

CASTLEBAR

URBAN DISTRICT AND ENVIRONS

DRAFT DEVELOPMENT PLAN 2000

12th December 2000

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INTRODUCTION

Legal Basis

This is the draft of the new Development Plan for the Urban District of Castlebar prepared pursuant to the Local Government (Planning and Development) Acts 1963 to 1999. The Draft Plan also includes that part of the environs of Castlebar which is under the jurisdiction of Mayo County Council, but which is the subject of a Boundary extension proposal since 1998.

The current Castlebar Development Plan was adopted in 1991

Interpretation / Plan Area and Environs

This Plan shall be entitled 'The Castlebar Urban District and Environs Draft Development Plan 2000', but for simplicity and short reference in the text it shall be referred to as 'the Plan' or 'this Plan'. In this Plan save where the context otherwise requires: 'The Council' means Castlebar Urban District Council for the UDC area and Mayo County Council for the environs. The 'Planning Authority' means Castlebar Urban District Council for the UDC area and Mayo County Council for the Environs.

Plan Period

The Strategic policies and objectives cover the long term and as such the plan should form the basis for progressive planning for the next decade or more.

The specific works objectives of this plan cover the immediate six year period from the date of adoption.

Plan Format

Written Statement

The Development Plan is divided into 3 Chapters as follows:

- 1.0 Strategic Policies and Objectives
- 2.0 Land Use Zoning and Specific Objectives
- 3.0 Development Control Standards

Development Plan Maps

The following Maps at a scale of 1:5000 are part of the Development Plan:

- Map No.1: Land Use Zoning Objectives
- Map No.2: Specific Objectives

1.0 STRATEGIC POLICIES AND OBJECTIVES

This Chapter of the Development Plan sets out the strategic policies and objectives concerning the future development of Castlebar.

1.1 National / Regional Role

POLICY:

It is the policy of the Council to consolidate the sub-regional role of Castlebar 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 Galway-Mayo-Roscommon Region, the wider Border Midlands and Western Region and in the National Planning context.

1.2 Town Function

POLICY:

It is the policy of the Council to encourage the development of Castlebar as a centre of economic, social and cultural activity for the benefit of the population of both the town and its hinterland.

OBJECTIVE:

It is an objective of the Council to encourage the intensification and development of tourist activities in the town.

It is an objective of the Council to encourage the development of industrial and services activity which is compatible with the urban form of Castlebar.

It is an objective of the Council to have regard to the policies and objectives of the Integrated Development Plan for Castlebar, and in particular, for the town centre area.

1.3 Sustainable Development

At the 1992 Rio De Janeiro Earth Summit, Ireland endorsed Agenda 21, a policy for how the nations of the world will work towards sustainable development.

The Brundtland Report of 1987 defined sustainable development as 'Development that meets the needs of the present without compromising the

ability of future generations to meet their own needs.’ While the conservation of the natural and built environment is fundamental to sustainability, the principle is much wider in recognising that in future the quality of life will be directly dependent on the health and integrity of the environment.

It is the Council’s policy to have regard to the principles of sustainable development in the future planning and development of Castlebar. The land use policies and controls of this Development Plan, the Council’s principal land use statement, are constructed on these principles.

This Plan has regard to the following sustainable development objectives:

- Protecting local capital - conserving the resource of landscape, open space, architectural and cultural heritage, including material assets.
- Minimising adverse development impact - protecting the consumption of natural non-renewable resources, including land.
- Public participation - involving the local community in environmental sustainability issues and decisions.

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, permit a mix of land uses within each zoning objective.
- promote a re-use of derelict and under used urban land; prevent expansion into high amenity and rural areas; promote more compact urban forms, including where appropriate, increased net residential densities.
- ensure the protection of natural habitats, ecological resources and quality landscapes; conserve existing urban areas, buildings and features of high environmental quality.
- promote the use of public transport, cycling, walking and reduced private motor vehicle usage; provide adequate high quality sanitary services; promote the prevention, reduction, recycling and re-use of waste.

1.4 Population

POLICY:

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

OBJECTIVES:

It is an objective of the Council to provide for a population of 20,000 in Castlebar and its Environs, the phasing of which will relate to the planned role

of Castlebar in the context of the National, Regional and County Planning Strategy

1.5 Employment And Industry

POLICY:

It is the policy of the Council to seek, through active co-operation with the relevant agencies such as Forbairt, Forfas, the County Enterprise Board and major local employers, suitable industrial and other job creating provision.

OBJECTIVES:

It is an objective of the Council that attractive, well serviced sites for industry, be provided.

It is an objective of the Council to facilitate community-led job creation schemes as far as time and resources allow.

1.6 Infrastructural Services

1.6.1 Roads

POLICY:

It is the policy of the Council to secure a safe and comprehensive road network capable of accommodating the needs of both traffic and pedestrians in the town centre.

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.

It is the policy of Council to facilitate the consolidation of the town centre as a principal shopping area by providing adequate and suitably located car parking facilities.

OBJECTIVES:

It is an objective of the Council to safeguard routes for new roads which are likely to be required over the next 20 years, including a new Ring Road.

It is an objective of the Council to provide new and extend existing car parks in the town centre, where possible.

It is an objective of the Council that developments will provide adequate on-site car parking to the standards laid out in this Development Plan. Where the development is unable to provide such car parking spaces, the developer shall pay a contribution to the Council towards car parking provided, or to be provided by the Council, which will facilitate that particular development.

It is an objective of the Council to encourage off-street car parking.

It is an objective of the Council to improve pedestrian and vehicular access to the public car parks, where required.

1.6.2 Drainage

POLICY:

It is the policy of the Council to prevent pollution by the construction of the Castlebar Environs Sewerage Scheme, by expansion and upgrading of the Castlebar Wastewater Treatment Works and associated development.

OBJECTIVES:

It is an objective of the Council to lay new sewers in areas where it is necessary to cater for excess surface water.

It is an objective of the Council to require that new developments provide independent surface water drainage systems.

It is an objective of the Council to require that developments outside the urban area receive permission from the Urban District Council to discharge into the system and that these developments shall also have an independent storm water system.

1.6.3 Water

POLICY:

It is the policy of the Council in co-operation with Mayo County Council to ensure that an adequate supply of water is available to meet the current and future needs of Castlebar.

OBJECTIVES:

It is an objective of the Council to co-operate with Mayo County Council to that the present high water quality standards are maintained in implementing the relevant European Community Water Quality Directives.

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

1.7 Housing

POLICY:

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.

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 the Department of the Environment's policies and objectives .

It is the policy of the Council to review from time to time the housing needs of the Travelling community regularly based in Castlebar.

OBJECTIVES:

It is the policy of the Council to have regard to the Residential Density Guidelines for Planning Authorities issued by the Department of the Environment and Local Government.

It is an objective of the Council to prevent the spread of urban sprawl and ribbon development into the countryside surrounding Castlebar.

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.

It is an objective of the Council to facilitate the provision of tourist accommodation such as Hotels, Holiday Homes and Hostels within Castlebar, subject to compliance to compatibility with the urban form and socio-economic character of Castlebar.

It is an objective of the Council to provide Halting Sites for the travelling community regularly based in Castlebar, should the need arise.

1.8 Shopping

POLICY:

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

OBJECTIVES:

It is an objective of the Council to promote the efficient operation of commercial undertakings in the town by facilitating access and carparking to them and consolidating the town centre.

It is an objective of the Council to have regard to the Local Government (Planning and Development) General Policy Directive (Shopping), 1998 and the Retail Planning Guidelines in considering proposals for major shopping developments.

1.9 Education

POLICY:

It is the policy of the Council to co-operate with the Educational Authorities in developing additional education facilities as are necessary to replace obsolete or overcrowded facilities or to meet increased demand.

1.10 Community Facilities

POLICY:

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

OBJECTIVES:

It is an objective of the Council to ensure that new community facilities provide adequate off-street carparking.

It is an objective of the Council to ensure that the amenities of neighbouring properties are safeguarded in the provision of community facilities.

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.

1.11 Open Space And Recreational Facilities

POLICY:

It is the policy of the Council to maintain, develop and extend the open spaces provision of the town and to provide new areas of open space to satisfy existing and projected demands.

It is the policy of the Council to continue to facilitate the provision of social and sporting activities as the need arises.

OBJECTIVES:

It is an objective of the Council to ensure that local open space at suitable standards is provided by developers of new residential areas.

It is an objective of the Council to encourage the improvement of the visual appearance of the approach roads to the town.

It is an objective of the Council to rationalise unused incidental open spaces throughout the town.

It is a an objective of the Council to ensure that social, cultural and sporting activities provide adequate off-street car parking.

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.

It is an objective of the Council to encourage the promotion of traditional indigenous cultural activities.

1.12 Townscape And Conservation

POLICY:

It is the policy of the Council to maintain and conserve the architectural quality, character and scale of the town.

OBJECTIVES:

It is an objective of the Council to protect the town centre, in particular, from development incompatible with it's character and visual amenity.

It is an objective of the Council to control the development of satellite dishes and roller shutters.

It is an objective of the Council to encourage appropriate use of established local building materials.

It is an objective of the Council to prohibit the use of plastic and neon lit shop signs.

It is an objective of the Council to encourage a high standard of architectural design in all developments.

It is an objective of the Council to require the use of traditional shopfront designs and materials and signs.

It is an objective of the Council to have all ESB and Telecom Eireann underground in the town.

It is an objective of the Council to prepare and implement design guidelines for development within the Urban District.

1.13 Obsolescence / Derelict Sites

POLICY:

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

OBJECTIVES:

It is an objective of the Council to assist developers in the refurbishment of derelict sites and buildings by way of design advice.

It is an objective of the Council to implement the provisions of Derelict Sites Legislation.

1.14 Environment

1.14.1 Waste Disposal

POLICY:

It is the policy of the Council to continue to dispose of refuse by landfill utilising Mayo County Council 's site at Derrinnumera.

1.14.2 Water Pollution

POLICY:

It is the policy of the Council in co-operation with Mayo County Council to implement the provisions of Water Pollution Legislation, to prevent the discharge of pollutants to public sewers and watercourses.

1.14.3 Air Pollution

POLICY:

It the policy of the Council, in co-operation with Mayo County 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.

1.15 Land Use

POLICY:

It is the policy of the Council to rationalise land use patterns in the town.

OBJECTIVES:

It is an objective of the Council to facilitate development of acceptable uses through appropriate land use zoning objectives.

It is an objective of the Council to seek to resolve the conflict resulting from existing incompatible uses.

1.16 Co-operation with Other Planning Authorities

POLICY:

It is the policy of this Plan to provide for the co-ordination of planning objectives and policies of common concern to the Urban District and Mayo County Council in respect of the Environs.

2.0 LAND USE ZONING AND SPECIFIC OBJECTIVES

This Chapter of the Development Plan incorporates the Council's Land Use Zoning and Specific Objectives. Map No. 1 indicates the Land Use Zoning Objectives and Map No. 2 indicates the Specific Objectives.

2.1 Land Use Zoning Objectives

It is an objective of the Plan that uses, other than the primary use for which an area is zoned, may be permitted provided they do not conflict with the primary use zoning objectives.

Uses which conflict with the primary use will not be permitted.

A matrix table showing use classes related to use zones is provided in Table 1.

Table 1 shows uses which are:

- P - Normally permitted
- O - Open for consideration
- X - Not permitted

This method allows for some flexibility and identifies uses which are permitted or not permitted under each use zoning objective.

In the Plan, provision has been made for eight land use zoning objectives and these are indicated on the Land Use Zoning Map (Map No. 1).

RESIDENTIAL (A)

It is the 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.

Residential areas are made up primarily of houses. Other related activities need to be accommodated close by, i.e. education, recreation, local shopping, public worship. Some of these uses are, therefore, either permitted in the residential zone or left open for consideration. Uses which would be detrimental to the residential amenities will not be permitted. These are uses such as industry, warehouses or repair garages.

LOW DENSITY RESIDENTIAL (A1)

These areas have the capacity for low density residential.

INDUSTRIAL (B)

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

Uses which require extensive but unserviced land will not be permitted. Uses such as warehousing, heavy commercial vehicle parks, which while not compatible with the most economical use of land and services in an industrial area, are often ancillary to an industrial activity and are open for consideration.

TOWN CENTRE / COMMERCIAL (C)

The objective of the Town Centre land use is to 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. These range from shops, offices, houses, to public open space and some industry. 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.

The distinctive urban design character of Castlebar Town Centre will be protected and enhanced in the context of the implementation of this Plan.

RESIDENTIAL / COMMERCIAL (D)

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.

RECREATION / OPEN SPACE (E)

The objective of the Recreational / Open Space zone is to protect open space and to provide for public open space for recreational and amenity purposes.

The development of holiday accommodation and / or other tourism related facilities may be permitted at these locations where it can be shown that it does not detract from the visual and other amenities of the area.

COMMUNITY / INSTITUTIONAL (F)

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

AGRICULTURE / RURAL CHARACTER (G)

Non agricultural or other resource based development will not normally be permitted where suitable alternative sites are available on land zoned for development in Castlebar.

AGRICULTURE / VISUAL CHARACTER AND / OR HIGH AMENITY (H)

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.

Table 1: LAND USE ZONING MATRIX

- (A) Residential (E) Recreation / Open Space
 (B) Industrial (F) Community / Institutional
 (C) Town Centre / Commercial (G) Agriculture / Rural Character
 (D) Residential / Commercial (H) Agriculture / Visual Character
 And/ Or High Amenity

- P = Normally Permitted
 O = Open for Consideration
 X = Not Permitted

USE CLASS	A/ A1	B	C	D	E	F	G	H
Housing / Apartment Scheme	P	X	O	P	X	X	X	X
Single House / Apartment	P	X	P	P	X	X	O	O
Holiday Home	O	X	O	P	X	X	O	O
Holiday Home Scheme	P	X	O	O	X	X	O	X
Guesthouse/Hotel	O	X	P	P	O	X	O	O
Restaurant	X	X	P	O	X	X	O	O
Pub	O	X	P	O	X	X	X	X
Shopping Centre / Supermarket	X	X	P	X	X	X	X	X
Convenience Shop (Local)	O	X	P	P	X	X	O	X
Retail Shop (General)	X	X	P	O	X	X	X	X
School	O	X	O	O	X	P	O	X
Medical And Related Consultant	O	X	P	P	X	O	O	X
Medical Centre Clinic	X	X	P	P	X	P	X	X
Hospital	X	X	X	O	X	O	O	X
Nursing Home	O	X	O	O	O	O	O	O
Community Halls	O	X	O	O	O	P	O	X
Sports Clubs	O	X	X	O	O	O	O	O
Recreational Buildings	O	X	O	O	O	P	O	O
Cultural Uses - Library / Art Gallery	O	X	P	O	X	P	O	O
Offices	X	O	P	O	X	O	X	X
Car Repair, Garages And Panel Beating	X	O	X	O	X	X	X	X
Agricultural Machinery Outlet	X	O	X	O	X	X	O	X
Petrol Stations	X	O	X	O	X	X	X	X
Motor Sales Outlet	X	O	X	O	X	X	O	X
Car Parks	O	P	P	O	O	O	O	O
Heavy Commercial Vehicle Parks	X	O	X	X	X	X	X	X
Cinema, Dance Hall, Disco	X	X	P	O	X	X	X	X
Wholesale Outlets	X	O	X	O	X	X	X	X
Warehouses	X	P	X	X	X	X	X	X
General Industry	X	P	X	X	X	X	X	X
Light Industry	X	P	O	O	X	X	X	X
Special Industry	X	O	X	X	X	X	X	X
Workshops	X	P	O	O	X	X	X	X
Major Playing Fields	O	X	X	X	P	P	P	P
Place Of Worship	O	X	O	O	O	P	O	O
Park / Playground	O	X	O	O	P	P	P	P
Camping	X	X	X	X	O	X	O	O
Cattle Shed	X	X	X	X	X	X	P	O
Broiler House	X	X	X	X	X	X	P	O
Caravan Park	X	X	X	X	O	X	O	O
Gaming Arcade	X	X	X	X	X	X	X	X
Take Away	X	X	O	O	X	X	X	X
Halting Site	P	O	X	X	O	O	O	O

2.2 Housing Objectives

It is an objective of the Council to provide for Council housing on lands acquired for that purpose.

It is an objective of the Council to investigate the feasibility of developing private sites on residential land in the Council's ownership over and above that necessary to meet immediate housing needs.

2.3 Townscape And Amenity Objectives

It is an objective of the Council to identify areas of particular landscape or townscape importance where new development will be restricted.

It is an objective of the Council to improve the street furniture, paving etc. throughout the town.

It is an objective of the Council to preserve the Buildings of Architectural and Historic Interest listed in Appendix I, and to ensure they are protected in their setting. (Map No. 2)

It is an objective of the Council to review the list of Buildings of Architectural and Historic Interest from time to time as need arises..

It is an objective of the Council to preserve Landscape Areas, as listed in Appendix II. (Map No. 2)

It is an objective of the Council to facilitate environmental improvements in the Urban Core. (Map No. 2)

It is an objective of the Council to preserve the Important Views and Prospects listed in Appendix III and to ensure they are protected from development which would interfere with such Views and Prospects. (Map No. 2)

It is an objective of the Council to preserve the Trees and Groups of Trees listed in Appendix IV and to ensure they are protected in their setting. (Map No. 2)

It is an objective of the Council to increase the number of trees in Castlebar.

It is an objective of the Council to make Tree Preservation Orders in appropriate cases.

2.4 Conservation Objectives

Apart from the individual buildings listed, the town centre gains much of the essential townscape character from the alignment of the streets and the general scale and quality of the frontages.

Within the Town Centre Area, there are groups of buildings which, while the individual buildings which make up the group do not require particular consideration, the group as a whole due to uniformity of design or contribution to a streetscape adds to the urban design character of Castlebar. Within these areas the Council will monitor closely any works to alter or demolish any structure.

2.5 Roads / Parking Objectives

It is an objective of the Council to carry out a detailed transportation study of the town and its environs.

It is an objective of the Council to reserve the lines of the roads as shown on Maps No. 1 and 2 from any development which would interfere with the design and construction of those roads.

It is an objective of the Council to construct, or facilitate the construction of a new Ring Road. The routing of a new Ring Road as shown on Maps No. 1 and 2 is partly within the County Mayo administrative area and is of preliminary status, and subject to further study.

2.6 Drainage Objectives

It is an objective of the Council to implement the Castlebar Environs Sewerage Scheme, and associated development.

2.7 Water Supply Objectives

It is an objective of the Council to facilitate the improvement of the town water supply.

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

It is an objective of the Council to extend the use of meters to major consumers so that actual consumption is recorded and contributions are based on this.

2.8 Amenity / Recreation / Tourism Objectives

It is an objective of the Council to continue to implement a programme for the development, planting, and regular maintenance of suitable areas of open space.

It is an objective of the Council to develop a Heritage Trail in Castlebar.

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

2.9 Obsolescence / Derelict Sites Objectives

It is an objective of the Council to implement the provisions of the relevant Derelict Sites Legislation.

It is an objective of the Council to develop or to facilitate the development of the backlands and obsolete areas within the town centre.

2.10 Non-Conforming Uses

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

- (1) which are in existence on 1 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 development.

2.11 Development Contributions

Having regard to the capital expenditure required in the provision of infrastructure (including drainage, water supply, roads, footpaths, traffic management, open space, car parking, public lighting and the acquisition of land) which is required to facilitate development, the Planning Authority will require appropriate contributions from benefiting applicants by virtue of its powers under the Planning Acts.

2.12 Feasibility Of Objectives

The objectives contained in this Plan regarding completion of works and the expenditure of money which the Council aim to achieve within six years shall be deemed to be objectives of the Plan 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 Urban District 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 Council having regard to the overall commitments of the Council.
- (iv) that the objectives remain feasible at all times

3.0 DEVELOPMENT CONTROL STANDARDS

This Chapter 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.

3.1 Residential Development: Housing Estates

The standards as set out in the An Foras Forbartha publication "Recommendations for Site Development Works for Housing Areas" shall apply to the construction of new housing estates.

3.1.1 Densities

Densities of up to ten houses per acre may be permitted in serviced areas which are zoned Residential on Map (No. 1). Densities up to 4 dwellings per acre may be permitted in serviced areas which are zoned Residential (Low Density) on Map No. 1. The control of density 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.

Higher densities may be permitted in specific instances. The following parameters will be considered in relation to densities for estates:

- (i) The area of usable public open space provided. Incidental open spaces will not be considered as having amenity value.
- (ii) The ability of roads, sewers and other infrastructure to cater for the development.
- (iii) Compatibility with the existing densities of adjoining residential areas.
- (iv) The location within the town and adjoining land uses
- (v) The size of houses proposed
- (vi) Privacy, daylighting and noise.

3.1.2 Layout / Design

It is accepted that people need variety in their residential environment. The Council will encourage a high standard of design and innovation in housing estate layouts.

Developers will be discouraged from incorporating long straight roads into their design. Cul-de-sacs will be actively encouraged in order to promote a sense of identity and reduce traffic speeds. The paved surface of cul-de-sacs should preferably be of a different colour to that of the estate access road serving them.

Housing estates should be broken into small functional and visual groups in cul-de-sacs. The groups should be designed to:

- (a) create areas with recognisable limits within which young children can move about safely.
- (b) create small areas with which people can identify.
- (c) facilitate social interaction
- (d) create more space within which individual families can relate to.
- (e) facilitate the introduction of variety in the visual environment.

The design of a residential street should reflect its real use and, in particular, should acknowledge children's play. The design would make it clear to drivers, including visitors that they, in fact, share the use of the street with children and other pedestrians. Speeds should be kept in the order of 15 km per hour (10 mph), and onstreet parking should be eliminated.

All estates shall be designed so as to preserve natural amenities and features that exist in the site. Mature trees, stone walls, hedgerows, etc. shall be incorporated into the design and preserved where possible. 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 garden is substantially wider than the house.

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.

3.1.3 Roads / Footpaths

In general, the standards relevant to roads in housing estates are those outlined in the An Foras Forbartha "Recommendations for Site Development Works for Housing Areas". In particular the requirements in relation to junctions, lines of light at junctions, junction radii, cul-de-sacs, road gradient, camber and crossfall, leaves and clearance from carriageway shall be rigidly adhered to. In relation to construction of carriageways, only concrete or macadam is to be used as a finished course.

3.1.4 Building Lines

These shall be at least 6m. from the inside edge of the public footpath along the 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.

3.1.5 Front Boundary Walls

The developer shall provide the front 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.

3.1.6 Open Spaces

A minimum of 10% of the total site area will be required for open space. Roadside margins and other small portions of ground will not be included when making calculations.

Where small estates are being developed and, consequently, open space areas are small and standards cannot be met, developers may be asked instead of providing an open space, to make a contribution to the Council towards the provision of open space. Areas which cannot be adequately drained or are inappropriately located will be disregarded as open space.

Prior to the Council taking over a private estate, all open spaces shall be levelled, drained, topsoiled, rotavated, de-stoned and seeded to the satisfaction of the Council.

Where areas of open space are assessed to be of no recreational or amenity value, because of factors such as their shape, size and location, to consider whatever they might be incorporated into adjoining gardens or otherwise more appropriately utilised, with any financial gains to the local Authority being allocated towards the cost of providing and developing more suitable open space in the same general area.

3.1.7 Drainage

It is the intention of the Council to reduce the amount of storm water discharging to foul sewers and consequently being needlessly treated at great expense.

All housing estates shall have separate foul and storm water drainage systems. Storm water, including water from yards and roofs, must discharge into watercourses or into a surface water pipe which subsequently discharges into a watercourse. In certain cases, written permission will be required by the Council allowing the developer discharge surface water into watercourses as various landowners downstream may be affected.

Sewers shall be laid on roads and open spaces and wayleaves shall be supplied to the Council if they must cross private property. The Council may require the developer to provide sewers having a capacity in excess of that required, in order to facilitate further development.

All drainage works shall comply with "Recommendations for Site Development Works for Housing Estates" issued by An Foras Forbartha.

3.1.8 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 ESB requirements.

3.1.9 Bonds and Securities

Developers will be required to provide security, by way of cash deposit or bond, for the satisfactory completion of roads, footpaths, watermains, sewers, drains, open spaces and other services required in connection with the development, coupled with an agreement empowering the said Council to apply such security or part thereof for the satisfactory completion as aforesaid of any part of the development.

3.2.1 Residential Development

Apartments, Backland Development And Holiday Homes

3.2.1 Purpose Built Apartments

Apartment developments should show a high quality of building design and site layout and have due regard to the character and amenities of the surrounding landscape. They will not normally be permitted on sites which need access through predominantly family occupied housing estate development. However, they will generally be acceptable within new housing developments where planned and constructed as part of such developments.

In the case of purpose built, not converted, apartments the following density standards will apply.

1. A maximum gross floor area of 210 sq m of floor space for each house permissible on the site,
2. a maximum of 3 flats for each house permissible on the site,
3. apartment developments will be considered only on sites of adequate size for at least one house, and
4. mixed apartments and house developments may be allowed at a density between that for flats and for houses in that zone.

3.2.2 Backland Development

The development of individual 'backland' sites (i.e. rear garden areas) can conflict with the established pattern and character of development in an area. It can constitute 'piecemeal development' and inhibit the comprehensive re-development of a larger backland area where otherwise reasonable development potential exists. Where acceptable sites are proposed for development, adequate open space, back garden depths, separation distances between dwellings, site lines and general effect on amenities must be satisfied. Parking accommodation for backland development must comply with the minimum standards set out in this Plan.

3.2.3 Holiday Home Development

The determination of applications for holiday home schemes 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 either prohibiting the use of houses as holiday homes, depending on the individual circumstances of each application.

3.3 Commercial Development

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

- (1) Effects on existing and proposed adjacent land uses.
- (2) Provision for car parking, refuse storage, loading, adequate access.
- (3) The Department of the Environment's Policy Directive and Guidelines on Retail development.
- (4) The import of the traffic likely to be generated by the proposed use on the roads and parking spaces in the area.
- (5) The need to control undue noise levels.
- (6) Maintenance of privacy, daylighting and ventilation in relation to adjoining properties.

3.4 Industry / Warehousing Development

Industry and warehousing schemes will be required to present a good quality appearance, helped by landscaping, careful placing of advertisement structures, 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 (including use of colour).

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 the Air and Water Pollution Legislation.

3.5 Density Standards: General

Density is a measure of the relationship between buildings and surrounding space. High quality environment is possible over a wide range of densities. Too low densities waste scarce valuable serviced urban land. Over development can adversely effect adjoining amenities, generate more traffic than roads can accommodate, reduce private open space and cause sunlight, daylight, air and ventilation problems.

3.5.1 Plot Ratio

The gross building floor area divided by the gross site area is the plot ratio. The gross floor area is the sum of all floor space within the external walls of the building, excluding plant, tank rooms and car parking areas. The gross site area is all land within the curtilage of the site. The normal maximum plot ratio for non commercial development is 0.5. Commercial development will be restricted to a maximum plot ratio of 2.0. Plot ratio controls are not applicable in open space / agricultural zones. Residential density is controlled by the standards as outlined in Sections 3.1 and 3.2 above.

3.5.2 Site Coverage

The site coverage index is determined by dividing the total area of ground covered by buildings by the total ground area within the site.

A particular site coverage may be accepted only where it is consistent with other factors such as open space requirements, parking, height, fire safety standards, plot ratio, and the protection of the amenities of adjoining properties, especially dwellings.

3.5.3 Building Height

The Planning Authority will not normally permit a building where it is significantly higher than neighbouring buildings within existing town and village streetscapes save in exceptional circumstances. In deciding applications for a high building the following impacts will be considered:

1. overshadowing / loss of light
2. overlooking / loss of privacy (particularly of residential property)
3. street scale and space scale

4. proximity to structures or spaces of architectural / historical importance
5. existing landmarks
6. existing spires, domes, towers or other high buildings
7. views
8. skyline
9. existing or proposed open areas, and
10. civic importance

3.5.4 Building Lines

The Council will normally insist that established building lines are maintained and that all new developments maintain the building line. Development is not to be carried out set back from the established building line except where road widening proposals require this or where improvements in the amenity potential of the street could be realised.

3.5.5 Infill Development

In general, the Council will encourage small scale infill developments within the Town.

Where infill development is proposed, it is important that the design features, external materials and finishes which predominate in the area are matched or complemented in the proposed infill development.

3.5.6 Government Policy on Residential Development Density

For residential development, the Department of the Environment and Local Governments' Residential Density Guidelines will be taken into account in Development Control

3.6 Carparking Standards

On site parking facilities will generally be required for all developments together with loading and unloading areas to prevent traffic hazards and obstruction of vehicle movement.

Developers will be obliged to provide for on-site parking in conjunction with the standards outlined in Table 2 below. If developers cannot provide the number of required car spaces on site, the Council may seek a financial contribution towards the cost of carparks provided in the vicinity, or to be provided in the vicinity.

Table 2: Carparking Standards

Houses and Apartments	1 car space for every dwelling unit
Shops	1 car space for every 15 sq metres
Offices	1 car space for every 20 sq metres of gross floor space
Industry	1 car space for every 47 sq metres of gross floor space
Warehousing	1 car space for every 47 sq metres of gross floor space
Theatres, Cinemas & Stadia	1 car space for every 5 seats
Public Houses / Lounges and Restaurants	1 car space for every 4 sq metres of gross floor space
Ballrooms	1 car space for every 5 sq metres of gross floor space
Hotels & Guesthouses	1 car space for every bedroom and additional spaces for lounge bars, ballrooms, restaurants etc.
Garages	1 car space for every 30 sq. metres and also a 50 sq metre area to facilitate manoeuvring of vehicles on site between the public footpath and garage

3.7 Shop Fronts: Design Standards

The Council will seek to retain the remaining traditional shop fronts in the town and care should be taken to ensure that the new shop front designs are in keeping with the existing character especially in the older centre of the town.

The scale of a shopfront should be of an size in relation to the facade of the individual building and to the street as a whole. The number of different materials should be kept to a minimum and materials such as plastics, aluminium and stainless steel should not be used.

3.7.1 New Shopfronts

Where it is proposed to insert a new shopfront into an existing building it is important to ensure that the new development:

- Maintains the vertical lines in the facade of a street provided by the differentiation of individual buildings, quoins and window proportions.
- Maintains the horizontal lines in the facade of a street provided by the ridges of roofs, eaves, window sills, stringcourses and the fascias of shops.

A large new building should have the facade differentiated vertically, to be consistent in scale and character with other buildings in the street. Windows, particularly in the upper storeys, should have a vertical emphasis in their proportions and shall be of hardwood sliding sash. Display windows which are strongly horizontal in character should be sub-divided by the use of vertical - mullions.

The horizontal lines of a new facade or shopfront should match as closely as possible those of adjacent buildings and the street facade generally. In particular the fascia or nameboard should not be of abnormal depth - e.g. breaking the first floor stringcourse or extending to cover part of the display window - but should be consistent with those of adjacent shops and in scale with the rest of the shopfront and the building as a whole. Where a business occupies more than one building the individuality of each building should be retained, as far as possible, by having a separate fascia for each building and by retaining any intervening pilasters, brackets or other forms of vertical differentiation.

3.7.2 Existing Shops

Traditional shopfronts have a distinctive character or make a particular contribution to the street scene. Where renovation is contemplated, it is important to ensure that any ornamental pilasters, brackets, cornice or other mouldings are retained, even where it is acceptable for the remainder of the shopfront to be changed. Vertical sub-divisions of existing window glazing should also be retained.

The Council will actively discourage the following:

- The removal of features or alterations to existing shopfronts where they are considered to be historical or architectural interests
- Enlargement of existing windows above ground floor level.

3.8 Advertising: Design Standards

3.8.1 General

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 following considerations:

- (1) Signs attached to building are preferable to those on free standing hoardings.

- (2) Signs should not interfere with windows or other features on the facade or project above the eaves of the skylines.
- (3) The size and scale of signs should not conflict with the size and scale of existing structures in the vicinity.
- (4) Advertising structures must be related in scale to position of the sites. They should be located at the pedestrian level and scale and not orientated to passing motorists.
- (5) Wall panel advertisements may be permitted in certain cases, i.e. shopping malls and multi-use occupancy provided they are not placed at a high level on tall buildings. The framing of such wall panels should be restrained and simple.
- (6) The Council will require commercial interests, especially chain-store outlets to restrain the use of their corporate image advertising where these are considered to be too dominant.
- (7) Group advertising will be encouraged in certain cases such as malls etc.
- (8) All advertising above fascia level will be severely restricted in terms of size and number in order to avoid clutter and preserve the amenity of the streetscape.

Generally, the worst offenders are garish, poorly designed illuminated box fascias and illuminated projecting box signs used indiscriminately in relation to the shop front or building to which they relate. Ideally the sign should be an integral part of the elevational design of the building, should be simple and should avoid the creation of "clutter".

3.8.2 Local Advertising

It is accepted that there is a need for "local" advertising outside the above general category. This includes advertising a local facility available to the passing traveller (e.g. hotels, hostel and guesthouses) and where it does not contain any name or brand other than the name of the local establishment. Such advertising must conform to a design, scale and colour scheme acceptable to the Council.

3.9 Petrol Filling Stations: Design Standards

The preferred location for petrol filling stations / commercial garages is on the outskirts of the town inside the 30 (or 40) m.p.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.

3.9.1 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 realignment 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 table:-

Design Speed	Minimum Visibility Distance
-----	-----
K m.h.	Y Metres
100	185 m
80	150 m
65	120 m
50	90 m

3.9.2 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.

3.9.3 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 Planning Permission.

3.9.4 Pollution

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

3.9.5 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.

**APPENDIX I - Buildings of architectural and historical interest worthy of preservation
(1 – 39 on Map No. 2)**

	<u>Structure</u>	<u>Key Features for Preservation</u>
National Importance	1 Wesleyan Chapel and Manse	Whole Building
	2 Linen Hall	Cut stone façade
	3 The Military Barracks	Late 18 th Century blockhouses
Regional / Local Importance		Guardhouses, Dining Hall, Hospital bordering the parade ground
	4 Catholic Church and Priest's house opposite	Whole Building
<u>The Mall</u>		
	5 Church of Ireland	Whole building and statue beneath towers
	6 Court House	Original structure only
	7 Three-storey terrace south of Court House	Whole Terrace
	8 Glenpark Nursing Home (formerly Bank of Ireland)	Original Structure only
	9 Terrace of five 2 storey buildings South side of Mall	Whole Terrace
	10 Imperial Hotel	Street façade and dining room interior
<u>Ellison Street</u>		
	11 Burleigh House -	Doric doorcase and

Five bay three-storey house

fanlight

12 Five bay two-storey house

Good rendering,
doorcase with triple
keystone

13 Five bay three-storey house

Whole Building

Five bay two-storey house

Doorcase, triple
keystone

Post office

Good vernacular
building stone with brick
infill

Bank of Ireland

Street façade

Market Street / Bridge Street

Parsons Shop
Castle Street/Market Junction

Open arches on ground
floor, block and start
window dressings

T. Lavelle

Five bay, fanlight,
including Wynnes's
Newsagent

A.I.B

Stone-cut façade in good
condition

Castle Street

Convent of Mercy

Pedimented breakfront
on ledge above street.

21 Pediment of Presbyterian Church

Original cement
structure to Rock Square
and Chapel to rear

Spencer Street

22 Terrace of vernacular stone

built houses with dormer roofs. Most are still residential. Although several have been converted to shops, the overall character of the houses remain.

Newtown

Marsh House	Attractive 2 storey rendered building now housing the Council offices
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Chapel Street

De la Salle House	Whole building
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Block of two 2 storey houses	Whole buildings
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Family Life Centre	Whole building
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Parish Centre	Whole building
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Railway Station

Vernacular stone building good condition	Original stone-cut building
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St. Mary's Hospital	Façade
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St. Mary's Church	Whole building (including interior)
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Shopfronts

Irwin's (Ellison Street)	Façade
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Byrne's Pub (Bridge Street	Façade
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Fahy's Shop (Bridge Street)	Façade
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Cannons Pub – Market Square	Façade
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Residential / Private

Terrace Mountain View	Whole Terrace
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(P.Carney – E.Egan)

36	St.Patrick's Terrace	Whole Terrace
37	Mrs. Jennings (Mountain View)	Whole Building
38	McEllins (Mountain View)	Whole Building
39	O'Donnells (Newport Road)	Whole Building

APPENDIX II - Landscape Areas to be preserved

- Lough Lannagh & Environs
(1 on Map No. 2)

- Saleen Lake and Environs
(2 on Map No. 2)

APPENDIX III - Important Views and Prospects to be Protected.

- View South from Newport Road

APPENDIX IV - Trees / Groups of Trees to be Protected

- The Mall
(A on Map No. 2)

- ByPass
(B on Map No. 2)

APPENDIX V - Archaeological Landscape

- Church & Old Graveyard
(A on Map No. 2)