

# MAYO COUNTY

## COUNCIL



MULRANNY DEVELOPMENT PLAN.

1988 - 1993.

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List of Contents.

<u>Chapter 1.</u>	<u>Introduction.</u>	Page.
1.1	Legal Basis of the Plan.	1.
1.2	Development Plan Context.	1.
1.3	Regional Plan Context.	1.
1.4	The New Village Plan.	2.
1.5	Plan Period.	2.
1.6	Interpretation.	3.
<u>Chapter 2.</u>	<u>Location &amp; Environment.</u>	4
2.1	Location.	4
2.2	Natural Environment.	4.
2.3	Harbour Bay and Environs.	4.
2.4	The Saltmarsh.	5.
2.5	The Beaches.	5.
2.6	Mediterranean Heath and Adjoining Woodland.	5.
2.7	The Village Proper.	5.
<u>Chapter 3.</u>	<u>The Economy of the Village.</u>	7.
3.1	Population & Residential Development.	7.
3.2	The Function of the Village.	7.
3.3	Employment.	8.
3.4	The Tourist Industry.	8.

<u>Chapter 4.</u>	<u>The Community and its Facilities.</u>	Page.
4.1	Educational Facilities.	9
4.2	Religious Facilities.	9
4.3	Recreational Facilities.	9
4.4	Community Centre.	10
4.5	Library.	10
4.6	Infrastructural Services.	10
<u>Chapter 5.</u>	<u>Potential for Growth.</u>	12
5.1	Introduction.	12
5.2	Population.	12
5.3	Employment.	12
5.4	Tourism.	13
<u>Chapter 6.</u>	<u>Development Policies &amp; Proposals.</u>	14
6.1	Population Trend.	14
6.2	The Function of Mulranny.	14
6.3	Development Area Boundary.	14
6.4	Residential Development.	15
6.5	Employment.	15
6.6	Tourism.	15
6.7	Amenity.	16
6.8	Infill and Redevelopment.	17
6.9	Townscape.	17
6.10	Infrastructure.	18
<u>Chapter 7.</u>	<u>Development Control Standards.</u>	19
7.1	Introduction.	19
7.2	Roadside Development.	19
7.3	Residential Development.	19
7.4	Septic Tanks.	20
7.5	Parking Standards.	21
7.6	Building Lines.	22
7.7	Industrial & Commercial Development.	23
7.8	Advertisements.	23

Chapter 7.      Development Control Standards.    Continued.

7.9	Pollution.	24
7.10	Caravan and Camping Sites.	24
7.11	Development Charges.	26

Chapter 1 : Introduction.

1.1 Legal Basis of the Plan.

Under the Local Government (Planning and Development) Act, 1963 Mayo County Council was obliged to adopt a Development Plan for the County of Mayo and the towns of Claremorris, Ballinrobe, Ballyhaunis and Swinford which were declared scheduled towns under the Act. Under Section 19, Subsection 5 the Planning Authority may make two or more development plans, one such plan being a plan in relation to a particular area of the Planning Authority's jurisdiction. This document is a plan within the meaning of the above sub-section.

1.2 Development Plan Context.

It is the policy of Mayo County Council to prepare development plans for all the towns in the county. The basic objective of each town plan as stated in the Mayo County Development Plan 1984, is to analyse the town in terms of population, employment and services and to indicate those proposals and developments likely to take place within the period of the plan. It is within this context that the development plan for Mulranny has been formulated.

1.3 Regional Plan Context.

The 'Development Strategy plan for the Galway - Mayo Region to the year 2004' completed in September, 1983 emphasised the importance of Mulranny to the tourist industry of the county and to the West region. The plan proposed the establishment of a hierarchy of centres consisting of regional, district and local tourist units, each servicing a defined catchment or sub area and designed to attract and guide the tourist to the various parts of the region.

The Development Strategy Plan designated Mulranny a local tourist unit within the district centering on Westport and within the regional network of centres to act as a framework for the development and expansion of tourism.

The importance of fishing and aquaculture centred on Mulranny / Achill is also stressed in the plan.

#### 1.4 The New Village Plan.

This development plan describes the form and services of Mulranny and sets out the proposals and objectives of the Planning Authority with regard to it. The basic aim is to encourage the development of those factors which will promote the growth of the village as a prosperous and pleasant settlement while providing ample opportunities for its population. These factors may be enumerated as follows:-

- (a) The provision of an adequate infrastructure.
- (b) The creation and maintenance of a climate suitable for the generation of new employment opportunities.
- (c) The development of the village as a tourist centre.
- (d) The enhancement of the residential and general amenities of the area.

The development control policies of the Planning Authority will be outlined in so far as they relate to Mulranny (as defined by the Development Boundary).

#### 1.5 Plan Period.

Essentially the Plan deals with the five year period from the date of adoption but where required, cognisance is taken of the longer term implications. The County Council may deem it necessary to review or alter the plan before the end of the five year period due to a required change in policy or large scale development. Where this is required the procedures set out in Section 21 of the Local Government (Planning & Development) Act, 1963 as amended, shall be adhered to.

1.6 Interpretation.

This plan shall be entitled "The Mulranny Development Plan 1988 - 1993" but for simplicity and short reference in the text hereof, it shall be referred to as "the Plan" or "this Plan" or "the Mulranny Plan"

In this Plan save where the context otherwise requires "The Council" means Mayo County Council.

"The Planning Authority" means Mayo County Council.



Chapter 2. : LOCATION AND ENVIRONMENT.

2.1 Location.

Mulranny is located on the north-western extremity of Clew Bay at the isthmus joining the Corraun / Achill peninsula with the west Mayo mainland. It lies 11 miles west of Newport, 18 miles north-west of Westport and 23 miles west of Castlebar to which it is connected by the National Secondary Route, the N.59 and the Regional Route, the R.311 through Newport to Castlebar (Map 1.)

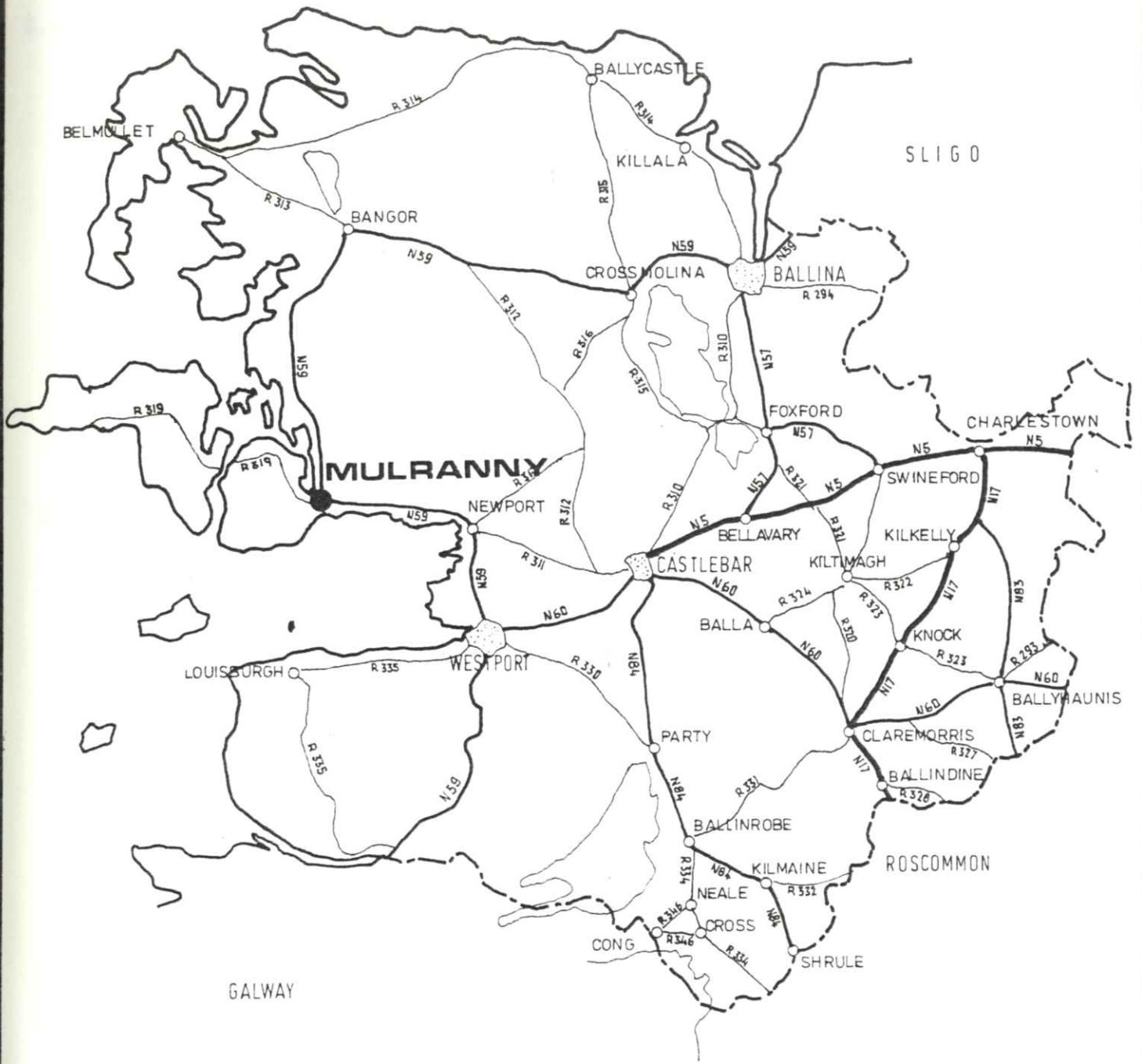
2.2 Natural Environment.

Mulranny is a noted beauty spot located on the slopes of Mulranny Hill. What distinguishes it from other villages of its size is its unusually fine environment which includes a natural sandy bay and harbour, two fine beaches, a distinctive saltmarsh, a densely planted Mediterranean Heath and a woodland (Map 2.)

2.3 The Harbour, Bay and Environs.






The Corraun mainland forms the western side of Mulranny bay, the eastern shore is defined by a series of rolling sand-dunes some of which have been stabilised by the planting of marram grass . The bay is sheltered by Mulranny harbour at the south western extreme. The harbour is not used to any great extent as more amenable harbours are available close by at Westport and Newport.

The pier was constructed at the end of the last century and while it is still in good condition, it suffers from undermining by the sea. Some structural work has been carried out by Mayo County Council to stop erosion and maintain the pier in good condition. A causeway provides a direct pedestrian access to the pier from the village and provides a panoramic view of the village, bay and environs.



# MULRANNY LOCATION MAP NO. 1

## LEGEND

-  NATIONAL PRIMARY ROAD
-  NATIONAL SECONDARY ROAD
-  REGIONAL ROAD
-  URBAN AREAS
-  COUNTY BOUNDARY



Scale—one inch to ten miles

2.4 The Saltmarsh.

A distinctive saltmarsh, unique because of its size has developed in the sheltered conditions behind Mulranny beach. It extends over an area of some 22 hectares and is of considerable botanical interest containing such plants as thrift, sea plantain, saltmarsh grass, glasswort and sea blite. The full transition from maritime to terrestrial plants is present and it attracts a considerable variety of birdlife. The saltmarsh is contained by the harbour road which links the village to the harbour by means of a circuitous route.

2.5 The Beaches.

Two beaches are located on either side of the inlet entrance. On the westward side of the harbour Mulranny beach extends over 400 metres in length and provides a safe bathing area. Access is gained by the harbour road and the causeway and parking space is available for approximately 20 - 30 cars. Public toilets have been provided on the roadway beside the beach and Mayo County Council have provided a picnic area at the western end of the strand.

An Tra Bhui. lies on the eastern side of the inlet. It extends over a distance of approximately one kilometre and backs onto a series of sand-dunes and the golf links. No parking or facilities of any kind exist and access to the beach is difficult.

2.6 Mediterranean Heath & Adjoining Woodland.

The Mediterranean heath on the north western part of the village extends southwards to the hotel and northwards along the Belmullet road. This is the most famous though not the largest stand of Mediterranean heath, a plant that in Ireland is restricted to Co. Mayo. The stand includes heath plants of all ages.

The woodland which includes birch, sycamore, ash and rhododendron in the grounds of the Mulranny Bay Hotel compliments the heath and provides the luxuriant vegetative backdrop which is an essential characteristic of Mulranny.

2.7

The Village Proper.

The village essentially comprises one main street which also functions as the N.59 to Achill Island and Belmullet. At the western end, the Mulranny Bay Hotel with its extensive and densely planted grounds, defines the limit of the village while at the same time providing its dominant feature.

From the hotel the main street extends eastwards and is dotted in a random and straggling manner by the village shops, bars, guesthouses and dwellings. The buildings are crowded close to the road and with the steeply rising land to the north provide an enclosed effect which contrasts with the southern side of the road in that the land falls away steeply from the village towards the sea. There are some fine views of the bay and harbour from the road but some views are obstructed by buildings and walls erected on the seaward side of the road.

Many of the buildings date back to the beginning of the century but have been extended and renovated to cater for the visiting tourist. As a result many of the premises are composed of a mixture of styles and are well maintained.

The extensive vegetation surrounding the western end of the village tends to peter out as one moves eastwards and the impact and boundary definition evident on the Achill side is absent from the eastern approaches. This side of the village is characterised by low density development with single storey dwelling aligning the approach road which widens with distance from the village nucleus.

Development on the west side of the village has been curtailed to a large extent by the dense vegetation and the steep gradients with the exception of the harbour road which has some residential development. Development on the north side of Mulranny has been contained to a large extent by both steep slopes and the old railway line.

Chapter 3 : THE ECONOMY OF THE VILLAGE.

3.1 Population and Residential Development.

The population of Mulranny was 127 in 1961, the latest date for which census figures for the village are available. After that date there was a change in the aggregation policy of the Central Statistics Office (C.S.O.) and population figures for Mulranny are now included in returns for the three District Electoral Divisions (D.E.D's) of Corraun Achill, Ballycroy South and Newport West in which the village is situated.

The population of the area within the development boundary was 212 in 1986. It is estimated from local information that the population of the same area was approximately 194 persons in 1961. This represents an increase of just 10% over the twenty-five year period to 1986.

Most of the housing in the village is quite old but is generally well maintained with the exception of a number of vacant properties which are in a derelict condition (Map 2 ). New housing development has tended to sprawl away from the village in ribbon form along the Newport Road.

3.2 The Function of the Village.

The village functions primarily as a small service centre for the surrounding hinterland. It contains 4 public bars, 3 shops, 3 registered guest houses and one hotel.

3.3 Employment.

The main source of income for most residents is derived from farming and fishing. A certain amount of employment is generated by the tourist trade and by the shops, guesthouses and bars. There is no industry of any kind located within the study area. The Corraun Fisheries on Bellacragher Bay is located outside the development boundary but is considered here on account of its proximity to the village.

The enterprise was initiated in late 1975 and involves the rearing of sea farmed trout and salmon. The farming of shell fish (oysters and mussels) began in 1984. At present over 20 tons of fin fish (salmon, trout) are produced annually and 20 tons of mussels and 25 tons of oysters were produced in 1986. The fishing / mariculture tradition will be further reinforced with the recent designation of Clew Bay as an area for aquaculture development under the Fisheries Act, 1980.

3.4 The Tourist Industry.

Mulrannys location on Clew Bay confers a prime tourist asset on the village. The topography, shoreline and environment are natural attractions which have been complimented by the Mulranny Bay Hotel and its grounds. The hotel has 55 bedrooms, a swimming pool and a tennis court on site. The three guesthouses in the village, Avondale House, Aisling House and Moynish provide a total of 22 bedrooms.

Chapter 4. : THE COMMUNITY & ITS FACILITIES.

4.1 Educational Facilities.

The village is served by a three teacher national school. Pupil numbers have not grown significantly since the early 1960's and at present there are over 70 pupils attending the school.

Post primary facilities are available at Westport and at Achill Sound. Approximately 95 per cent of pupils availing of post primary education travel to Westport.

4.2 Religious Facilities.

Mulranny is served by St. Mary's Roman Catholic Church and a priest resides in the adjoining house.

4.3 Recreational Facilities.

4.3.1 Golf : Mulranny golf links are sited on the sand dunes to the south east of the village and overlooks An Tra Bhui. The club offers nine-hole facilities and the greens are maintained in good condition. Membership stands at approximately 100 and a certain amount of revenue is collected by way of green fees from tourists resident in the village during the summer.

4.3.2 Tennis : Tennis courts have been provided at the rear of the new community centre located on the outskirts of the village on the Newport Road. In addition, one tennis court is available in the grounds of the hotel.

- 4.3.3 Swimming : In addition to safe beaches at Mulranny and An Tra Bhui there is a small attractive open air swimming pool in the grounds of the hotel.
- 4.3.4 Equestrian Activities : During the summer months trekking ponies are available for hire in the village. The immediate environs of the village particularly the beaches, sand dunes and the route of the old rail line offer considerable potential for development.
- 4.3.5 Fishing : Good fishing rivers are located in the vicinity of the village and good shore angling is available along the beach near the pier.

4.4 Community Centre.

A new community centre was completed in 1965 on the outskirts of the village on the Newport Road. Its development was co-ordinated by the Mulranny Development Association which was established to initiate its construction. The centre contains an indoor handball court and a social/community meeting room.

4.5 Library.

Mulranny is served by a mobile library unit which visits the village every second Thursday. The unit which locates outside Daly's Shop provide an excellent service to the public free of charge.

4.6 Infrastructural Services.

- 4.6.1 Water Supply : The Mulranny water supply is taken from the Bunowen River which is located about 5 miles east of the town. Some 30,000 - 40,000 gallons / day are treated with the higher figure being consumed during the summer season. The scheme which was installed in 1965 has now reached the limit of its capacity and requires upstaging. With this in view the possibility of constructing a Regional Scheme to serve the Newport / Mulranny area is being examined by Mayo County Council.



4.6.2 Drainage Facilities.

A new public sewerage scheme for the village was completed in 1986. The scheme was designed to cater for a population of 600 and the line of the sewers, the treatment plant, the outfall pipeline together with the drainage boundary are indicated on Map 2.

4.6.3 Telecommunications : Until recently the telephone system serving the village was manual. An automatic exchange was installed by An Bord Telecom on a site to the east of the town and conversion to S.T.D. was completed in December, 1983.

4.6.4 Power : The electricity supply to the village has been improved with the provision in 1981 of a 38Kv station at Achill Sound. Power lines between the station and Newport have been completed and the line runs immediately adjacent to Mulranny. Ample power is available to facilitate both industrial and residential development within and beyond the planned period.

Chapter 5 : Potential for Growth.

5.1 Introduction.

The principal constraints to development are the difficult terrain on the northern side of the village and the constraint imposed by the desire to maintain Mulranny's natural amenities. The most important factor affecting growth will be the general level of economic activity and the expansion of the local economy.

5.2 Population.

Due to the previous demographic experience of Mulranny it is expected that the population of the village will not change significantly over the plan period. There will however be seasonal variations in the population due to the tourist function of the village.

5.3 Employment.

As noted previously (paragraph 3.3) the Corraun Fisheries are the only 'industrial' type enterprise located in or adjacent to the village. The recent designation of Clew Bay as an area for aquaculture development and the consequent development of fish farms in the bay should help to create additional employment in the village and environs.

Regarding alternative employment Mulranny suffers from its small size. However, its chief resource namely its superb environmental and visual amenities may be sufficient to attract entrepreneurs requiring a pleasant living environment and a well publicised tourist location. Such enterprises would be most likely in the craft, artisan or related fields.

5.4 Tourism.

Mulrannys strength as a potential tourist area lies in the variety of its natural resources and in the opportunities which exist to build up the volumn of touring activity. The tourist potential of the village has not been fully realised in that Mulranny is centred on the touring corridor between Galway and Achill and is largely by-passed by tourists with holiday destinations at Achill and Belmullet. Earnings from tourism could be substantially increased if greater efforts were made to:-

- i) highlight Mulrannys natural amenities and encourage tourists to stop rather than drive through the village,
- ii) encourage tourists to spend more time in the village i.e. develop Mulranny as a based holiday or specialist holiday area centred on activities like golf, orienteering, horse riding, water sports, fishing etc. The main areas requiring attention in facilitating the continued growth of the village in this regard are accomodation, recreational facilities and the built environment.

Accomodation: At present tourist accomodation in the village consist of a hotel and three guesthouses. While this is a very necessary component in the range of accomodation provision, there is a need for self-catering facilities in the form of holiday cottage schemes as well as caravan and camping sites.

Recreation Facilities: While the amenities, the environment generally and the facilities for recreation are of a particularly high standard, facilities for wet weather recreational diversions are in need of development. Such facilities are most effectively provided by private operators, clubs or community organisations but where possible the County Council will endeavour to assist in their provision.

Built Environment: While Mulranny is noted for its superb natural environment, elements of the built environment display unfavourable characteristics such as derelict sites, lack of care and maintenance of buildings and unsightly advertising signs. The Planning Authority proposals with regard to various aspects of the environment are outlined in Chapter 6.

Chapter 6 : Development Policies and Proposals.

6.1 Population Trend.

The development plan for Mulranny is based on the assumption that the population of the village will not increase significantly during the plan period.

6.2 The Function of Mulranny.

As noted previously, Mulranny functions primarily as a tourist and service centre and in furthering the growth of the village it shall be the policy of the Planning Authority to promote such activities as have the most potential for expansion namely tourism, craft and other industries compatible with the preservation of the amenity and tourism potential of the village.

6.3 Development Boundary.

Detailed land use zoning is considered inappropriate for Mulranny due to the small size of the village and it is not envisaged that there will be significant pressure for development within the development boundary during the plan period. The development boundary has been established after consideration of

- (1) Main drainage area,
- (2) Location and distribution of amenity areas associated with the village.
- (3) Existing planning permissions on the outskirts of the village.
- (4) The location and distribution of existing land uses.
- (5) General suitability of the land for development.

The aim of the development boundary is to ensure that where possible any development associated with the village will during the plan period 1988 - 1993 take place within the boundary with a view to affecting the orderly and evenly distributed growth of the village.

6.4 Residential Development.

It shall be the policy of the Planning Authority to encourage the siting of residential development inside the development area boundary. In general development in depth shall be encouraged as an alternative to ribbon development.

There are considerable areas of land suitable for residential development particularly on the east side of the village and on lands north of the community centre. Development on the west and south of the village will be curtailed by the Planning Authority's objectives to retain Mulranny's amenities and the fine views of the bay.

The County Council will investigate the possibility of acquiring for housing some of the derelict properties in the area.

6.5 Employment.

It shall be the policy of the Planning Authority to provide every encouragement towards the provision of additional employment in the village provided such employment is consistent with the preservation of the villages amenities.

As outlined in paragraph 5.3, craft and related developments are considered to be activities consistent with the Planning Authority's objectives with regard to the village. Such enterprises are best located close to the village nucleus where they can both attract tourists into the village and receive optimum benefit from tourist activity.

6.6 Tourism.

It shall be the policy of the Planning Authority to facilitate and promote the tourist industry. In this regard, it shall be an objective of this Plan to facilitate the location of holiday cottages and caravan / camping sites adjacent to the village as an alternative form of holiday accommodation. (D.P.O. 1 on Map 3.)

In conjunction with Bord Fáilte and Mulranny Development Association the Planning Authority propose to investigate the feasibility of establishing Tourist Information Boards at locations in the village (D.P.O. 2 on Map 3) to guide the tourist to areas of potential interest in Mulranny.

6.7 Amenity.

It shall be the policy of the Planning Authority to preserve Mulrannys amenities both natural and man made and the following objectives have been drawn up in this regard:

(1) A very attractive waterfall is not visible from the road because it is overgrown with trees and shrubbery. It shall be an objective of the Planning Authority to clear the overgrowth and incorporate the waterfall as an attractive feature within the village (D.P.O. 3 on Map 3.)

(ii) The Planning Authority recognises the importance to the character of the village of the woodland and flora and it shall be the policy of the County Council to encourage their maintenance and retention. The Planning Authority will investigate the possibility of making a Tree Preservation Order on the woodland adjacent to the hotel marked D.P.O. 4 on Map 3 and to promote the planting of trees and hedgrows, particularly in the eastern environs of the village, with a view to reinforcing the essential character of Mulranny.

(iii) It shall be an objective of this Plan to protect the two ecological areas adjacent to the village namely, the Saltmarsh adjacent to the bay and the Mediterranean Heath to the north-west of the village. These areas marked D.P.O. 5 A and D.P.O. 5 B on Map 3 are unique because of their size and character and are of significant educational value.

(iv) Access to An Tra Bhui can only be achieved at present by crossing the golf course. It shall be an objective of this plan to investigate the feasibility of improving access to the beach along the route marked D.P.O. 6 and of providing toilet and car parking facilities in this location.

(v) The causeway from the hotel to Mulranny beach provides a pedestrian route from the village to the beach and harbour with panoramic views of the bay and environs. It shall be an objective of the Planning Authority to co-operate with the Mulranny Bay Hotel to secure its maintenance and **repair,**

to change the access to the causeway to the lay-by at the east end of the hotel, and to link the causeway to the old railway line via Station Road (D.P.O. 7)

(vi) It shall be an objective of this Plan to ensure that any future development on the southern side of the public road does not interfere with the splendid views of the Bay currently available along the stretch of road marked D.P.O. 8 on Map 3.

6.8 Infill and Redevelopment.

Infill and redevelopment will generally be favourably considered by the Planning Authority. The Authority will encourage developers to redevelop obsolete property in a manner which will harmonise with adjacent or adjoining buildings and landuses. It shall be the policy of the Planning Authority to acquire sites which have remained derelict over a considerable period and to ensure the landscaping or other satisfactory re-instatement of these sites marked D.P.O. 9 on Map 3.

6.9 Townscape.

(i) The buildings listed hereunder are considered to be buildings of historical or architectural interest and it shall be an objective of the Planning Authority to secure their preservation. Strict development control shall be applied to these buildings to ensure that any development takes cognisance of their special character. The locations of these buildings are marked D.P.O. 10 on Map 3 of this Plan.

<u>Name.</u>	<u>Map Reference.</u>
Mulranny Bay Hotel.	D.P.O. 10 (A).
St. Patricks Church.	D.P.O. 10 (B).
Convent.	D.P.O. 10 (C).

It shall be the policy of the Planning Authority to control advertising in and adjacent to Mulranny in order to preserve and enhance the visual quality of the village and its intrinsic characteristics.

- (ii) It shall be an objective of this Plan to repair and maintain the steps leading to the old community hall (D.P.O. 11 on Map 3).
- (iii) It shall be the policy of the Planning Authority to encourage a high standard of design in all new buildings and in future alterations to those existing. The Planning Authority will offer guidance to owners who wish to improve buildings along traditional lines.

6.10 Infrastructure

It shall be the policy of the Planning Authority to continue the development of the towns infrastructure and in particular to improve the towns amenities, water supply, drainage network and roads. In this regard it shall be an objective of the Plan,

- (i) to implement road and footpath improvements along stretches of the N.59 marked D.P.O. 12 on Map 3.
- (ii) to implement road and footpath improvements along the County Road No. 1321 and County Road 65NM marked D.P.O. 13 on Map 3.
- (iii) to carry out road improvements to the Golf Links road and to improve its junction with the main road (D.P.O. 14).
- (iv) to carry out improvements to the bridge outside the community centre by lowering its parapet to improve visibility (D.P.O. 15)
- (v) to investigate the feasibility of opening up and maintaining the existing public rights of way as pedestrian routes from the village to the sea (D.P.O. 16).
- (vi) to investigate the feasibility of creating a public right of way along the old railway line (marked D.P.O. 17 on Map 3) for the enjoyment of walkers and hikers and for the purpose of providing access for a potential holiday cottage scheme.
- (vii) to investigate the feasibility of extending the Golf Course to provide 18 holes and to discourage any development which would tend to hinder this objective.
- (viii) to investigate the possibility of constructing a Regional Water Scheme to serve the Newport/Mulranny area.
- (ix) to examine the possibility of providing additional public lighting along the eastern side of the village and golf course road and along the causeway from the beach.



Chapter 7 : Development Control Standards.

7.1 Introduction.

The Planning Authority is required to control development within its area of jurisdiction by ensuring that planning permissions granted under the Local Government (Planning & Development) Act, 1963 are consistent with good planning practice and with the policies and objectives of the Mayo County Development Plan, 1984. This chapter deals with the development control policies considered most relevant to Mulranny. More detailed information regarding the planning requirements of a specific proposal can be obtained from the Planning and Development Section of Mayo County Council or from the County Development Plan.

7.2 Roadside Development.

Where development would conflict with the route, line, level or layout of any proposed new roadway, or the improvement, widening, realignment of an existing roadway, such development shall not be permitted.

Development shall be prohibited where the existing horizontal or vertical site distance is inadequate to allow a safe access from the development or where the creation of a new access near existing junctions or accesses would interfere with the safety and free flow of traffic on the road.

7.3 Residential Development.

It shall be the policy of Mayo County Council to ensure that all new housing development blends in with that which already exists and with the environment generally.

Certain minimum standards exist for house sites adjoining public roads outside the built up area. These are set out in Table 1 below.

Table 1 : Minimum Standards for House Sites Adjoining Roads.

Road Category.	Frontage.	Building Line*	Site Depth.
	Metres.	Metres.	Metres.
National	24.38 (80 ft.)	21.33 (70 ft.)	54.86 (180 ft.)
County Roads.	21.33 (70 ft.)	9.5 (31.17 ft.)	51.87 (170 ft.)

\*Building line distances shall be measured from the fence of a realigned carriageway or from the designed fence line of the new carriageway on an unimproved route.

7.4 Septic Tanks.

Septic tanks for individual houses shall be permitted in unserviced areas outside the main drainage area provided the soil is suitable for the accomodation and efficient operation of the percolation system.

The construction of septic tanks and percolation areas shall be in accordance with the "Recommendations for Septic Tank Drainage Systems Suitable for Single Houses" published by the Institute for Industrial Research and Standards S.R. 6 1975.

The septic tank and percolation area shall be located at least:-

- (a) 18.3 metres (60 ft.) from any neighbouring house or the houses to be served.
- (b) 18.3 metres (60 ft.) from the near boundary of a roadway,
- (c) 30.5 metres (100 ft.) from any well, stream, drain, river, lake or other watercourse.
- (d) 100 metres (328 ft.) from beaches.
- (e) 6 metres (20 ft.) from the boundaries of the site.

Where soil conditions warrant it, the County Council may increase these distance standards and may require that a sub-surface irrigation system be used instead of a soakpit.

Communal septic tanks serving two or more dwelling houses shall not generally be permitted.

7.5 Parking Standards.

Off roadway parking facilities shall be provided in accordance with the standards set out in Table 2 below and adequate provision shall be made to enable vehicles to turn, manoeuvre, load or unload within the site curtilage, clear of the roadway.

Table 2 : Parking Standards.

Type of Development.	Parking Standards.
Houses and flats in built up areas.	One car space for every dwelling unit.
<u>Shops.</u> a) within speed limit b) outside speed limit	One car space per 14 sq. m. (150.7 sq. ft.) gross floor area. One car space per 10 sq. m. (107.7 sq. ft.) gross floor area.
<u>Restaurants, Cafe.</u>	One car space per four seats.
<u>Bars &amp; Lounges.</u> a) within speed limit	One car space per 4 sq. m. (43.08 sq. ft.) of public space (including counter service areas but excluding toilets, lobbies stores etc.)

Table 2 : Parking Standards Continued.

Type of Development.	Parking Standards.
b) outside speed limit	One car space per 2 sq. m. of public space (including counter service areas but excluding toilets, lobbies, stores etc.)
<u>Hotel &amp; Guest House.</u>	One car space per bedroom (plus additional spaces appropriate to bars, lounges, function rooms, ballrooms etc.)

7.6

Building Lines.

In dealing with applications to carry out development in the village the Planning Authority will normally seek to ensure that development is not carried out in front of established building lines or where it would conflict with a building line as established or determined by the Planning Authority. Where development is located outside the speed limit zone of the village increased building lines may be required in order to provide for the greater amenity and safety of road users and residents.

The building line requirements set out in Table 3 hereunder shall be the minimum standards required where development is located on the National Secondary Route (the N.59 to Achill and Belmullet) and on adjoining county roads outside the built up area.

Table 3 : Building Line Requirements.

Road Classification.	Requirements.
1. National Secondary Road.	The building line shall be not less than 21.33 metres (70 ft.) from the fence of a re-aligned carriageway or from the designed fence line of the new carriageway on an unimproved route.
2. Adjacent to any other public roadway or roadway of public importance.	The building line shall be not less than 9.5 metres (31.17 ft.) from the fence of a re-aligned carriageway or from the designed fence line of the new carriageway on an unimproved route.

7.7 Industrial & Commercial Development.

In considering an application for industrial or commercial development the County Council will examine the effect of the development on and compatibility with existing and future proposed adjacent land uses and amenities, the availability of services, and its road traffic implications. Industrial and commercial buildings shall be so designed and shall use such materials that they blend and relate to the buildings and / or landscape that surrounds them.

7.8 Advertisements.

Applications for permission to erect advertisement structures shall be considered with a view to reconciling as far as possible the needs of commercial interests with the protection of amenities.

Except for advertisement structures permitted under the Local Government (Planning & Development) Regulations, 1977 advertisement structures shall not normally be permitted in the following circumstances:-

- (a) In amenity or recreational areas where they would detract from the amenity,
- (b) Where they would constitute a traffic hazard.
- (c) In the vicinity of historic or civic buildings, churches etc.
- (d) On a public right of way or where they would encroach on public property.

Regard shall be had to "The Criteria for the Provision of Tourist Attraction and Accomodation Signs" set out in the D.O.E. Memorandum July, 1988 and to circular letter P.D. 12/4 September, 1988.

7.9 Pollution.

It is Council policy to control and prevent all forms of pollution. This includes water and air pollution and the emission of noise and smells.

The County Council will use the powers given to it by the Local Government (Water Pollution) Act, 1977 and other relevant powers to ensure that the quality of water resources in the vicinity of Mulranny is maintained.

No person shall discharge trade or sewerage effluent to any drains, sea, streams, lakes or other water bodies except under license from Mayo County Council.

7.10 Caravan & Camping Sites.

It shall be the policy of the County Council to encourage the location of caravan and camping parks adjacent to the village provided they are generally in accordance with the Guidelines published by Bord Failte in January, 1982.

In general the Council shall permit 14 No. caravans and / or tent pitches per useable acre. In some instances, where site conditions are appropriate a higher density may be acceptable.

All new caravan sites shall be required to conform to the minimum standards with regard to sanitary services as set out by Bord Failte indicated in Table 4 below.

Table 4 : Sanitary Requirements for Caravan / Camping Sites.

Number of Pitches.	Sanitary Facilities.			
	Men.			Women.
	W.C.'s, Wash-hand, Urinals Basins.			W.C.'s, Wash-hand Basins.
1 - 6	2	1	-	2 1
7 - 12	2	2	-	2 2
13 - 19	2	2	1	3 3
20 - 30	2	3	1	3 4
31 - 36	2	4	2	4 5
37 - 42	3	5	2	4 6
For every 18 pitches or portion thereof over 42	1	1	1	2 2

Source: Bord Failte Guidelines, 1982.

Developers of all new caravan and camping sites shall be required to commence a tree and shrub planting programme immediately after permission is obtained where existing screening is inadequate or absent. Full use should be made of existing screening features e.g. hedgrows, tree belts, walls or other built features as new screen planting takes several years to be effective, particularly in coastal locations.

Every caravan standing shall have a refuse bin with a close fitting lid and arrangements shall be made for the bins to be emptied regularly.

7.11 Development Charges.

Under the Local Government (Planning & Development) Act, 1963, the Planning Authority may attach conditions to permissions and approvals requiring contributions towards any expenditure that was incurred or is proposed to be incurred by the Planning Authority in respect of works which have facilitated or will facilitate the proposed development. Development charges may be imposed by the Council in relation to the cost of provision of water supply, drainage schemes, road improvements, car parking and other ancillary services which would be deemed to facilitate development.



SEALED WITH THE SEAL OF MAYO COUNTY COUNCIL.

THIS.....DAY OF.....1988.

SIGNED: \_\_\_\_\_ (CHAIRMAN).

Harold J. O'Toole.

SIGNED: \_\_\_\_\_

COUNTY MANAGER.

SIGNED: \_\_\_\_\_

COUNTY SECRETARY.

# MULRANNY

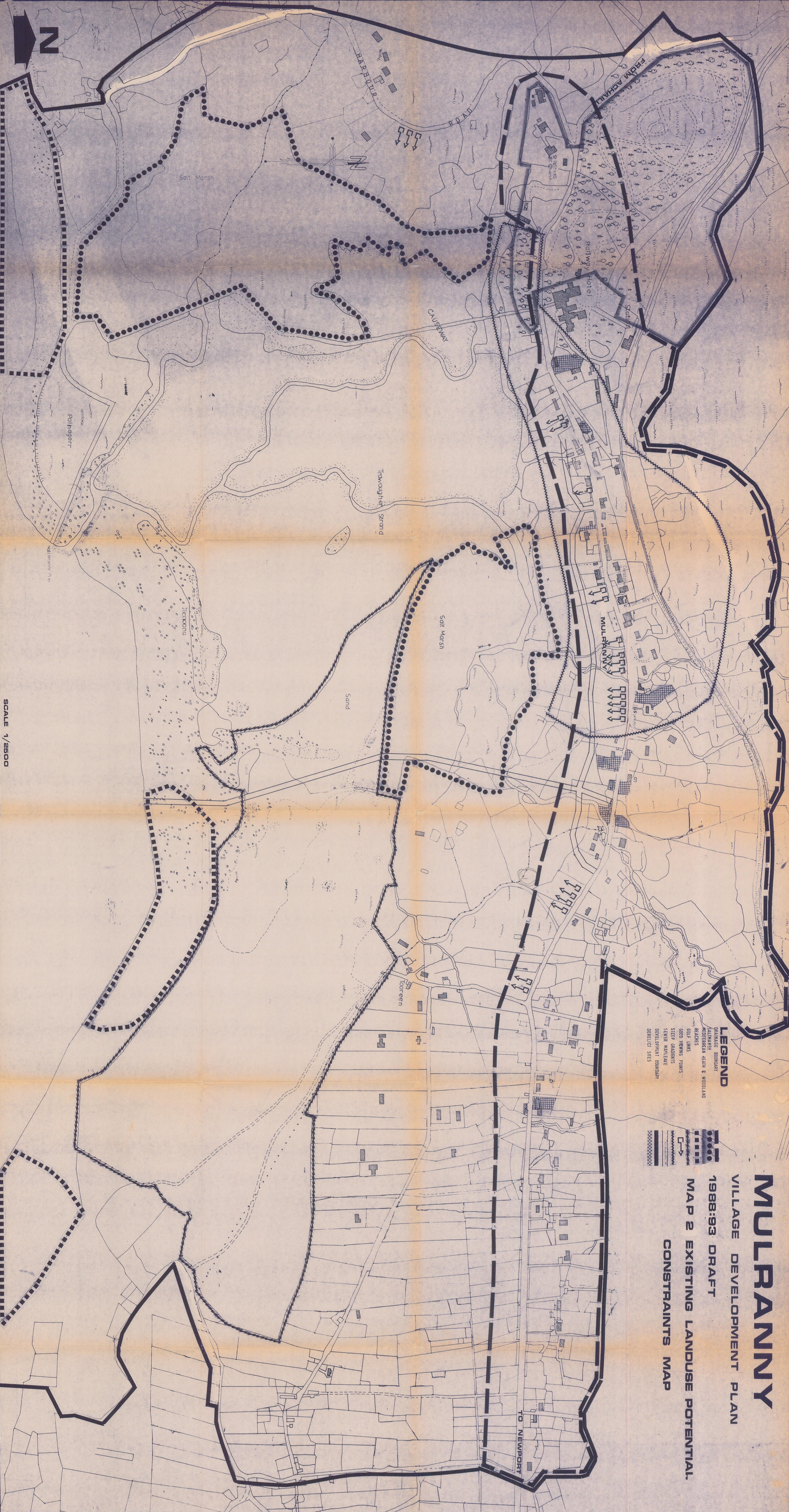
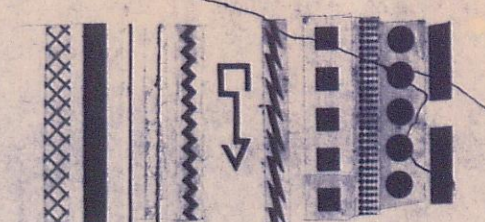
VILLAGE DEVELOPMENT PLAN

1988:93 DRAFT

MAP 2 EXISTING LANDUSE POTENTIAL.

CONSTRAINTS MAP

- LEGEND**
- DRAINAGE BOUNDARY
  - SALTPANS
  - SANDS
  - BEACHES
  - GOLF LINKS
  - OOD WENNE POINTS
  - STEEP GRADIENTS
  - SEWER WASTEWATER
  - DEVELOPMENT BOUNDARY
  - DRENCH SITES



SCALE 1/2500

# MULRANNY

VILLAGE DEVELOPMENT PLAN

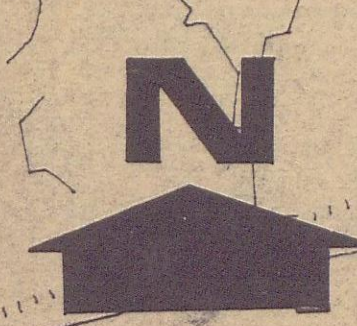
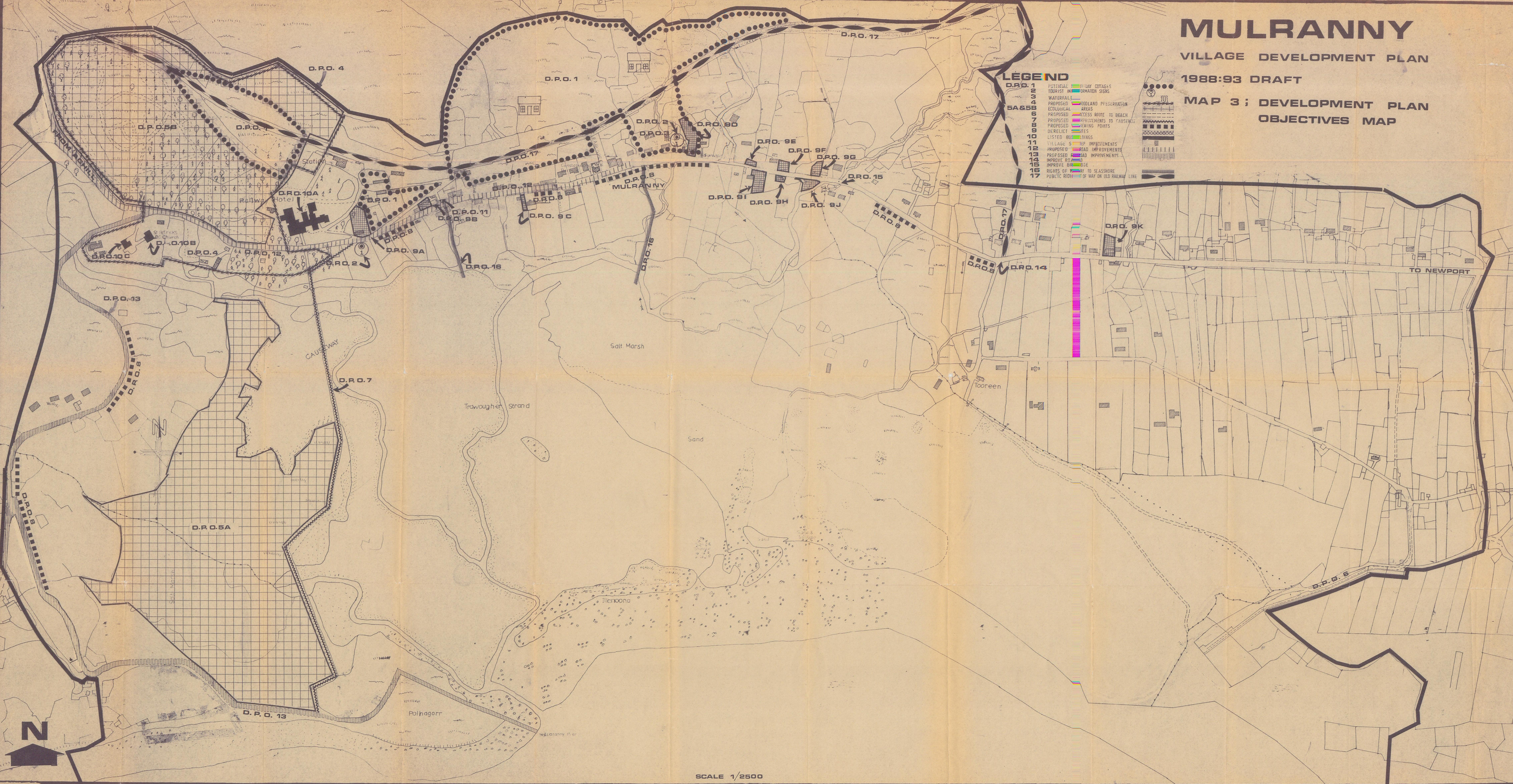
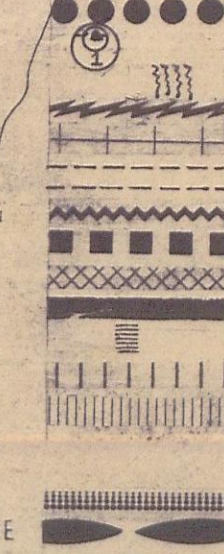
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MAP 3; DEVELOPMENT PLAN  
OBJECTIVES MAP

## LEGEND

- D.P.O. 1
- 2
- 3
- 4
- 5A&5B
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17

- POTENTIAL TRAFFIC IN
- WATERFALL
- PROPOSED ECOLOGICAL
- PROPOSED
- PROPOSED
- PROPOSED
- BERELICT
- LISTED BUILDINGS
- VILLAGE STREET IMPROVEMENTS
- PROPOSED
- PROPOSED
- IMPROVE ROAD
- IMPROVE B
- RIGHTS OF WAY TO SEASHORE
- PUBLIC RIGHTS



SCALE 1/2500