of the Council to protect the town centre by ensuring all new development is compatible with the existing character and visual amenity of Westport.

- TO-02** It is an objective of the Council to designate the town centre as an Architectural Conservation Area as defined on Map 3. New developments shall support the architectural integrity, quality and character of such areas.
- TO-03** It is an objective of the Council to protect the protected structures and their settings on the Record of Protected Structures and to review the Record of Protected Structures from time to time as the need arises.
- TO-04** It is an objective of the Council to preserve the form and character of the protected structures by ensuring that any proposed sub-division of protected structures for multiple residential units does not impair the character of the protected structure.
- TO-05** It is an objective of the Council to ensure that any alterations or interventions to protected structures shall be executed to a high conservation standard in order to protect their significance or value. Any applications for development of protected structures shall be accompanied by an assessment carried out in accordance with the Council's requirements by an accredited conservation architect.
- TO-06** It is an objective of the Council to reuse existing limestone kerbing/paving in any upgrading works undertaken in the streets of Westport and the Quay area.
- TO-07** It is an objective of the Council to protect the integrity, quality and context of Recorded Monuments listed in Appendix 1.
- TO-08** It is an objective of the Council to develop a Heritage Trail in Westport.
- TO-09** It is an objective of the Council to encourage residential uses on the upper floors of town centre commercial properties, where appropriate, and to encourage the retention of residential use along the North Mall and South Mall except where an alternative use has been established, to maintain and enhance the overall vitality of the town centre area.
- TO-10** It is an objective of the Council to encourage the re-development of Distillery Road and backlands, with streetscape design reflecting that of the character of the existing town centre.
- TO-11** It is an objective of the Council to encourage suitable town centre development in the Bank of Ireland gardens which will include a town centre civic space and a public river walkway.
- TO-12** It is an objective of the Council to encourage a high standard of architectural design and layout in all developments.
- TO-13** It is an objective of the Council to have regard to An Foras Forbartha Design Guide for shopfronts and signs and to encourage the use of traditional shopfront designs and materials and signs.
- TO-14** It is an objective of the Council to prohibit the use of plastic and neon lit shop signs within the town core and at other locations where the planning authority deem them unsuitable.

- TO-15** It is an objective of the Council to continue to improve street furniture, paving and planting etc. throughout the town.
- TO-16** It is an objective of the Council to have all E.S.B. and Telecom Eireann cables underground in the town. Underground cabling shall also be encouraged in the environs area.
- TO-17** It is an objective of the Council to prepare and implement design guidelines for development within the Town Council Area.
- TO-18** It is an objective of the Council that any development on Horkan's Hill is subject to a visual impact assessment to ensure that it does not detract from any of the approach roads to the town.
- TO-19** It is an objective of the Council that Colonel's Wood be zoned 'K Woodland' and any development at Colonel's Wood would be subject to a design brief agreed by the elected members, and following a period of public consultation, the design brief would be brought before the Council for final agreement. If ratified, a binding agreement would be entered into with Coillte.

Westport House & Demesne

- WHO-01** It is an objective of the Council to protect the natural and built environment and cultural heritage of Westport House and Demesne, permitting appropriate development to ensure the preservation, conservation and future of the estate, subject to the preparation of a Masterplan, to be approved by the planning authority, for the area outlined on Map 1. Emphasis shall be placed on preserving and re-enforcing the historic core of the estate, planned management of the Demesne woodlands, enhancement of links between the House and the town, and retaining the vistas to and from the House.

OBSOLESCENCE/DERELICT SITES

Policy:

- ODP-01** It is the policy of the Council to identify and secure the development and renewal of obsolete areas, derelict sites and derelict buildings and to develop and improve them in a manner appropriate to the area.

Objectives:

- ODO-01** It is an objective of the Council to implement the provisions of Derelict Sites legislation.
- ODO-02** It is an objective of the Council to encourage the re-use of existing obsolete/derelict buildings/sites and develop or to facilitate the development of the backlands and obsolete areas, where appropriate.

ENVIRONMENT

GENERAL

Objective:

ENO-01 It is an objective of the Council to ensure that any projects or plans arising from this plan that, alone or in conjunction with other plans and projects, are likely to have significant effects on a Natura 2000 site (Clew Bay Complex) are screened for the need to undertake Appropriate Assessment under Article 6 of the Habitats Directive.

ENO-02 It is an objective of the Council to ensure that all Natura 2000 sites are protected from significant adverse direct, indirect or secondary impacts arising from the scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or any other effect of any development.

LANDSCAPES & NATURAL ENVIRONMENT

Policy

LP-01 It is the policy of the Council to protect sensitive landscapes, including elevated lands, from development.

Objectives

LO-01 It is an objective of the Council to preserve the Views and Prospects listed in Appendix 2 and Map 2 and to ensure they are protected from development which would interfere with such Views and Prospects.

LO-02 It is an objective of the Council to require that significant development proposals shall be accompanied by a visual impact assessment demonstrating that landscape impacts have been anticipated and avoided to a level consistent with the sensitivity of the landscape.

LO-03 It is an objective of the Council to protect the features of the natural environment including existing ecological corridors (rivers, streams, hedgerows, trees, wooded areas and scrub), Special Areas of Conservation, Natural Heritage Areas. All proposals for development shall be required to identify all ecological corridors, assess the impact of the proposal on these and set out detailed mitigation measures to offset any negative impact.

LO-04 It is an objective of the Council to implement the key recommendations of the County Mayo Heritage Plan 2006-2011.

LO-05 It is an objective of the Council to preserve the Woods, Trees and Groups of Trees listed in Appendix 2 and Map 4.

LO-06 It is an objective of the Council to make Tree Preservation Orders under Section 205 of the Planning & Development Acts 2000-2007.

LO-07 It is an objective of the Council to encourage the rejuvenation of areas of Woodland through the appropriate management measures and replanting.

- LO-08** It is an objective of the Council to continue to plant trees in Westport.
- LO-09** It is an objective of the Council to support the Western Regional Fisheries Board in their carrying out a feasibility study for the potential to re-introduce salmon into the Carrowbeg River taking into account the provisions of the EU Water framework Directive and the EU Habitats Directive.
- LO-10** It is an objective of the Council to protect the water quality and amenity value of the Carrowbeg River.
- LO-11** It is an objective of the Council to protect the Clew Bay Complex SAC (Natura 2000 site).

WATER QUALITY

Policy:

- WP-01** It is the policy of the Councils to implement the provisions of Water Pollution legislation, to prevent the discharge of pollutants to public sewers, watercourses and the Carrowbeg River.

Objectives:

- WO-01** It is an objective of the Council, through implementation of the EU Water Framework Directive, the Western River Basin Management Project and other associated legislation, to ensure the protection and improvement of all drinking water, surface water, ground waters, coastal and estuarine water in the county.
- WO-02** It is an objective of the Council to work in co-operation and partnership with all major stakeholders to ensure a co-ordinated approach to the protection and enhancement of the area's water resources.
- WO-03** It is an objective of the Council to prevent pollution of existing watercourses and Clew Bay by the continuing maintenance of the Westport Main Drainage Sewerage Network and Waste Water Treatment Plant. In addition the public wastewater collection and treatment infrastructure shall be operational and with adequate capacity to accommodate waste water arising from developments prior to developments being occupied.
- WO-04** It is an objective of the Council to manage surface water systems in a sustainable manner and to require that new developments to integrate adequate and appropriate Sustainable Urban Drainage Systems (SUDS), designed in accordance with 'Dublin Corporation Stormwater Management Policy for Developers'.
- WO-05** It is an objective the Council to integrate the relevant policies and objectives of the Western River Basin Management Plan and associated Programme of Measures where required.
- WO-06** It is an objective of the Council to ensure that development shall be undertaken in such a way so as not to compromise the quality of surface water (and associated habitats and species) and groundwater within the zones of influence of the draft plan area.

- WO-07** It is an objective of the Council to require that ground and surface waters are protected during construction and operation of developments by requiring developers/operators to adhere to best practice in design, installation and management of systems for the interception, collection and appropriate disposal or treatment of all surface waters and effluent.
- WO-08** It is an objective of the Council to implement the relevant recommendations set out in Urban Waste Water Discharges in Ireland for Population Equivalents Greater than 500 Persons – A Report for the Years 2004 and 2005 (Office of Environmental Enforcement EPA 2007)

AIR QUALITY

Policy:

- AP-01** It is the policy of the Council to implement the provisions of the Air Pollution legislation, to prevent and abate injury to amenity or health hazard resulting from the emission of pollutants into the atmosphere from whatever source.

ENERGY CONSERVATION

Objective:

- ECO-01** It is an objective of the Council to promote energy conservation measure and the use of renewable energy systems in new developments.

MAJOR ACCIDENTS DIRECTIVE

Policy

- MAP-01** It is a policy of the Council to control, having regard to the provisions of the Major Accidents Directive and any regulations under any enactment giving effect to that Directive, of the siting of new establishments, the modification of existing establishments and the development in the vicinity of such establishments for the purposes of reducing the risk, or limiting the consequences, of a major accident.

Objective

- MAO-01** It is an objective of the Council to liaise with the Health and Safety Authority with regard to proposals for the siting or modification of an establishment covered by the Major Accidents Directive, and require such developments to comply with standards set out in Section 6 of this proposed draft plan.

DEVELOPMENT CONTRIBUTIONS

Objective:

- DCO-01** It is an objective of the Council to apply the Development Contributions Scheme too all new developments or developments requiring retention.

LAND USE

Policy:

- LUP-01** It is the policy of the Council to rationalise land use patterns in the town.

Objectives:

- LUO-01** It is an objective of the Council to facilitate development of acceptable uses through appropriate land use zoning objectives.
- LUO-02** It is an objective of the Council to ensure that all proposed development is absorbed into the surrounding landscape so that it does impinge in any significant way upon the character, integrity or uniformity of the landscape, in order to protect the landscape, regardless of its zoning.
- LUO-03** It is an objective of the Council that uses, other than the primary use for which an area is zoned, may be permitted provided they do not conflict with the primary land use zoning objective and/or matrix table set out in Section 5.
- LUO-04** It is an objective of the Council to implement the Development Strategy as outlined in Section 3 of this plan.

SECTION 5 LAND USE ZONING OBJECTIVES

This Section of the Development Plan sets out the Council's land use zoning objectives for the area, followed by a matrix which indicates uses which are generally permitted, open for consideration or not permitted within each land use zone. In the event of any conflicting uses between the objectives and the matrix, the land use zoning guidance at the end of each objective shall take precedence. Map 1 indicates the areas subject to land use zoning.

Non-Conforming Uses

Some uses do not conform with the zoning objectives for their area. These are uses:

- (1) Which are in existence on 1st October, 1964; or
- (2) Which have valid permissions; or
- (3) Which have no permissions and which may or may not be the subject of enforcement proceedings.

The Planning Authority may permit extensions and improvements of premises in categories 1 and 2 where the proposed development would not be seriously injurious to the amenities of the area and would not prejudice its proper planning and sustainable development.

(A) RESIDENTIAL

It is an objective of the Residential land use to protect, improve and develop residential areas and to provide for facilities and amenities incidental to those residential areas, where appropriate.

The objective of the Rural Residential land use is to provide for high quality residential development in such areas whilst protecting the existing character of the landscape.

Residential areas are made up primarily of houses and apartments. Some other uses such as recreation/open space, education, retirement homes, childcare, community facilities, health centres, local shops and places of public worship are considered essential to the overall scheme of residential areas and therefore are either permitted in the residential zone or left open for consideration.

Proposals for facilities such as a local shop etc shall have regard to the particular character of the area and the Mayo County Retail Strategy 2008.

Use as a professional office where the use would not seriously reduce the amenity of existing houses and whereby the layout of the site provides for sufficient car parking for staff and customers without having a detrimental effect on the area (e.g. removal of front boundary walls or other structures) may be open to consideration.

Uses which would be detrimental to the residential amenities will not be permitted. These are uses such as industry, warehouses or repair garages.

The Residential zoning has been broken down into four categories; A1 Residential High Density, A2 Residential Medium Density, A3 Residential Low Density and A4 Rural Residential.

In areas zoned A1 Residential High Density, up to 35 residential units per hectare will be considered for the site. Up to 20 units per hectare will be considered in area zoned A2 Residential Medium Density and no more than 10 units per hectare will be permitted in areas zoned A3 Residential Low Density.

Densities will also be determined by site conditions, services available and high qualitative standards of design and layout and calculations as set out in Appendix 4 where relevant.

Higher densities may be considered on appropriate sites where it has been demonstrated to the satisfaction of the planning authority that the development is of excellent standards in terms of layout and design.

The maximum density considered within the Rural Residential zone is 2 per acre. This is subject to site conditions, services available and high standards in terms of design and layout. All proposals shall be subject to a visual assessment of the impact on the landscape. Clusters of up to 5 units will be encouraged.

(B) TOWN CENTRE

The objective of the Town Centre land use is to provide for and improve commercial and other town centre activities and to preserve and enhance the civic and town centre character of the town.

Town Centre land use shall provide for and improve commercial and other town centre activities. In the pursuit of this, a major consideration will be the protection of the character of the existing town centre.

The town centre includes many land uses. The uses generally permitted within this area are shops, supermarkets, offices, houses/apartments, public buildings/assembly, open space, hotels, guest houses, restaurants, public houses, nursing/care homes and parking. The objective governing the area delineated as town centre means that this land use mix will continue.

Certain uses, because of their particular requirements, are best located outside of the town centre, i.e. warehousing, general industry and agricultural machinery outlets.

(C) EXTENSION TO TOWN CENTRE

The objective of the Extension to Town Centre land use is to facilitate the expansion of the existing town centre area.

Land uses in this zone shall reflect those found in the town centre zone, with the exception of supermarkets and with more emphasis on residential development.

All development at this location shall be designed to ensure that it is absorbed into the sensitive landscape.

(D) RESIDENTIAL/COMMERCIAL

The objective of the Residential/Commercial land use is to protect, improve and renew the existing activities of the area and to provide primarily for residential use and such offices and retail commercial uses as are consistent with the existing general mix in the area.

Supermarkets may be considered in this land use zone where in compliance with the Mayo County Retail Strategy (i.e. the site falls within 300m-400m of the edge of town centre and only then where there are no out-of-centre alternative suitable, viable and available sites).

(E) INDUSTRIAL

The objective of the Industrial land use is to provide for high quality industrial development.

Modern, high quality design, business and technology park type development, research and design enterprises, incubation centres and development deemed ancillary to these uses shall be permitted along with developments carrying out any industrial process.

(E1) INDUSTRIAL/COMMERCIAL

The objective of the industrial / Commercial land use is to provide a mix 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.

Land uses generally permitted in this zone include non-retail and retail warehouses, wholesale premises, builders providers, car show rooms, petrol filling stations, repair garages, civic amenity centre, agriculture outlets, distribution depots, car parks, heavy vehicle parks, industrial premises, enterprise units, incubation centres and workshops.

(F) INSTITUTION/COMMUNITY FACILITY/OFFICES

The objective of the Institution/Community Facilities/Offices land use is to provide for a mix of uses within the town centre with emphasis on the provision of civic offices and public services and other compatible uses.

Land uses generally permitted in this zone shall include offices, public/institutional facilities, health services, cultural/recreational buildings, public buildings or places of assembly, open spaces, car parking.

(G) MIXED USE

The objective of the Mixed Use land use is to provide for residential, community facilities, social infrastructure, open space/recreation, allotments, small retail (i.e. convenience shop), retail warehouse to the north of the area zoned and employment to support sustainable communities and a better quality of life.

All proposals within this area shall be subject to an overall Masterplan for the area. Permissible uses will be governed by the nature of the development proposed and its location and compatibility in relation to surrounding existing or permitted uses.

(H) COMMUNITY FACILITIES

The objective of the Community Facilities land use is to protect existing and to provide for further development of community facilities and public/institutional facilities.

Land uses generally permitted in this zone include schools, places of public worship, community health centres and other community health related facilities, community centres and halls, swimming pools, libraries, community sports facilities, allotments, cemeteries, bring banks, public car parks, childcare facilities.

(J) OPEN SPACE

The objective of the Open Space land use is to protect open space and to provide for public open space for recreation and amenity purposes.

Land uses generally permitted in this zone include open space, amenity facilities, recreation buildings and facilities, community facilities, educational facilities, sports clubs and facilities and public utilities.

(K) WOODLAND

The objective of the Woodland land use is to protect and enhance woodland areas.

Permitted uses in this zone include walking and biking trails, information boards and woodland management activities.

(L) WESTPORT HOUSE & DEMESNE MASTERPLAN

The objective of the Westport House & Demesne Masterplan land use is to facilitate appropriate development through the implementation of an approved Masterplan in order to ensure the viability and conservation of the estate.

Permitted uses in this zone will be assessed on the preparation of a Masterplan but may include residential, commercial and tourist related activities all subject to the protection of the natural, cultural and built environment of the demesne.

(M) MARINE RELATED TOURISM

The objective of the Marine related Tourism land use is to provide for marine related tourism development whilst having regard to the existing natural and built environment.

Land uses generally permitted in this zone include tourist accommodation, open space, small scale retail units for the sale of marine related goods, sailing club, restaurants, public houses, marina, pontoons, moorings, boat yards, bathing facilities, public utilities, parking, information boards and sporting and leisure facilities.

(N) AGRICULTURE/HIGH AMENITY

The objective of the Agriculture/High Amenity land use is to protect this area from development other than permitted agricultural uses and to protect the landscape character of this area.

This zone consists of a number of landscape areas, which serve an important amenity function. Non agricultural or other resource based development will not normally be permitted in these areas.

Agricultural uses and buildings, agri-rural and rural enterprise activities, agri-tourism and other farm diversification enterprises and other suitable proposals that support the development of alternative rural enterprises, garden centre, open space, recreational amenities and allotments are land uses which will generally be permitted in this zone.

Developments for single houses within areas zoned Agriculture/Rural character will be considered on their merits having regard to the Rural Housing policies and objectives of the Mayo County Development Plan 2008-2014 as set out hereunder and issues such as access, services and siting.

In rural areas under Strong Urban Pressure zoned Agriculture / High Amenity applicants shall satisfy the Planning Authority that their proposal constitutes a genuine rural generated housing need based on their roots in or links to a particular rural area, and in this regard, must demonstrate that they comply with one of the following categories of housing need:

1. Persons who are an intrinsic part of the local rural community due to their having spent substantial periods of their lives, living in the rural area in which they propose to build a home. This category of housing needs refers to:
 - a) Farmers, their sons and daughters and/or any persons taking over the ownership and running of a farm, who wish to build on the family farm.
 - b) Sons and daughters of non-farming persons who have spent a substantial period of their lives (i.e. at least 5 years), living in the rural area in which they propose to build and wish to build a home near their family place of residence i.e. within 5km (3 miles), in any direction of family residence)
 - c) Returning emigrants who spent a substantial period of their lives (i.e. at least 5 years), living in the rural area in which they propose to build, who now wish to return to reside near other immediate family members, to care for elderly immediate family members, to work locally, or to retire.

Immediate family members are defined as mother, father, brother, sister, son, daughter or guardian. 'Near' in this context shall be that the proposed site shall be located within 5km (3 miles), in any direction of family members.

2. Persons working full-time or part time, for a period of over 5 years, in the rural area in which they propose to build their first house. This category of housing need refers to:

(i) Persons involved in full-time farming, forestry, inland waterway or marine related occupations.

(ii) Part time occupations where the predominant occupation is farming/natural resource related.

(iii) Persons whose work is intrinsically linked to rural areas such as teachers in rural schools or other persons whose work predominantly takes place within the rural area in which it is proposed to build.

For the purpose of clarity, proposed sites shall generally be required to be located within 5 km (3 miles), in any direction, of an applicant's place of work.

3. Persons whose exceptional health circumstances require them to live in a particular environment or close to family support.

Applicants qualifying under this category of housing need will be required to demonstrate by way of supporting documentation why their need is exceptional.

(O) UTILITIES

The objective of the Utility land use is to provide for utility and transportation infrastructure.

This zones permits for the provision of public utilities, park and ride facilities, transport related infrastructure and ancillary uses.

Zoning Matrix Legend

The matrix table overleaf indicated uses generally permitted, open for consideration or not permitted in each land use zone.

P = Normally Permitted;

O = Open for Consideration;

X = Not Permitted.

Land Use Zone

(A) = Residential

A1 High Density

A2 Medium Density

A3 Low Density

A4 Rural Residential

(B) = Town Centre

(C) = Extension to Town Centre

(D) = Residential/Commercial

(E) = Industrial

(E1) = Industrial/Commercial

(F) = Institution/Community Facilities/Offices

(G) = Mixed Use

(H) = Community Facilities

(J) = Open Space

(K) = Woodland

(L) = Westport House & Demesne Masterplan

(M) = Marine Related Tourism

(N) = Agriculture/High Amenity

(O) = Utilities

ZONING MATRIX

←USE CLASS ZONING DESCRIPTION ↓	A1 Residential High	A2 Residential Medium	A3 Residential Low	B Town Centre	C Extension of Town centre	D Residential / Commercial	E Industrial	E1 Industrial/Commercial	F Institution/Community Facility/Offices	G Mixed Use	H Community Facilities	J Open Space	K Woodland	L Westport House & Domesne Masterplan	M Marine related Tourism	N Agriculture/High Amenity	O Utilities
Agricultural Machinery Outlet	X	X	X	X	X	O	X	O	X	X	X	X	X	X	X	O	X
Allotments	X	X	X	X	X	X	X	X	O	O	O	O	X	O	X	O	X
Camping	X	X	X	X	X	X	X	X	X	X	X	O	O	P	O	X	X
Car Parks	O	O	X	P	P	P	P	P	P	P	O	O	O	P	P	X	O
Car Repair, Garages	X	X	X	X	X	O	X	O	X	X	X	X	X	X	X	X	X
Caravan Park	X	X	X	X	X	X	X	X	X	X	X	X	X	P	O	X	X
Cattle Shed	X	X	X	X	X	X	X	X	X	X	X	X	O	O	X	O	X
Cinema, Dance Hall, Disco	X	X	X	P	X	O	X	X	O	X	X	X	X	O	X	X	X
Community Halls	O	O	O	P	P	O	X	X	O	O	P	O	X	O	O	X	X
Convenience Shop (Local)	O	O	O	P	O	P	X	X	X	O	X	X	X	O	O	X	X
Cultural Uses – Library / Art Gallery	O	O	O	P	P	P	X	X	P	O	P	X	X	P	O	X	X
Educational / Childcare	P	P	O	P	P	P	X	X	O	P	P	X	X	O	X	X	X
Gaming Arcade	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
General Industry	X	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X
Guesthouse / Hotel	O	O	O	P	P	P	X	X	X	P	X	X	X	O	O	X	X

←USE CLASS ZONING DESCRIPTION ↓	A1 Residential High	A2 Residential Medium	A3 Residential Low	B Town Centre	C Extension of Town centre	D Residential / Commercial	E Industrial	E1 Industrial/Commercial	F Institution/Community Facility/Offices	G Mixed Use	H Community Facilities	J Open Space	K Woodland	L Westport House & Demesne Masterplan	M Marine related Tourism	N Agriculture/High Amenity	O Utilities
Halting Site	X	X	X	X	X	X	X	X	X	P	X	X	X	X	X	X	X
Heavy Commercial Vehicle Parks	X	X	X	X	X	X	O	O	X	X	X	X	X	X	X	X	X
Holiday Home	O	P	P	O	P	P	X	X	X	P	X	X	X	O	X	X	X
Holiday Home Scheme	P	P	O	O	P	P	X	X	X	P	X	X	X	O	O	X	X
Hospital	X	X	X	X	X	O	X	X	X	O	O	X	X	X	X	X	O
Housing/ Apartment Scheme	P	P	O	O	P	P	X	X	X	P	X	X	X	O	O	X	X
Light Industry	X	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X
Major Playing Fields	O	O	O	X	O	X	X	X	O	O	P	O	X	O	O	O	O
Medical Centre Clinic	O	O	X	P	P	P	X	X	O	O	P	X	X	X	X	X	X
Motor Sales Outlet	X	X	X	X	X	O	X	O	X	X	X	X	X	X	X	X	X
Nursing Home	O	O	X	P	P	P	X	X	O	O	O	X	X	O	X	X	X
Offices	X	O	X	P	P	O	O	O	P	O	X	X	X	O	X	X	X
Park/Playground /Open Space	P	P	O	P	P	P	X	X	P	P	P	P	O	O	P	O	O
Petrol Stations	X	X	X	X	X	O	X	O	X	X	X	X	X	X	X	X	X
Place of Worship	O	O	O	P	P	O	X	X	O	O	P	X	X	X	X	X	X
Professional Office	O	O	O	P	P	P	X	X	O	O	O	X	X	X	X	X	X

←USE CLASS ZONING DESCRIPTION ↓	A1 Residential High	A2 Residential Medium	A3 Residential Low	B Town Centre	C Extension of Town centre	D Residential / Commercial	E Industrial	E1 Industrial/Commercial	F Institution/Community Facility/Offices	G Mixed Use	H Community Facilities	J Open Space	K Woodland	L Westport House & Demesne Masterplan	M Marine related Tourism	N Agriculture/High Amenity	O Utilities
Pub	X	X	X	P	P	O	X	X	X	O	X	X	X	O	P	X	X
Recreational Buildings	O	O	O	O	O	P	X	X	P	O	P	O	O	O	O	X	X
Restaurant	X	X	X	P	P	O	X	X	O	O	X	X	X	O	P	X	X
Retail Shop (General)	X	X	X	P	X	X	X	X	X	X	X	X	X	O	X	X	X
Retail Warehouse	X	X	X	P	X	X	X	X	X	P	X	X	X	X	X	X	X
Shopping Centre/ Supermarket	X	X	X	P	X	O ²	X	X	X	X	X	X	X	X	x	X	X
Single House/ Housing Cluster	O	P	P	P	P	P	X	X	X	P	X	X	X	O	X	O	X
Special Industry	X	X	X	X	X	X	P	P	X	X	X	X	X	X	X	X	X
Sports Clubs	O	O	O	O	O	O	X	X	O	O	P	O	X	O	P	X	X
Take Away	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Tourism Recreation	O	O	O	O	O	O	X	X	O	O	X	O	O	O	O	O	X
Utilities	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	P
Warehouses	X	X	X	X	X	X	O	O	X	O	X	X	X	X	X	X	X
Wholesale Outlets	X	X	X	X	X	O	X	O	X	O	X	X	X	X	X	X	X
Workshops	X	X	X	O	X	O	P	P	X	O	X	X	X	X	O	X	X

² Only 'Open to Consideration' where in compliance with the Mayo County Retail Strategy (the site falls within 300m-400m of the edge of town centre' and only then where there are no out-of-centre alternative suitable, viable and available sites)

SECTION 6 DESIGN BRIEFS

The strategic vision for the Plan area includes for the creation of sustainable, high quality residential environments.

Westport has evolved over the last two centuries, most notably at two main areas – Westport Quay and Westport town. It is an objective of this plan to consolidate existing development and in order to do so it is considered appropriate to encourage lands at Cloonmonad to be developed to strengthen the links between Westport town and Westport Quay. In addition it is proposed to permit residential development and associated facilities in other pockets of lands in close proximity to the town. Ideally lands in close proximity to public transport corridors are considered more suitable for development. However in the case of Westport, given the planning constraints in close proximity to Westport Railway such as topography of the landscape and limited lands available for future development, the approach taken was to zone lands on all approaches into town. Some lands zoned are in close proximity to existing schools, community facilities, and where there are existing or proposed walkways and cycleways which will link some of the lands to the town centre.

In order to achieve high quality residential developments this section sets out design briefs for particular lands (large holdings) which the Council consider appropriate for development within the timeframe of the plan. The briefs set out a description of the sites, their urban context, identify any development constraints and give some indication as to the type, design and layout of development which would be preferred for the site. These design briefs are for guidance purposes only and the Council will consider alternative layouts/designs which demonstrate compliance with the overall development strategy, policies and objectives of the draft plan and which promote sustainable development practices. There are other smaller pockets of lands zoned for residential development within the plan area that are also suitable for development / re-development and these will be assessed on their own merits having regard to good quality architectural layout and design.

A design statement from the developer/design team shall be required which addresses the design brief. Where the proposed design conflicts with the general principles of the design briefs hereunder, the design statement shall set out why a particular design solution is considered the most suitable for that particular site. All design statements shall use text and graphics to illustrate how the development complies with the draft plan. The proposed development should also take into account the adjoining sites/properties. Any new development should preferably enrich the character of the adjoining sites.

Site No. 1 Cloonmonad

Site No. 2 Carrowbaun (west)

Site No. 3 Carrowbawn (east)

Site No. 4 Carrowbeg

SITE NO. 1 CLOONMONAD

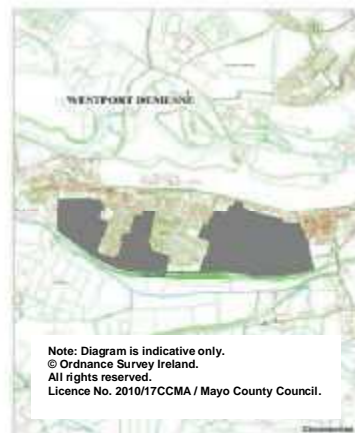
Zoning: A1 Residential High Density

Permissible Uses include:

Residential, Educational, Childcare, Playgrounds.
Other uses are open for consideration as set out in the Zoning Matrix

Densities considered: 35 units per hectare.

The overall strategy for this area is to provide high quality residential development complemented with local facilities, with pedestrian links between developments and onto the Railway Walk.



There are a number of large individual landholdings located within Cloonmonad. It is important that future development at this location is carried out in a planned manner taking into consideration the existing properties which face the Quay Road along the northern part of Cloonmonad, and to ensure that any new developments complement each other. A number of sites here have secured planning permission in recent years.

The area links Westport Quay to Westport town and consists of approximately 16 hectares of land zoned for residential development. The Quay school is located to the west of Cloonmonad, with a number of existing and permitted housing developments located from the school towards the town in an easterly direction. The area is linked to the town by the Quay Road and the Railway Walk which has been recently developed and extended up to Altamount Street, and ultimately Westport train station. Some lands have also been zoned for the provision of community facilities to serve the existing population at this location.

Access to the lands will be in the main from the R335 (Louisburgh Road) over the newly constructed bridge and proposed roadway. The Railway Walk is located at the southern end and should be protected from any development that would impact negatively on the walkway. Therefore any new development on lands flanking the railway walk should ensure that part of the open space associated with the development is in the form of a green area complementing the Railway Walk. Development on lands at the eastern end of Cloonmonad should be designed to incorporate a central green area.

Development constraints:

Lands at this location ascend south to north. Any new development backing onto existing developments should be designed to ensure the residential amenity of existing properties is not interfered with.

SITE NO 2 CARROWBAWN (WEST)

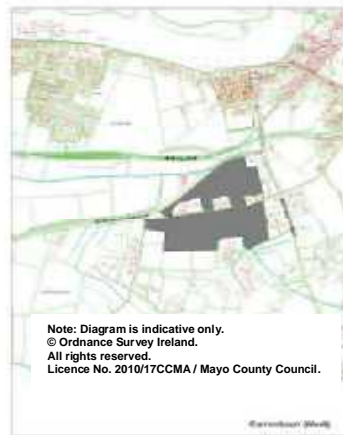
Zoning: Residential Medium Density

Permissible Uses include:

Residential, Educational, Childcare, Playgrounds.
Other uses are open for consideration as set out in the Zoning Matrix

Densities considered: 20 units per hectare.

The overall strategy for this area is to provide high quality residential development complemented with local facilities, with pedestrian links between developments and safe pedestrian access to the Railway Walk and /or town centre.



This area is located within walking distance of Westport town centre, which eventually will link into the Site No. 3 Carrowbaun (East) which is zoned 'Extension to Town Centre'. The area currently houses a small number of 'one-off' dwellings. Development at this location should ensure that the residential amenities of existing properties are not compromised.

Given the sloping nature of the lands along the northern end of these lands, a tiered layout would be appropriate at this location, with any development along the county road (Pound Road) single storey in height. All other development north of this should be tiered in an ascending manner working with the existing topography.

Extensive planting proposals will be required for any development at this location in order to integrate any new development into the landscape.

Development visible from the Leenane and Louisburgh Roads (N59 & R335) shall be designed to provide attractive approaches into the town.

Development Constraints:

The R335 is identified as a Strategically Important Regional Road whereby no new access shall be permitted. Therefore access to lands at this location shall only be from the county road (Pound Road).

It is considered that it would be more appropriate to develop lands at Carrowbawn (East) prior to development occurring on this site, promoting a sequential approach to development from the town centre.

SITE NO. 3 CARROWBAWN (EAST)

Zoning: Extension to Town Centre

Permissible Uses include:

Residential, Guest House/Hotel, Restaurant, Pub, Educational, Childcare, Offices, Medical Centre, Nursing Home, Community Facilities, Playgrounds.

Other uses are open for consideration as set out in the Zoning Matrix

Densities considered: 35 units per hectare.

The overall strategy for this area is to provide high quality town centre type development with emphasis on residential development complemented with local facilities.



This area is considered to be the most logical area into which the town centre can expand. The area is elevated compared to the town centre but after ascending High Street, consists of a plateau on which it is considered suitable for development. There are some mature trees in the area, especially those located around 'Sea View' which should be protected and retained in the interest of visual amenity.

There is a 'Workhouse Burial Ground' located to the north of the site which shall be protected from development but may form part of a parkland area. Any development should treat this area with respect in the overall design, possibly by integrating open space adjacent to this area.

As the area south east of this site is zoned 'Agriculture / High Amenity', which permits/considers some development such as sporting grounds, it may be appropriate to consider ancillary uses such as club houses etc on lands zoned 'Extension to Town centre' adjoining these lands zoned 'Agriculture / High Amenity'.

Development adjoining the Leenane Road (N59) shall be designed to provide an attractive approach to the town.

Planning Constraints:

Given the elevated nature of this area the development will have to clearly demonstrate that any new development will not have a negative visual impact on the surrounding areas. Some sites may only be suitable for single story development.

Given the existing deficiency in the road network at this location any new development will be required to carry out improvements adjoining their site and all such works will have to be completed prior to occupancy of any development.

SITE NO. 4 CARROWBEG

Zoning: Mixed Use

Permissible Uses include:

Set out in the Zoning Matrix

Densities considered: 35 units per hectare.

Up to 50% of the lands east and north of this land bank illustrated on the map adjacent (zoned G Mixed Use) will be considered for residential development.

The overall strategy for this area is to provide high quality residential development complemented with local facilities.



This area is located on the approaching into Westport town from the east (N5). The most easterly site consists of low lying lands, with the westerly site located on higher grounds. Planning permission has been granted for residential development and retail warehousing on the eastern part of the site. The western part consists of the former 'Portwest' factory.

It is considered that this is a landmark site on the approach road from the east into Westport. Therefore any development should be designed to form an attractive approach into the town. Development other than residential in nature shall be encouraged to the northern part of the eastern site, with the southern part of the eastern site retained for residential development.

Any development on the westerly site will be required to be of the highest design standards and subject to compliance with any relevant planning guidelines. Access to the lands west will be off the existing N5.

The proposed N5 By-Pass will run north of the site but access to the lands east and north will be via the existing Lodge Road. Therefore any new development will be required to set back the entire site boundary of the lands east to facilitate road improvements and to provide footpaths. A planting belt between any lands and the proposed by-pass will be required in the interests of visual amenity and to reduce potential noise impacts to and from the road network.

A network of pedestrian links will be encouraged between developments.

A green area alongside the existing N5 shall be retained in the interest of visual amenity.

Planning Constraints:

There are a number of drains on part of the lands which will have to be assessed and addressed in order to avoid flooding in the general vicinity of the area.

The proposed road lines are subject to change.

SECTION 7 DEVELOPMENT MANAGEMENT

This section of the Plan incorporates development control standards relating to various types of development. The standards are intended to provide guidance towards achieving a high quality of development. The Council will apply the standards with discretion and having regard to the particular circumstances of a particular site and development.

The standards are set out whereby sub-section 'General Standards for all Developments' applies to all developments (i.e. roadside requirements, access, surface water, building liens, parking, landscaping, fire & emergency, advertising & signage) followed by another sub-section 'Development Categories' which relates to specific types of development (i.e. residential, commercial etc.).

Applicants are advised to engage in pre-planning consultations with the planning authority prior to the submission of applications.

Guideline documents and Regulations referred to in this section may be superseded during the course of this plan and any new guidelines issued shall replace existing guidelines.

GENERAL STANDARDS FOR ALL DEVELOPMENTS

7.1 ROADSIDE DEVELOPMENT

The transportation implications of development proposals will be assessed. In order that new access points do not cause a road safety problem or that the increase in traffic does not cause deterioration in environmental quality, it will be necessary to apply the control policies as set out hereunder.

7.1.1. SAFETY

- a)** It shall be a requirement that a Road Safety Audit be conducted in respect of all proposed significant developments and submitted as a part of the planning application. A significant development would be a development, which generates 40 Traffic Movements per day.
- b)** It will be a requirement that a Traffic Impact Assessment be conducted in respect of proposed significant developments whereby traffic generated by the development exceeds 10% of the existing traffic level on the road, or 5% where the road is already congested.
- c)** No development will be allowed within the public right of way that would compromise road safety i.e., memorials, concrete bollards, signs and large boulders.

a) and **b)** shall be carried out by suitable competent consultants and shall be assessed in association with their cumulative impact with neighbouring developments on the road network.

Any proposed development which is within the zone of influence of existing national roads or planned new national roads the applicant will be required to identify and implement noise mitigation measures where the additional traffic generated by the development results in a breach of the noise design goals on national roads for sensitive receptors exposed to road traffic noise. The cost of implementing mitigation measures shall be borne by the developers. Regard shall be had to the requirements of S.I. No. 140 of 2006 Environmental Noise Regulations.

7.1.2 ACCESS

Access points onto the public road constitute a significant road safety issue. Generally it is considered good practice not to have a proliferation of access points, particularly in areas where the maximum speed limit applies. The minimisation and consolidation of access points is therefore an important design issue.

The access must be designed to a high standard. In areas with hedgerows, such as the environs, the access should be located and designed to minimise the loss of these features, whilst providing a safe access.

Development will only be permitted where the existing horizontal or vertical sight distance are adequate to allow a safe access from the development or where the creation of a new access near existing junctions or accesses does not interfere with the safety and free flow of traffic on the road.

Where new developments are permitted, access to the public right of way shall be provided in accordance with the standards set out in the Mayo County Development Plan 2008.

Access to backlands in town centre locations should not have a negative impact on the streetscape (e.g. large archways). Alternative access should be examined, for example, adjacent landowners agreeing one access serving the entire backland area.

7.1.3 ACCESS LOCATION

Access onto a local road shall not be sited closer than 15m from a junction of another local road.

Development along National and Strategic Regional Roads, as listed in Appendix 3, will be restricted outside of the 50kph speed limit zone of Westport.

Access onto a local road off a National or Regional road shall not be sited closer to a junction of the National or Regional road as follows:-

Type of Access	National Roads	Regional Roads
Access to a House	100m	35m
Access to a Housing Development	150m	50m
Access to Service Stations, Commercial & Industrial Sites	200m	70m
Note: The distance from the junction is measured from the running edge of the lane or from the back of a hard shoulder where this is provided or from the proposed realigned road edge or hard shoulder edge.		

7.1.4 KERBED ACCESS

A kerbed access radius is required to Housing, Commercial & Industrial developments to ensure an easy transition to the developments from the public roadway. The requirements are listed in Table 4.5. below:

Table 4.5 Radius of Curvature

Road	Housing Development	Commercial /Industrial
Urban	6m	15m
Rural	10m	15m

7.1.5 ACCESS GRADIENTS

The gradient of the access road should have a constant grade for a distance from the public right of way. This gradient is to ensure that a vehicle accessing the public right of way shall be able to stop or take off in safety in all conditions. The gradient requirements are listed below

Road Gradient & Gradient Length

Road Type		National	Regional	Local
Gradient		+/- 2%	+/-4%	+/-4%
Length	Commercial & Industrial	10m	10m	6m
	Dwelling	5m	5m	5m

7.1.6 ACCESS ENTRANCES

No entrance gate shall open outwards. Gates should be set back to accommodate one vehicle clear of the main running lane

Entrances shall be designed and shaped to ensure the uninterrupted flow of roadside drainage.

Entrances should be grouped wherever possible

The use of loose materials within the public right of way and at entrance set backs (where required) is not permitted.

7.2 SURFACE WATER

No surface water shall be discharged from a development onto a public road but rather discharged into the surface water system. If the site is not served by the surface water system a sump, stream, or gully may be considered within the curtilage of the site. If the discharge is to a sump, design calculations and percolation tests must be submitted with the application. If the discharge is to a stream, design calculations on the ability of the stream to carry the discharge must be submitted with the application. The environmental impacts of surface water discharge must also be addressed.

7.3 BUILDING LINES

Building lines should be set by the context of the proposed development.

The building line requirements for various developments are set out hereunder. The building line is the minimum requirement and applicants should be encouraged to develop at a greater distance from the public roadway.

Building Line Requirements

Road Classification	Requirement
Town Streets	Existing Frontage or Existing Building line
Housing Developments	Refer to Urban Design Manual – A best practice guide DoEHLG 2008
Adjacent to any other public roadway or roadway of public importance	The building line shall be not less than 10 metres from the fence of a re-aligned carriageway or from the designed fence line on an unimproved road or right of way.
Regional Routes	The building line shall be not less than 20 metres from the fence of a re-aligned road or from the designed fence line on an unimproved route.
National Roads	The building line shall be not less than 30 metres from the fence of a re-aligned road or from the designed fence line on an unimproved route.

7.4 PARKING STANDARDS

7.1.4.1 VEHICLE PARKING STANDARDS

On-site parking facilities will generally be required for all developments in accordance with the standards outlined below. If developers cannot provide the number of required car spaces on site, the Council may consider parking off-site provided as group or dual parking or may seek a financial contribution towards the cost of car parks provided in the town.

Facilities will also be required for loading and unloading areas to prevent traffic hazards and obstruction of vehicle movement.

The standard for required car parking spaces for a development shall be provided in accordance with the standards set out hereunder:

- A Car Parking Bay shall be 2.5m wide and 4.75m long. The aisle width between parking bays shall be 7m wide
- A Light Goods Vehicle (1500-7500 kg) Parking / Loading Bay shall be 3m wide and 6m long
- A Heavy Goods Vehicle Parking / Loading Bay shall be 3m wide and 18m long.

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.

The car parking layout for the development will be required to be designed to ensure that road, street or footpath obstruction will not occur. It is advisable that in general the service area should be located to the rear of the development.

Screening and landscaping proposals for the car parking should be submitted with the application for the development. All parking bays should have a durable permanent surface and be marked with 100mm wide lines, in durable material. Tree planting shall also be required where large car parks are proposed.

Disabled Parking

Parking spaces for the disabled should be provided in developments relative to parking standards below 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 for disabled persons shall be 3m wide and 4.75m long, clearly signed and marked with the relevant symbol and placed nearest to the entrance to the facility (or each facility) for which the parking space is being provided.

CAR PARKING STANDARDS

Residential

Category	Type	Towns	Suburb/Rural
1	Apartment ³	1.25 Space per Unit	1.25 Space per Unit
2	Dwelling house ⁴	2 Spaces per Unit	2 Space per Unit
3	Hotel/Motel ⁵	1 Space per Bedroom	1 Space per Bedroom
4	Guesthouse ⁶	1 Space per Bedroom	1 Space per Bedroom
5	Self Catering	0.5 Space per Bedroom	0.5 Space per Bedroom
6	Hostel ⁷	0.5 Space per Bedroom	0.5 Space per Bedroom

Manufacturing

Category	Type	Towns	Suburb/Rural	Service (e.g. delivery)
7	Manufacturing Industry	-	1 space/50m ²	90m ² per 2000m ² gfa
8	Light Industry	1 space/65m ²	1 space/65m ²	90m ² per 2000m ² gfa
9	Warehousing	1 space/65m ²	1 space/65m ²	90m ² per 2000m ² gfa

Community facilities

Category	Type	Town	Suburb/Rural
10	Churches/Church Halls	1 space/6 seats	1 space/6 seats
11	Art Centre, Library, Museum	1 space/36m ²	1 space/36m ²
12	Community Centres	1 space/14m ²	1 space/10m ²
13	Cinemas Theatres	1 space/4 seats	1 space/4 seats
14	Funeral Homes	1 space/10m ²	1 space/10m ²

³ Innovation considered

⁴ Innovation considered

⁵ Category 19&22 shall also be included if proposed

⁶ Additional parking as per Category 2 if also used a permanent place of residence

⁷ Alternatively 1 space/60m²

Commercial

Category	Type	Towns	Suburb/Rural	Service
15	Shopping Centre	1 space/25m ²	1 space/20m ²	90m ² /1000m ² gfa
16	Shops	1 space/25m ²	1 space/20m ²	90m ² /2000m ²
17	Offices	1 space/40m ²	1 space/25m ²	50m ² /1000m ²
18	Banks	1 space/45m ²	1 space/35m ²	50m ² /1000m ²
19	Public House	1 space/4m ²	1 space/2m ²	50m ² /500m ²
20	Restaurants	1 space/10m ²	1 space/5m ²	50m ² /1000m ²
21	Hotels ⁸	1 space/bedroom	1 space/bedroom	50m ² /500m ²
22	Discotheques Function Rooms	1 space/3m ² of public area	1 space/3m ² of public area	50m ² /500m ²
23	Retail Warehousing	1 space/30m ²	1 space/30m ²	50m ² /1000m ²
24	Car Sales with Showroom	1 space/100m ² gfa plus 20 spaces/ha of sales area	1 space/50m ² plus 20 spaces/ha of sales area	50m ² /1000m ²
25	Car Sales without show room	40 spaces/ha of sales area	40 spaces/ha of sales area	50m ² /1000m ²
26	Garages	1 space/30m ²	1 space/30m ²	50m ² /1000m ²
27	Service Stations ⁹	N/A	1 space/300m ²	135m ² /site

⁸ Additional spaces for bar area, restaurant and function area as per categories 19, 20 & 22

⁹ Additional spaces for shop as per category 16, if proposed

Health & Education

Category	Type	Town	Suburb/Rural
28	Hospitals	1 space/bed	1 space/bed
29	Nursing Homes	1 space/bed	1 space/bed
30	Surgeries	2 spaces/consulting room	3 spaces/consulting room
31	Primary Schools	2 spaces/classroom	3 spaces/classroom
32	Secondary Schools	1.5 spaces/classroom	2 spaces/classroom
33	Third Level	1.5 spaces per employee & 0.25 spaces per student	1.5 spaces per employee & 0.25 spaces per student
34	Crèches/Nurseries/ Playschool	1.5 spaces per employee & 0.25 spaces per student	1 spaces per employee & 0.25 spaces per student

Sports

Category	Type	Town	Suburb/Rural
35	Golf Course Pitch & Putt	-	3 spaces/hole
36	Golf Driving Range	-	1 space/baseline
37	Athletic Track Playing field	15 spaces per track/field	15 spaces per track/field
38	Tennis Court	2 spaces/court	2 spaces/court
39	Bowling Alley	4 spaces/lane	4 spaces/lane
40	Swimming Pool	1 space/20m ²	1 space/10m ²
41	Sports Centre	1 space/14m ²	1 space/10m ²
42	Leisure Centre ¹⁰		
43	Marina	1 space/berth	1 space/berth

¹⁰ Calculated by facilities provided using relevant categories

7.4.2 BICYCLE PARKING STANDARDS

The standards for bicycle parking spaces for a development are set out hereunder.
The bicycle parking shall generally be located in a prominent position within 30m of the facility served.
The parking stands for bicycles should be the Sheffield Stand. Bicycle Parking Bay shall be 0.8m wide and 1.8m long.
The bicycle park should have a shelter and be signposted.

Provision must be made in the development for bicycle parking spaces in accordance with the following categories.

Bicycle Parking Standards

Category	Type	Number
Residential	Apartment	0.25 spaces/unit
	Dwelling	1 space/unit
	Hotels/Motels	0.1 space/bedroom
Industrial	Manufacturing	1 space/250m ²
	Warehouses	1 space/300m ²
Transport	Rail/Bus Stations	1 space/10m ²
Commercial	Shops	1 space/100m ²
	Offices	1 space/100m ²
Community	Churches	1 space/50m ²
	Museums	1 space/100m ²
	Cinemas/Theatres	1 space/10seats
Health	Surgeries	1 space/consulting room
	Hospitals	1 space/1500m ²
Education	Primary	0.2 spaces/pupil
	Second & Third Level	0.3 spaces/pupil
Sport	All	1 space/250m ²

In the case of any use not specified, the Council will determine the bicycle parking requirements.

7.5 FIRE & EMERGENCY SERVICES

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

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.

Developments should be located in areas where they will not adversely affect public safety or the environment.

Suitable and adequate water supplies should be provided for fire fighting purposes, in order to protect life and property. 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.

The layout of the site/estate should facilitate the emergency services. Access for 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 DoEHLG Publications for Housing Areas or equivalent.

Adequate storage should be provided for commercial premises to ensure escape routes are unobstructed.

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

7.6 SEVESO II SITES

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

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

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

It should be noted that at the time of printing this proposed draft development plan there were no SEVESO sites registered in the proposed plan area.

The Planning Authority shall consult with the Health and Safety Authority regarding any proposals in respect of any newly registered establishments and any proposed development within the relevant consultation zones as specified by the HAS.

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

7.7 ADVERTISING

Outdoor advertising hoardings in the open countryside will not be permitted. In built-up areas of the town, advertising will normally be permitted, subject to the advertising standards set out by Westport Town Council.

Town Centre Signage

Signage in the town centre shall be limited in size, and to the area above the shop window. The signage fascia shall consist of individual letters mounted, or hand painted lettering. Lettering may be lit by strip or recessed spot lighting concealed within a cornice located above the lettering. Colour schemes shall be submitted as part of the planning application.

7.8 FLOOD PREVENTION AND SURFACE WATER MANAGEMENT

Management of Surface Water run-off

Generally, Surface Water Systems shall be designed in accordance with SUDS (Sustainable Urban Drainage Systems) and Surface Water Attenuation provided to restrict flows from development to greenfield run off rates. Surface Water Management Systems should be designed in accordance with *SUDS*.

All development must so far as is reasonably practicable, incorporate the maximum provision to reduce the rate and quantity of run-off, for example:

- Hard surface areas (car parks *etc.*) should be constructed in permeable or semi-permeable materials
- On site storm water ponds to store and or attenuate additional run-off from the development should be provided
- Soakways or french drains should be provided to increase infiltration and minimise additional run-off.

Flood Risk Areas

Applicants should refer to the OPW's *National Flood Hazard Mapping Website* prior to submitting proposals for development.

A *Flood Impact Assessment* and proposals for the storage or attenuation of runoff/discharges (including foul drains) to ensure the development does not increase the flood risk in the relevant catchment must accompany applications for planning permission for development of areas exceeding 1 hectare.

The Council shall request a certificate, in respect of planning applications for the development of areas of 1 hectare or less in flood risk areas, from a competent and appropriately qualified person, demonstrating that the development will not contribute to flooding within the relevant catchment area.

Developments that may be permissible in flood plains

Development in areas at risk of flooding, particularly floodplains, shall be avoided by not permitting development in flood risk areas unless:

- a. It is fully justified that there are wider sustainability grounds for appropriate development
- or
- b. Unless the flood risk can be managed to an acceptable level without increasing flood risk elsewhere
- and
- c. Where possible, it reduces flood risk overall.

Development adjacent to watercourses

For developments adjacent to all watercourses of a significant conveyance capacity, any structures (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing maintenance. A setback of 5-10m is required depending on the width of the watercourse.

Development consisting of the construction of embankments, wide bridge piers or similar structures will not normally be permitted in or across flood plains or river channels, as these structures restrict/obstruct flow and increase the risk of flooding to property and land upstream. If it is considered necessary in exceptional cases to permit such structures, they should be designed to minimise and/or compensate for any potential negative effects.

Flood Design Standards

All new development must be designed and constructed to meet the following minimum flood design standards:

- For Urban areas or where developments (existing, proposed or anticipated) are involved – the 100 year flood
- For Rural areas or where further developments (existing, proposed or anticipated) are not involved – the 25 year flood
- Along the coast and estuaries – the 200 year tide level
- Where streams open drains or other watercourses are being culverted – the minimum permissible culvert diameter is 900mm (access should be provided for maintenance as appropriate).

7.9 SITE BOUNDARIES

In urban area site boundaries should be designed and finished taking into account existing boundaries on adjacent sites. Housing development should ensure the overall site boundary is aesthetically pleasing with appropriate materials and planting. Boundary walls between developments should be designed to provide privacy for the occupiers of developments and be designed using appropriate materials.

All walls within new residential developments visible from the public domain shall be constructed from local natural stone unless an alternative finish is required by the planning authority.

In rural areas the removal of boundary hedges and trees, and replacement with block walls and fencing leads to urban features in a rural environment. It can also have an effect on wildlife and lead to the removal of valuable hedgerows, upon which wildlife depends. The Council will require the retention of, and encourage the planting of native trees and hedgerows along all boundaries.

Recommended Planting

Tree Species	Hedgerow Species	Coastal Species
Scots Pine Sycamore Oak Willow Hawthorn Holly Common hazel Bog birch * Rowan * Common ash** Common alder ** Common beech** Common elder**	Blackthorn Crab Apple Guelder Rose Spindle	Flax Common Gorse Fuchsia

Where * appears, the species is recommended as primary species in upland regions. Where ** appears, the species is recommended as primary species in lowland regions.

Leylandii (*X cupressocyparis leylandii*) looks intrusive in the rural landscape and provides no value as a habitat to wildlife. Plants of a local provenance should also be used.

DEVELOPMENT CATEGORIES

7.10 RESIDENTIAL DEVELOPMENT STANDARDS

Residential Density

In general, densities of up to 35 dwellings per hectare may be permitted in serviced areas which are zoned A1 Residential High Density. Densities of up to 20 dwellings per hectare may be permitted in areas zoned A2 Residential Medium Density and 10 dwellings per hectare may be permitted in serviced areas which are zoned A3 Residential Low Density. Five dwellings per hectare, with clusters of no more than 5 dwelling per cluster, will be considered in areas zoned A4 Rural Residential.

The control of density in all cases will depend on the design and layout of the scheme and local conditions such as the topographical features of the site and the infrastructural capacity of the area, and Appendix 4 where appropriate.

Higher densities may be considered on appropriate sites where it has been demonstrated to the satisfaction of the planning authority that the development is of appropriate standard in terms of layout and design.

The following parameters will be considered in relation to densities for housing developments:

- A design that enables the scheme to merge successfully into the surrounding context.
- Adequacy and area of usable public open space provided. High quality hard and soft landscaping proposals for both public and private open space including supervised play areas will be required. Incidental open spaces will not be considered as having amenity value.
- Adequacy of private amenity space.
- The ability of roads, sewers and other infrastructure to cater for the development.
- Adequacy, security and attractiveness of car parking.
- Compatibility with the existing densities of adjoining residential areas.
- The location within the town and adjoining land uses.
- The size of houses proposed and a mix of dwelling types.
- Privacy, daylighting and noise
- The Urban Design Manual A best practice guide DoEHLG 2008

The protection of the specific landscape character will be sought in considering planning applications for all areas zoned Residential.

The Planning Authority will also have regard to the Department of the Environment, Heritage and Local Governments 'Residential Density Guidelines for Planning Authorities', Sustainable Residential Development in Urban Areas and Urban Design Manual - A best practice guide.

Layout and Design

The design and layout of residential developments should comply with good practice based on design guides such as the Foras Forbartha "Streets for Living" and the guidance provided in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009 (DoEHLG) and Urban Design Manual A best practice guide (DoEHLG).

All new housing developments should achieve high quality living environments for their residents.

As part of the aim of achieving higher densities in suitable areas, there is an emphasis on high quality design in new developments. Furthermore, large residential areas shall generally be broken into small functional and visual groups of approximately 20 houses or less, which fulfil a social and aesthetic need for identity. These shall be designed to create safety for young children and to facilitate social interaction.

The following principles should be addressed when designing the layout of a housing development:

- Introduce variety into the visual environment.
- Avoid monotonous, repetitive environments.
- Each group of houses should have its own visual identity, variations being achieved by layout, building lines, house design, colour, hard and soft landscaping and house size.
- Development should not break the skyline.
- Layouts should respect the need for access and the normal range of local services required by residents. Furthermore layouts should not result in adjacent compatibly zoned land becoming landlocked.
- In the interests of security, all areas used by the public such as open spaces, roads and footpaths should be overlooked by housing.
- Residential layouts should be designed in such a way that through traffic is discouraged and internal roads should be designed to discourage speed and give priority to the safety and convenience of pedestrians and cyclists.
- Natural features or landmarks such as mature trees or views or vistas should help to enrich the layout and orientation of housing. Mature trees, stone walls, hedgerows, etc., shall be incorporated into the design and preserved where possible.
- Pedestrian linkages between housing developments and/or existing public walkways shall be encouraged and must be designed with security in mind.
- Tree belts of a minimum depth of 5.0m shall be planted to screen estates from busy roads or to provide a backdrop to houses located in exposed locations.
- Layouts shall be designed so as to minimise the degree of overlooking onto back and side gardens from adjoining dwellings or gardens.
- The minimum area of a rear garden shall be 100 sq. m unless the overall design provides for adequate private open space.
- There shall be a minimum of 1.5m between houses and boundary walls.
- Oil storage tanks shall be screened from public view.
- Satellite dishes shall be so located so as not to detract from the visual amenities of the residential areas.
- House design should make use of materials, architectural form and colour to create a high level of visual amenity.
- Housing designs shall consider orientation and sun-path so as to maximise amenity, daylight and the benefits of passive solar gain to domestic heating.
- The houses shall be designed so that no side window overlooks adjoining side property windows at all levels.
- The Planning Authorities will require a variety and mix of house types and sizes in developments of 4 or more houses. Such a mix shall include a significant percentage of detached houses.
- All service pipes, SVPs and drainage pipes shall be ducted internally.

Open Space

In the context of new housing developments, the public open space requirement within housing developments, which is to be provided by the developer, is a minimum of 10% of total site area in residential zoned areas. Roads, roundabouts, footpaths, grass margins and other grass areas of incidental open space shall not qualify for open space assessment.

In designing residential development schemes, consideration should be given to integration of open spaces of adjacent schemes to create larger, more functional open space areas. In this context, the Planning Authority may require that the open space provision be located to facilitate assembly of open space or to protect/enhance the existing features of the area.

Location and design should ensure that open spaces are overlooked and passively supervised.

Open spaces should be designed and set out by a suitably qualified landscape architect or similar design profession and provide suitable play areas for a range of age groups.

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 naturalised species along verges and footpaths at 12m intervals in new development. The trees should be semi-mature and root balled with a minimum girth of 18cm. A similar tree shall be planted in each front garden also.

Where there is a difficulty in meeting the open space requirement, or where it is considered by the Planning Authorities that the provision of open space requirement in a particular area is not in the interests of the proper planning and sustainable development of the area, the Planning Authority may require that the developer makes a financial contribution towards the provision of an open space by the Local Authority elsewhere, or may consider arrangements whereby appropriate community facilities may be provided in lieu of the developers open space requirements. Lower open space provision may be acceptable in the Town Centre zone.

Private Amenity Space

The provision of an adequate sized external private amenity space is a requirement of all residential dwellings. Private Amenity Space should be not less than 100 square metres for 3/4/5 bedroom houses and this space will normally be provided behind the front building line. A slightly reduced standard may be acceptable for houses of 2 or less bedrooms where a high design standard is demonstrated and where the majority of houses comply with the minimum garden standards or where a particular house performs a particular architectural/townscape roles in the overall layout.

Building Lines

Maintenance of the traditional street line is of particular importance in Westport where the building line has been established. New houses in the town shall be located on the established building line to maintain the existing street / townscape.

In housing estates the building line shall be at least 6m from the inside edge of the public footpath along the estate road, except at junctions where it may be required to increase this in order to create adequate sight distance. Building lines should be varied in large estates in order to avoid monotony and rigidity. Where housing developments take place adjacent to public roads, the provision of a service road will be required with the building line relating to the service road.

Boundary Walls

The developer shall provide all boundary walls. The materials and design shall enhance the general character of the estate and shall be uniform throughout. Only materials which are unaffected by weathering are to be used.

Telephone and Electricity Supplies

These shall be laid underground throughout the estate. Other ancillary installations such as transformers, sub-stations, etc., will be integrated into the development at design stage and appropriately located so that they are concealed and unobtrusive. In relation to street lighting, this shall be carried out in accordance with the Council and E.S.B. requirements.

Community Facilities within housing developments

For new housing areas, one childcare facility providing a minimum of 20 childcare places, for each 75 dwellings will be required. The location and general standards of such facilities shall comply with the standards set out in Childcare Facilities Guidelines for Planning Authorities June 2001.

No substantial residential development should proceed without an assessment of existing school capacity or the provision of new schools in tandem with the development. The planning authority will require that planning applications for 200+ dwelling units should be accompanied by a report identifying the demand for school places likely to be generated by the proposal and the capacity of existing schools in the vicinity of the site.

Larger residential developments (200 units) should also provide a community centre or similar facility for residents, located at a suitable accessible location. Developers on adjoining sites may provide one facility for a number of developments subject to approval of the planning authority.

Road Standards

The Planning Authority's road requirements will be based on "DMRB – Road Geometry Handbook" (NRA December, 2000)" and Department of the Environment & Local Government 1998 publication "Recommendations for Site Development Works for Housing Areas" shall apply to all new housing estate development

Car / Bicycle Parking

Car parking for new residential developments should be provided in accordance with the parking standards set out above. Grouped parking is preferred as it provides greater flexibility and a more efficient use of land. The provision of one space per unit within the curtilage of dwelling and the remainder in the form of grouped parking may be acceptable.

Sufficient bicycle parking should also be provided, particularly in apartment developments.

Engineering Services

Multiple Housing developments should connect to the public sewerage system and should meet with the requirements of the planning authority.

Connection to public water mains will also be required to meet the Council's requirements.

Most building developments on new sites will result in a significant increase in the area of impervious surface (roof and hard pavements). Surface water collected from these surfaces must discharge through a silt trap and oil receptor before going into a watercourse. In certain residential developments surface water may be allowed to discharge to soak pits where there is no risk to groundwater.

For developments greater than 0.5 hectare the developer must submit surface water attenuation proposals, so that the risk of increased flooding due to rapid discharge of surface water is minimised.

Apartments

All relevant development management standards outlined above will apply to apartment developments. In addition apartment developments should comply with guidelines set out in the Sustainable Urban Housing: Design Standards for New Apartments (Sept. 2007).

The minimum floor area required for apartments are set out below, however, the Planning Authority shall encourage the provision of apartments, which exceed these minimum requirements.

Apartment type	Minimum Floor Area	Storage Area	Balconies
One Bedroom	45 sq m	3 sq m	5 sq m
Two Bedroom	73 sq m	6 sq m	7 sq m
Three Bedroom	90 sq m	9 sq m	9 sq m

In certain areas apartment larger apartment sizes will be required in order to attract families into the town.

Private Amenity Space in Apartments to be provided at a rate of 10 square metres (minimum) per one bedroom apartment and 20 square metres per 2 or 3 bed apartment. Private open space for apartment developments may be provided in the form of balconies or roof gardens, or in the case of ground floor apartments as small gardens. In certain circumstances, amenity space requirement for apartments may be provided as semi-private, communal or shared open space.

Private storage space is also required in apartment developments for storage, refuse bins, bicycles, laundry etc.

Single Unit Housing in Built Up Areas

All development standards outlined above will apply to single housing unit developments. Re-use of older buildings will be encouraged or the location of new builds on the footprint of ruins where it is considered necessary in order to preserve the character of the town / streetscape. The overall design of the house shall not be an obtrusive element on the existing streetscape.

Holiday Home Development

In the determination of applications for holiday home schemes the Council will take into account the following planning considerations:

- (i) The extent to which the location, design and social/physical infrastructure for such developments relates to the existing urban structure and socio-economic composition.
- (ii) The balance between providing for planned clusters of holiday homes for that use alone, and the need to allow flexibility in the use of individual houses or small groupings of houses for use by visitors/tourists without requiring a planning permission for a change of use to do so.
- (iii) In determining individual planning applications for housing developments, consideration will be given to the inclusion of a condition(s) directed at prohibiting the use of houses as holiday homes, depending on the individual circumstances of each application.

Rural Housing

This Section of the Plan relates primarily to lands zoned Agricultural / High Amenity. It is recognised that there is a strong tradition of dispersed settlement patterns in rural areas combined with a complex network familial, social and economic interrelationships creating rural communities whose presence and significance is not always apparent to more urban-centric observers. The hinterland of Westport has traditionally, and to a large extent still does, consists of such communities with the town itself serving to provide for other social and economic requirements.

There are many individual small farms within the plan area with strong family links to the locality and it is reasonable and desirable that people should have the opportunity to continue to live in their locality. Therefore the Planning Authorities shall comply with the County Settlement Strategy and rural housing policies set out in the Mayo County Development Plan 2008 – 2014.

Rural Housing– Design and Site Planning

Where development is permitted in areas zoned for agriculture, structures should be successfully assimilated into the landscape, and positively contribute to the overall appearance of the landscape. In assessing applications, consideration will be given to the following factors:

- New development should not be located on a ridgeline and the roof level should be sited below the ridgeline, preferably on the foot of the ridge. This allows the natural contours of the land to screen the development.
- Existing hedgerows and traditional stone boundary walls patterns should be retained.
- The form and design of new development should follow the natural contours of the ground and should avoid the creation of platforms or excessive areas of cut and fill.
- Landscaping proposals will be required considered to break up and soften visual impact. Any changes to the site should help to blend development into the surrounding landscape.

In addition, the overall design and massing of the development shall be considered to prevent adverse affects of over-development of sites in the rural areas. The applicant is advised to refer to Mayo County Council's Rural Housing Design Guidelines 2008.

Development along National and Strategically Important Regional Roads will be restricted in areas outside the 50kph speed limit zone as outlined in Section 7 General Roadside development.

Septic Tank & Proprietary Treatment Units.

Where water and/or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the Planning Authority. In addition, provision must be made for possible future connection into the public system.

Single house sites in areas without mains drainage must satisfy the minimum requirements as set out in set out in the EPA Code of Practice Wastewater Treatment and Disposal Systems Serving Single Houses (p.e. ≤ 10) and any subsequent legislation/guidance.

All applications shall be accompanied by a full report on the suitability of the site for the treatment and disposal of effluent and the effects the development will have on the groundwater, prepared by a suitably qualified person with an EPA FETAC certificate. Any new percolation areas shall be set back 30 metres from any new offline traffic routes.

7.11 PUBLIC OPEN SPACE AND RECREATIONAL FACILITIES

Public Parks (including playing fields and other recreational facilities) and public amenity areas should generally be provided within areas zoned for open space or agriculture / high amenity. Funding of such facilities will be raised from private organizations and from the local authority through development contributions.

7.12 COMMERCIAL DEVELOPMENT

Applications for commercial development will be considered under the following headings:

- Land use zoning.
- The Retail Planning Guidelines and the Mayo County Council Retail Strategy 2008.
- Effects on existing and proposed adjacent land uses.
- Provision for car parking, refuse storage, loading, adequate access.
- 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.

Employment/ Enterprise Development

The sustainable growth of Westport is dependent on the creation of locally based high quality employment uses. The location and accessibility of the lands to the north east of the town make them suitable for employment uses including high-technology enterprises and industry. In addition certain small scale employment uses may be considered within sustainable neighbourhood centres where such employment opportunities will not have a disproportionate impact on vitality of the town centre or undue negative impact on the existing and/or permitted lands uses.

Industry / Warehousing Development

Industry and warehousing schemes will be required to present a good quality appearance, helped by landscaping, careful placing of advertisement structures, where permitted, the screening of open storage areas and unobtrusive loading and parking space.

Individual buildings should exhibit a high quality of modern architectural design and finish.

Each industrial or warehouse unit should be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road and preferably behind the building line.

In the case of development for two or more industrial / warehouse buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the buildings and the road boundary may include car parking spaces provided an acceptable landscaping scheme is incorporated.

Attention is also drawn to the need to comply with air, water and waste pollution legislation.

Retail Development

The Retail Planning Guidelines and the Mayo County Council Retail Strategy 2008 provide a framework to guide both local authorities in assessing applications for new retail development and to guide retailers and developers in formulating development proposals.

In accordance with these documents, the Town Centre area will remain the primary focus for new retail development. Where a developer/ retailer can demonstrate that no sites are suitable within the Town Centre to accommodate retail development, edge of centre sites may be considered where high quality linkages are provided to the existing Town Centre. Such sites should be not more than 400m from the edge of the town centre.

There will be a presumption against large scale retail developments adjacent or close to existing, new or planned national roads/motorways.

Local / neighbourhood shopping facilities within new residential areas may be considered and the scale and range of goods being sold will be commensurate with their serving a local need and not competing with the town centre. Generally, such convenience outlets will not exceed 100sq.m gross floor area.

Retail Warehousing selling bulky household goods as defined in the Retail Planning Guidelines shall be guided to the areas identified in the zoning map.

Forecourt retail outlets associated with petrol filling stations shall be restricted to a maximum of 100sq.m gross floor area (see below).

Childcare Facilities

Applications for childcare facilities will be required to comply with the standards set out in Childcare Facilities Guidelines for Planning Authorities June 2001.

Petrol Filling Stations

The preferred location for petrol filling stations/commercial garages is on the outskirts of the town inside the 50 km/h. speed limit, on the nearside of the road on the way out of the town. Thus it can serve both local and through traffic while traffic congestion will be less than in the town centre and vehicles will still be travelling slowly thereby causing less risk to safety or interference with traffic flow.

No filling stations/commercial garages shall be allowed in areas where a traffic hazard exists or might arise.

No new kerb side pumps shall be permitted.

Minimal Layout Standards for Petrol Filling Stations

(1) Site Layout

The site frontage shall be not less than 50 metres. Two openings, each not exceeding 15m and not closer together than 19m shall be required from the road onto the site. The site shall be located at least 7.5m from the front boundary of the site where the road has been re-aligned or from the proposed re-alignment line.

A space of not less than 7.5m in depth shall be available behind the pump island for vehicle circulation.

Full visibility will be needed to the right and left between points 1.05m above surface level over areas defined by:

(a) A line x feet long measured along the centre line of access opening from the continuation of the nearer edge of the re-aligned carriageway or from the proposed re-alignment edge.

(b) A line y measured along the nearer edge of the public road carriageway from its intersection with the centre line of each access opening.

(c) A straight line joining the ends of the above lines.

The distance x shall not be less than 5m.

The distance y shall vary with the Design Speed of the public road in accordance with the following:-

At 100km/hr $y = 185\text{m}$

At 80km/hr $y = 150\text{m}$

At 65km/hr $y = 120\text{m}$

At 50km/hr $y = 90\text{m}$

Serving Area and Parking Space

A vehicle shall not obstruct either the carriageway or the footpath while being served or waiting to be served. A filling station should, therefore, have adequate serving space off the public road within the site curtilage. Furthermore, there shall be sufficient on-site parking space for all other vehicles associated with the site, e.g. vehicles being repaired, or sold and the vehicles of employees.

Site Maintenance

Garages shall be required to provide an acceptable method for the satisfactory disposal of abandoned vehicle bodies and parts. Landscaping and screening shall be another important consideration for granting planning permission.

Pollution

Waste oil (or other such effluent) shall not be put into septic tanks or public sewers.

Advertisements

Lights, signs or other advertisements shall not be located on the public carriageway or where they would cause glare, hazard or confusion to public road users. No internally illuminated signs shall be allowed.

SECTION 8 IMPLEMENTATION AND MONITORING

Implementation

The objectives contained in this Plan regarding completion of works and the expenditure of money which the Town Council aim to achieve within six years shall be deemed to be objectives of the Plan within the meaning of the Act only to the extent:-

- (i) that the objectives can be secured by virtue of the progress already made and by the reasonable use of the skills, technical abilities and resources of the Town Council staff;
- (ii) that grants, subsidies and loans from the state, semi-state and other sources are made available when required to finance the securing of the objectives to the fullest possible extent;
- (iii) that the monies required for the securing of such objectives, in addition to such monies as are available from grants, can be raised by the Town Council having regard to the overall commitments of the Council;
- (iv) that the objectives remain feasible at all times.

Monitoring

Following two years of this plan the Manager shall prepare a Manager's Report which will monitor the progress of the objectives contained in this plan.

APPENDIX 1

BUILT HERITAGE

1.Features of Archaeological and Historic Interest (Map 3)

(Refer to Record of Monuments and Places Map and Manual for zones of archaeological potential)

RMP REF NO	DESCRIPTION	TOWNLAND
MA088-00404-	Pit	WESTPORT DEMESNE [BURR. BY.]
MA088-00401-	Enclosure	WESTPORT DEMESNE [BURR. BY.]
MA088-00403-	Enclosure	WESTPORT DEMESNE [BURR. BY.]
MA088-00402-	Pit	WESTPORT DEMESNE [BURR. BY.]
MA088-00405-	Pit	WESTPORT DEMESNE [BURR. BY.]
MA088-012---	Enclosure	DEERPARK EAST
MA088-00804-	Settlement	WESTPORT DEMESNE [MURR. BY.]
MA088-011---	Enclosure	WESTPORT DEMESNE [MURR. BY.]
MA088-010---	Enclosure	WESTPORT DEMESNE [MURR. BY.]
MA088-028---	Enclosure	CLOONMONAD
MA087-074---	Mound	ROSBEG
MA087-018---	Salt workings	ROSBEG
MA088-029---	Enclosure	CLOONMONAD
MA088-030---	Standing stone	CLOONMONAD
MA088-00802-	Mansion	WESTPORT DEMESNE [MURR. BY.]
MA088-00801-	Castle	WESTPORT DEMESNE [MURR. BY.]
MA088-00803-	Architectural fragment	WESTPORT DEMESNE [MURR. BY.]
MA088-007---	Souterrain	WESTPORT DEMESNE [MURR. BY.]
MA088-013---	Graveyard	CARROWBEG (MURRISK BARONY)
MA088-009---	Enclosure	WESTPORT DEMESNE [MURR. BY.]
MA087-019---	Tower	DRUMMINAWEELAUN
MA087-020---	Enclosure	DRUMMINAWEELAUN
MA088-034---	Children's burial Ground	KILLAGHOOR
MA088-084---	Enclosure	CARROWNALURGAN
MA088-083---	Enclosure	CARROWNALURGAN
MA088-085---	Enclosure	CLOGHAN
MA088-092---	Mound	KILLAGHOOR
MA087-021---	Enclosure	ROSBEG
MA088-090---	Standing stone	KILLAGHOOR
MA088-032---	Holy well	CAHERNAMART
MA087-075---	Midden	ROSBEG
MA088-03301-	Monument	CAHERNAMART
MA088-03302-	Cairn	CAHERNAMART
MA088-031---	Enclosure	CLOONMONAD
MA088-035---	Enclosure	BUCKWARIA
MA088-002---	Graveyard	WESTPORT DEMESNE [BURR. BY.]
MA087-023---	Ecclesiastical Remains	CHURCHFIELD [MURR. BY.]
MA087-02301-	Church	CHURCHFIELD [MURR. BY.]
MA087-02302-	Graveyard	CHURCHFIELD [MURR. BY.]
MA087-040---	Holy well	ARDOLEY

Features of Archaeological and Historic Interest (cont.)

(Refer to Record of Monuments and Places Map and Manual for zones of archaeological potential)

MA087-022---	Tower	STREAMSTOWN [MURR. BY.]
MA087-024---	Church	ARDOLEY
MA088-001---	Enclosure	WESTPORT DEMESNE [BURR. BY.]
MA087-03901-	Church	CHURCHFIELD [MURR. BY.]
MA087-03902-	Graveyard	CHURCHFIELD [MURR. BY.]
MA087-039---	Ecclesiastical remains	CHURCHFIELD [MURR. BY.]
MA087-03903-	Miscellaneous	CHURCHFIELD [MURR. BY.]
MA088-005---	Enclosure	DEERPARK EAST
MA088-003---	Enclosure	WESTPORT DEMESNE [BURR. BY.]
	Potential site -	
MA088-006---	name	WESTPORT DEMESNE [MURR. BY.]

2. Architectural Conservation Areas (Map 3)

Architectural Conservation Area	Description
Westport Town Centre	Altamont Street Bridge Street Castlebar Street Church Lane Distillery Road Fairgreen High Street Hillside James Street John's Row Mill Street Newport Street North Mall Peter Street Prospect Avenue Quay Street Shop Street South Mall Tubberhill

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape, taking account of building lines and heights, that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of a protected structure, and whose character it is an objective of a development plan to preserve.

Often urban design schemes were initiated by landlords aimed to present a coherent appearance to the town. Often the street grid was laid out in advance of development. Westport is such an example, a planned town, planned by John Browne between 1750 and 1760.

The ACA associated with this development plan is in essence the 18th century planned urban core of Westport. The town's earliest streets date from the early 1700's. John Browne 1st Earl of Altamount is credited with driving the towns design and expansion under his patronage with work commencing circa 1750, on what was to become the beginnings of the town core of Westport as we know it today. The town expanded under the 2nd and 3rd Earls of Altamount, and continued to thrive beyond the Act of Union in 1880, with the completion of the canalisation of the malls around 1820.

The majority of the buildings within the ACA are vernacular two and three story, two bay, slated structures, predominantly in the Georgian style. Their facades present a traditional vertical fenestration pattern to the streetscape, often complimented by sliding sash painted timber windows, and associated limestone cills.

The urban and commercial core of this ACA is 'enclosed' by three important civic spaces:

- The Octagon a formal civic space surrounding the 'Glendenning' monument construct of Portland stone.
- The Canalised rerouted Carrowbeg River, now flanked by mature deciduous trees, was planned and laid out on a visual axis with, what was the original town entrance to Westport House.
- The least prominent of these spaces is, the junction of Bridge St. and Shop St. focused by what is reputedly Irelands only Art Deco municipal clock.

Proposals for development in any ACA that involve a new building, reuse or change of use and extensions will be required to:

- Conserve and enhance the character and appearance of the ACA
- Respect the scale, massing, proportions, design and materials of existing structures
- Retain important exterior architectural features that contribute to the character and appearance of the ACA

Developers/applicants should engage in pre-planning consultation with Westport Town Council prior to the submission of any planning applications in the ACA.

3. List of Protected Structures within Westport Town Council Area*

(RPS Reference No. adjacent to structure)

CASTLEBAR STREET

North Side

001 O'Donnell's (Corner building flanking North mall and Newport Street)

South Side

002 The Convent School

003 Court House

004 Former Christian Brothers School

005 Mount Browne House (Corner building flanking Castlebar St. and Distillery Rd)

THE MALL

006 James Street Bridge

011 Bridge

022 River Wall

South Mall

007 Presbytery

008 Catholic Church

084 Major John McBride Monument

009 Bishops House

010 The West

012 Methodist Church

013 Dwelling

014 Dwelling

015 Dwelling

016 Dwelling

017 Dwelling (incorporated back into adjacent dwelling 018)

018 Dwelling

019 Dwelling

020 Dwelling

021 Dwelling

North Mall

024 Dwelling

025 Courtyard Buildings

026 Bank of Ireland

027 Westport Post Office

028 Dwelling

029 Ulster Bank

001 O'Donnell's (Corner building flanking North mall and Castlebar Street)

030 Last House on Street (Corner building flanking North mall and Newport Street)

085 Water Pump

FAIRGREEN

- 086** Water Pump (1)
- 087** Water Pump (2)
- 088** Fairgreen Bridge

MILL STREET

- 032** Grove House

HIGH STREET

- 033** Clock Tower

West Side

- 034** Sean Malone
- 035** J. McGing
- 089** Water pump

East Side

- 036** The Continental Café

BRIDGE STREET

West Side

- 037** Thomas Moran
- 038** Kate McCormack's
- 039** Matt Molloy's

East Side

- 040** Hewetson Bros.
- 041** Brawns Flower Shop
- 042** Moran's Shoe Shop
- 043** Conway's Public House
- 090** Water Pump

SHOP STREET

North Side

- 044** Westport Travel
- 045** John O'Brien
- 046** Tyler's Footwear

South Side

- 047** O'Connor's Clothes
- 048** McLoughlin's Bookshop
- 049** Thomas McGreal
- 050** J.J. Glynn
- 091** Post Box

OCTAGON

- 052** Wyatt Theatre
- 054** Glendinning Monument

JAMES STREET

West Side

- 055** Old Garda Station
- 056** Mews Building

East Side

- 057** Gateway
- 092** Kiln
- 093** Waterpump

NEWPORT STREET/ROAD

East Side

- 058** Holy Trinity School
- 059** Ashlawn Dwellings
- 060** The Old Rectory
- 094** Water Pump
- 061** Graveyard

West Side

- 062** Gate Lodge (dwelling)
- 063** Church of Ireland
- 095** Holy Trinity Gates
- 096** Christian Brothers Monastery (Front façade only)

DISTILLERY ROAD

- 097** Bridge

PROSPECT AVENUE

- 072** Dwelling
- 073** Dwelling
- 074** Dwelling
- 075** Dwelling

JOHN'S ROW

- 076** Dwelling (Corner building flanking John's Row and Tubberhill)
- 098** Water pump

KILAGHOOR

- 099** Worker's House (Front façade only)

ALTAMONT STREET

- 100** Viaduct
- 101** Bridge

North Side

- 102** Convent of Mercy
- 103** Convent of Mercy Burial Ground
- 104** Convent of Mercy Summerhouse
- 105** Convent of Mercy Gates

South Side

- 106** Westport Railway Station
- 107** Footbridge Railway Station
- 108** Passenger Shelter Railway Station
- 109** Storehouse Railway Station
- 110** Train Shed Railway Station
- 111** Turntable Railway Station
- 112** Post Box
- 113** Water Pump (1)
- 114** Water pump (2)

QUAY STREET

- 051** Michael Ring, Auctioneer
- 053** Corner Dwelling (Corner dwelling flanking Quay Street and Hillside)

QUAY ROAD

- 115** House (2)

WESTPORT QUAY

- 071** Custom House
- 065** House, Revenue Row
- 066** House, Revenue Row
- 067** House, Revenue Row
- 068** House, Revenue Row
- 069** House, Revenue Row
- 070** House, Revenue Row
- 064** The Helm
- 116** Quay Cottage (Front façade only)
- 117** Luggykelly Bridge
- 118** Luggykelly Quay
- 119** Quay Front
- 120** Causeway
- 121** Quay Wharf
- 122** Water Pump(1)
- 123** The Granary
- 124** Harbour House
- 125** House (1)
- 126** House(2)
- 127** Water Pump (2)

- 128 House (1)
- 129 House (2)
- 130 House (3)
- 131 House (4)
- 132 Quay House
- 133 Harbour Masters House (Front façade only)
- 134 Water Pump(3)
- 135 Post Box
- 136 Water Pump(4)

WESTPORT DEMESNE

- 077 Westport House
- 078 Gate Lodge (Quay entrance)
- 079 Lord Sligo's Boat House
- 080 Courtyard Buildings (Farmyard Buildings)
- 081 Courtyard Buildings (Stable Block)
- 082 Gates and Piers at Hotel Westport
- 083 Westport House Bridge at Hotel Westport
- 137 Garden Temple, Westport House
- 138 Water Garden, Westport House
- 139 Sarcophagus, Westport House
- 140 Bridge, Westport House (First bridge from Quay entrance)
- 141 Westport House Gates
- 142 Limestone Wall, Westport House
- 143 Garden, Westport House (Walled Garden)
- 144 House, Westport House (Nursery Cottage)
- 145 Gatescreen, Westport House
- 146 Church ruins, Westport House
- 147 Maueseloum, Westport House

* The above is a list of Protected Structures within Westport Town Council Area.

The Record of Protected Structures is held in Westport Town Council. Details of a Protected Structure in private ownership are only available to the owner of the protected structure or where written consent has been obtained from the owner by a person acting on their behalf.

The Record of Protected Structures (and this list) may be updated during the lifetime of this plan. Therefore please contact Westport Town Council for information on any inclusions/deletions.

**List of Protected Structures in the Environs of Westport
(Mayo County Council)***

**0164 Rossbeg Villa
0165 Marine Villa
0166 Seapoint House
0167 Rossmaley House
0168 Trafalgar House
0169 Clareville**

*The above is a list of Protected Structures in the environs of Westport
(Mayo County Council).

The Record of Protected Structures is held in Mayo County Council. Details of a Protected Structure in private ownership are only available to the owner of the protected structure or where written consent has been obtained from the owner by a person acting on their behalf.

The Record of Protected Structures (and the above list) may be updated during the lifetime of this plan. Therefore please contact Mayo County Council for information on any inclusions/deletions.

APPENDIX 2

NATURAL ENVIRONMENT

Tree Preservation Orders (Map 4)

Map Ref	Tree Preservation No.	Location
TPO	TPO 1991/1	Westport Demesne

Important Trees/Groups of Trees (Map 4)

Map Ref.	Trees/Groups of Trees to be Preserved
TA	Trees along The Mall and Fairgreen
TB	Trees between the Crescent and Hotel Westport
TC	Trees at the junction of Newport Street and James Street
TD	Trees at Convent Secondary School & Convent of Mercy

Woodlands (Map 4)

Map Ref.	Woodlands to be Protected
T1	North Wood
T2	South Wood
T3	Little Rampart
T4	Big Rampart
T5	Colonel's Wood
T6	Roman Island Wood

Views and Prospects to be Protected (Map 2)

View No.	Description
V1	Long and short distance View West from Leenane Road
V2	Long distance views along the Sandyhill Road looking east and west towards Croagh Patrick.
V3	View South from Horkans Hill
V4	View South from Attireesh
V5	View North from Attireesh
V6	View West from Castlebar Road at junction with Lodge Road
V7	View from Westport Quay to Clew Bay.
V8	View from Castlebar Road to Clew Bay.
V9	View from Westport House to Clew Bay.
V10	Views to and from the ridge line at Cahernamart reservoir / Monastery view.
V11	Views east and west from Moyhastin Road
V12	Long and short distance views from Leenane Road
V13	Long and short distance views on both sides of Louisburgh Road (R335).
V14	Views from coast road along the coast from Westport Quay to Streamstown, and Rosmalley, Rosbeg and Belclare headlands, in all directions.
V15	Views from Roman Island in all directions.

The Natural Environment (Map 4)

Map Ref.	Description	Feature of Interest
LBA 32	Colonel's Wood	Local Biodiversity Area
LBA 33	Ballynacarrick Lough	Local Biodiversity Area
LBA 34	Clerhaun Meadows	Local Biodiversity Area
LBA 35	Westport House	Local Biodiversity Area
LBA 36	Carratowick Meadows	Local Biodiversity Area
LC 1	Carrowbeg River	Linear Corridor
LC 2	Tributary off Carrowbeg River	Linear Corridor
LC 3	Stream south of Westport	Linear Corridor
LC 4	Stream north of Westport	Linear Corridor

APPENDIX 3
INFRASTRUCTURE

National Roads and Strategically Important Regional Roads

Road Number	Road Classification	Road Name
N5	National Primary Road	Westport - Castlebar Road
N59	National Secondary Road	Westport - Newport & Westport - Leenane Road
R335	Strategically Important Regional Road	Westport - Louisburgh Road

APPENDIX 4

CALCULATIONS OF LANDS REQUIRED FOR PARTICULAR PURPOSES

1. RESIDENTIAL ZONING

Density

It is considered that the maximum appropriate density for residential development in Westport town is 35 units per hectare. This is due to relatively low rise development (max 4-storey in town centre; 4.5 storeys at the quay) in the area. Permitting high rise development in the town may detract from the overall character of the town and is therefore not recommended.

Land Requirements (2010-2019)

The land requirements over the Plan period and three years beyond are calculated by using population forecasting to estimate the increase in population over this period. The average household size is then divided into the estimated population increase to estimate the number of dwelling units required. Using an average density per hectare the amount of land required is calculated. Fifty per cent is then added to make provision for lands that may not be developed over the period 2010-2019. It has been estimated that 63.6ha of lands are required for residential development over the period 2010-2019. Allowing for an additional 50% of lands for reasons outlined above 95.25ha of lands are required for the plan period. Calculations are set out in Table 1.

Population increase 2010 – 2019	Average household size	Additional residential units required (2010-2019)	Average density (dwellings per ha)	Land required	Add 50% to allow for undeveloped land
2938 persons	2.5	1175 units	18.5	63.5ha	95.25ha

Table 1

Table 2 and Map 1 below sets out undeveloped lands close to the town centre, which have been identified as suitable for residential zoning. These sites will provide for the requirements as set out in the table above. In addition, it should be noted that brownfield / town centre sites have not been included which may permit additional residential development in the plan area. Therefore it is considered that sufficient lands have been zoned for residential development for the period 2010-2019.

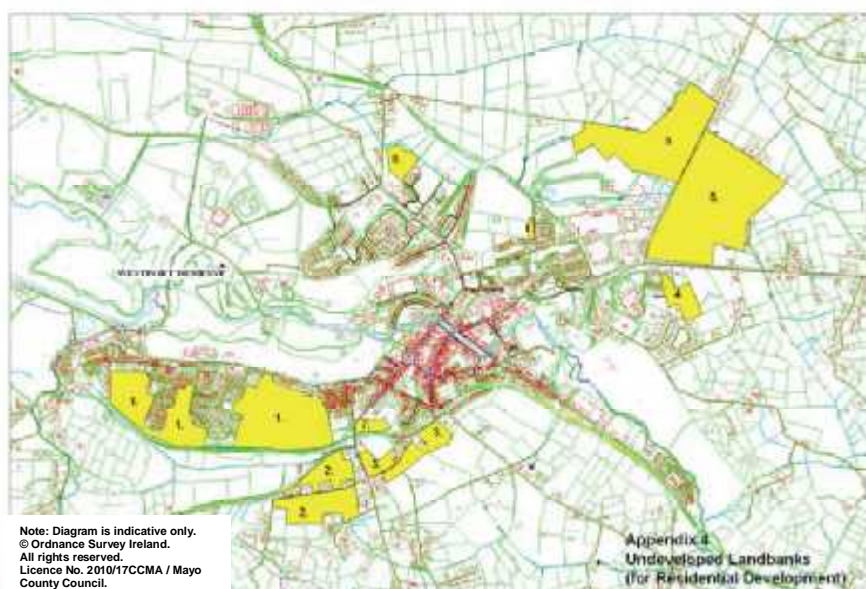
Undeveloped significant land banks – Zoned Residential					
Map Ref. No.	LANDBANK (Location)	AREA (ha)	DENSITY	YIELD No. of Households	Part V* (Max. yield)
1	Cloonmonad	16.3	35/ha	570	114
2	Carrowbawn (West)	9	20/ha	180	36
3	Carrowbawn (East)	3.2	35/ha	112	22
4	Knockranny	2.6	20/ha	52	10
5	Carrowbeg	21.7**	35/ha	759	151
6	Horkan's Hill	0.3	35/ha	10	2
7	Deerpark East	1.8	35/ha	63	12
8	Tubberhill	0.9	35/ha	31	31
Total of significant land banks		55.8ha		1777	378
Total zoned for Residential Development (including 50% of G Mixed Use) in plan***		202ha		2704	540
Surplus to requirements		106.75ha		1529	140

*Provision of Social and Affordable housing units.

** Permitting 50% of site 5 north and east for residential development)

*** Excludes land use zones B,C,D,L&M which may also consider residential development

Table 2



Map 1

1.2 SOCIAL & AFFORDABLE HOUSING REQUIREMENTS

The Plan has zoned 202ha of undeveloped lands for residential development. Applying the provisions as set out in Part V of the Planning & Development Acts 2000-2007 whereby up to 20 per cent of the land zoned for residential use or for a mixture of residential and other uses may be reserved for the provision of social and/or affordable housing, the draft zonings A1-A4 Residential and G Mixed Use zoning has a potential to yield 540 households for Part V housing. Other units may become available in land use zonings C Extension to Town Centre, D Residential/Commercial; L Westport House and Demesne; and M Marine Related Tourism.

Currently there are 168 applicants on the Westport Town Council Housing List (January 2010).

It has been estimated in the Mayo Housing Strategy that 34.1% of new household formations in Mayo over the period of 2007-2013 are likely to present themselves as eligible persons for social or affordable housing. Applying this figure to the population and additional household forecasts for this draft plan (i.e. 2010-2016) it is estimated below that 400 households will be required for social and affordable housing needs and hence the maximum 20 per cent provisions should be applied to all new developments.

Social and Affordable requirements				
Population increase (2010 – 2019)	Average household size (persons/household)	Additional residential units required (2010-2019)	Eligible persons for Part V (%)	Part V Required Units
2938 persons	2.5	1175 units	34.1%	400

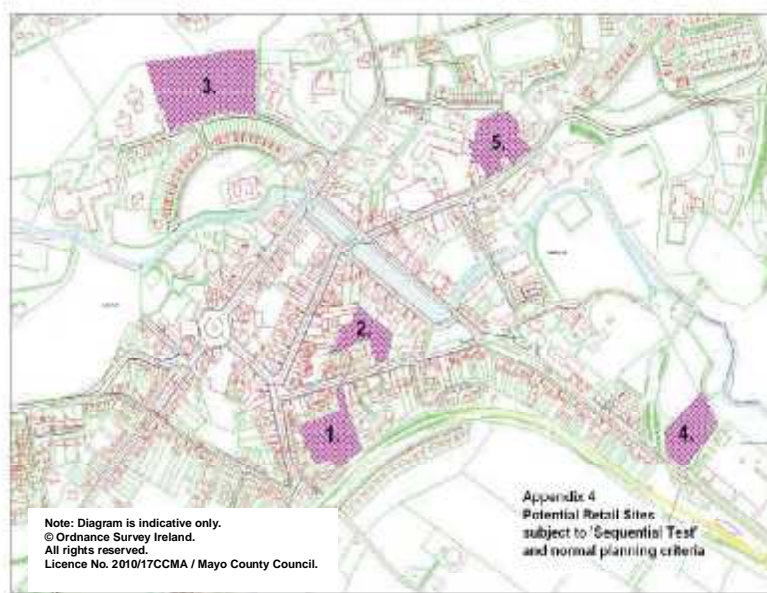
Table 3

2. COMMERCIAL ZONING

The town centre is considered the most appropriate location for commercial zoning. The Mayo County Retail Strategy 2008 outlines Westport as a 'Tier 1 Town'. The Strategy also supports the continuing role, vitality and viability of town and district centres, with established centres being the preferred location for new retail development. It is important that this is adhered to in order to ensure the viability and vitality of the town centre is not compromised, especially in the current economic climate. It is considered important and necessary to support the retail role of the town centre and existing businesses and not to jeopardise it by encouraging out-of-town centres. There are sites within or adjacent to the town centre, which would comply with the Mayo Retail Strategy requirements, and which may be suitable for development or re-development to facilitate large retail development. These sites are identified in Table 4 and Map 2 hereunder:

SITE LOCATION	AREA (approximate)	ZONING
Mill Street / High Street Car Park	0.67ha	Town Centre
Mill Street / Market Lane Car Park	0.44ha	Town Centre
New Road	1.6ha	Commercial / Residential
Altamount Street	0.725ha	Commercial / Residential
Castlebar Street	0.61ha	Town Centre

Note: Retail Supermarket requires approximately 0.6 – 0.8ha sites. **Table 4**
The above sites are sites known to the Council as potential re- development sites.

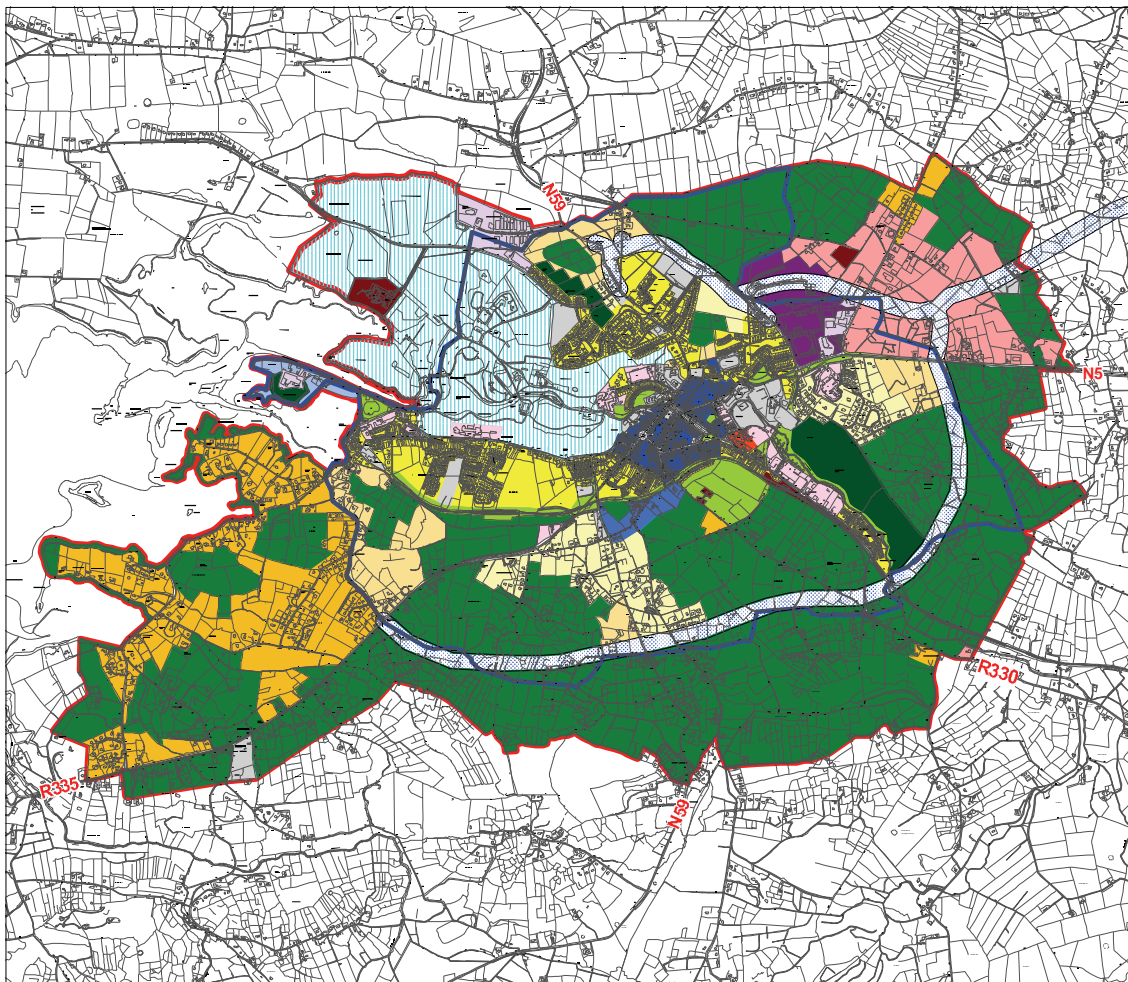


Map 2

In addition a 'sequential test' approach to the location of retail development will be applied with preference given to town centre sites, followed by edge of centre sites within an easy and convenient walking distance from the primary core (i.e. 300-400m) and only then where there are no out-of-centre alternative suitable, viable and available sites.

3. INDUSTRIAL ZONING

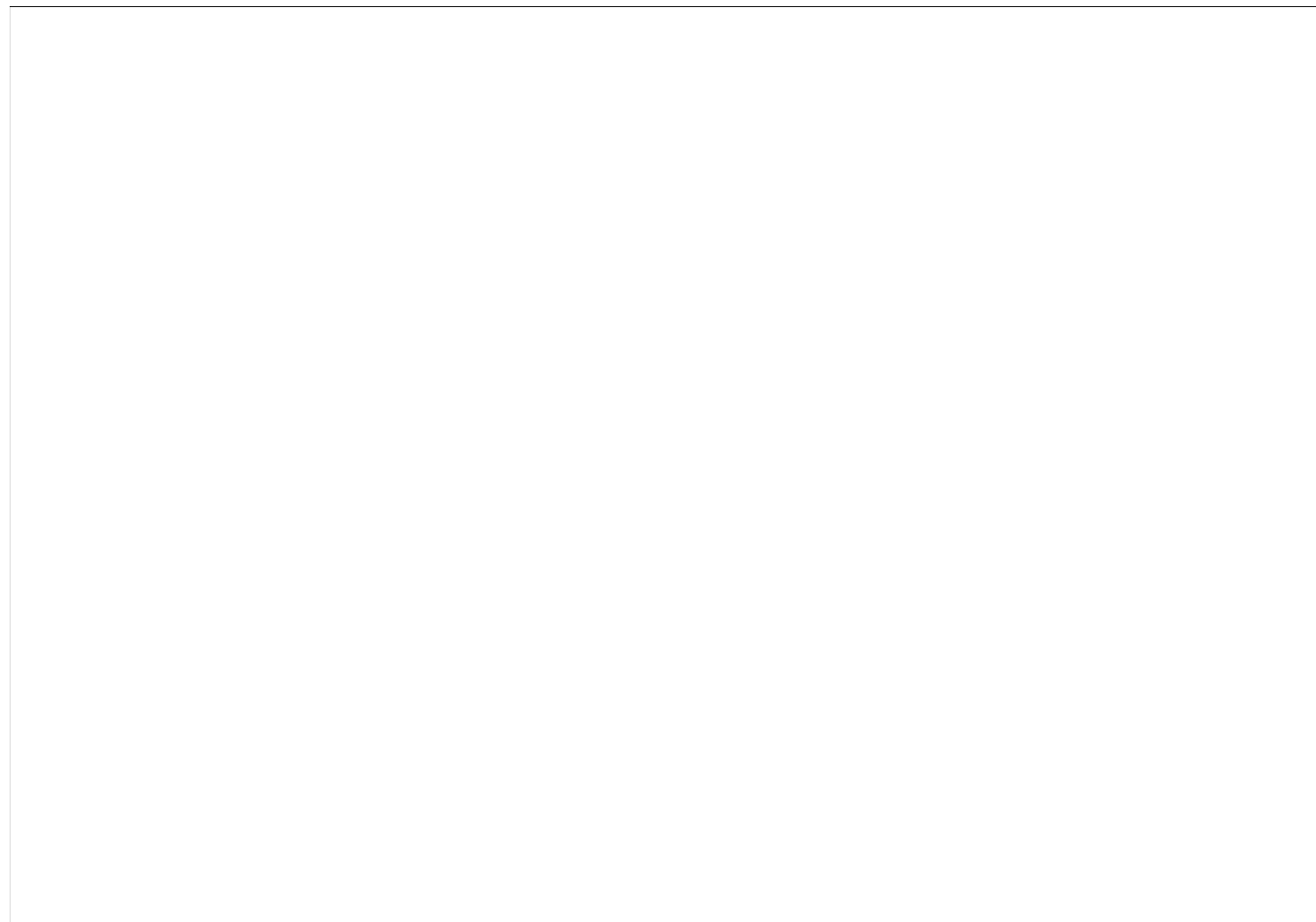
It is considered that the IDA site at Carrowbeg and the Industrial Park on the Newport Road, both contain a number of unused serviced sites (or built units in the case of the Industrial Park) and therefore provide adequate lands for industrial use for the plan period. In addition, Objective EO-02 permits the inclusion of adjacent or nearby sites to lands zoned E Industrial or E1 Industrial/Commercial if additional lands are required for a particular proposal such as a large industrial building which will increase the employment of the town significantly.

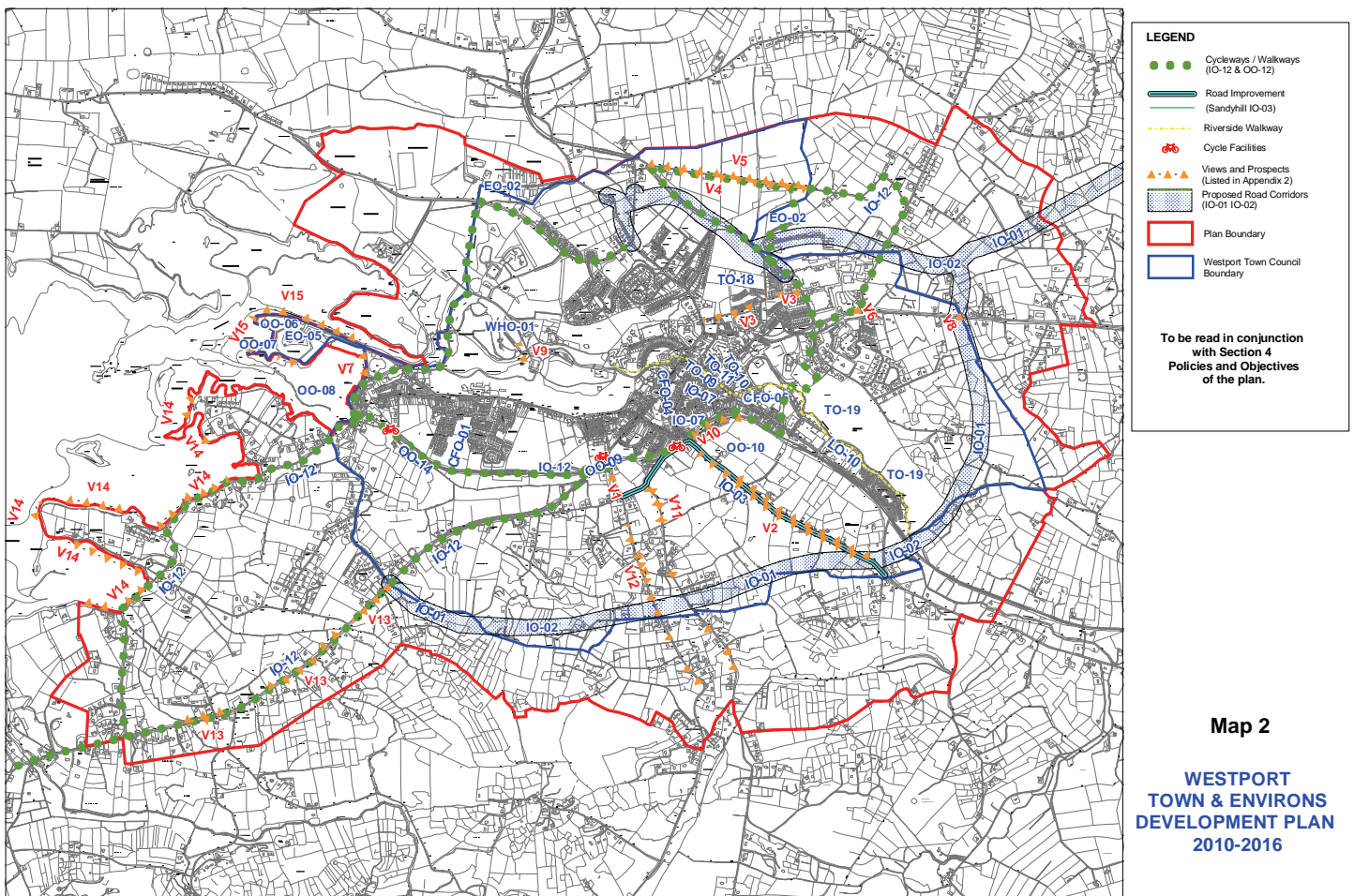


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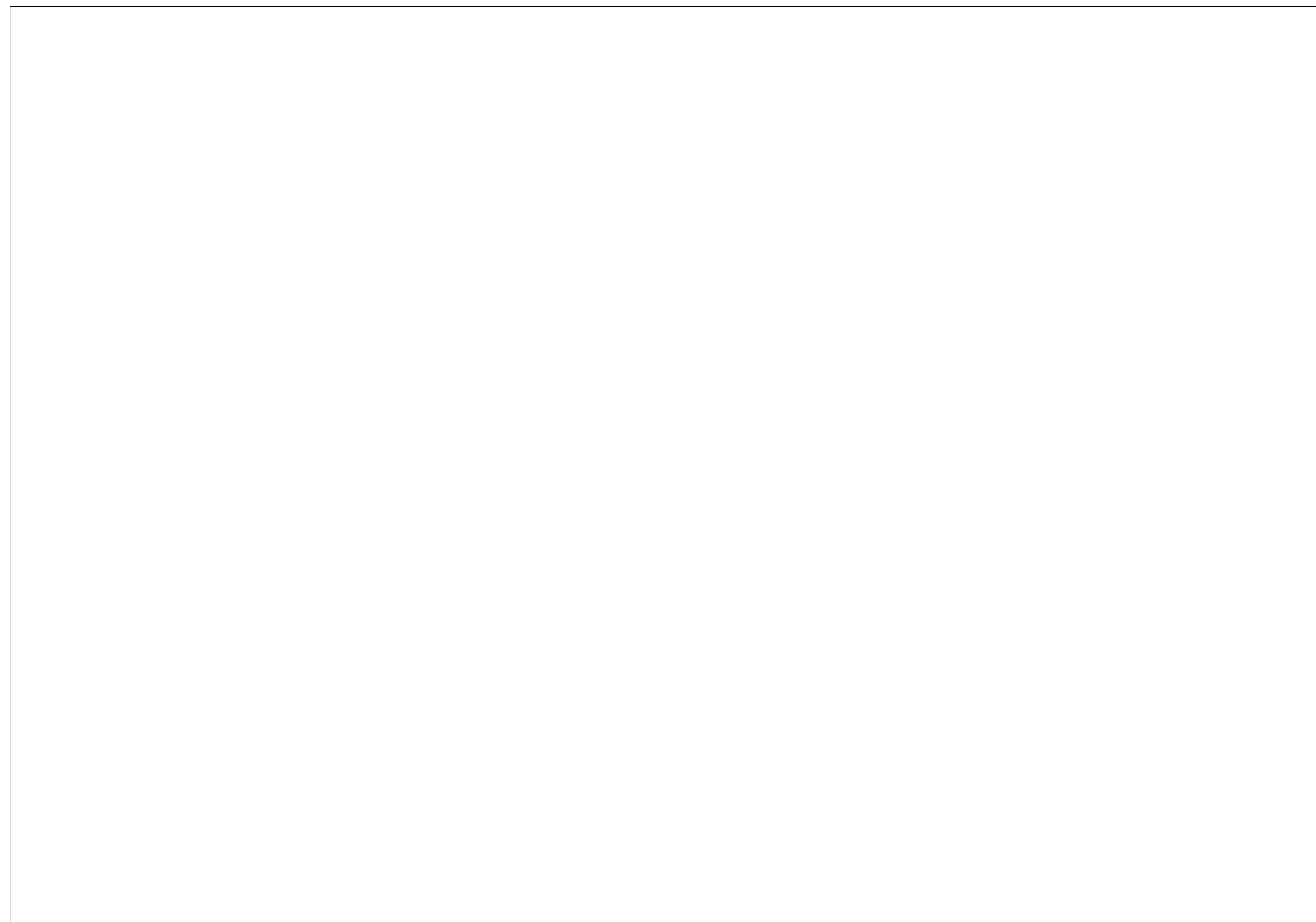
LEGEND	
	Westport Town Council Boundary
	Plan Boundary
	A1 Residential High Density Up to 35 units/hectare (14 units/acre)
	A2 Residential Medium Density Up to 20 units/hectare (8 units/acre)
	A3 Residential Low Density Up to 10 units/hectare (4 units/acre)
	A4 Rural Residential 5 units/hectare (2 units/acre)
	B Town Centre
	C Extension to Town Centre
	D Residential/Commercial
	E Industry
	E1 Industrial/Commercial
	F Institutional/Community Facilities/Offices
	G Mixed Use
	H Community Facilities
	J Open Space
	K Woodland
	L Westport House & Demesne Masterplan
	M Marine Related Tourism
	N Agriculture/HighAmenity
	O Utilities
	Proposed Road Corridor
Zoning to be read in conjunction with Section 5 Land Use Zoning Objectives of the plan.	

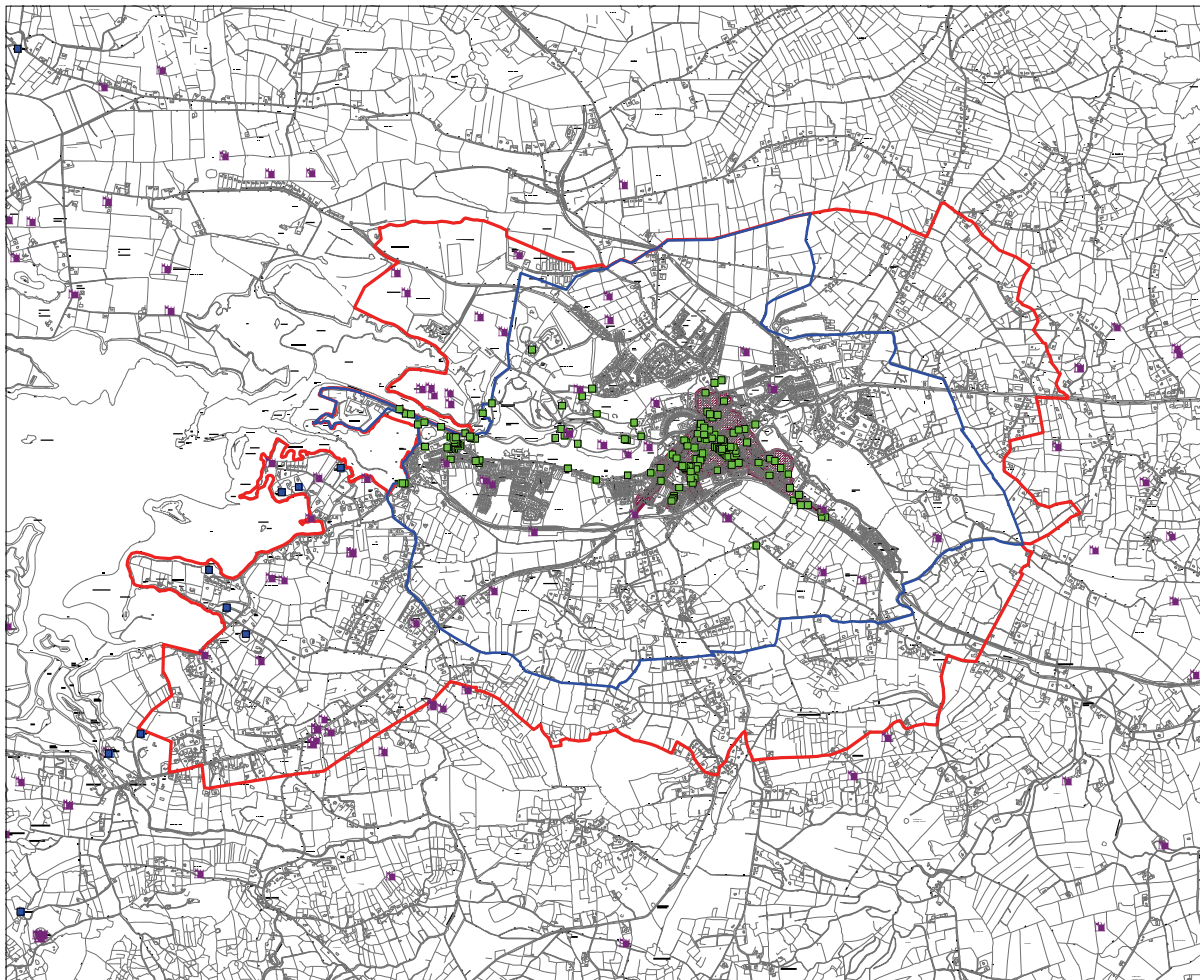
Map 1
WESTPORT
TOWN & ENVIRONS
DEVELOPMENT PLAN
2010-2016





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LEGEND

- Development Plan Boundary
- Westport Town Council Boundary
- Architectural Conservation Area
- Protected Structures (Westport Town Council)
- Protected Structures (Mayo County Council)
- Recorded Monument

To be read in conjunction with Appendix 1 Built Heritage

Map 3

**WESTPORT
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