



**VOLUME 1 –
WRITTEN
STATEMENT**

CARRICK-ON-SHANNON LOCAL AREA PLAN 2010-2016



**Comhairle Chontae Liatroma
Leitrim County Council**

Acknowledgements

‘Cricket don’t use their feet to make that chirping noise’

CARRICK-ON-SHANNON LOCAL AREA PLAN 2010-2016 (Effective from 1st April 2012)



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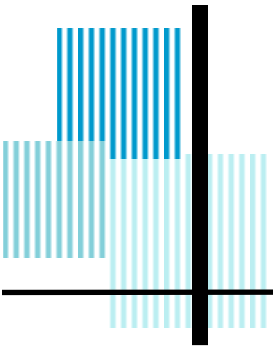
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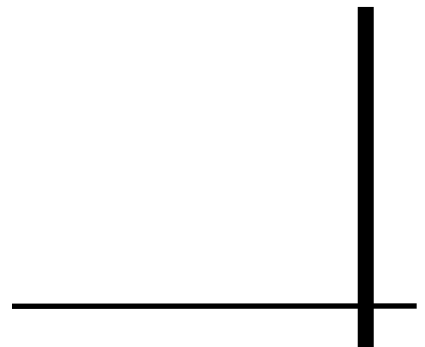
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Foreword



Background

The Local Area Plan (LAP) for Carrick-on-Shannon sets out the policies and objectives, specific to Carrick-on-Shannon, for the proper planning and sustainable development of the town from 2010-2016. The plan seeks to develop and improve, in a sustainable manner, the social, cultural and environmental assets of the town.

Plan Area

The Plan covers a total area of approximately 191 hectares.

Legal Preamble

The legal basis for this plan is laid out Sections 18-20 of the Planning and Development Act 2000 (as amended). Section 19 of the Planning and Development Act 2000 (as amended) requires that the Planning Authority prepare a new Local Area Plan at least every 6 years after the making of the previous Local Area Plan. This process has been on-going since the 1st of April 2009 and has now arrived at the publication of the Carrick-on-Shannon Local Area Plan 2010-2016.

Period of Plan

The plan is valid for a six year period from the date the plan is made. The Carrick-on-Shannon Local Area Plan was made on the 10th May 2010 and it came into effect 4 weeks later on the 7th June 2010.

Plan Layout

This Local Area Plan comprises of a written statement and maps. The written statement is divided into five main sections.

Following the foreword the plan puts forward a long term vision of the town as it grows and evolves. The Council aims to realise this Vision in partnership with other agencies, voluntary organisations and the people of Carrick-on-Shannon.

The first section is an audit of the town, as it exists at the moment. It gives a profile of the town, its strengths and weaknesses are analysed and opportunities and threats are identified.

Section 2 of the plan sets out how the vision is to be realised. The **Objectives and Policies** of Leitrim County Council for the future development of Carrick-on-Shannon are set out.

Section 3 sets out **Development Management Standards**. These standards are designed to ensure all new development is designed and built to a high standard.

Section 4 is a statement on the **Likely Significant Effects on the Environment** of implementing the plan. This section sets out the findings of the screening report which was carried out in accordance with the Planning and Development Acts 2000-2007 and the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

The final section – Section 5, consists of the **Appendices** to the plan i.e. issues raised during the Pre-Draft & Draft Consultation Phases, issues raised during the Draft Consultation Phase, Recommended Standards for Apartments, the Record of Protected Structures, Guidelines on Flood Risk & Development and a Bibliography.

Using the Plan

The Plan can be read as an entire document on planning for the town of Carrick-on-Shannon up to the year 2016 or as a reference manual for particular topics of interests or development proposals. It is important to note that while some cross referencing between the policies and objectives (Section 2) and the development management standards (Section 3) for various topics have been included, it is not intended to be a definitive list of all relevant development management standards. Where cross referencing occurs, it should be considered only as a guide, as further development management standards may also be relevant depending on the development proposal, its location etc.

If any conflict or ambiguity arises between what is contained in the written statement and the supporting maps, the written statement will take precedence.

It should also be noted that the parent planning document is the Leitrim County Development Plan 2009-2015. It is a requirement of the legislation that the local area plan be consistent with the objectives of the County Development Plan. In many instances, throughout the Local Area Plan for Carrick-on-Shannon, reference is made to this document within which further relevant guidance on policies, objectives and standards can be obtained. As with the cross referencing between Sections 2 and 3, cross referencing between the two plans is not definitive and where it occurs, it should only be considered as a guide and not a definitive guide.

Variation No 1.

It should be noted that Variation No 1 has been incorporated into the Local Area Plan in accordance with legislative requirements. The Variation is effective from 1st April 2012.

The purpose of the variation was to align the Local Area Plan with the recently varied County Development Plan 2009 – 2015 (CDP), with particular reference to housing land requirements.

Under the Variation, the bulk of the lands previously zoned 'Primarily Residential' phase 2, now become 'Residential Reserve Support' (RRS). RSS will allow for a range of uses, with residential uses allowed for in certain circumstances.

Lands previously zoned 'General Development' is now zoned 'Commercial Town Expansion'.

The preferred route for the Carrick on Shannon to Dromod Road Project, which includes the Carrick on Shannon by-pass, has been incorporated into the plan, removing the large 'Study Constraints Area' surrounding the town centre.

The Sequential Test and Justification test will apply to new housing development as per the CDP.

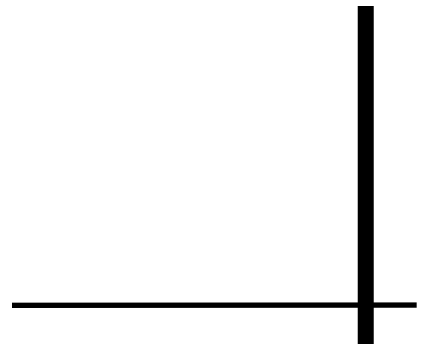
Other amendments have also been made under the variation in order to strengthen and update the Plan.

In accordance with legislative requirements a Strategic Environmental Assessment and Appropriate Assessment Screening Reports (SEA and AA) were carried out. A determination was made that neither a full SEA nor AA was required.

VISION STATEMENT



Vision Statement



Vision Statement

Carrick-on-Shannon has undergone dramatic change over the last ten to fifteen years. During the period 1996-2006 it has been one of the fastest growing towns in Ireland. Strong population growth reflected the strong economic performance the town enjoyed.

The town has emerged as one of the most dynamic and vibrant small towns in Ireland, with a wide range of quality restaurants, bars, speciality shops, outstanding recreational facilities and a thriving arts scene.

The Council believes that Carrick-on-Shannon offers an exceptional quality of life to its residents and that the further development of social economic and cultural facilities, together with recreational facilities, is the key to the future development of the town.

One of the town's greatest strengths is the diverse and exciting range of recreational and cultural attractions on offer within the town. Equally the importance of the River Shannon to the town can not be overstated. The Council recognises that the provision of quality recreational and cultural facilities is important not only for the well-being of the town's citizens, but also for attracting new residents, new employers and tourists.

The town will continue to invest in new and existing cultural, sports and leisure facilities so as to establish itself as a centre of cultural and sporting excellence in the north west.

The town cherishes its strong sense of community. This community spirit will be fostered as the town grows, through the encouragement of voluntary initiatives.

The Council will partner voluntary organisations and other agencies in the provision of social, cultural, recreational and other services. Social, cultural and recreational facilities will be provided in tandem with new residential and employment generating development. As the town expands, new neighbourhoods, with their own community and recreational facilities, will be formed. Safety and security will be designed into new developments from the outset.

The town aims to ensure that employment, educational, recreational and cultural facilities are accessible to all citizens. The needs of persons with disability, the old, the young and disadvantaged will be considered when planning new facilities. Pedestrian and cycle routes will be designed to ensure the town is at least as easily, if not more easily, accessed on foot or bicycle as by car. Through traffic will be diverted around the town while new residential areas and the town centre will be designed to give primacy to the pedestrian rather than the car.

The town's economy has strengthened enormously over the last fifteen years with the development of tourism and the location in and around the town of IDA backed industries and independent inward investments.

The town will build on these successes by ensuring the town continues to be an attractive place to visit and do business in. Every effort will be made to encourage existing industries and other commercial and economic activities to expand and to attract new industries into the town. The town will aim to continue to diversify and expand its employment base. It's role as a regional service centre, serving the people of County Leitrim and north County Roscommon, will be strengthened.

Carrick-on-Shannon's natural and man-made environment is one of its greatest assets.

VISION STATEMENT

In seeking to grow and enrich itself the town will ensure that these assets are nurtured and protected. Biodiversity, water quality, the town's architectural and archaeological heritage will be protected and where possible and appropriate, enhanced. New development will be designed and located so as to make efficient use of infrastructure. Development will be designed so as to be capable of adaptation and change as the town evolves.

Carrick-on-Shannon has its own unique sense of place, largely defined by its relationship to the Shannon. The Council will ensure that this sense of place is strengthened as the town grows. Linkages to the Shannon will be strengthened, the historic core of the town protected and new neighbourhoods developed with their own distinctive character.

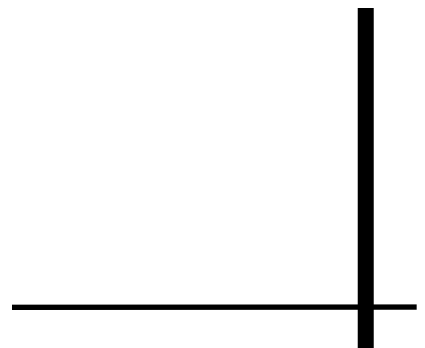
This plan puts forward a vision for the future of Carrick-on-Shannon as it continues to evolve, so as to ensure its inherent character is protected and enhanced as the town grows.

This vision statement arises from an analysis of the town as carried out under Section 1 of this Plan.



SECTION 1

Introduction



1.01 Introduction

1.01.01 Purpose of Plan

The aim of the Carrick-on-Shannon Local Area Plan 2010-2016 is to establish a framework for the planned, co-ordinated and sustainable development of Carrick-on-Shannon and for the protection, conservation and enhancement of its natural and man made environment. The plan, in conjunction with the County Development Plan 2009-2015 will inform and manage the future development of the town.

This plan is the statutory development plan regulating and controlling development within the area boundary for the period of the Plan 2010 to 2016. However it also aims to put in place a framework to guide the town's development over a longer time frame, allowing the town to evolve into a substantially larger town in a co-ordinated and sustainable manner.

The Council intends to implement the plan in partnership with the people of Carrick-on-Shannon.

Leitrim County Council is strongly supportive of the idea of developing an overall strategic policy framework for the overall Carrick-on-Shannon and Cortober area. This Council will seek to enter into an agreement with Roscommon County Council, that Leitrim County Council will prepare a Local Area Plan for both areas.

1.01.02 Review of the Town

The aim of the Carrick-on-Shannon Local Area Plan 2004-2010 was to establish a framework for the planned, co-ordinated and sustainable development of Carrick-on-Shannon and for the protection, conservation and enhancement of its natural and man made environment. The provision of specific policies and objectives contributed to the achievement of these aims. In drafting the new Local Area Plan a detailed review has taken place of the 2004-2010 Plan. The Local Area Plan 2010-2016 builds on the policy and aspirations of the previous Plan and advances policy and objectives in new areas of importance, as reflected during the public consultation phase.

1.01.03 Legal Status of the Plan

The last LAP for Carrick-on-Shannon dated from 2004-2010. Leitrim County Council has prepared a new Local Area Plan for Carrick-on-Shannon for the period 2010-2016 in accordance with its statutory duties. The Carrick-on-Shannon Local Area Plan has been prepared under the provisions set out in Part II, Chapter II, Sections 18-20 of the Planning and Development Act 2000 (as amended).

As stated above, this Plan has been prepared under the provisions of the Planning and Development Acts 2000 to 2007 and will provide the statutory basis in conjunction with the County Development Plan, for the consideration by the Council of applications for planning permission.

Under the Planning and Development Acts as amended, once the first Local Area Plan has been prepared a new one is required to be prepared at least every 6 years after the making of the previous Local Area Plan.

The Carrick-on-Shannon Local Area Plan consists of this Written Statement and attached Maps. It is essential that both be referred to in considering the proper planning and sustainable development of the town. The Written Statement takes precedence over the Maps should any discrepancy arise between them. The period of this plan shall be taken as being 6 years from the date of its adoption or until it is reviewed or another plan made. The area to which this plan relates is the land within the 2010 Development Boundary, as shown on Map 1 (see Appendix A).

While the Council believes the policies and objectives set out in the plan are achievable, and it is fully committed to implementing them, the plan should not be interpreted as binding the Council to any particular investment or expenditure.

1.01.04 Location

Carrick-on-Shannon is strategically located on a crossing point of the Shannon in south County Leitrim. While the urban area straddles the Shannon, with substantial development on both sides of the river, the administrative area to which this plan relates is that part of the town located on the east bank of the Shannon, situated in County Leitrim. Carrick-on-Shannon is both the largest town in Leitrim and the County Town, and as such has important administrative, commercial and service functions for the County.

1.01.05 Regional Role

Carrick-on-Shannon is identified in the National Spatial Strategy as performing regionally strategic, residential, employment, administrative and other service functions.

Leitrim is located in the Border Region. The Regional Planning Guidelines for this region designate Carrick-on-Shannon as a Regionally Strategic Town.¹ The Regional Planning Guidelines for the Border Region, 2010-2022 were adopted on 29th September 2010. Carrick-on-Shannon is located at the border between the Border Regional Authority area and the Western Regional Authority area. Strong socio-economic linkages exist between the Border and Western Regions. The current Regional Planning Guidelines (RPG's) 2010-2022 for the Border Region indicate that Boyle/Carrick-on-Shannon represent one of the key urban influences and business strengths in the Region. The Border Regional Authority's Regional Planning Guidelines also identify that the Shannon catchment in Leitrim/Roscommon provides important tourism and environmental strengths. Carrick-on-Shannon is strategically located at the heart of this catchment.

The town is located on a 'National Transport Corridor' (the N4 and Sligo-Dublin rail line). As such the town has major potential to develop, acting as a catalyst for the economic and social regeneration of County Leitrim. This potential is noted in the current Regional Planning Guidelines which notes that 'Carrick-on-Shannon's role can be enhanced in competitive terms to drive development at the county level. Planning frameworks to co-ordinate development, good quality urban design and effective water services are necessary to deliver this. This plan is intended to assist in the realisation of this potential by setting out a framework for the future development of the Town.

Carrick-on-Shannon, together with Manorhamilton, is identified in the Leitrim County Development Plan 2009-2015 as two of the principal engines for future economic development in the northwest region.

^a The urban area on the west bank of the river is situated in Co. Roscommon and is covered by the Cortober Area Plan 2008-2014.

¹ Regionally Strategic Town – Important towns that provide regionally significant roles and which take up strategic positions in their own locations. Their functionality may not relate to their size.

1.01.06 Historic Development

Carrick-on-Shannon has long been a strategically important crossing point of the Shannon. The modern town can trace its origins to the 16th century. The first written reference to the town was found in the Annals of Lough Key in 1530, where it is referred to as Cora Droma Ruisc (the Weir of the Ridge of the Marsh).

It became a Royal Borough during the plantations of James I in 1613. The town fell to Cromwellian forces in 1652. While a bridge is known to have existed as early as 1684, the present structure dates from the 1840s.

1.01.07 Urban Structure

Carrick-on-Shannon has a dense urban structure with two low lying green lungs on each side towards south and north. The historic development of the town has been determined by flood plains of the Shannon to the north and south.

The rest of the town is located around the centre in an open structure in smaller enclaves with local identities towards the east and northeast.

The industrial areas are primarily situated along the N4 towards Dublin, whereas housing areas are spread on the north side. The main commercial goods retail function has moved in recent years from the town centre to the edge of town.

The commercial and civic functions of the town are heavily concentrated in the historic core.

Within the town backlands, areas are opening up for development. While the historic core has a strong urban structure with good definition of streets and public spaces, the newer parts of the town are still less clearly defined. Map No. 4 identifies strong urban frontages and where opportunities exist for new or redeveloped urban frontages in the town core.

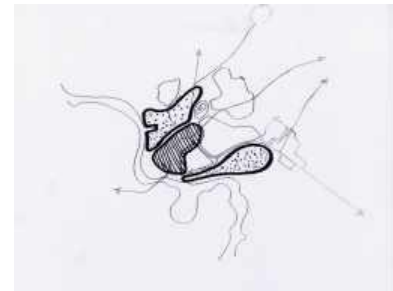


Fig. 1.1: Existing town centre surrounded by 'green lungs'



Photo. 1.1: Aerial view of Carrick-on-Shannon in 2007

1.01.08 Strategic Policies

Based on the policy framework as set out in the County Development Plan 2009 – 2015 (as amended by Variation No 1) and considering the Vision Statement as set out herein the strategic development policies for Carrick on Shannon are as follow:

Policy SP1: It is the policy of the Council to promote and facilitate development which improves the health and well-being of communities with Carrick on Shannon and its environs

Policy SP2: It is the policy of the Council to ensure that Carrick on Shannon and environs plays a leading role in the development of the County in accordance with the aims and objectives of the County Development Plan 2009 – 2016 and the Corporate Plan.

Policy SP3: It is the policy of the Council to promote and facilitate the development of Carrick on Shannon as a key strategic urban centre within the Region in support of the Sligo Gateway.

Policy SP4: It is the policy of the Council to ensure that population growth of Carrick on Shannon is appropriate in scale in order for it to achieve its identified role as a Regional Strategic Town within the Border Regional Planning Guidelines 2010 – 2022 and the County Development Plan 2009 – 2015.

Policy SP4: It is the policy of the Council to direct the development of different types, mixes, forms and densities of land use into appropriate locations to promote the consolidation of the urban structure and sequential development of the town and to protect and enhance the character, heritage and amenity of the town. Also, it is the policy to provide optimum use of existing services and infrastructure and to ensure that the main facilities and amenities are within walking/cycling distance of the majority of the population of the town.

Policy SP5: It is the policy of the Council to protect and enhance the natural, built and cultural heritage of the Town, in accordance with the well established principles of sustainable development, including in particular the urban character of the town and the amenity and recreational value of the Shannon River.

1.02 Demographic Profile

1.02.01 Population

Carrick-on-Shannon (Leitrim only) has experienced dramatic population growth over the last two inter-censal periods (1996-2002 & 2002-2006). As a percentage of the total population increase for the County as a whole, Carrick-on-Shannon's population increase of 1,063 people represents 27%. The town itself has increased in population over the previous 35 years by 68% since 1971. The current population of Carrick-on-Shannon is 2,595, an increase of 41% on the 2002 figures. When considering such figures it should be kept in mind that consideration of statistics for such small areas must always be treated with great caution.

Tables 1.1 and 1.2 below indicate the population changes experienced over the period 1991-2006 and the respective percentage population change.

	Population			
	1991	1996	2002	2006
Co. Leitrim (Leitrim only)	25,301	25,057	25,815	28,950
Carrick-on-Shannon DED	2,113	2,148	2,664	3,505
Carrick-on-Shannon Town (Leitrim & Roscommon)	1,858	1,868	2,237	3,163
Carrick-on-Shannon Town (Leitrim Only)	1,510	1,532	1,842	2,595

Table 1.1: Population change in Carrick-on-Shannon 1991-2006
(Source: CSO)

	Percentage Population Change		
	1991-96	1996-02	2002-06
Co. Leitrim (Leitrim only)	-0.9%	+3.0%	+12.1%
Carrick-on-Shannon DED	+1.7%	+24.0%	+32.0%
Carrick-on-Shannon Town (Leitrim & Roscommon)	-9.3%	+20.0%	+41.3%
Carrick-on-Shannon Town (Leitrim Only)	+1.5%	+20.2%	+41.0%

Table 1.2: Percentage Population Change in Carrick-on-Shannon
(Source: CSO)

1.02.02 Households

The average household size in town areas for Leitrim has increased since the 2002 census while nationally the average household size has decreased. In Leitrim County generally, the average household size in town areas has increased from 2.38 persons in 2002 (then the smallest average household size recorded in the state) to 2.51 persons (currently the second smallest average household size recorded in the state – Dublin City now being the smallest with 2.50 persons). However, the average household size in town areas in Leitrim County is still significantly smaller than that nationally at 2.72 persons per household.

There are 1,172 private households in Carrick-on-Shannon, compared to 850 in 2002. Of these 1,172 households, 334 were recorded as being single person households, representing 28.5%. In 2002 the percentage of single person households was 32.5%. This compares to an average of 22% of households consisting of single persons in the state as a whole (CSO 2006, Volume 3, Table 17). A further analysis of family units (Table 1.3) indicates that they are significantly smaller than is found in the state as a whole and have been since 2002.

Family Unit Types*	Carrick-on-Shannon		The County		The State	
	2002	2006	2002	2006	2002	2006
Total No. of Family Units	486	692	5,634	12,436	924,464	1,053,180
% of which couple without children	34%	38%	28%	32%	25%	29%
% of which couple with children	50%	44%	58%	47%	58%	53%
% of which Lone Mother with children	14%	16%	12%	19%	14%	15%
% of which Lone Father with children	2%	2%	2%	2%	3%	3%

Table 1.3: Classification of Family Unit Types

* defined as couples with or without children

Source (CSO 2002, 2006 Vol. 3 Tables 41 and 22)

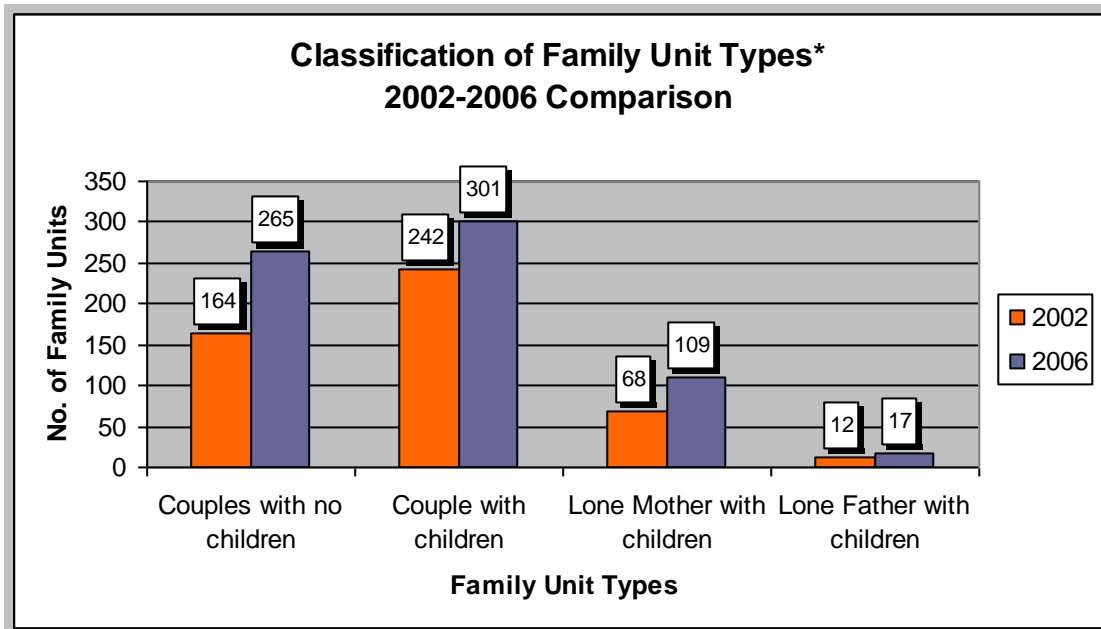


Chart 1.1: Family Unit Types

* defined as couples with or without children

Source (CSO 2002, 2006 Vol. 3 Table 41)

1.02.03 Age Profile and Employment

As Table 1.4 below indicates, Carrick-on-Shannon still has a lower percentage of its population between the ages of 0-14 years than the State, however since the 2002 census the percentage difference has decreased from 6% to 3%. Carrick-on-Shannon has a higher percentage, than that nationally, of people in the 25-44 year age bracket and while it has a higher than average percentage of people over 65 years of age, the percentage difference has dropped from 6% to just 2%. Essentially, the age profile of Carrick-on-Shannon is younger now than it was in 2002.

Age Group	Carrick-on-Shannon		The County		The State	
	2002	2006	2002	2006	2002	2006
0 - 14 years	15%	17%	21%	19%	21%	20%
15 - 24 years	15%	17%	13%	13%	17%	15%
25 – 44 years	32%	35%	26%	28%	30%	32%
45 – 64 years	21%	18%	25%	25%	21%	22%
65+	17%	13%	15%	15%	11%	11%

Table 1.4: Age Groups

Source CSO 2006, 2002 Vol. 2 Table 14
Based on pop. of Carrick – 3,163 (Leitrim and Roscommon)

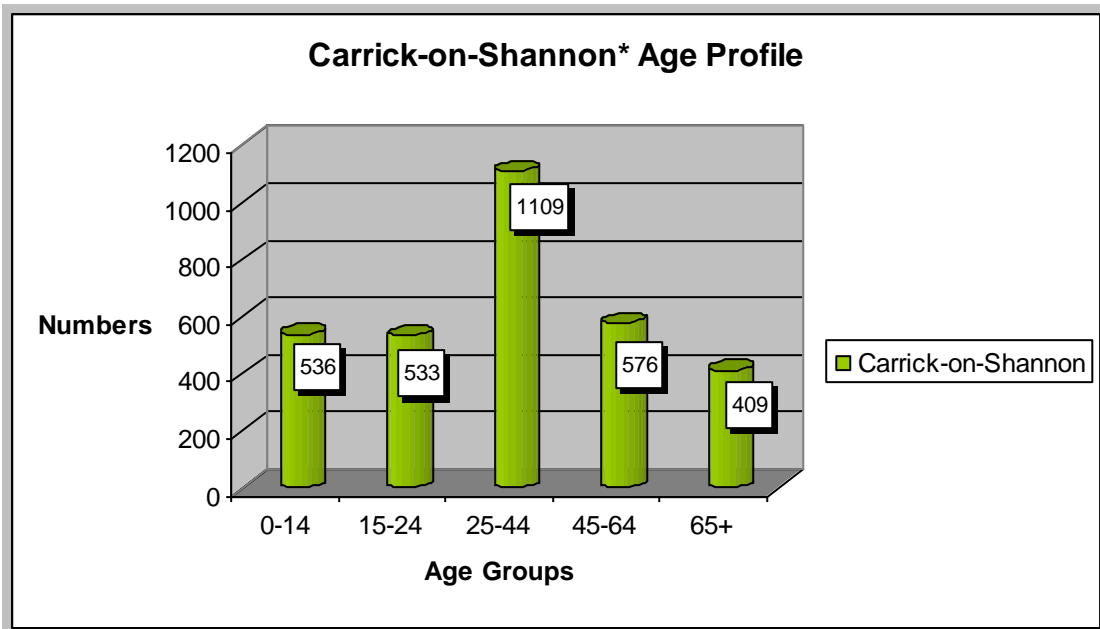


Chart 1.2: Age Profile

As table 1.5 below clearly indicates, a very high percentage of those employed in Carrick-on-Shannon, at the time of the census in 2006, was in the area of Construction. The economic climate has changed significantly since the carrying out of the Census and thus it is very unlikely that this is representative of the figures currently employed in that area now. Wholesale & Retail, followed by Manufacturing and Banking & Financial Services are the other main areas of employment in the town.

Industrial Group	Carrick-on-Shannon		The County		The State	
	% Employed in 2002	% Employed in 2006	% Employed in 2002	% Employed in 2006	% Employed in 2002	% Employed in 2006
Agriculture, Forestry and Fishing	2.3	1.4	12.8	9.3	5.9	4.6
Mining, Quarrying & Turf Production	0.1	0.2	0.9	0.9	0.4	0.4
Manufacturing	10.0	12.4	13.6	11.0	14.8	12.6
Electricity, Gas & Water supply	0.7	0.1	0.9	0.6	0.7	0.6
Construction	8.1	15.3	11.4	15.6	9.1	11.1
Wholesale & Retail	12.4	12.7	10.8	10.7	13.3	13.3
Hotels and Restaurants	10.0	8.8	4.6	5.4	5.0	5.2
Transport, Storage & Communications	2.9	2.8	3.6	3.5	6.0	5.5
Banking & Financial Services	10.7	11.1	3.8	4.5	4.3	4.4
Real Estate, Renting & Business Activities	7.3	5.8	4.4	5.4	9.2	9.4
Public Administration & Defence	9.6	6.9	8.4	6.8	5.8	5.3
Education	9.4	5.9	5.9	6.3	6.7	6.6
Health & Social Work	10.8	8.6	10.5	12.7	8.7	9.9
Other Community, Social & Personal Service Activities	2.7	3.6	2.7	3.5	3.9	4.2
Industry Not Stated	3.0	4.4	5.9	4.0	6.2	6.9

Table 1.5: Percentage of 15+ employed and classified by Industry

(Source: CSO 2002 and 2006 Vol. 7, Table 14)

1.02.04 Population Projections

Note: The following section should be read having regard the amendments arising from 'Variation No 1' to the LAP. In particular refer to; 'Variation No 1' in the 'Forward' and Section 2.03.02 'Settlement Strategy', also, Section 2.03.02a 'Housing Land Use Requirements', for further details. Where there is conflict, the amendments arising from the Variation takes precedence.

Table 1.6 below indicates the population for Carrick-on-Shannon and the County over a 10 year period from 1996-2006.

	1996	2002	2006	Change
Carrick-on-Shannon	1,532	1,842	2,595	+1,063
The County	25,057	25,799	28,950	+ 3,893

Table 1.6: Population Change

(Source: CSO)

As a percentage of the total population increase for the County, Carrick-on-Shannon's population increase of 1,063 represents 27%.

The County's population projection to the year 2016 is 32,461 – this is based on the 1.2% annual percentage increase projected for the Border Region over the period 2006 – 2026 as detailed in the Regional Population Projections issued by the CSO and dated 4th December 2008. Total projected population increase for the County to the year 2016 is therefore 3,511 (28,950 + 3,511 = 32,461).

Applying the above mentioned figure of 1.2% to the 10 year period 2006–2016 it can be estimated that the population of the town of Carrick-on-Shannon would reach 2,906 by 2016. However, over the 10 year period 1996-2006 the population of Carrick-on-Shannon increased by 1,063 while the total population of the County increased by 3,893. The population increase in Carrick-on-Shannon therefore represented 27% of the total population increase of the County over the same period. Based on Carrick-on-Shannon achieving the same percentage increase (27%) of the total population increase for the County then the projected increase for Carrick-on-Shannon in 2016 would be 948 (i.e. 27% of 3,511) + 2,595 = 3,543. It is therefore anticipated that the population of Carrick-on-Shannon will increase by 948 people over the years 2006-2016.

However, it is the intention of the Council to use the target figure of **4,000** population by 2016 for Carrick-on-Shannon as expressed in Table 1 "Target Populations for Gateways, Hubs and Regionally Strategic Towns in Border Regions 2010-2022". In setting this target population, the strategic importance of Carrick-on-Shannon in terms of its status as County Town and as a Regionally Strategic Town, its growth rate of the last 10 years and its potential to act as an engine for economic growth have all been taken into consideration.

While population projections for a small town such as Carrick-on-Shannon are difficult to make with any degree of accuracy, the rapid rate of expansion the town has experienced over the last ten years shows signs of slowing, particularly over the last 2 years, reflecting the national downturn in the economy.

1.03 Town Profile

1.03.01 Social and Economic Analysis

The town has an important administrative and service role for its surrounding hinterland, accommodating the headquarters of the County Council and VEC, the County Community Care offices of the North Western Health Board, a courthouse and Garda Station. The town currently accommodates the department of Social and Family affairs on one of two decentralised government offices in the town.

In recent years the profile of the tourism industry has been greatly raised with the development of river related tourism holidays (principally cruising and angling). The expansion in the number of quality hotel rooms, conference and meeting facilities in the town has enhanced the attractiveness of the town as a tourism destination. The town also offers a number of good quality public houses, guesthouses, restaurants and entertainment.

The single biggest private employer is the Bank of America (formerly MBNA), located in the east of the town.

The retail function of the town is also important. While a relatively small town, Carrick-on-Shannon is still the largest town in a 30km radius and serves not just County Leitrim, but also large parts of north Roscommon. The retail function of the town is located mainly within Townspark, Attirory and Attiflinlay townlands with local facilities in Cortober Td. on the Roscommon side of the town. The retail function of the town continues to expand.

The IDA Ireland holds 15 acres at Keenaghan townland and has constructed a 25,000 sq. ft. advance building in this site. It is the IDA's objective to continue to develop this site in advance of the demand for jobs with the objective to have an advance building available at any time.

The town benefitted enormously from the Upper Shannon Rural Renewal Scheme which offered tax incentives for property development, from 1998 to 2006. This scheme was undoubtedly responsible for stimulating the construction industry in recent years.

1.03.02 Schools and Educational Facilities

The town accommodates one post primary school, Carrick-on-Shannon Community School, two primary schools and one Gael Scoil. While the post primary has been under severe pressure over the last number of years, the opening of new post primary schools in Boyle and Mohill has relieved pressure somewhat.

A Teacher Resource Centre offers a range of courses, including a Diploma in Education Management and courses organised by the University of Limerick. The VEC operates St. Joseph's Training Centre, providing full time training for the travelling community and early school leavers.

One full pre-school day care facility and a number of seasonal facilities operate in the town. However, according to the County Childcare Strategy the bulk of pre-school childcare is arranged on an informal basis. There is currently a vacant daycare facility located beside Aura Leisure Centre.

1.03.03 Clubs and Recreational Facilities

The town enjoys an extensive range of clubs and recreational facilities, including a rowing club of national importance, a tennis club, GAA and Soccer Clubs, athletics club and a number of other smaller clubs and associations. The annual rowing regatta on the Shannon in August is one of the highlights of the social year.

An indoor heated pool, fitness and recreation centre, with outdoor all-weather facilities, has replaced the former outdoor swimming pool at the Leisure Centre.

The Linear Park incorporates a playground and has been expanded to include a public mooring and a boardwalk which give enhanced access to the River within the town.

Failte Ireland has designated Carrick-on-Shannon as an “Angling centre of excellence”, with new facilities recently constructed to international standards [including access for persons with disability] being provided locally.

The new seated stand, with a capacity of 3,000, at Pairc Sean McDiarmuda has been recently completed and both the park and the new stand are a valuable resource to Carrick-on-Shannon.

1.03.04 Entertainment, Culture and the Arts

The development of the old Courthouse on George’s Terrace as “The Dock” Arts Centre has further enriched the town. Carrick-on-Shannon now has a thriving and growing arts scene centred on “The Dock”. Áras an Chontae also offers exhibition space for the visual arts and other exhibitions.

1.03.05 Built & Natural Environment

Carrick-on-Shannon boasts a rich architectural heritage with some fine 18th and 19th century structures in particular. Structures considered worthy of protection are listed in the County Register of Protected Structures, which is updated on a regular basis.

A zone of archaeological potential was also identified by Dúchas, in addition to the individual sites identified in the Record of Monuments and Places (See Map No.6)

While there are no areas within the town specifically listed for protection for ecological reasons, a proposed Natural Heritage Area is located along the Shannon to the north west of the town, upriver of the Shannon. The town has a number of woodlands and wetlands, which, while not of national significance, are nevertheless worthy of protection.

The Shannon River is a significant ecological resource on the doorstep of the local community. The fish stocks contained therein are of considerable ecological as well as tourism and recreational value and are worthy of conservation and protection.

1.04 Transport

1.04.01 Public Transport

Carrick-on-Shannon is served by Bus Éireann provincial bus network. Bus Éireann operates a number of public bus transport services to and from Carrick-on-Shannon. Bus Éireann have increased the frequency of service on the Sligo/Carrick-on-Shannon/Dublin Expressway route from four services per day to seven services per day Monday to Friday and six services per day Saturday to Sunday.



Photo. 1.2: Bus Eireann bus stops on the N4

Regarding rail, on the Dublin to Sligo route there are 7 services daily (Mon. to Sat.) and an additional service (Mon. to Fri.) which serve Carrick-on-Shannon. There is a reduced service on Sundays with 6 services daily. Carrick-on-Shannon railway station is located in Cortober, Co. Roscommon.

Private bus operators also run regular services between Carrick-on-Shannon and nearby towns and villages which link to both Longford and Sligo.

Rural Lift, a scheduled 'dial-a-ride' bus service linking the town with outlying villages, is now in operation as part of the Rural Transport Initiative.

Taxis and Hackney Cabs also play an important public transport role in the town.

1.04.02 Roads

The town is served by the N4 National Primary Route from Dublin to Sligo, the R280 linking the town with North Leitrim and Co. Donegal, the R370 to Frenchpark and the N5 National Primary Route to Knock Airport and the R368 linking with the N61 and onwards to Roscommon Town. The limited capacity of the Shannon Bridge and the Leitrim Rd. junction still continue to act as bottlenecks in the town, causing traffic congestion. In time they are to be relieved with the construction of the proposed by-pass, the route of which is currently being re-considered (see Map No.8 showing the study area for the proposed Carrick-on-Shannon By-Pass).

The restricted nature of the road network in the town may act as a brake on future development if new relief roads are not provided. This plan identifies key links which will facilitate ease of movement through the town.

1.05 Utility Services

1.05.01 Waste Water

The town is served by an existing wastewater treatment plant located at Rosebank. Works have commenced on this existing sewage treatment plant (approved as a Design, Build and Operate Scheme) to expand it to a capacity of 11,500 p.e. (population equivalent). Wastewater is transferred to this treatment plant via an extensive network of sewers and pumping stations covering all the built area of the town. The capacity of the new treatment plant will be adequate to serve the needs of the town for a 20 year design life.

1.05.02 Solid Waste

The disposal of solid waste is now handled in accordance with the Connaught Regional Waste Management Plan.

1.05.03 Water Supply

Carrick-on-Shannon is served by the South Leitrim Regional Supply Scheme, with capacity considered adequate to serve the present and future needs of the town during the period of this plan.

1.05.04 Energy

The town is served by a 110kV electricity supply from the 220kV transformer at Flagford.

1.05.05 Telecommunications

The Council has installed broadband infrastructure to serve the town with funding from the National Development Plan.

1.6 Town Analysis (SWOT)

1.06.01 Strengths:

- Good range of functions and services.
- Proximity to the River Shannon.
- Strong urban structure.
- Vibrant economic base.
- Strong community structure.
- Strong development momentum.
- Good national road and rail access.
- Reasonable air access via airports at Sligo and Knock
- Broadband.
- Major employers located in the town.
- Young population.
- Ready supply of reasonably priced housing.

1.06.02 Weaknesses:

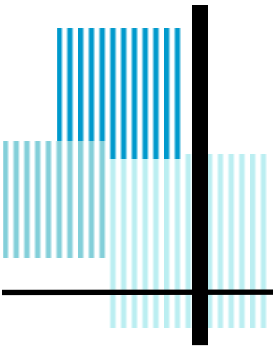
- The town structure outside the centre is too open, lacks an edge towards the surrounding landscape.
- Suffers from gaps in the hinterland between new development and the historic core.
- Existing road structure is not sufficient, new roads are needed to allow the town develop in the future (environmental cells).
- New growth areas are located outside the town boundary.
- Delays in the development of the town by-pass, due to economic downturn.
- Under utilisation of the town's broadband.

1.06.03 Opportunities

- The development of the bypass will create opportunities in the town centre.
- Broadband communications will enhance the town's competitiveness.
- New retail development within the town core will enhance the commercial base of the town.
- New development areas towards northeast, various house types and sizes to be provided.
- Create linkages between the green lungs – walks along the riverbank, intention to open up visual and physical access to the Shannon.
- The arrival of a decentralised government office.
- Vacant office space at Attifinlay and Attirory.

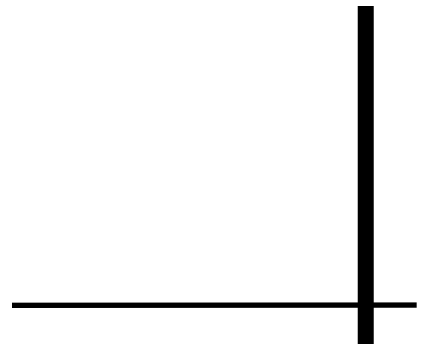
1.06.04 Threats:

- Continuing depopulation of the surrounding rural hinterland within Co. Leitrim and Co. Roscommon.
- The cessation of the Rural Renewal Scheme.
- Degradation of the natural and built environment.



SECTION 2

Policies & Objectives



2.01 Introduction

The Council aims to realise the vision set out in the Vision Statement through its own direct actions in its various roles as provider of physical infrastructure, housing and cultural services, through its regulatory role as a planning authority and in partnership with the local community, other local agencies and institutions.

While the life of this plan is six years (minimum) from the date of its adoption it is recognised that many of the objectives of this plan may take longer to achieve.

This plan sets out a broad structure for the development of the town over the next twenty years or so.

A key to the future growth of the town will be the presentation of the town as an attractive place in which to live, work and visit. The town must not only retain its present population but also attract new migrants and investors, while catering for its own natural growth.

2.02 Land Use Zoning

Organic evolution of the town

A vital aspect of achieving sustainable development and vital communities is that neighbourhoods are allowed to evolve and grow. 'Commercial Town Expansion' areas have been zoned on the periphery of the area zoned 'Mixed Use'. It is envisaged that larger or single use structures such as supermarkets, retail warehouses, light industrial, offices, institutional and recreational development will be developed in these areas in the short term (subject to access, drainage and other relevant criteria being adequate). In the longer term these areas may be redeveloped more intensively to cater for an expanded town centre as the town grows.

More generally, buildings designed and located so as to be capable of adaptation to a range of other uses will be encouraged.

This development plan has revised the land use zonings of the 2004-2010 plan. This plan identifies substantial banks of lands zoned in the previous plan that remain undeveloped, the Council does not consider it appropriate to extend the boundary of the town other than to take in lands where development has over-spilt the town boundary.

Enterprise and Employment

One of the most common conflicts between neighbouring land uses is traffic generation. The plan has been designed to cluster heavy traffic generating activities (enterprise and employment) at the edge of the town, with good access onto the national road network and minimal impact on residential areas. Other common conflicts between land uses that commonly arise are visual, noise, odour and light pollution.

Employment generating development likely to lead to such nuisances will be directed to the area zoned 'Enterprise & Employment'. Other employment generating development that is not likely to create a significant nuisance to neighbours may be acceptable in the areas zoned 'Mixed Use' and 'Primarily Residential'. (See Table 2.1 land use matrix)

Residential Development

Residential development will be encouraged in the lands zoned 'Primarily Residential'. The Council seeks to encourage high quality residential schemes, with convenient and safe access to local services and a safe and pleasant local environment. The Council will strive towards the ideal of mixed residential neighbourhoods, where people of different social and economic backgrounds and of different ages live in proximity and harmony.

It is envisaged that the bulk of residential development will take place on lands zoned 'Primarily Residential'. Other development that does not negatively impact on the residential use of neighbouring lands will also be open for consideration in this zone. Certain institutional and community uses, small scale enterprises and shops can enliven residential areas and ensure local services are easily available. The key to their acceptability will be their impact on neighbouring residential amenity.

The purpose of land use zoning is to indicate the planning authority's intentions for all lands within the boundaries of Carrick-on-Shannon. The land use zoning objectives are detailed below and are shown on the Zoning Map (Map No.1). A range of land uses are listed in the land use matrix in Table 2.4 together with an indication of their broad acceptability in the different land use zones.

Residential Reserve/Support

These lands are identified primarily to serve the long term housing requirements of the Town. These lands will also be considered as suitable for the accommodation of development that would be compatible with residential use. Whereas residential development (other than that set out below) will not be permitted on these lands during the lifetime of the Plan they may be considered for residential development in future Plans.

The following residential type development may be considered acceptable on lands zoned Residential Reserve/Support;

1. Where there is a live permission for residential development that has not been activated. The life of these permissions may be extended in accordance with the Provisions of Section 42A of the Planning and Development Act 2010, as amended. Renewed permissions for residential development will not be considered.
2. A proposal for a dwelling house where:
the unit to be provided will serve as the permanent place of residence of the landowner or a member of his/her immediate family and where it can be clearly demonstrated that the provision of such a unit would not compromise the development of the adjoining lands (lands from which the site is being annexed), and the unit to be provided would easily integrate with the future development of the lands and those in the vicinity.
3. In exceptional circumstances where it can be clearly demonstrated by the developer that there is a significant difficulty in the release or identification of lands for a specific residential type development, consideration will be given to the release of lands zoned Residential Reserve/Support, subject to established planning criteria and including in particular:
4. The requirement to remain within the overall residential land use targets as set out in the 'Core Strategy'.
5. Compliance with the 'Justification Test' (See Section 2.03.02a Housing Land Requirements)
Compliance with the 'Sequential Approach' (See Section 2.03.02a Housing Land Requirements)

Mixed Use

Zones designated as 'Mixed Use' have been identified in the core of the Town Centre within which a mix of residential and commercial activity takes place. More generally, buildings designed and located so as to be capable of adaptation to a range of other uses will be encouraged. In determining the suitability of development within this zone regard shall be given to the environmental impact of the proposed development on neighbouring uses.

Commercial Town Expansion

It is envisaged that lands zoned Commercial Town Expansion will accommodate a broad range of commercial activity that would support the development of the town centre. Whereas a small

element of residential development is 'open for consideration'; such development shall not compromise the capacity of the area to accommodate commercial development and shall ensure that a proper standard of residential amenity is achievable. In determining the suitability of development within this zone, regard shall be given to the environmental impact of the proposed development on neighboring uses. With regard to determining the suitability of retail developments, applications will be assessed having due regard to the current County Retail Strategy and the Retail Planning - Guidelines for Planning Authorities documents, or any updated versions of these documents.

Social & Community Use

This zone includes community buildings, churches, hospitals, health centres, football pitches, municipal treatment plants etc.

Open Space & Amenity

This zone includes public walkways, parks and open spaces. (Note open space associated within existing housing estates have not been indicated on the zoning map)

Riverside Development

This zoning relates to leisure, amenity and tourism related uses associated with the River Shannon.

River Navigation & Amenity

This zoning seeks to protect lands and water bodies for navigation and the conservation of riverine habitats. Development impacting on lands and water bodies zoned under this category will only be acceptable if they enhance the amenity value of the river, do not unduly impact on habitats or impede river navigation.

Acceptable in Principle ('y')

The Council will seek to ensure the development of lands and properties in accordance with the Zoning Objectives set out in this section of the plan. Land uses designated under each zoning objective, as 'Acceptable in Principle' are generally permissible, subject to compliance with the relevant policies, standards and requirements set out herein.

Open for Consideration ('o')

Land uses shown as 'Open for Consideration' are uses that are not considered acceptable in principle in all parts of the relevant use zone. However, such uses may be acceptable in circumstances where the Council is satisfied that the proposed use would not conflict with the general objectives for the zone and the permitted or existing uses as well as being in the interests of the proper planning and sustainable development of the area.

Not Acceptable ('n')

Land uses which are indicated as 'Not Acceptable' in the Land Use Zoning Matrix (Table 2.4) will not be favourably considered. However uses which are clearly ancillary uses may be considered acceptable.

Other Uses

Proposed land uses not listed in the matrix will be considered on the merits of the individual planning application, with reference to the most appropriate use of a similar nature indicated in the table and in relation to the general policies and zoning objectives for the area in question of the Plan.

Non-Conforming Uses

Existing established uses that are inconsistent with the primary zoning objective, where legally established by continuous use for the same purpose prior to 1st October 1964 or by a planning permission, will not be subject to legal proceedings under the Act in respect of their continued

use. Where extensions or improvements of premises accommodating these uses are proposed each shall be considered on its merits in accordance with the proper planning and sustainable development of the area. The extension or intensification of undesirable uses will not be permitted.

Transitional Areas/Abutting Zones

While the zoning objectives indicate the different uses acceptable in each zone it is important to avoid abrupt transitions in scale and use at the boundary of adjoining land use zones. In these areas it is necessary to avoid developments that would be detrimental to amenity.

In zones abutting residential areas, particular attention will be paid to the uses, scale, density and appearance of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.

Development abutting amenity and open space will generally facilitate the passive supervision of that space, where possible by fronting onto it.

When interpreting table 2.1 "Land Use Matrix", a degree of flexibility will apply in the immediate vicinity of abutting zones in terms of the appropriateness of the uses pertaining to each zone, i.e. a certain degree of cross-fertilization in terms of land uses may be considered appropriate in these transitional areas so as to allow for a soft transition between abutting zones.

2.02.01 Land Use Policies

Policy 2.2a It is the policy of the Council to seek the development of land in accordance with the Land Use Zoning Matrix set out in Table 2.1.

Policy 2.2b It is the policy of the Council to release lands zoned primarily residential in accordance with the Strategy for the Phasing of New Residential Development.

2.02.02 Land Use Objectives

Objective 2.3a It is an objective of the Council to seek the development of lands zoned 'Mixed Use' for commercial, cultural, residential, retail and related uses.

Objective 2.3b It is an objective of the Council to seek the development of lands zoned 'Enterprise & Employment' for industrial and employment generating uses

Objective 2.3c It is an objective of the Council to seek the development of lands zoned 'Primarily Residential' for residential and associated uses. Open space and recreational facilities must be provided in association with residential development in accordance with the standards set out in Section Three of this Plan.

Objective 2.3d It is an objective of the Council to seek the development of lands zoned 'Commercial Town Expansion' for commercial, retail, light industrial, educational, health, community and related uses.

Objective 2.3e It is an objective of the Council to seek the development of lands zoned 'Open Space & Amenity' for recreational and amenity uses.

Objective 2.3f It is an objective of the Council to seek the development of lands zoned 'Riverside Development' for leisure, amenity and tourism related uses associated with the River Shannon.

Objective 2.3g It is an objective of the Council to seek the development of lands zoned 'Social & Community Use' for educational, sport and health related uses. The redevelopment of these lands for residential or commercial use will be considered by the Council where it is satisfied that the overall provision of educational and health services to the town would be improved by such a development. Uses indicated as being 'open for consideration' in the zoning matrix below will only be so considered in that context.

Objective 2.3h It is an objective of the Council to seek the protection of lands and water bodies zoned 'River Navigation & Amenity' for navigation and the conservation of riverine habitats. Development impacting on lands and water bodies zoned 'River Navigation & Amenity' will only be acceptable if they enhance the amenity value of the river, do not unduly impact on habitats or impede river navigation.

Land Use	MU	PR	RRS	CTE	EE	OA	RD	SC	RN
Dwelling	y	y	n ¹	o	n	n	n	o	n
Guest house/hotel/hostel	y	y	y	o	o	n	n	o	n
Restaurant	y	o	o	y	o	n	o	o	n
Pub	y	o	o	y	o	n	o	o	n
Shop (convenience)	y	y	y	y	o	n	n	n	n
Shop (comparison)	y	n	n	y	n	n	n	n	n
Retail warehouse	n	n	n	y	o	n	n	n	n
School	y	o	o	y	o	n	n	y	n
Medical and Related Consultant	y	y	y	y	o	n	n	y	n
Health centre	y	o	o	y	o	n	n	y	n
Nursing home	y	y	y	o	n	n	n	y	n
Community hall & Sports halls	y	o	o	y	o	o	o	y	n
Recreational buildings/marina	y	o	o	y	o	o	y	y	o
Cultural uses, library	y	y	y	y	o	o	o	y	n
Offices	y	o	o	y	y	n	n	o	n
Garages, panel beating and car repairs	n	n	n	y	y	n	n	n	n
Petrol station	o	n	n	y	y	n	n	n	n
Motor sales	o	n	n	y	y	n	n	n	n
Car parks	y	y	y	y	y	o	Y*	o	n
Heavy commercial vehicle parks	n	n	n	o	y	n	n	n	n
Cinema, dancehall, disco	y	n	n	y	o	n	n	o	n
Warehouse (wholesale)	n	n	n	o	y	n	n	n	n
Repository, store, depot	o	n	n	o	y	n	n	n	n
Industry	n	n	n	n	y	n	n	n	n
Industry (light)	n	o	o	y	y	n	n	n	n
Workshops	o	y	y	y	y	n	o ²	o	n
Playing fields	o	y	y	y	y	y	y	y	n
Place of worship	y	y	y	y	o	o	n	y	n
Park/playground	y	y	y	y	o	y	y	y	n
Tourist camping site	n	o	o	y	o	o	o	n	n
Tourist caravan park	n	o	o	y	o	o	n	n	n
Halting site	n	y	y	y	y	o	n	y	n
Cattleshed/slatted unit	n	n	n	n	n	n	n	n	n
Broiler house	n	n	n	o	n	n	n	n	n
Stable yard	n	n	n	o	n	o	n	n	n
Amusement Arcade	o	n	n	o	n	n	n	n	n
Hot food take-away	o	n	n	o	o	n	n	n	n
Utility structures	y	y	y	y	y	y	y	y	y
Funeral homes	o	o	o	y	o	n	n	n	n
Crèche/playschool	y	y	y	y	o	o	n	y	n

Table 2.1: Land Use Zoning Matrix

y = acceptable in principle, o = open for consideration, n = not acceptable

* = car parking ancillary to permitted uses only, located within this zone.

MU = Mixed Use

RRS = Residential Reserve/Support

EE = Enterprise & Employment

RD = Riverside Development

RN = River Navigation & Amenity

PR = Primarily Residential

CTE = Commercial Town Expansion

OA = Open Space & Amenity

SC = Social & Community

¹ For exceptions refer to Section 2.01.03 ‘Residential Reserve/Support’

² Riverine related only

Note:

Where zoning for Mixed Use occurs besides zoning for Riverside Development, the Planning Authority will curtail the types of developments in these areas to those that will enhance the riverside development.

With regard to determining the suitability of retail developments, applications will be assessed having due regard to the current County Retail Strategy and the Retail Planning Guidelines for Planning Authorities.

In the case of lands at risk of flooding, the types of uses mentioned above may be further constrained having regard to the policies, objectives and guidelines of this Plan and in particular the guidelines outlined in the document: "The Planning System and Flood Risk Management - Guidelines for Planning Authorities" November. 2009.

2.03 Housing & Residential Development

National policy is to encourage higher density development on serviced zoned lands. Given the continuing fall in average household sizes, an increase in the number of dwellings per acre is necessary to maintain the viability of existing services such as local shops, sports clubs and community facilities. Higher density development has already been achieved in Carrick-on-Shannon, with a number of apartment developments in the town centre and town house developments in the suburbs. The key to the success of such developments is the quality of the design, materials and open space. The Council will welcome such development but will insist on quality in design and delivery.

Lower density development may also be acceptable, especially on lands more remote from the town centre as indicated on the zoning map (Map No.1). Imaginative development proposals where residential units incorporate a work place (live/work units), facilitating home working, will be welcomed, particularly in areas served or capable of being served by broadband communications.

Development capable of being 'densified' at a later stage will also be considered. Detached houses on large sites may be designed in such a way that an additional housing unit (or work unit) may be developed on the site at a later stage. Such an arrangement allows a neighbourhood to evolve organically. However such possible intensification of development should be designed into the proposal at the outset. Haphazard development will not be permitted.

As with all development proposals one of the key considerations of the planning authority will be the likely negative impact they may have on neighbouring residential amenity.

2.03.01 Housing & Residential Policies

Policy 3.1a	It is the policy of the Council to seek a balance and mix in the provision of social, affordable and private housing in order to promote social and demographic balance within the town.
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Policy 3.1b	It is the policy of the Council to accommodate social and affordable housing needs through the range of measures available, including purchase, the long term leasing scheme, the rental accommodation scheme and construction where appropriate, subject to available funding.
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Policy 3.1c	It is the policy of the Council to co-operate with the HSE North West and voluntary housing associations in the provision of social and affordable housing for vulnerable and disadvantaged members of the community, including the homeless
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Policy 3.1d	It is the policy of the Council to promote the provision of social and affordable housing, in accordance with the Council's Housing Strategy, under Part V of the Planning and Development Act 2000 and as subsequently amended.
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Policy 3.1e	It is the policy of the Council to encourage infill housing developments, the use of underused and vacant upper floors for accommodation purposes and higher residential densities at appropriate locations, subject to a high standard of layout, design accessibility and finish.
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Policy 3.1f It is the policy of the Council to implement the Council's Traveller Accommodation Programme.

Policy 3.1g It is the policy of the Council to ensure all housing is designed to the highest standards, in accordance with guidance in Section 3 of this plan, and provided with adequate social and recreational facilities.

Policy 3.1h It is the policy of the Council to ensure all housing is designed and built as Lifetime Accessible housing and in accordance with current Building Regulations and Quality Housing for Sustainable Communities document (DoEHLG, 2007)

Policy 3.1i It is the policy of the Council to ensure adequate provision is made for housing for older people.

2.03.02 Settlement Strategy

Variation No 1 to the County Development Plan 2009 – 2015 (CDP) set out a Core Strategy for the County as required under the Development (Amendment) Act 2010. The Core Strategy sets out a settlement policy framework for the development of the County for the period of the CDP including the development of Carrick on Shannon, Section 1.07.01 of the CDP refers.

The Urban and Rural Settlement strategies for the County are set out in Section 2 the CDP. Table 2.1, of the CDP, sets out the settlement hierarchy of the county, within the context of the Regional Planning Guidelines 2010 – 2022 (RPG's) . The RPG's identifies Carrick on Shannon as a Regionally Significant Town.

The approach to the zoning of lands in this Plan, with particular reference to residential land use requirements, is similar to that adopted in the CDP. In this regard the settlement strategy for the LAP should be read in conjunction with the relevant sections of the CDP, especially Section 1.07 'Core Strategy'.

2.03.02a Housing Land Use Requirements

The urban settlement hierarchy is shown on Table 2.2 of the CDP, page 44. Under the hierarchy Carrick on Shannon identified as the tier 1 town. The RPG's have designated Carrick on Shannon, as a regionally significant town, that will grow from its 2006 population of 2,595, to a population of 3,600 by 2016 and 4,200 by 2022. The population growth for the County, Carrick on Shannon and the rest of the County is set in the table below.

Population	2006 [^]	2010 [*]	2011 ^{''}	2015~	2016 [*]	2022 [*]
County	28,950	30,660	31,778	32,076	33,126	35,700
Carrick on Shannon	2,595	3,000	3,991		3,600	4,200
Rest of County	26,355	27,660	27,787		29562	31,500

Table 2.2 Populations, Census, Estimate and Projections

Census shown thus: *Projected shown in italics*

POLICIES & OBJECTIVES

Sources: ^ CSO 2006 Census
 * RPG's Fig 3.1 & 3.2: 2010 estimate: 2016 and 2022 projections
 "CSO 2011 Preliminary Census Results
 ~Co Dev Plan: 2015 projection

The amount of vacant zoned residential lands in existing LAP = 83 Ha
Housing Land Requirements 2015 = 17.5³ Ha
Housing Land Requirements 2016 = 21 Ha⁴

The population target and housing land use requirements for Carrick on Shannon have been set out in the CDP, as indicated in table 2.3. These figures are consistent with those set out in the RPG's.

³ 17.5 Ha is the upper CDP land use requirement target for 2015, which translates to 21Ha for 2016

⁴ Based on average housing density of 20 units per hectare for normal housing lands and 10 per ha for Low [zoned] density housing

	Core Strategy Population growth Allocation ⁵	Housing Requirement (Ha) ⁶	Existing Zoned Residential Lands (Ha) ⁷	Proposed Zoned Residential Lands (Ha) ⁸	Proposed Housing Yield (units)	Excess Residential Lands (Ha)
Carrick on Shannon	600	21	83	21	251 ⁹	62 (83 – 21)

Table 2.3. Existing and Proposed Residential Zoning for Plan period 2010 – 2016.

Whereas the gross amount of proposed zoned residential lands has been calculated at c23Ha the net amount would be in the region of 21Ha. In this regard it should be noted that the RPG population target for the year 2016 has already been exceeded quite significantly – see table 2.2 above. There are various constraints on development associated with a certain amount of the available lands, e.g. location, configuration, topography, likely difficulties in the release of lands, also significant deductions from the land use requirements will arise from road, strategic drainage and amenity reservations as outlined on Appendix A Book of Maps, Maps 1, 2a and 7 refers. Accordingly any small overrun arising would not be significant and would be considered justifiable considering the status of Carrick on Shannon as a Regionally Strategic Town and the need to provide a wider range of housing types in Carrick on Shannon as opposed to other urban areas within the County.

Existing Housing Stock

The Land Availability Survey Sept 2010 conducted by the Council provides information on the level of residential units under construction and vacant units. The survey indicated that there was a total number of 119 residential units either completed or under construction. This approximates to an equivalent land area of circa 6 Ha (119 units/20 units/Ha).

⁵ From CDP, (adjusted from 2015 to 2016)

⁶ From CDP, (adjusted from 2015 to 2016)

⁷ Amount of vacant land zoned in previous development plan exclusively or primarily for housing

⁸ Includes both Vacant Primarily Residential Lands (100%), Mixed Use (33.33%) and Commercial Town expansion (10%).

⁹ Based on average household size set out in table 3.13 of Leitrim Housing Strategy 2006-2015 stabilising at 2.39 persons in 2016 and a population growth of 600

Location	UC	V	UC+V	UCE	UC+V+ UCE	ELA (Ha)
Carrick on Shannon	25	94	119	0	119	6

Table 2.4: Extract from Land Availability Survey Sept 2010 (LCC)

UC = Under Construction: V = Vacant: UCE = UC but permission expired:

ELA = (UC+V+UCE)/ 20 - Equivalent Land Area (Ha).

Considering the level of vacant units and those under construction and the need to ensure the utilization of the existing stock of residential units and the proper release of zoned lands for residential type development, the following 'Justification Test' shall apply.

Justification Test

A justification test in terms of the market demand for new residential development will be required in the case of all new applications for residential schemes (two or more dwellings), pending a narrowing of the existing supply and current demand for residential units where this divergence remains. Certain developments, that can demonstrate a strategic element (e.g. a significant commercial or social element), may be deemed acceptable. Developments that satisfy a 'Niche' housing market may also be deemed acceptable. Normally the requirements of a justification test will be in the form a 'Property Development Surveyors Report'.

Niche: Reference to niche housing market will normally be considered to apply to residential units that meet a clearly identified housing demand, not normally met from the existing or permitted housing stock.

Sequential Release of Lands

In determining a proposal for development cognisance will be given to the need to consolidate the town by keeping it as physically compact as possible and applying the sequential approach to the release of lands for housing developments. (As set out in Chapter 5 of NSS and Section 28 Guidelines, such as the Development Plan Guidelines and Sustainable Urban Residential Development Guidelines). In the interest of orderly development priority will be given to the release of lands close to the core of the settlement, as identified in the zoning maps, for this purpose. The lands surplus to the identified housing needs, which have been identified as 'residential reserve/support', will be regarded as a strategic reserve and that proposals for the development of such lands for housing will not be considered for development purposes during the plan period, other than by testing through the sequential approach and where justification in terms of housing demand can be demonstrated. Lands which are located at the periphery of the settlement may only be developed for residential development where it is demonstrated that both lands, zoned for residential development, and lands, identified as residential reserve, have been exhausted, or where it can be demonstrated that these lands cannot be developed for reasons related to their ownership status or tenure.

In this regard and within the context set out above, as a general rule, priority will be given to the development of lands that can be served by means of a gravity sewer as opposed to proposals that rely on pumping. Additional pumping stations will not be permitted while lands capable of being serviced by an existing gravity sewer, or by an existing pumping station, remain undeveloped.

2.04 Urban Design

The existing urban form of the town has been analysed in Section One. While the 19th century historic core retains a strong urban form and 'sense of place', twentieth century development has been more fragmented and diffused. The construction of the existing bypass opened up a backlands area of the town centre to development. Recent residential development has taken place in isolated pockets, with tracts of undeveloped lands remaining close to the town centre.

The development of the proposed new bypass for the town as part of the upgrading of the national road network, presents major opportunities for the town. This plan is geared to maximise the benefits that will arise from this investment. The new road is likely to form a natural boundary to the town to the north and west. It will allow a new gateway to the town develop at the junction with the R280 and, perhaps most importantly for the functioning of the town, it will allow the town reconnect with the Shannon and Cortober by removing extraneous traffic. This is also being facilitated by a new footbridge (see photo 2.6a) which has recently been completed (May 2010).

The strategy put forward in this plan is to:

- Consolidate the town centre;
- Further develop a network of leisure and amenity areas around the town;
- Re-orient the town towards the River Shannon and;
- Allow the town adapt and evolve organically.

Consolidation of the Town Centre

The basic strategy of the Council is to seek to conserve and enhance the historic core of the town and to ensure that as the town centre expands into backland and peripheral areas the quality of public space is of the highest quality.

Generally within the historic core of the town the conservation and refurbishment of existing building will be favoured over new development. However where new development is appropriate it must respect the scale, character and massing of the street.

Urban design guidelines have been incorporated into this plan to guide development in certain areas of the town on the fringes of the existing town centre (see Section 2.04.01). The aim of these guidelines is to ensure quality public spaces and streets are created as the town evolves and the town centre expands. The 21st century expansion of the town centre will equal the urban design quality and sense of place achieved in the 19th century.

The areas for which urban design guidelines have been drawn up are zoned mainly 'mixed use' allowing a wide range of different uses. Generally a number of different uses, in buildings of two, three and occasionally four storeys will be required, in order to have sufficient scale to enclose public space and create the intensity of use and day long vitality a town centre needs.

Elsewhere in the town different areas have been zoned for specific uses. The purpose of these zonings is to minimise potential conflict between different land uses and give some degree of certainty to land owners as to what form and scale of development would be acceptable on their lands, and on neighbouring lands.

Map 4 in Appendix A, Book of Maps shows the potential for the development of strong Urban Frontages, the development of which will lead to a more coherent urban structure and will secure the enhancement of existing urban streetscapes and urban spaces and the proper development of new ones. A high level of architectural treatment in terms of the design of urban frontages will be required in the case of new development or redevelopment.



Photo 2.1: The Courthouse – a fine example of modern architecture



Photo 2.2: Urban Renewal

The town has benefited enormously from infill development in the last 10 years. Urban design guidelines will establish a hierarchy of streets and public places, clearly differentiating between public and private space.

2.04.01 Urban Design Guidelines

2.04.01a Introduction

The buildings of Carrick-on-Shannon town centre largely date from the 19th century. A common building language, the limited building technology and range of materials available dictated a consistency in building scale, massing proportion and finish. Buildings fronted directly onto the street, forming a strong urban edge and defining public space.

In contrast, developments dating from the latter half of the 20th century have been piecemeal and haphazard. The result has been a poor quality urban environment with no sense of place. Confusion arises between public and private space, between the backs of buildings and the fronts, between areas of street and areas of car park.

The aim is to create bustling urban spaces, pleasant and lively places to be, seven days a week, with their own distinctive identity. In this regard it is important that the streets, laneways and urban spaces being created are recognised as such by being named.

The following guidelines concentrate on three areas in the town; (1) the Waterfront, (2) the Backlands to Main St. and Bridge St, and (3) the Townparks area, fringe areas of the historic town centre now coming under pressure for development. However the general principles are applicable to all areas of the town.

The guidelines are intended to impose a degree of consistency and harmony on future development so that backlands and fringe areas of the town centre may gradually evolve as urban spaces to equal the quality of other, more established urban spaces within the town.



Photo 2.3: Governor's House & Urban Space at The Lodge & Former Gaol

Carrick-on-Shannon Town has some excellent examples of late 18th century/early 19th century urban design. The location of the Governor's House closing the vista along St. George's Terrace/Main St. and the urban space around the Lodge and former gaol are typical examples.



Photo 2.4: Main St.

Most of the built fabric of the town dates from the 19th century with simple, elegant, robust structures edging the street. Typically, buildings vary in height between one and three storeys but the consistency of proportions, materials; roof pitches and detailing ensure that there is an overall harmony between buildings of different ages, status and function.



Photo 2.5: Urban Space

This harmony began to break down in the latter half of the 20th century. From the 1960s onwards, building design has been determined by the needs of the car rather than the pedestrian. A poor sense of public urban space often results as photo 2.5 above illustrates.

2.04.01b Area 1: The Waterfront

The aim for this part of the town is to further develop the leisure and amenity facilities, and tourism potential, of the town. This area is already one of the town's most attractive urban spaces.

The recently completed boardwalk and linear park is a fine example of enhancement of the waterfront. It is an objective of the Council to further extend this linear park (refer to Map No. 2a). The possibility exists for the development of a tourism zone centred on a riverside amenity opposite the Landmark Hotel between the N4 and the Shannon, to the east of the bridge and an arts/culture quarter fronting onto the river, to the west of Bridge St.

The recently completed footbridge across the Shannon provides an important safe and convenient link with the Cortober area. The structure has been completed to a high architectural standard and marks a successful integration of the old and new. As well as linking the amenity areas on both sides of the river Shannon it will provide safe and convenient access to other facilities in the Cortober areas such as the railway station, the bowling alley and the cinema.

Development on both sides of the river should complement each other and it is expected that Roscommon County Council would work with Leitrim County Council to maximise the value and benefits of developments and recognise the potential of the overall waterfront area.

The renovation of the green area beside the Tennis Club as a Town Park has helped create an attractive amenity area and the reduction of car parking and the landscaping of the waterfront area would further enhance this area.



Photo 2.6a Recently Completed Footbridge



Photo 2.6b Night View of Recently Completed Footbridge



Photo 2.7 New Park Located Beside the Tennis Club

In the longer term, as the town develops, the redevelopment of the boat hire companies' premises may also be sought.

The relocation of the Area Engineer's Office, which has recently occurred, may allow for the conversion of the building to a more appropriate use relating to the river (a possible clubhouse or commercial unit) at some time in the future. This will be considered in the context of an urban design plan for the area.



Photo 2.8: View of the Former Courthouse (now The Dock) from Cortober

The existing former Courthouse (now 'The Dock') dominates this prospect. The development of an arts centre in this building, complementing the arts and crafts role of the Market Yard development, the role of the Council building itself as an exhibition centre, and the concentration of restaurants and cafes in this area allows the possibility of the development of an 'cultural quarter' in the town.



Photo 2.9 a & b: Recently Completed Public Marina and Boardwalk

The Waterfront is an important gateway to the town, with potential for further development as an amenity.



Photos 2.10: New Public Parks on the Banks of the River Shannon

These new public parks on the banks of the River Shannon in Carrick and Cortober (Co. Roscommon), take full advantage of the water, and illustrate how an attractive urban frontage to a river can be created.

2.04.01c Area 2: The Backlands

The aim for this part of the town centre is to create a lively and bustling extension to the existing commercial core of the town.

For this to be achieved access to the town centre must be enhanced. Nine existing pedestrian routes and nine possible future pedestrian access points to Bridge St. and Main St. are identified on Map No. 2b. While the exact location of these routes may change, it is important that at least one route from Bridge St., Main St and Dublin Rd. is secured. Generally these laneways should be well lit at night with a clear sight line from beginning to end maintained for security reasons.

Two new streets are emerging in this area (see Map No. 2b). One from the Bush Hotel to the bypass (New Street No. 1), the other to the rear of the Landmark Hotel (New Street No. 2). These should be named (as should the bypass road). A key site at the corner of New Street 1 and the bypass, formerly in Council ownership, has been developed as a landmark building, to mark the entrance to this new urban quarter.

Generally new development should be encouraged to front directly onto the street. Active ground floor uses, such as retail with offices, commercial or residential use above is appropriate.

Car parking should be to the rear or underground with only limited on street parking (including for disabled) and loading allowed.

Where development is taking place in a piecemeal fashion it should be designed so as to allow the possibility of street frontage to continue in the neighbouring plot, in accordance with the design guidance in Section 3 of this plan.

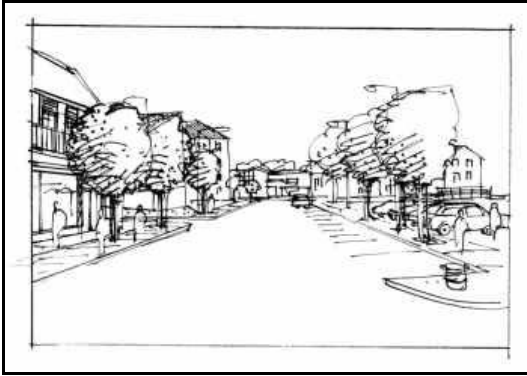


Fig. 2.1: The planting of semi-mature trees will better define the existing street emerging to the rear of the Landmark hotel in the short term.

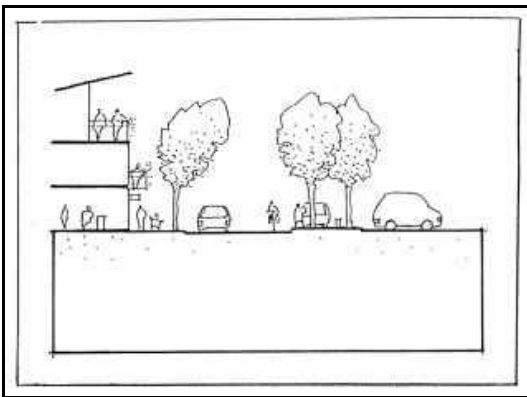


Fig 2.2: New development on the site to the north of the Landmark Hotel should front onto this street and be of not less than three storeys. Car parking should be to the rear of the building or underground.



Photo 2.11: New development to the south of Main St. has closed off views of the rear of Main St. properties and defined an urban frontage.

The pedestrian access through the Bush Hotel site is maintained. The spire of St. George's Church acts as an important landmark, views of which should be maintained in any future developments.

2.04.01d Area 3: Park Lane/Priest's Lane

This plan aims to tie this area into the heart of the town and the rezoning of sections of this area to 'mixed-use', from 'general development' will facilitate this.

The Park Lane/Priest's Lane area of the town is emerging as a new part of the town centre. The development of this area offers the opportunity of tying in St. Patrick's Park Estate and the existing IWAI marina into the heart of the town.

A new traffic route has already been created connecting Priest's Lane to the Leitrim Rd.

Linkages to the area will be further improved with the creation of a new pedestrian route from St. Mary's Close to Priest's Lane (See Map No. 2b).

The new development fronting onto the playing field helps define the sports field as a public space. Further similar development fronting onto this space will help enclose it.

The potential relocation of the fire station site to a new site at a more suitable location would allow that site to be redeveloped. This site, together with the development of the adjacent site to the north and the relocation of parking to the rear of any development in this area would knit this part of the town into the historic urban core. Proper streets would be created.



Photo 2.12: The new development at Park Lane/Priest's Lane is extending the town centre.

Similar scaled development to the north and south will knit this part of the town into the town centre.



Fig 2.3: New development of minimum three storeys around the playing fields will define this as a public space

2.04.02 Urban Design Policies

Policy 4.2a	It is the policy of the Council to encourage development in accordance with urban design guidelines detailed in this plan.
Policy 4.2b	It is the policy of the Council to ensure all existing and new streets, laneways and public spaces are appropriately named. Preference will be given to appropriate Irish or Irish derived street names with local place name or historic connections.
Policy 4.2c	It is the policy of the Council to conserve and enhance the character of the historic town centre, especially Main St., Bridge St. and St. Georges Terrace.
Policy 4.2d	It is the policy of the Council to continue its programme of undergrounding overhead wires, providing new "old style" lamp standards (particularly needed along Bridge Street) and pavement renewal in the town centre in general.
Policy 4.2e	It is the policy of the Council to investigate the possibility of pedestrianisation of Bridge St/Main St. or parts thereof.
Policy 4.2f	It is the policy of the Council to provide additional lighting in the town where required.
Policy 4.2g	It is the policy of the Council to investigate the possibility of developing an integrated urban design scheme for the town core in order to enhance the public domain.

2.04.03 Urban Design Specific Objectives

Objective 4.3a	It is an objective of the Council to seek the development of lands along the existing bypass.
Objective 4.3b	It is an objective of the Council to commission an urban design study to examine the feasibility of redeveloping the riverside lands and quay area within the town so as to maximise the potential of the river for the town as an amenity.
Objective 4.3c	It is an objective of the Council to examine the feasibility of developing lands in the vicinity of the Fire Station (possibly including the Fire Station itself) for appropriate town centre uses and with an appropriate urban form.
Objective 4.3d	It is an objective of the Council to incorporate CCTV in areas of the town as and when necessary

2.05 Transportation (Traffic, Cycling & Pedestrian Movement)

The Council recognises that Carrick-on-Shannon occupies a strategic position on the national primary road network being on the route of the N4 strategic radial corridor linking the Sligo Gateway to the Dublin Metropolitan Gateway via the Midlands Gateway. The Council recognises the importance of ensuring that the carrying capacity, operation efficiency, safety and significant national investment being made in National Roads should be protected.

The only National Roads project as it applies to Carrick-on-Shannon is the N4 Carrick-on-Shannon to Dromod Road Scheme. While a preferred route had been identified, this project is under review again and Map No.8 indicates the latest constraint study area as it applies to the town boundary of Carrick-on-Shannon. The protection of the capacity of the existing national route (N4) will be maintained until such time as the new route has been developed. In the interim the Council will ensure that proposed developments do not prejudice the implementation of this Scheme.

Safe, fast and convenient access is essential for the functioning of any town. Carrick-on-Shannon has the advantage that, being a small town, the opportunity still exists to plan for future roads that will allow the town to continue to function as it expands. Many of the roads and transportation objectives in this plan may not be delivered in the life of this plan. However it is essential that routes are protected and a coherent movement strategy put in place now so that new roads can be built at appropriate locations when needed and new development is located and designed so as to minimise traffic conflicts and maximise efficiency from the outset.

When drawing up a movement strategy it is useful to consider the needs of different travellers separately. However compromise solutions are often needed where conflicts arise between the needs of different users.

Planning applications for significant development proposals should be accompanied by a Transport and Traffic Assessment and Road Safety Audit. (Refer to Section 3.04.07 of the County Development Plan 2009-2015 for further guidance in this regard).

Pedestrians and cyclists need safe and convenient routes. These routes must be well lighted and well surfaced. For safety they should be separated from fast moving traffic (shared surfaces may be appropriate in specific locations such as residential areas, where the pedestrian clearly has priority) and overlooked by as many houses and other premises as possible. Poorly lighted routes through backland areas tend to become focal points for anti-social behaviour. Cyclists need adequate parking facilities while persons with disability or wheeling buggies etc. need unobstructed footpaths with well-located pedestrian crossings and dished pavements.

Motorists need a safe, well signposted and clear road network with adequate parking convenient to their destination. Unlike pedestrians and cyclists the length of the route is not critical, as long as congestion is avoided. Generally through traffic will be diverted around the town, away from congested and residential areas.

Service vehicles (including delivery vans, refuse collection vehicles etc.) and industrial traffic need adequate roads to cater for the needs of heavy commercial vehicles. Parking and loading bays should be conveniently located and be of adequate size. Where possible this traffic should be directed away from the town centre, residential areas and schools. For safety reasons road layouts should be designed so as to minimise reversing movements on public roads.

Specific facilities are required for motorists with disability and special parking bays must be provided where they are most convenient and safe for the users.

While Taxi and Hackney services play an important part in satisfying local transport needs, Carrick-on-Shannon is too small for a local bus service to be viable at the moment. Some form of bus service may become viable in the future as the town grows and new development should be designed with this possibility in mind.

Section One of this plan identified the radial pattern of roads as one of the key weaknesses in the town's transportation infrastructure. Already the Leitrim road junction has become one of the town's main bottlenecks. Traffic management measures will be developed under the currency of this plan as traffic patterns emerge and as needs dictate.

The basic philosophy behind the proposed road network set out in this plan is to direct non-essential traffic away from the town centre and away from residential areas. Within the town centre primacy will be given to the pedestrian.

2.05.01 Transportation (Traffic, Cycling & Pedestrian Movement) Policies

Policy 5.1a	It is the policy of the Council to construct a by-pass around the town as part of the N4 National Primary route, in partnership with the NRA. A preferred route has been identified. No new development (other than minor works or alterations to existing premises) will be allowed within the route corridor as identified in Map No. 8 without the consent of the NRA
Policy 5.1b	It is the policy of the Council to ensure that proposed developments do not prejudice the implementation of the Carrick By-Pass.
Policy 5.1c	It is the policy of the Council to protect the safety, carrying capacity and efficiency of the existing (and future) N4.
Policy 5.1d	It is the policy of the Council to facilitate the construction of a network of roads to form a route around the town (see Map No.1). The purpose of these roads is to divert non-essential traffic away from the town centre and open up lands for development.
Policy 5.1e	It is the policy of the Council to facilitate the construction of a network of footpaths and cycle tracks linking residential areas with schools, the town centre and significant recreational, retail and employment facilities (see Map Nos. 2a & 2b). Generally these links will be designed to accommodate both pedestrian (including wheelchairs, prams and buggies) and cycle traffic, however in certain specific circumstances it may not be appropriate or practical to cater for both pedestrians and cyclists. All routes will be appropriately lighted and surfaced and where possible overlooked by residential and other development so as to facilitate passive supervision.
Policy 5.1f	It is the policy of the Council to facilitate the provision of adequate public car parking (including coach/bus parking) in the town centre and elsewhere as needed so as to ensure the town continues to thrive as a commercial, cultural and recreational centre.

Policy 5.1g	It is the policy of the Council to ensure sufficient car parking (including underground parking) for persons with disability and cycle stands are provided as part of all new development in the town. The shared use of car parking spaces between night-time and daytime, weekday and weekend uses will be favoured.
Policy 5.1h	It is the policy of the Council to ensure new roads are designed and built to a standard appropriate for their role. Details of design standards are set out in Section Three of this plan.
Policy 5.1i	It is the policy of the Council to keep the town's "Traffic Management Plan" and traffic bylaws under review. These measures will, amongst other things, regulate public car parking in the town.
Policy 5.1j	It is the policy of the Council to initiate a safe routes to school programme, in partnership with the boards of management of the schools in the town.
Policy 5.1k	It is the policy of the Council to encourage greater interconnection in the town between town centre and other shopping areas and amenity and recreational areas.

2.05.02 Transportation (Traffic, Cycling & Pedestrian Movement) Objectives

The following are the Council's specific objectives for movement, traffic and transportation in Carrick-on-Shannon:

New roads

Objective 5.2a	It is an objective of the Council to construct new roads to access development lands (See Map No. 1) showing indicative access points/routes. The purpose of these roads is to open up lands for development and link up so as to create an orbital route around the town. They will be built to distributor road standards (see Section Three of this plan). Direct access is not normally permitted onto these roads. They will be built by developers as part of development proposals to a standard to the satisfaction of the Council and taken in charge by the Council.
Objective 5.2b	It is an objective of the Council to investigate the possibility of developing an alternative route from the Clock Tower, through the Telecom site and to the rear of St. Mary's Close emerging onto Park Lane.
Objective 5.2c	It is an objective of the Council to design and construct a roundabout at the Hartley Junction of the R.280 (see Map No.8) and construct a new road from this roundabout to Park Lane

New Streets

Objective 5.2d	It is an objective of the Council that the existing route through the Bush Hotel be given a street name.
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Objective 5.2e It is an objective of the Council that the route to the west and north of the Landmark Hotel will be taken in charge by the Council and formally named. Development fronting onto this street and tree planting in accordance with the urban design guidelines set out elsewhere in this plan will help establish this route as a street.

Objective 5.2f It is an objective of the Council to seek to establish the link road between Priest's Lane and the Leitrim Road as a town street. This link will be formally named and development on either side encouraged to form a streetscape (refer to Map No. 4)

Improvement Works

Objective 5.2g It is an objective of the Council to carryout improvement works to the Leitrim Road Junction.

Signage

Objective 5.2h It is an objective of the Council to improve directional road signage to Carrick-on-Shannon

Pedestrian and Cycle Links

Objective 5.2hi It is an objective of the Council to seek to have new pedestrian routes linking Bridge St., Main St. and the Dublin Rd with the backlands area. The Council will seek to establish these routes in cooperation with property owners and tenants. However the Council may use its powers of compulsory acquisition in certain circumstances if necessary. These routes will be appropriately surfaced and lighted. Passive supervision through overlooking from existing or new development will be encouraged where possible.

Objective 5.2j It is an objective of the Council to secure the development of a network of green corridors in a manner that will integrate them with existing and future developments.

Objective 5.2k It is an objective of the Council to seek to establish a pedestrian and cyclist route south from the MBNA Park parallel to the existing bypass road and under the bridge to the Council Buildings in conjunction with the NRA. As part of this route a pedestrian crossing will be installed at an appropriate location on the Dublin Rd.

Objective 5.2l It is an objective of the Council to seek to establish sufficient bicycle stands in the town.

Objective 5.2m It is an objective of the Council to investigate the provision of additional pedestrian crossings in the town.

Parking

Objective 5.2n It is an objective of the Council to investigate the possibility of providing short term alternative usages on the vacant lands at Central Park to aid consolidation of the town centre.

Objective 5.2o It is an objective of the Council to review and develop an integrated car parking strategy for the town to include for the provision of an innovative car parking charging strategy.

Objective 5.2p It is an objective of the Council to seek to develop additional car parking spaces (including coach/bus parking) as the need arises.

Objective 5.2q It is an objective of the Council to continue to provide appropriately designed and located car parking for persons with disability.

Objective 5.2r It is an objective of the Council to ensure all public car parks are adequately surfaced and marked, lighted, signposted and make provision for parking for persons with disability.

Objective 5.2s It is an objective of the Council to control HGV parking along the Linear Park Area adjoining the N4.

Objective 5.2t It is an objective of the Council to further investigate traffic flow movement through the town.

Transport

Objective 5.2u It is an objective of the Council to encourage the provision of a shuttle bus service between the retail park and the town centre.

2.06 Enterprise & Employment

As the main administrative and commercial service centre for County Leitrim and north County Roscommon, the town of Carrick-on-Shannon offers a range of social, cultural and economic facilities. The town has enjoyed unprecedented growth over the last fifteen years stimulated in part by the general buoyancy of the Irish economy, by heavy investment in infrastructure, the availability of tax incentives under the Upper Shannon Rural Renewal Scheme and by the hard work and industry of the local community. While this growth rate is not likely to be repeated, future growth, particularly in the medium and long term, needs to be accommodated and encouraged.

The Council believes that the achievement of this future growth will provide for the establishment of the necessary critical mass and momentum to enable the town to continue to expand and provide the County with a more robust strategically important County Town.

Administration

An unusual feature of the town is that it is divided physically and administratively by the River Shannon. While most of the population, and the main civic functions, are located on the Leitrim side, Cortober, on the Roscommon side of the river, has grown significantly over the last number of years. Cortober also accommodates the railway station.

The Council considers Carrick-on-Shannon to be a single town. While Leitrim County Council is only statutorily responsible for the administration of that part of the town on the Leitrim side of the river, it co-operates closely with Roscommon County Council in administering, promoting and developing the town as a whole. Where possible, facilities will be shared. Links between the two sides will be promoted. The primacy of the town core on the Leitrim side must however be recognised and development on the Roscommon side limited to satisfying local needs.

The Council intend to continue to invest in new facilities within the town in order to expand the range and quality of service offered to the public.

Retailing

The town had a thriving and vibrant Main St. and Bridge St. as the principal shopping area. The Council will support further investment in retail facilities in the town centre, in accordance with its retail strategy, in order to stimulate competition, re-capture the attractiveness of the town centre as a retail centre and minimise leakage of consumer spending outside the county.

Enterprise and Employment

Carrick-on-Shannon has proved itself to be an attractive place for inward investment offering a quality of life and infrastructure second to none. The Council believes that additional inward investment can be attracted and will endeavour to ensure that the town's infrastructure is kept up to date and that adequate lands are serviced and zoned for employment and enterprise uses. The town has invested in the installation of broadband infrastructure as part of the National Development Plan.

The Council will actively support the location of further decentralised government departments/agencies in the town where suitable office accommodation is already available and will work in partnership with the IDA and Enterprise Ireland in attracting investment. Indigenous industries and the activities of the County Enterprise Board will also be supported.

The important role of the waterways as an economic driver for the town has and continues to be of critical importance. The Council therefore has and will continue as far as resources allow to invest in the enhancement of the town as a visitors destination.

The Council also recognises the importance of the Smart Economy and given the accessibility of the town both on the N4 and mainline rail service the opportunity for the town to capitalise from the growth of this part of the economy is of significant importance going forward.

2.06.01 Enterprise & Employment Policies

Administration

Policy 6.1 It is the policy of the Council to encourage, promote and facilitate a broad range of new employment creating opportunities, and to retain and expand existing employment, within Carrick-on-Shannon.

Policy 6.1a It is the policy of the Council to co-operate with Roscommon County Council in administering and promoting the town.

Policy 6.1b It is the policy of the Council to expand the range and quality of services the Council offers to the public, in premises of the highest architectural quality located and designed so as to be accessible to all.

Policy 6.1c It is the policy of the Council to forge strategic alliances with other non-local government agencies that have the potential to have a positive and effective influence on the further development of the town.

Industry and Employment

Policy 6.1d It is the policy of the Council to welcome and facilitate the location of further government departments/agencies in the town as part of the national decentralisation programme. The Council also supports the location of Waterways Ireland in Carrick-on-Shannon.

Policy 6.1e It is the policy of the Council to welcome and facilitate other agencies and/or organisations in the use of the town as their national or regional headquarters or as their centres of service delivery.

Policy 6.1f It is the policy of the Council to encourage the development and consolidation of the retail function of the town core and expand the range of retail facilities on offer, in accordance with the County Retail Strategy. The Council will have regard to the County Retail Strategy and the Planning Retail Guidelines when considering retail development proposals in town centre, edge of town and out of town locations.

Policy 6.1g It is the policy of the Council to identify business opportunities for the town through working closely with the community, voluntary and business sectors.

Policy 6.1h It is the policy of the Council to encourage start up enterprises in partnership with the County Enterprise Board.

Policy 6.1i	It is the policy of the Council to promote the development of the “Smart Economy” potential of the town through the encouragement of a technology park/digital hub in the town.
Policy 6.1j	It is the policy of the Council to encourage new industrial and employment generating enterprises to locate within the ‘Enterprise & Employment’ or ‘General Development’ zones.
Policy 6.1k	It is the policy of the Council to encourage the relocation where possible of any existing activities that are or have potential to cause nuisance to neighbouring properties or in any other way.
Policy 6.1l	It is the policy of the Council to promote the quality of life attributes of the town in order to attract new and re-locating businesses to the town.
Policy 6.1m	It is the policy of the Council to allow existing industries expand and new industries establish in lands not specifically zoned for enterprise & employment use only where it is satisfied that such development will not adversely impact on the amenity of neighbouring properties and is in the interests of the proper planning and sustainable development of the area.
Policy 6.1n	It is the policy of the Council to encourage and facilitate the development of step down incubation and shared services spaces for the promotion of enterprise development in the town.
Policy 6.1o	It is the policy of the Council to encourage the development of a retail and/or business identity for the town in order to attract new niche retail and other business developments to the town centre.
Policy 6.1p	It is the policy of the Council to encourage the maximisation of use of all available public and private infrastructure including retail and workspace, as a means to secure the further development of the town core.
Policy 6.1q	It is the policy of the Council to form a working partnership with the business and voluntary sectors of the community in the town to address issues such as funding, marketing, mentoring, advertising, etc.

Creative Sector

Policy 6.1r	It is the policy of the Council to encourage the development of the Creative Sector within Carrick-on-Shannon
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2.06.02 Enterprise & Employment Objectives

Objective 6.2a	It is an objective of the Council to carry out a retail floorspace survey of the town
Objective 6.2b	It is an objective of the Council to carry out a non-residential property survey of the town

Objective 6.2c It is an objective of the Council to encourage the use of all available retail and workspace within the town.

Objective 6.2d It is an objective of the Council to standardise the design of information and directional signage for businesses in the town.

Objective 6.2e It is an objective of the Council to develop the IWAI Training Centre

Objective 6.2f It is an objective of the Council to identify the role, scale and contribution of the Creative Sector of the economy of the town.

Objective 6.2g It is an objective of the Council to identify opportunities for the growing of the town's Creative Sector.

2.07 Community Services

It is fundamental to the future development of the town that the Council ensures that the town offers a range of top class social, cultural, heritage, recreational, commercial and economic facilities in an attractive urban environment. These facilities are considered not only desirable for the town's existing residents but also essential if the town is to compete for inward investment and develop as a major tourism base. An integral part of the Council's strategy for promoting the town is that it offers a quality of life for residents that are second to none.

Important facilities that the Council has recently achieved are:

- The development of the new arts centre "The Dock" in the former courthouse building and
- The expansion of the existing swimming pool, sports and leisure complex to offer state of the art recreational facilities.

Carrick-on-Shannon is an important service centre for educational and health care services for the surrounding region. The Council will work in partnership with other agencies to promote the provision of educational, health and cultural facilities and employment opportunities of the highest standards.

2.07.01 Community Policies

Policy 7.1a	It is the policy of the Council to support the development of commercial, cultural, leisure and entertainment facilities in the town.
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Policy 7.1b	It is the policy of the Council to promote the provision of adequate and accessible health care facilities, in partnership with the HSE North West and the private sector.
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Policy 7.1c	It is the policy of the Council to co-operate with the schools' Boards of Management and the Department of Education and Science in planning for education and in determining need for facilities to serve the town, now and in the future.
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Policy 7.1d	It is the policy of the Council to ensure adequate childcare facilities are provided in accordance with the County's Childcare Strategy. The Council may require childcare facilities to be provided as part of larger commercial, retail and residential developments to ensure employment opportunities for parents.
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Policy 7.1e	It is the policy of the Council to encourage and facilitate the development of educational outreach third level facilities in the town.
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(For further guidance on childcare and education refer to Sections 2.03.01 and 2.03.02 of the County Development Plan 2009-2015)

2.07.02 Community Objectives

Objective 7.2a It is an objective of the Council to facilitate the provision of allotments/community gardens on a short term basis on Council owned lands where such lands are not currently required to satisfy housing demand, should there be sufficient demand for such.

With regard to community run gardens please refer also to Section 2.09.02 of the County Development Plan 2009-2015.

Objective 7.2b It is an objective of the Council to provide for additional seating in the town centre.

Objective 7.2c It is an objective of the Council to carry out landscape enhancement works (as a gateway feature to the town) out from the town boundary as far as the Tesco development.

Objective 7.2d It is an objective of the Planning Authority to consider rezoning lands that the Dept. identify as suitable to facilitate the provision of a new school.

2.08 Arts & Culture

Carrick-on-Shannon has developed a vibrant arts scene, with a focus on crafts and the visual arts and more recently through “The Dock”, into more art forms. The Council supports this development and will seek to underpin it with other appropriate developments which will stimulate the development of a small arts quarter in the heart of the town.

2.08.01 Arts & Cultural Policy:

Policy 8.1	It is the policy of the Council to support the development of the arts in Carrick-on-Shannon.
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2.08.02 Arts & Cultural Objectives:

Objective 8.2a	It is an objective of the Council to provide an artistic waterside feature.
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Objective 8.2b	It is an objective of the Council to allow for the future development of “The Dock” (Arts Centre), either through re-development, expansion/extension, as appropriate, having due regard to its status as a listed building.
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Objective 8.2c	It is an objective of the Council to facilitate, as appropriate (having due regard to proper planning and sustainable development) LOWS (living over the workshop schemes).
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2.09 Tourism

The town has emerged as a significant tourism destination, largely centred on the Shannon. There has been considerable investment in tourism accommodation and other tourism enterprises. The Council believes that this industry has the potential to develop further and will support further investment proposals that will expand and upgrade the tourism product on offer. In the course of the lifetime of the plan (2013) the Town will celebrate the 400th anniversary of the granting, in the year 1613, of the Royal Charter by King James to Carrick-on-Shannon.

2.09.01 Tourism Policies

Policy 9.1a	It is the policy of the Council to continue to support tourism development and promotion for Carrick-on-Shannon.
Policy 9.1b	It is the policy of the Council to work closely with relevant agencies and bodies such as Waterways Ireland and Failte Ireland in order to continue to expand the town's facilities and reputation as a key location of water based tourism.
Policy 9.1c	It is the policy of the Council to develop the River Shannon as a tourism and leisure resource.
Policy 9.1d	It is the policy of the Council to promote appropriate development along the riverside for leisure, amenity and tourism related uses, subject to the protection of the environmental quality and ecological value of the river.
Policy 9.1e	It is the policy of the Council to enhance public access to the river.
Policy 9.1f	It is the policy of the Council to promote the town in the Tidy Towns Competition.
Policy 9.1g	It is the policy of the Council to facilitate and promote the use of the Market Yard as a multi-activity centre for food markets, craft markets etc.

2.09.02 Tourism Objectives

Objective 9.2a	It is an objective of the Council to facilitate the development of a public mooring and associated development at an appropriate location in the town.
Objective 9.2b	It is an objective of the Council to facilitate a marina development which would link the existing marina with Butlers Marina, subject to satisfying normal planning criteria.
Objective 9.2c	It is an objective of the Council to promote tourist events/festivals in the town, particularly the Regatta.
Objective 9.2d	It is an objective of the Council to mark/celebrate the 400 th anniversary of the granting of the Royal Charter by King James to Carrick-on-Shannon in the year 1613.

Objective 9.2e It is an objective of the Council to provide an events space and associated works adjoining the Barrel Store.

Objective 9.2f It is an objective of the Council to provide information signage in appropriate location(s) highlighting the attractions of Carrick-on-Shannon.

Objective 9.2g It is an objective of the Council to facilitate the production of a tourist information booklet to include walking and cycle routes as they develop.

2.10 Recreation & Sports

The Council is promoting Carrick-on-Shannon as a centre of sporting excellence of regional importance. To this end the Council is advocating the development of a Regional Sports Centre in the town, if National policy permits and if funding can be procured.

The development of recreational opportunities along the Shannon will be the main drivers of this strategy.

The Council has developed the former outdoor swimming pool as a fitness and leisure centre, incorporating an indoor pool, fitness centre and all weather sports facilities. This centre will now form part of a necklace of cultural facilities, recreational facilities and parklands, stretching from "The Dock" Arts Centre to the west, along by the riverfront, through the MBNA Park and on towards the existing GAA county grounds to the east.

The development of the Linear Park has contributed greatly to the recreational aspect of the town. It is intended that this park will be extended to link in with the MBNA park which runs to the west of the car park associated with Bank of America. It is envisaged that the amenity lands between the existing bypass and the river will evolve as a low intensity eco-park.

The Council will also seek to ensure that an appropriate range of sports and recreational facilities are provided in the town to cater for the interests of all residents, irrespective of age, sex and physical ability.

The Council believes that the strategic location, excellent transportation links and accommodation base the town enjoys means Carrick-on-Shannon is an ideal location for the development of a sports centre of regional importance. It will continue to promote the town as a location for such a venue.

2.10.01 Green Corridors

Green corridors can make a significant contribution to the quality of life in urban areas. They support sustainable communities by providing pedestrian and cycle linkages within urban and also to out of town areas. They offer a host of other healthy benefits including; a recreational resource, a peaceful retreat, a place for social interaction, play areas for children, a reserve and migration corridor for biodiversity, flora and fauna as well as an attractive backdrop to the built environment. Accordingly a network of green corridors has been identified on Map Nos. 2a & 2b. They have been selected in order to integrate with existing and future developments.

It is envisaged that these corridors will be developed and maintained by the developer of the lands concerned, pending the "taking in charge" by the Local Authority of the development. They will be developed in accordance with Local Authority requirements so as to achieve a coordinated scheme of green corridors within the town, with possible links to the surrounding countryside. Such requirements will, where appropriate, include the provision of; proper walking and cycle routes, occasional seating, litter bins, signage, public lighting, and surface water drainage. They will also be suitably landscaped with native deciduous planting so as to provide a rich ecological corridor.

Unobstructed open public access will be made available at all times along the route of the corridors.

The Green corridors shown on Map 2a & 2b are indicative. Accordingly modifications to their location may be permitted where it is clearly demonstrated that a comparable or enhanced route can be readily achieved. The corridor may be amended / augmented through the judicious location of open space provision for the development in question.

2.10.02 Recreation & Sports Policies

Policy 10.2a It is the policy of the Council to support the development of sports and recreational facilities in the town to serve the town and wider region.

Policy 10.2b It is the policy of the Council to work closely with sporting organisations to encourage the expansion of facilities and the participation by all in sporting activities.

Policy 10.2c It is the policy of the Council to promote Carrick-on Shannon as a regional centre of sporting excellence including a purpose built regional sports centre if National policy permits and if funding can be procured.

Policy 10.2d It is the policy of the Council to encourage the development of a sports centre of regional importance in the town.

Policy 10.2e It is the policy of the Council to ensure appropriate open space and recreational facilities are conveniently accessible to all the people of Carrick-on-Shannon.

2.10.03 Recreation & Sports Objectives

Objective 10.3a It is an objective of the Council to seek the development of a Regional Sports Centre in the town if National policy permits and if funding can be procured.

Objective 10.3b It is an objective of the Council to secure the development of a network of green corridors in a manner that will integrate them with existing and future developments.

Objective 10.3c It is an objective of the Council to link the green areas in the town to create and develop a linear park.

2.11 The Protection of the Built Environment/Heritage

The Council recognises the tremendous depth of heritage and heritage related buildings and structures in Carrick-on-Shannon and it actively supports and encourages all involved in promoting and developing heritage related activities for the social, cultural and tourism betterment of the town. The built heritage of the town centre is an important element in the character of Carrick-on-Shannon.

Refer to Section 2.08 of the County Development Plan 2009-2015 for further information on the Built Environment.

2.11.01 Architectural Heritage

The term “architectural heritage” is defined in the Architectural Heritage (National Inventory) & Historic Monuments Act 1999 as “all (a) structures and buildings together with their settings and attendant grounds, fixtures and fittings, (b) groups of such structures, and (c) sites” which are of architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

2.11.01a Protected Structures

A complete list of all structures in Carrick-on-Shannon, which are listed in the Record of Protected Structures can be found in Appendix E and for the location of these structures refer to Map Nos.3a-3e. (The list will be kept under review and structures may be added to or deleted from the list during the lifetime of the Plan by way of a variation to the County Development Plan 2009-2015).

The Council is aware that inclusion in the Register of Protected Structures often imposes burdens on property owners and will pursue funding for grant assistance for building conservation under the Conservation Grants scheme run by the Department of Environment, Heritage and Local Government (DOEHLG).



Photo. 2.13: Hatley Manor on St. George’s Tce.

One of the finest buildings in the town is Hatley Manor which is a protected structure.

2.11.01b Architectural Conservation Area (ACA)

Many other buildings, while not of sufficient merit to warrant individual listing in themselves, are nevertheless important in the context of their contribution to the streetscape. In order to protect the inherent quality of these streets the Council has created an Architectural Conservation Zone around St. George’s Terrace, Bridge St. and Main St. (See Map No. 5).

It is often unusual details that lend buildings in this area their unique charm. Once lost, they are gone forever. The Council will seek the retention and restoration of the external fabric of buildings within this zone. Particular attention will be paid to the retention and repair (or, as a last resort, replacement with replicas of the originals) of details such as original natural slate roofs, chimneys, external renders, iron rainwater goods, original timber sash windows and shop fronts. New development within this zone will be required to reflect the massing, building lines and heights, roof pitches, proportions and finishes prevailing in the zone. The Council will pursue such grant aid and/or tax incentives as may be made available in support of this policy.

(For further guidance and information relating to ACA's please also refer to Section 2.08.4c of the County Development Plan 2009-2015).

2.11.02 Archaeological Heritage

The archaeological heritage of Carrick-on-Shannon is an important aspect of the Town which requires both public awareness and protection. There are 10 archaeological sites as identified in the Record of Monuments and Places located within the development boundary of the town of Carrick-on-Shannon.

The Urban Archaeological Survey commissioned by the Heritage Service of the Department of Environment, Heritage and Local Government (formerly Dúchas) has identified a zone of archaeological potential in Carrick-on-Shannon. The Council will seek to protect and promote knowledge of the town's archaeological heritage. Map No.6 identifies the archaeological sites as identified in the Record of Monuments and Places located within the development boundary of the town of Carrick-on-Shannon.

The following recorded monuments are located within the area covered by the Carrick-on-Shannon Local Area Plan:

Monument No.	Townland	Classification
LE031-001	Lisnagat	Ringfort
LE031-002	Lisnagat	Enclosure
LE031-003	Ballynamony	Ringfort
LE031-005	Townspark	Town
LE031-006	Townspark	Earthwork
LE031-010	Keenaghan	Ringfort
LE031-012	Keenaghan	Ringfort
LE031-013	Correen	Enclosure Site
LE031-039	Attirory	Church Site
LE031-099	Townparks	Earthwork Site

Table 2.5: Recorded Monuments in Carrick-on-Shannon

In securing the preservation of archaeological monuments the Planning Authority will refer all planning applications likely to interfere with archaeological heritage to the Development Applications Unit (Heritage & Planning Division) of the DoEHLG, An Taisce and the Heritage Council. Such developments include those that are located at or close to archaeological monuments or sites and developments that require an Environmental Impact Statement. The archaeological heritage includes National Monuments in the care of the State, archaeological and architectural monuments and sites in the Record of Monuments and Places and the Register of Historic Monuments, zones of archaeological potential in Historic Towns; the underwater archaeological heritage, including Historic Wrecks; unknown and unrecorded archaeological sites (including subsurface remains); potential sites located in the vicinity of large complexes of sites or monuments, present or former wetlands, unenclosed land, rivers or lakes. The Planning Authority will have regard to the advice and recommendations given, both in respect of whether or not to grant planning permission and in respect of the conditions to which permission, if granted, should be subject.

With regards to underwater archaeology it should be noted that the Record of Monuments and Places does not include all underwater archaeological sites. As a result the potential exists for development to impact negatively on our underwater cultural resource. Developments and constructional impacts on riverine etc. environments from the viewpoint of the protection of underwater archaeology will be taken into account in assessing planning applications.

(For further guidance and information relating to archaeological heritage, policies and objectives please also refer to Section 2.08.05 of the County Development Plan 2009-2015).

2.11.03 Built Environment/Heritage Policies:

Policy 11.3a	It is the policy of the Council to protect the buildings and structures listed for protection in the Record of Protected Structures for County Leitrim that lie within the Carrick-on-Shannon development boundary. (refer to Map Nos. 3a-3e and Appendix E).
Policy 11.3b	It is the policy of the Council to encourage and support the DOEHLG in carrying out an Inventory of Architectural Heritage for Carrick-on-Shannon.
Policy 11.3c	It is the policy of the Council to seek the protection of the external fabric of structures of heritage value in the Architectural Conservation Area.
Policy 11.3d	It is the policy of the Council to address the issue of derelict sites in the town.
Policy 11.3e	It is the policy of the Council to support the promotion and development of heritage and heritage related activities.
Policy 11.3f	It is the policy of the Council to protect the Recorded Monuments, located within Carrick-on-Shannon, from damage (See Map No. 6).

2.11.04 Built Environment/Heritage Objectives

Objective 11.4a	It is an objective of the Council to protect and enhance the Architectural Conservation Area as identified on Map No. 5.
Objective 11.4b	It is an objective of the Council to provide information plaques on various Historic Landmark Buildings in the town.

Objective 11.4c It is an objective of the Council to improve the external appearance of the Town Hall on Bridge St., as funds allow.

Objective 11.4d It is an objective of the Council to secure the preservation (in-situ, or as a minimum, preservation by record) of: all archaeological monuments included in the Record of Monuments as established under Section 12 of the National Monuments (Amendment) Act, 1994 and sites and features of historical and archaeological interest.

Objective 11.4e It is an objective of the Council to require, where appropriate, that an archaeological assessment be carried out by a suitably qualified person prior to the commencement of any activity that may impact upon the archaeological heritage.

Objective 11.4f It is an objective of the Council to ensure that any development either above or below ground, within the vicinity of a site of archaeological interest shall not be detrimental to the character of the archaeological site or its setting.

2.11.05 Views and Prospects

There are a number of outstanding views and prospects in the town as identified on Map No. 2a and 2b and as listed below. The protection of these views does not mean that the Council will seek to prevent change. However the impact of any proposed development on the character of these views will be a factor in determining the appropriateness of granting planning permission.

2.11.05a Views & Prospects Policy

The effect proposed development may have on the view or prospect will be considered in evaluating planning applications located in the foreground of identified views and prospects. The Council may refuse permission for development that would block or seriously degrade a view that is protected.

Policy 11.5 It is the policy of the Council to protect the views and prospects of special amenity value or special interest.

2.11.05b Views & Prospects Objective

Objective 11.5 It is an objective of the Council to protect the following views and prospects:

- a) From the Shannon Bridge to east and west.
- b) Views of the spires of St. George's Church of Ireland
- c) The vista along St. George's Terrace terminating in the former gaol building.
- d) Prospects of Hatley Manor, from the Shannon and from St. George's Tce.

2.12 Natural Environment/Heritage

The natural environment makes a vital contribution to the quality of life in Carrick-on-Shannon. The Council is keenly aware of its duty to protect the town's natural environment. The banks and the River Shannon, woodlands and hedgerows host a rich and diverse range of species and habitats that have taken many hundreds, and sometimes thousands, of years to evolve. They can be destroyed overnight. In seeking to promote economic and physical development the Council will balance the needs to conserve the town's natural heritage.



Photo. 2.14: The River Shannon

The River Shannon is the town's greatest natural asset.

The Council, in its capacity as Planning Authority, is one of the key agencies responsible for the protection of the natural environment.

The priorities of the Council will be to;

1. *Avoid unnecessary harm to the natural heritage where possible,*
2. *Reduce the effects of harm where it cannot be avoided*
3. *To conserve and protect the natural heritage resource for the benefit of future generations and*
4. *Identify enhancement to the natural heritage where possible.*

In assessing all decisions on development the Council will balance possible impacts on the environment and possible social, economic, community and cultural impacts.

The Council will have regard to the guidance contained in the Shannon Regional Fisheries document "Planning for Watercourses in Urban Environments" when considering developments on lands which abut the Shannon or any of its minor tributaries within the town, where access is currently uninhibited by existing development. A riparian zone shall be maintained adjacent to these waterways/watercourses [20m in relation to the Shannon and 10m in relation to the tributaries] to allow for general public, angler and fisheries board personnel access to these watercourses and to help maintain riverside amenity and bio-diversity.

2.12.01 Natural Environment/Heritage Policies

Policy 12.1a	It is the policy of the Council to make tree preservation orders for trees, groups of trees and woodlands of ecological and/or landscape significance, which may come under threat.
Policy 12.1b	It is the policy of the Council to protect and preserve existing hedgerows where appropriate and to encourage the planting of new hedgerows, using traditional native species.
Policy 12.1c	It is the policy of the Council to ensure that existing trees are incorporated into development proposals and that detailed landscaping schemes are incorporated into major development proposals wherever appropriate in the opinion of the planning authority. All new developments will be required to integrate existing trees into the new schemes, where this is appropriate and practical in the opinion of the planning authority.
Policy 12.1d	It is the policy of the Council to promote the environmentally sensitive management of hedges. The cutting of hedgerows during the nesting season is prohibited (1 st of March to the 31 st of August).
Policy 12.1e	It is the policy of the Council to require a bat survey prior to determining a planning application where, in the opinion of the Council, a proposal is likely to impact on a bat colony.
Policy 12.1f	It is the policy of the Council not to permit development that may create unacceptable air, water, noise or other pollution or nuisance.
Policy 12.1g	It is the policy of the Council to discourage any establishment likely to be classified under the Major Accidents Directive (the Seveso Directive) within the town, in the interests of health and safety.
Policy 12.1h	It is the policy of the Council to implement the provisions of water pollution legislation, in conjunction with other agencies, as appropriate.
Policy 12.1i	It is the policy of the Council to protect and improve the water quality and conserve the fish stock of the River Shannon.
Policy 12.1j	It is the policy of the Council to protect the quality of ground water by encouraging all existing premises to connect to the public sewer.
Policy 12.1k	It is the policy of the Council to require all new development to connect to the public sewerage system
Policy 12.1l	It is the policy of the Council to manage the disposal of solid waste in accordance with the Connaught Regional Waste Management Plan.

2.12.02 Natural Environment /Heritage Objectives

Objective 12.2a	It is an objective of the Council to facilitate the provision of suitably located wildlife information panels, including fish species information, along the Linear Park.
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Objective 12.2b	It is an objective of the Council to explore the possibility of initiating a pooper scooper scheme in the town
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2.13 Flood Risk Management

2.13.01 Introduction

Low lying parts of Carrick-on-Shannon suffer from extensive flooding during prolonged wet periods. The Council recognises that these flood plains serve an important function. Development on the river's flood plain can lead to both the development itself being inundated and downstream flooding problems for other low lying lands. Such development proposals will only be favourably considered where the Council is satisfied that the development is of significant strategic importance for the town and the mitigated impact on the flood plain is acceptable.

Increased urbanisation also leads to a reduction in the surface area of land capable of absorbing rainwater run off which can also lead to flooding problems. The Council will generally require developments to attenuate surface water on site in accordance with regulations and guidelines.

2.13.02 National Policy

The formulation of Local Area Plan policies and objectives in respect to the management of areas at risk of flooding must have regard to the document issued by the Minister entitled; "*The Planning System and Flood Risk Management- Guidelines for Planning Authorities*" (Nov. 2009).

The guidelines require the planning system at national, regional and local levels to:

1. Avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere;
2. Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and
3. Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

In terms of existing undeveloped zoned areas that are potentially at risk of flooding, the *guidelines* indicate that zoning policies and objectives should be reconsidered for any such lands where flood risk is assessed to be potentially significant and likely to increase in the future. Emphasis is placed on *inter-alia*; removing high risk/vulnerable uses, revisions to the land use zoning area/objectives for such areas, preparing a detailed local area plan informed by more detailed flood risk assessment addressing development issues prior to development; specification of pre-requisite flood risk measures.

Flood Risk Mapping

With reference to; data on flooding provided by the Office of Public works, studies carried out by the NRA as part of the proposed Carrick-on-Shannon By-pass and other information available to the Council, areas at risk of flooding have been identified on Map 7, Appendix A Book of Maps. Whereas care has been taken in producing this map, further examination during the period of the Plan may lead to modifications to the flood risk areas identified on the aforementioned flood risk map.

Re- Zoning

Certain areas located along the Shannon River which are known to be at risk of flooding are proposed for rezoning to a more appropriate land use, e.g. from "Primarily Commercial" and "Primarily Residential" to "Riverside Development".

County Development Plan 2009 - 2015

Further details in respect to the management of flood risk can be found in Section 2.07.09 of the County Development Plan and in the associated Appendix F of this plan “Guidelines on Flood Risk & Development”.

Flood Risk Assessment and Environmental Impact Assessment

At the project level, development either exceeding the specified thresholds for Environmental Impact Assessment (EIA) or development under the thresholds but with significant environmental effects and in an area at risk of flooding will require EIS. Flood risk will therefore need to be an integral part of the EIA process. Screening for EIA should be an integral element of all planning applications in an area at risk of flooding.

2.13.03 Strategic Drainage Areas

In order to provide for the relief of surface water and avoid the risk of flooding within the development zone, a network of strategic drainage areas, including, piped drains, open drains and attenuation areas, have been identified. The design and layout of the strategic Drainage Areas has been informed by studies carried out by the Council. It is intended that these areas will be reserved as flood routing corridors for the associated catchment area. The areas concerned are identified on Map No. 7. A typical cross-section of the flood corridor is shown on Map No. 7.

The preferred option is that these areas will be developed and maintained by the developer of the lands concerned, pending the “taking in charge” by the Local Authority of the development. They will be developed in accordance with Local Authority requirements so as to achieve a network of drainage areas within the town. The development of these areas may involve the raising of ground, excavation works, the formation of embankments, the provision of pipework and ancillary works, such as linking with feeder surface water drains and landscaping.

Where considered appropriate the Council will carry out all or part of a particular section of the works, in which case the costs involved will be recovered in accordance with the Development Contribution Scheme.

2.13.04 Flood Protection Policies.

It is the aim of the Council to ensure, where appropriate, that proposed developments in areas at risk of flooding shall conform with the “ *The Planning System and Flood Risk Management-Guidelines for Planning Authorities*”, Nov. 2009 or any subsequent version of this document issued by the Department of Environment, Local Government and Heritage, during the lifetime of the Plan. It should be noted that Carrick-on-Shannon has been identified in the Border Regional Guidelines as a Regionally Strategically Important Town and as such has been identified as a growth centre. Accordingly, its status as such will be taken into consideration when assessing certain type developments within areas at risk of flooding.

Policy 13.4a It is the policy of the Council to require, where appropriate, * that developments of a type that may be considered sensitive to flooding are subject to a 'justification test'. Where a justification test is required it shall demonstrate to the satisfaction of the Council that;

- a) Such proposals apply the 'sequential approach' as outlined in Section 3 of the Planning System and Flood Risk Management – Guidelines for Planning Authorities, Nov. 09. In particular, the proposal shall demonstrate that there are no alternative sites available at a more suitable location within the town that would meet the requirements of the development;
- b).The area comprises significant previously developed and/or underutilised lands within the urban envelope;
- c) The development of the area is essential to facilitate regeneration or town centre expansion;
- d).Environmental/hydrological assessment has been undertaken to identify the impact of flood risk as a result of development and that the development would not result in increased or new flood risk elsewhere and if possible will reduce the overall flood risk;
- e) The proposal includes measures to minimise flood risk to people, property, the economy and the environment as far as is reasonably possible;
- f) The development proposed includes measures to ensure that residual risks to the area and/or development can be managed to an acceptable level as regards the adequacy of existing flood protection measures or the design, implementation and funding of any future risk management measures and provisions for emergency services access;
- g) The proposal complies with other relevant policies and development standards as set out in the County Development Plan and this Local Area Plan.

* In general, but not exclusively, the justification test will only apply to lands that are affected by the flood inundation by the River Shannon.

Policy 13.4b It is the policy of the Council to seek to ensure that proposals within flood risk areas exclude high vulnerability uses such as residential care homes, hospitals, emergency services, residential use at ground floor level and certain strategic infrastructural services and facilities.

Policy 13.4c It is the policy of the Council to protect the floodplain of the Shannon. Planning permission for development on the floodplain will only be granted in exceptional circumstances and where the Council is satisfied that downstream (and upstream) consequences are insignificant. The Council must be satisfied that all floor levels in such developments are sufficiently high above the maximum recorded flood levels. While the maximum recorded flood level in 2000 was 42.363 OD (Malin) and 42.690 OD (Malin) in 2009, future floods may exceed this level. Accordingly minimum floor levels of 43.365 OD (Malin) and minimum finished ground levels 42.815 OD (Malin) will normally be required. However the Council may vary these levels upwards in certain circumstances.

Policy 13.4d It is the policy of the Council to require all development to attenuate surface water runoff on site. The Council will limit the flow of water from the site to 3.2 l/sec per hectare. The Council favours the adoption of Sustainable Urban Drainage Systems.

Policy 13.4e It is the policy of the Council to reserve the drainage corridors and attenuation areas, as identified on Map No. 7 for flood relief. The precise location, design and layout of these areas will be determined at design stage.

Policy 13.4f It is the policy of the Council to ensure that no permanent structures, that would impede the carrying capacity of the River Shannon, be permitted within 50m of the defined river edge from area A to B as identified on Map No. 1

Policy 13.4g It is the policy of the Council to liaise with the OPW and other relevant bodies in relation to any proposal re flood defence measures for the town.

Refer to Appendix F, Guidelines on Flood Risk and Development, for further details in respect to Flood Risk Management.

2.13.05 Flood Protection Objectives.

Objective 13.5a It is an objective of the Council to prepare a plan to alleviate point flooding in the Town Centre.

Objective 13.5b It is an objective of the Council to construct a drainage pipe from area A – B along Hartley Road to IWAI Marina (see Map No.7) to be carried out either by the Council or by developer(s) in agreement with the Council.

Objective 13.5c It is an objective of the Council to secure the development of a network of Strategic Drainage Areas in order to provide for the relief of surface water and avoid the risk of flooding within the development zone.

Objective 13.5d It is an objective of the Council to investigate the possibility of raising the roads as identified on Map No. 7 to the level of 42.815 OD (Malin).

2.14 Utilities

The Council recognises the importance of ensuring reliable and adequate water treatment and waste water treatment facilities in the town.

The Council recognises the importance of maintaining the town free from litter and protecting it from indiscriminate dumping and bill postering. Accordingly, the Council will carry out its functions under the Litter Pollution Act 1997, as amended, and as subsequently amended, and will actively combat litter through the Council's waste and litter management plans.

2.14.01 Utilities Policies

Policy 14.1a It is the policy of the Council to encourage all developers to adopt a road under the "Adopt a Road" Scheme.

Policy 14.1b It is the policy of the Council to pursue a litter free initiative for the Town.

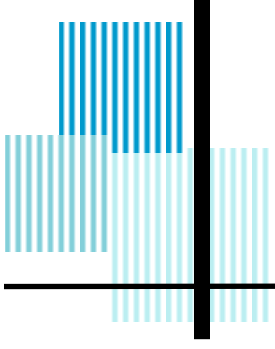
2.14.02 Utilities Objectives

Objective 14.2a It is an objective of the Council to carry out the 'Carrick-on-Shannon Sewerage Improvement Scheme'.

Objective 14.2b It is an objective of the Council to implement proposals for surface water disposal through the development control process, and general improvement works, as opportunities arise.

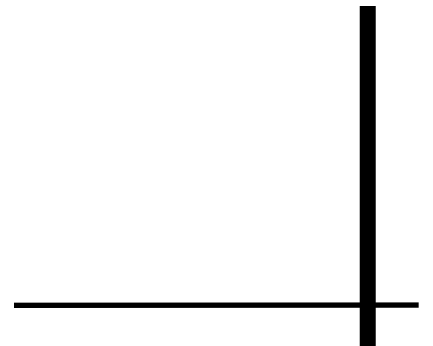
Objective 14.2c It is an objective of the Council to upgrade water mains as the need arises.

Objective 14.2d It is an objective of the Council to provide additional litter bins where required.



SECTION 3

Development Management Standards



3.0 General

The Planning Authority is required under the Planning and Development Act 2000 as amended, to control development, ensuring that permissions granted under the Act are in accordance with the proper planning and sustainable development of the area and are consistent with the policies and objectives of the current County Development Plan and as varied. The Carrick-on-Shannon Local Area Plan is the statutory development plan regulating land use, development and conservation in the town of Carrick-on-Shannon.

Development Management will be exercised by the Council in a positive manner, having regard to the provisions of the Planning and Development Act 2000, as amended, and in accordance with the proper planning and sustainable development of the town.

The purpose of this section of the Plan is to ensure a high standard of design, layout and function for all new development, to conserve what is good in the existing built and natural environment, and to protect the amenities of the town. Quality development can only be achieved through the application of flexible but sensitive standards relating to design, traffic and environmental impact. The Council will from time to time, issue supplementary guidance with the aim of encouraging high standards of development.

The Council encourages developers, as best practice, to engage with the local communities (residents and business) within which medium to large scale developments are proposed, in order to identify issues at an early stage with the aim of resolving them prior to the lodging of the applications. Discussions with the Planning Authority prior to the submission of planning applications are useful in helping to clarify policies and issues for both the Planning Authority and developer. Any such discussions will take place without prejudice to the decision of the Planning Authority.

The Council will take enforcement action, up to and including prosecution if necessary where development takes place in breach of planning permission, or conditions attached to a grant of permission, including the implementation of management agreements or phasing of development. The developer is obliged to comply with all conditions attached to a planning permission. If conditions are stated to be carried out prior to the commencement of development, the developer shall carry out the necessary measures prior to commencement of works. Where permissions require payment of contributions, or agreements on certain matters being reached prior to commencement, these agreements and payments must be made prior to commencement as failure to do so will be considered a breach of the planning.

The Council will seek to improve access to buildings and public spaces through the statutory development control process. This will include ensuring that all non-domestic developments, including where possible, change of use, alterations, and extensions to existing buildings are accessible to people with special mobility needs, incorporating level access into the building. Development proposals may be subject to other regulations and statutes, covering fire, air and water pollution etc., as well as Building Regulations.

The Council notes the contents of 'Buildings for Everyone' published by the National Disabilities Authority 2002.

3.01 Development Management Standards

The current Leitrim County Development Plan 2009-2015 establishes development management standards and recommendations for development within the Council's administrative area. In addition to the development standards listed in this section, the development management standards in the Leitrim County Development Plan will be applicable throughout the Carrick-on-Shannon plan area.

3.01.01 Zoning

The Council will seek to secure the development of lands and properties in accordance with the zoning objectives set out in Section Two of this plan.

3.01.02 Building Lines

Building lines in the urban environment define and contain public space. They are also intended to provide protection from the noise and fumes associated with traffic, allow for the provision of off-street car parking and allow for future road development.

Generally, in determining applications for development works the Council will seek to ensure that development is not carried out in front of established building lines or in a position where it would be in conflict with the building lines determined by the Council to be appropriate for that area.

Maintenance of the traditional street line is of particular importance in the town centre area. However, in specific situations, it may not be in the interests of good planning to enforce a rigid standard for building lines. Consequently, the Planning Authority, in the interests of maintaining a good townscape, will examine each application on its own merits.

Where Urban Design guidance, set out in Section Two of this plan, applies the planning authority will normally require compliance with these guidelines.

3.01.03 Building Heights

A high building is defined as one which is significantly higher than neighbouring or nearby buildings. In a number of locations, particularly within the town centre or where site configuration allows it, consideration may be given to developments in which an increase in building height is proposed, especially where this provides added definition to the streetscape. Where buildings front onto large expanses of open space or wide streets and roads, taller buildings help give definition to the space or road. In such situations buildings of up to four storeys may be acceptable.

The building height of proposed developments will generally be considered in terms of the extent and location of the site, its relationship to open space, the width of the road or street onto which it faces and its setting within the town.

3.01.04 Car Parking

In all developments, the Planning Authority will normally require the provision of car parking spaces within or convenient to the development. The provision should be based on the context in which the development is likely to generate demand for additional parking spaces. The parking standards given in Table 3.1 shall apply.

DEVELOPMENT MANAGEMENT STANDARDS

LAND USE	MINIMUM CAR PARKING REQUIREMENTS
Residential	
Apartments	1.5 spaces per apartment
Dwellings	2 car spaces per unit
Commercial	
Banks/Financial Institutions	1 car space per 20 m ² gross floor area
*Bars/Lounges/Function Rooms (including such uses in Hotels etc)	1 car space per 5 m ² of public floor space
Car Wash	5 waiting spaces without interference to other spaces or to the public road
Caravan/Camping Site	1 car space per pitch
Cash & Carry	1 car space per 50 sq.m. gross floor area
*Cinemas, Theatres, Stadium	1 car space per 4 seats (0.25 space per seat)
Conference Centre	1 car space per 10 m ² of public floor space
Guest House/B&B	1 car space per bedroom & 2 spaces for owners
Hotel	1 car space per bedroom
*Hot Food Takeaways	1 per unit subject to max. 10 m ² of public floor space
Hostel	1 car space per 2 bedrooms or 1 car space per 10 bed dormitory
*Motel	1 car space per bedroom
*Night Club/Dance Hall/ Discos	1 car space per 10 m ² of dance floor, seating area & bar
Offices (town centres)	1 car space per 25 m ² of gross floor space
Office Park	1 car space per 20 m ² of gross floor space
*Petrol Station	2 car spaces [fill/rest spaces] per pump plus requirements for any other uses on site
*Restaurants/Cafes	1 car space per 6 m ² of public floor space
Retail (<250 m ² gross)	1 car space per 24 m ² of gross floor space
Retail (250 - 1000 m ² gross)	1 car space per 18 m ² of gross floor space
Retail (>1000 m ² gross)	1 car space per 12 m ² of gross floor space
Retail Warehousing > 1000 m ² gross	3 per 100 m ² gross floor space
Community & Health	
Bowling	3 car spaces per lane
Church	1 car space per 4 seats
Clinics & Group Medical Practices	2 car spaces per consulting room + 1 additional space for reception area
Community Centre	1 car space per 10 m ² of public floor space
Crèche/ Pre-School Facility	1 car space per employee & 1 per 8 children & 1 set down area per 5 children
Funeral Home	1 per 5 m ² of gross floor space
Golf Driving Range	1 car space per Bay
Golf/Pitch & Putt Courses	2 car spaces per hole
Hospitals	1 car space per bed
Library	1 car space per 25 m ² of gross floor space
Nursing Homes	1 car space per 2 beds
Playing Pitch	15 car spaces per pitch
*Pool/Gym/Sports Club/Court	1 car space per 10 m ² of public floor space & 2 per court
School - Primary	1 car space per classroom
School - Secondary	2 car spaces per classroom & 1 per 20 students
Industrial	
Garages (Service Only)	2 car space per workspace/300m ² of gross floor area

Man. Ind./Light Industry	1 car space per 50 m ² of gross floor area
Car Showrooms	1 car space per 100 m ² of gross floor area
Warehouses	1 car space per 100 m ² of gross floor area
Staffing	
*Staffing Requirements	1 car space per 2 staff

Table 3.1: Car Parking Standards**Note:**

Land Use categories depicted with an * require 1 car space per 2 staff in addition to the listed minimum car parking requirements stated above.

Large or complex developments may be assessed separately with regard to the circumstances.

The Council reserves the right to alter the above requirements having regard to the circumstances of each particular development and the proper planning and sustainable development of the area.

The Council will require that adequate provision be made for parking for drivers with disabilities in all new commercial, retail and industrial developments and new public buildings.

The Council recognises that the parking needs of developments are dependent to a great extent on the availability of spare parking capacity in close proximity to the proposed development therefore each development will be considered on its merits.

3.01.05 Sharing of Car Parking Spaces

In certain instances, Hotels for example, consideration will be given to the fact that a number of the facilities are likely to be used by the one user thereby reducing the over car parking requirements for the particular development. In such cases, the use of a UK computer based system, the UK TRICS analysis (Trip Rate Information Computer System) or other such similar suitable system, to determine actual parking demands, will be required. (Note, Irish data has been included in the TRICS system in recent years).

3.01.06 Set Down Requirements and Car Parking Bay Sizes

In addition to car parking standards sufficient space will be required within the curtilage of the site, where possible, for all service vehicles involved in the operation of the business or building. Set down areas and or bus circulation areas may also be required depending on the nature of the proposed development.

The minimum size for a car parking space shall be 2.5m x 5m with circulation aisles a minimum of 6m wide. In cases where the car parking is parallel to a kerb the requirement will be 2.5m x 6m. Parking bay widths for disabled persons will be a minimum of 3m wide. Loading bays shall be a minimum 3 x 6m for small vans and 3m x 15m for HGV's.

3.01.07 Parking for the Disabled

In accordance with the document “Building for Everyone” as published by the National Disabilities Authority the following number of disabled parking bays will be required for all buildings to which the public have access:

- a. 1 for the first 25 standard car parking spaces being provided;
- b. A minimum of 3 where up to 50 spaces are being provided;
- c. A minimum of 5 where between 50-100 spaces are being provided.

3.01.08 Development Contribution for Car Parking

Where the provision of car parking is required by this plan, such provision may be met by providing the required spaces within the development or, where the Council require, by a contribution in accordance with the Development Contribution Scheme – refer also to Section 3.05.02 of the County Development Plan 2009-2015. When dealing with planning applications for change of use or for replacement buildings credit will be given for the existing authorised use in calculating the required standards.

3.01.09 Bicycle Parking

The Planning Authority will require the provision of a minimum level of cycle parking facilities in association with new development and a change of use. Where the provision of cycle parking facilities are intended for use by the staff of that particular development, stands should be located within the curtilage of the development to ensure effective security and supervision. Cycle stands for use by visitors should be located to maximise convenience to the entrance of buildings, and positioned so as to ensure safety, security and supervision. The planning authority will also encourage the provision and enhancement of cycle parking facilities where possible at public buildings, retail centres and leisure facilities.

Type of Development	Relevant Cycle Parking Standards
House and flats	1 stand per dwelling
Student Residences	1 stand per bedroom
Shops	1 stand for every 200 m ² of gross floorspace
Supermarkets & Large Stores	1 stand for every 200 m ² of gross floorspace
Offices	1 stand for every 200 m ² of gross floorspace
Industry	1 stand for every 200 m ² of gross floorspace
Warehousing	1 stand for every 250 m ² of gross floorspace
Theatre, Cinema, Church & Stadium	1 stand for every 20 seats
Hotels & Guesthouses	1 stand for every 4 bedrooms
Lounge/Bars	1 stand for every 30 m ² of public floorspace
Restaurants	1 stand for every 30 m ² of public floorspace
Function-room, Dance Halls & Clubs	1 stand for every 30 m ²
Playing Fields	4 stands per pitch
Schools	1 stand per 10 pupils
Nursing Homes	1 stand per 8 members of staff

Table 3.2: Bicycle Parking Standards

Note:

Large complex developments may be assessed separately with regard to the circumstances.

3.01.10 Drainage

Developers will be required to provide efficient systems of drainage with separate surface water drains. On-site attenuation of surface water may be required if, in the opinion of the Council, there is a risk of the development causing flooding or significant damage due to storm surges in existing water courses.

The Council shall require the provision of petrol interceptors (with associated maintenance) and other appropriate measures, in association with the attenuation facilities, to reduce the risk of pollution of watercourses from development, particularly where sizable areas of hard surfaces exist or are proposed.

3.01.11 Public Utilities

The Planning Authority will normally require that all wires, cables and pipes for the provision of public utility services shall be ducted underground to preserve the amenity and visual character of an area, and in the interests of public safety.

3.01.12 Environment

It is the policy of the Planning Authority to minimise the threat of air, land, water or other environmental pollution by use of the statutory powers of the local authority. The attention of developers is drawn to the requirements of the Environmental Impact Assessment Regulations, where appropriate. Attention is also drawn to the requirements of Article 6(3) of the Habitats Directive regarding the need to submit a screening statement/ statement for appropriate assessment. Guidance on making a submission in this regard is provided in Appendix C of the Planning Application form.

3.01.13 Noise

The Council will seek to ensure that new development does not cause an unacceptable increase in the noise levels affecting surrounding properties and that new development, in turn, will not suffer from unacceptably high noise levels. (e.g. Generally noise levels should not exceed 68dB (A) 1m outside the most exposed window of any residential unit). Refer to S.I. No.140 of 2006 Environmental Noise Regulations for clarification of requirements in relation to noise.

Noise standards appropriate for the receiving environment shall be applied when assessing any application for development, where noise may be an issue. The Council recognises that received noise standards for various types of properties, including residential properties, in Town Centre locations will be different to those where the property is in a peri-urban, suburban or rural location, and the standards applied will be appropriate for the location and established ambient noise levels.

Where any development is proposed within the zone of influence of existing national roads or of planning new national roads, and where the proximity of the proposed development to the national road would result in a breach of the National Roads Authority's design goal for 'sensitive receptors exposed to traffic noise', the Planning Authority will require planning applications to identify and implement appropriate noise mitigation measures. The cost of implementing such required mitigation measures shall be borne by the developer.

3.01.14 Access for Persons with Disability

The Planning Authority will require that the layout and design of a proposed development give consideration to the needs of persons with disability. All buildings are required to comply with the Building Control Act and related regulations with regard to access for people with disabilities. Building designs and site layouts shall allow full access to the building for all persons with disability, whether employees, residents or the visiting public. Detailed guidance is available in *Building for Everyone*, published by the National Disability Authority. Applicants are advised to consult with the Council's Access Officers

In addition to the obligation to provide for the needs of persons with disability contained in the Building Control Act and related regulations, the Council shall require all public footpaths and pedestrian links to be accessible to persons with disability. Street furniture shall be placed in such locations as to not impede wheelchairs, push chairs and buggies. Footpaths must be dished and marked by stippled paving at crossing points.

3.01.15 Access to Land

It is the policy of the Planning Authority to ensure that no development takes place that will prejudice the provision of vehicular and pedestrian access to undeveloped zoned lands. 'Ransom Strips' will not be tolerated.

3.02 Residential Design Standards

3.02.01 Residential Density

The Department of the Environment, Heritage and Local Government published *Residential Density Guidelines for Planning Authorities*, which has recently been superseded by the *Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities 2009*. Much of the substantive policy content is still relevant and has been carried forward into the new guidelines. It is recognised that increased residential density has the following benefits:

- more economic use of existing infrastructure and serviced land;
- a reduced need for the development of green field sites, urban sprawl and ribbon development;
- reduced need for investment in new infrastructure;
- better access to existing services and facilities;
- more sustainable commuting patterns.

The guidelines identify the Development Plan as a method of recognising the importance of achieving higher residential densities in appropriate areas such as brownfield sites, sites in proximity to town centres and public transport nodes, in the interest of providing a more sustainable residential development pattern. The Council will regulate residential density as appropriate, in accordance with these guidelines, while also being cognisant of the pattern of development in the surrounding area.

However, it is also recognised that over-development of sites can have an adverse effect on the amenity of adjoining properties and areas, can give rise to significant levels of traffic and has implications for the provision of private open space. The Council recognises that a high quality of design and layout and a good quality living environment, including the availability of proper shopping, transport and leisure infrastructure, are essential if increased residential densities are to be acceptable.

Where the Planning Authority grants permission for higher density developments, the Council reserves the right to request developers to contribute towards the cost of providing larger areas of open space and/or recreational facilities elsewhere in the town.

Imaginative proposals incorporating workshops or office space to facilitate home working will be welcomed by the Planning Authority, subject to the protection of residential amenity in the area.

3.02.02 Design of Layouts

Layouts for residential development should be designed to create a strong sense of identity for residential areas.

Where land is being developed for housing the following considerations will be taken into account in the assessment of the proposal:

- The need for land to be used economically;
- The capacity of the infrastructure to cater for the design population;
- The adequacy of present and future community facilities;
- Appropriate density (minimum or maximum);
- Adequate privacy for individual houses, flats etc.;
- The safety of proposed layouts and the capacity of existing roads to absorb future development;

- Adequate provision for car parking, open space, landscaping and planting; and
- Integration with existing development and the preservation of features on site.

While residential estates may be laid out in the traditional manner of roads, cul-de-sacs, footpaths and verges, the Council will welcome more innovative layouts. Well-designed cluster layouts can create attractive environments at higher residential densities.

The Council encourages a mix of residence sizes and layouts. Apartments, maisonettes, terraced housing, detached and semi-detached housing can be combined to create interesting and innovative layouts while at the same time ensuring the most efficient use is made of the land available.

Three storey apartment or maisonette development may give a more appropriate scale fronting on to large open spaces or wide distributor roads, while more intimate spaces can be created with traditional two storey houses developed in clusters to the rear. Generally however apartments, or retail developments with apartments above, should be located in the town centre zone.

Terraced housing can create a stronger sense of enclosure than semi-detached or detached houses. The judicious siting of single aspect housing, where the private open space to the front of the house is minimal, can reduce the apparent width of the roadway, again helping to define and enclose a semi-private space and acting as a traffic calming measure.

Proposals for large residential developments (75 units or more) should be presented in the context of an action area plan where access for residents to public transport, schools and child-care facilities, shops and recreational facilities are all clearly indicated. The proposed management and on-going maintenance of public open space within the scheme should also be included.

Developer's attention is drawn to the recommended standards of the *Childcare Facilities; Guidelines for Planning Authorities* (and as subsequently amended) issued by the DoEHLG, to which the planning authority will have regard. Where, in the opinion of the Council existing childcare facilities are not easily accessible from a development, the developer may be required to provide such facilities as part of their scheme.

Residential development should aim to maximize linkages for pedestrians and cyclists to the rest of the town while minimising pedestrian conflicts with motor traffic. In particular, pedestrian and cycle links to neighbouring schools and shops should be given careful consideration.

Proposals for housing schemes shall have regard to the "Sustainable Residential Development in Urban Areas- Guidelines for Planning Authorities" document as published by the DoEHLG 2009 and the accompanying "Urban Design Manual – A Best Practice Guide" 2009. As well as showcasing best practice, these documents address the practical aspects of creating successful neighbourhoods. As many schemes fail because of structural or strategic problems as do on matters of layout or detailed design. A successful scheme requires the right decisions to be taken at the right time.

3.02.03 Road Layouts in Residential Areas

The layout and detailed design of roads is crucial to the shaping of all developments. Road layouts should be considered as part of the overall concept and should not be the starting point of the design layout. Housing layouts dictated solely by the geometry and size of roads lead to bland, anonymous residential housing estates with no 'sense of place' or neighbourhood.

Instead, the arrangement of buildings to create enclosure and a sense of space with which residents can identify should be the primary consideration. Traffic demands generated by the resultant layout can then be checked against the requirements of road engineering standards. In this way attractive urban forms can be achieved, where security for pedestrians, cyclists and children and 'traffic calming' to ensure low ambient traffic speeds can be designed into the layout from the outset, rather than added as an afterthought.

Distributor roads should not be less than 7.3m. Direct frontage onto such distributor roads will not normally be permitted.

For more detailed guidance on the design of road layouts the designer is referred to *The Traffic Management Guidelines Manual* (May 2003) published by the Department of Transport, DoEHLG and the DTO¹. This publication provides guidance on a variety of issues including traffic planning, traffic calming and management, the incorporation of speed restraint measures in new residential designs and the provision of suitably designed facilities for public transport users and vulnerable road users. The DoEHLG *Recommendations for Site Development Works for Housing Areas* (1998) should also be referred to.

3.02.04 Car Parking in Residential Areas

Car parking standards are laid out in table 3.1. Car parking should be within the curtilage of the site where possible. While grouped car parking is acceptable, for security reasons car parking should always be overlooked by housing. No more than 10 car parking spaces should be grouped together. The visual impact of large areas of car parking can be reduced by the judicious use of screen planting, low walls and the use of different textured or coloured paving for car parking bays.

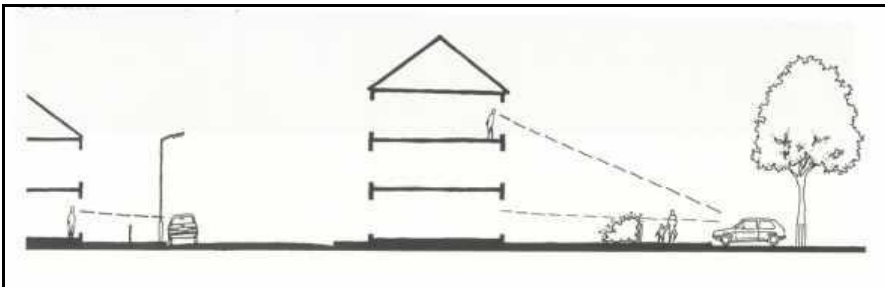


Fig. 3.1: In the interests of security car parking should be overlooked by buildings where possible

3.02.05 'Densification' of Housing Developments

New dwellings that closely overlook the rear curtilage of existing dwellings will not normally be permitted. Houses located in a piecemeal fashion to the rear of existing houses, with inadequate independent road frontage and that do not form part of a comprehensive development plan for a particular area are considered to represent sub-standard development and will not normally be permitted.

Where low density housing on large plots is proposed, the scheme should be designed so as to be capable of 'densification' later. Housing should be arranged so that additional housing, small scale office or business units can be developed on the plot at a later date, without compromising the amenity of the original house, or neighbouring residents.

¹ Available from DTO publications, Hainault House, Floor 3, 69-71 St. Stephen's Green, Dublin 2. www.dto.ie/public.htm

3.02.06 Pedestrian and Cycle Access

The Planning Authority intends that provision be made for main pedestrian and cycle links between the various centres of activity in the town and between the town centre and residential areas. All existing pedestrian routes will be preserved. New pedestrian routes should be designed with the security and safety of users in mind.

A number of pedestrian/cycle routes are identified on the plan maps. These routes (and additional routes if appropriate) should be designed into residential schemes, where relevant.

Generally, people prefer to walk along roads and streets where they can be seen by drivers, residents and other pedestrians. If segregated pedestrian routes are to be provided, they must be well-connected, well lit and overlooked by houses and other buildings. Pedestrian routes through backland areas, or which create a tunnel effect, are unacceptable.

Layouts should be designed to encourage cycling, including cycling by unaccompanied children over 12 years. Where possible, roads should be designed to be safe for cyclists. Cycle tracks should be designed in accordance with *Provision of Cycle Facilities, National Manual for Urban Areas* (1997) published by the DOEHLG and the DTO².

3.02.07 Private Open Space

Privacy is an essential part of human living and is particularly important in relation to homes. Private open space should be designed for maximum privacy and orientated for maximum sunshine and shelter. Access and layout should ensure normal household activities such as refuse and fuel storage, clothes drying etc. can be carried out comfortably. The Council will also seek to ensure that neighbouring residential amenity is protected.

Normally, minimum private open space of 55 m. sq. will be required for all houses. The standards to be applied for private open space provision per bed-space³ are 16 sq. m. for houses and 10 sq. m. for apartments and flats. (Thus a standard 3 bedroom house, with one single bedroom and two double bedrooms, would require private open space of not less than 80 m. sq.). In addition a minimum of 22m will normally be required between directly opposing rear first floor windows of habitable rooms. A minimum of 2.5m should be provided between dwellings to allow access for maintenance. Where buildings are greater than two storeys this dimension may need to be greater.

In innovative designs, where a mix of houses, maisonettes and apartments with semi-private and communal open spaces are proposed, private open space may be provided in the form of courtyards, terraces, patios, balconies and roof gardens where issues of overlooking don't arise. In such cases adequate alternative provision for storage and laundry must be provided.

3.02.08 Public Open Space and Landscape Considerations

The primary functions of public open space in housing areas are aesthetic and recreational. The purpose of the open space being provided, whether for small children playing close to their homes, larger open 'kick-about space' for older children or smaller pockets of space for visual delight, should be clear and the space designed and landscaped accordingly.

Open spaces should be provided on a hierarchical system with areas intended for small children sited within sight of their homes and larger 'kick-about' areas more remote from houses.

² *Cycle Track Design Guidelines Manual*, available from Government Publications Sales Office, Sun Alliance House, Molesworth St, Dublin 2 or www.dto.ie/publicdown.htm.

³ A bedroom of not more than 10 sq. m is considered one bed-space while a bedroom of 10 sq. m. or above is considered two bed-spaces.

Attention must be paid to the proportions and gradient of open space. Long narrow spaces and steeply sloping land will generally be unacceptable.

Open space must be considered as an integral part of the design and should always be overlooked by as many houses as possible. Incidental space and 'space left over after planning' [SLOAP] will not be acceptable as open space provision. Areas of road, grass margin, car parking and communal open space not accessible to the general public shall not be considered open space.

Public Open Space Quantitative Standards

Generally public open space in new residential development, in excess of private space attached to dwellings, shall be provided at the rate of 12 sq. m. per bed-space for houses and 10 sq. m. per bed-space for apartments. Notwithstanding the above a minimum of 15% of the site area will normally be required as public open space.

Where, in the opinion of the Planning Authority, it would not be in the interests of the proper planning and sustainable development of the area to require the provision of open space to the above standards, the Planning Authority may require a developer to pay a development contribution towards the cost of providing open spaces and/or recreational facilities elsewhere in the town. Thus, in areas close to existing or proposed public amenity/open space areas (within 200m) and in the town centre, the developer may be required to contribute towards the cost of recreational facilities elsewhere in the town, rather than provide additional open space in the immediate vicinity. Such a requirement will be in the form of an agreement under Section 47 of the Planning and Development Act 2000 (as amended) and will be in addition to the normal development levy made under the Development Contribution Scheme.

Management of Public Open Space

Developers will be required, at their expense, to vest all open spaces in the Community/Council ownership as public open space in the taking-in-charge of the estate. Refer to Section 3.02.10 for further information regarding taking-in-charge.

As the Council does not have a Parks Department or other resources to maintain public open spaces at the moment, a management plan for the maintenance of open space should be provided as part of the development proposal. This plan will outline how, and by whom (whether a management company or the residents themselves), the open space will be maintained. It is envisaged that this management plan will address the ongoing maintenance and management of public areas after the estate is taken in charge.

Where town centre or infill development is proposed, particularly apartments and flats, a reduction in the levels of public open space provided per unit may be considered acceptable if the quality of building and landscape design is sufficiently high. The developer will be required to provide sufficient detail in his/her application, including a detailed planting schedule, fully rendered drawings and samples of proposed materials for such an assessment of quality to be made.

Landscaping of Public Open Space

Landscaping is an integral part of any development and should be designed for long-term ease of maintenance. The potential of existing site features should be fully explored and planning applications should include an accurate landscape survey plan. Wherever possible, existing healthy trees should be protected and integrated into the development.

The landscaping should be appropriate to the function of the space and proposed long term maintenance plan. Thus, while seeding with grass may be appropriate for larger 'kick-about spaces', grass requires high maintenance. Tree and shrub planting, or decorative paving, are lower maintenance alternatives that may be more appropriate in smaller and highly trafficked spaces.

New trees should conform to, and be planted in accordance with, appropriate standards and codes of practice. Heavy leaf fall trees such as horse chestnut should be avoided near roads and car parks where slippery conditions could be dangerous. (These trees should also be kept away from gutters and drains.) Trees such as limes and sycamores, which are effected by sugar secreting aphids, should be avoided in car parks and seating areas. Trees such as cherry, willow and poplar, with invasive root systems, should be avoided near walls, paved areas and underground drains and services.

Generally developments should include new trees within the site at a ratio of at least two semi-mature trees per dwelling. Garden areas should be adequately landscaped. Rear gardens should be treated with a 300mm minimum cover of consolidated top soil, and front garden areas with grass, shrubs or paving.

3.02.09 Apartment Developments

The design and layout of new apartments should provide satisfactory accommodation for a variety of household types and sizes – including families with children- over the medium to long term.

Applications for apartment developments will be assessed having regard to the following document: “Sustainable Urban Housing: Design Standards for New Apartments” as issued by the Department of the Environment, Heritage and Local Government 2007.

In the Appendix of the above document are recommended minimum standards for:

- i. floor areas for different types of apartments,
- ii. storage spaces,
- iii. sizes for apartment balconies/patios, and
- iv. room dimensions for certain rooms,

all of which should be adhered to in the design and layout of new apartment buildings. Refer to Appendix D of this Plan.

It is critically important that construction works comply with all relevant requirements of the Building Regulations. Particular attention should be paid to meeting requirements in relation to Fire Safety (Part B), Sound Insulation (Part E), Conservation of Fuel and Energy (Part L), and Access for People with Disabilities (Part M). The Building Regulations and associated Technical Guidance Documents can be downloaded from the Department of Environment, Heritage and Local Government website “www.environ.ie”.

Apartment developments should be of high quality incorporating car and bicycle parking facilities (see tables 3.1 & 3.2) and refuse storage areas for the use of all residents. Refuse stores should be conveniently located, well ventilated and comply with all public health and fire safety requirements.

Where combined kitchen/living areas are proposed, the apartments should have separate facilities for clothes washing and drying.

Entrance hallways, stairs and corridors should be well designed with good lighting and ventilation.

Service ducts serving two or more apartments should, as far as practicable, be accessible from common circulation areas for maintenance purposes. The number of apartments served by a single lift/core should not exceed 24 units.

Private open space for apartments should ideally be provided in the form of terraces, balconies or patios directly accessible from each individual apartment. However the provision of some or all of the space as communal open space may be acceptable. In such cases a management plan for the maintenance of the space must be provided.

The Council requires that an adequate level of private and public open space be provided for residents. Where it is not possible to provide an adequate level of open space on the site of the apartment block the developer will be required to make a contribution to the Council towards the provision of public open space that facilitates the occupants of the apartments, where the Council consider such a contribution to be appropriate.

A residential management plan regulating the future management and maintenance of the development will normally be required as a condition of a grant of planning permission.

3.02.10 Taking In Charge

The Council will take in charge all public areas in residential estates, including public open space, roads, footpaths and public lighting in accordance with its obligations under the Planning and Development Act 2000 (as amended). The Council adopted a taking in charge policy in June 2008, in line with the requirements of Departmental Circular PD 1/08. Developers wishing to have their developments taken in charge, will be required to comply with the policies as set out therein [or as amended over time], before any development will be taken in charge by the Local Authority.

3.02.11 Infill Development

Infill development policies apply to areas that are largely built up and where the proposal is not of such a scale that it represents a major addition to, or redevelopment of, the existing physical fabric. The design of new development in these areas must be in sympathy with the existing character and must protect amenity. Proposed development must have regard to the surrounding environment and predominant design features, the existing residential density and the existence of particular elements such as groups of trees, listed buildings or open spaces.

It is an objective to seek to provide public open space to Development Plan standards in infill areas. However, where this is not possible or desirable, the Council may require a financial contribution towards the improvement of existing open space or recreational facilities (see also par. 4.2.8).

3.02.12 Street Lighting

Street Lighting should be at least to the standards set out by the ESB guidelines. Pedestrian links must also be illuminated. All electrical cabling is to be underground. Lighting levels within a development must create a secure environment. Dark corners and alleyways should be avoided. Lampposts in prominent positions can help to define an area. Two lamp posts at the entrance to a road or estate, for example, can be used to form a gateway, which will help mark the area as special, in which drivers should behave differently.

3.02.13 Road and Estate Names

Bilingual road name plates of the standard Council type shall be erected on all housing estate roads unless an alternative design has been approved by way of planning permission. It is the policy of the Council that names of residential developments should reflect local and Irish place names, local geographical features or historic features. The naming of residential estates (which shall be bilingual) shall be subject to the written consent of the Planning Authority in order to avoid duplication or confusion prior to the erection of signage advertising the development for sale. Developers are advised to consult with the Placenames Branch of the Department of Community, Rural and Gaeltacht Affairs which is an excellent source of information on the translation of placenames. Also the website www.logainm.ie is a good source of information relating to placenames in English and Irish as is the booklet "Streetnames: Guidelines" published by An Coimisiun Logainmneacha. All dwellings will be provided with numbers visible from the public road.

3.02.14 Standards of Construction

Standards of construction of roads, footpaths, sewers and drains shall be as set out in the DOEHLG publication *Recommendations for Site Development Works for Housing Areas (1998)* (and as updated and amended). Arrangements shall be made during construction work to allow monitoring by Council staff.

3.02.15 Services

All services, including electricity, telephone and TV, shall be provided underground at a depth and location to the satisfaction of the Local Authority. Provision should be made for the siting of transformer stations, control boxes, pumping stations and other necessary service buildings in unobtrusive locations. Siting so as to cause obstructions to pedestrians, persons with disability, cyclists and traffic will not be acceptable. Early discussions with utility companies are advisable. Pole mounted equipment such as transformers will not be permitted. Landscape features and utilities should be coordinated, with services bunched where necessary, to avoid tree pits.

For further guidance on this section refer to Section 3.02.13 of the County Development Plan.

3.02.16 National Route Reservations

In order to protect future residents from potential noise and other pollution appropriate setbacks may be required from existing or proposed national roads. Other noise abatement measures may also be acceptable to the Council. Each case will be considered on its merits.

3.03 Retail Development

3.03.01 Shopping Centres

Applications for shopping centre developments will be considered in the light of the recommendations of the *2000 Retail Planning Guidelines* (or as subsequently amended) and the Leitrim County Retail Strategy.

Generally, shopping centres should be located in areas zoned 'Primarily Commercial' and should incorporate other uses so as to maintain activity outside normal shopping hours. Shopping Centres are also open for consideration in the 'General Development' zone, in accordance with the County Retail Strategy. Consideration must be given to the integration of the building into the surrounding townscape and the landscaping of the site. The design of the centre should ensure that the site is not dominated by car parking.

Shopping centres must include public toilets and baby changing facilities and should, where possible include other utilities such as crèches, sub-post offices etc.

Shopping centres should provide recycling facilities and secure bicycle parking.

3.03.02 Petrol Filling Stations

Petrol filling stations should be located on the outskirts of the town but inside the 50 kph speed limits and the development boundary. The preferred location is the near side of the roadway on the way out of town.

Filling stations will not normally be allowed in open country, within the town boundary. Access to/from the proposed filling station must be in accordance with the Council's requirements, relating to traffic safety and similar issues.

The element of convenience retailing forming part of the station must be made explicit in any planning application and should be ancillary to the filling station, in accordance with the County Retail Strategy and Retail Planning Guidelines. A maximum retail floorspace of 100m² may be permitted.

3.03.03 Amusement Arcades

It should be noted that the placing of amusement machines in business premises used primarily for other purposes (e. g. take-aways, licensed premises etc.) require planning permission and is not considered by the Council to constitute exempted development.

3.03.04 Hot Food Take-Aways

Hot food take-aways will only be permitted where they do not interfere with the amenity of other businesses and neighbouring residences. In this regard potential smell, late night noise and potential litter will be taken into consideration. Planning permissions for take-aways may have a condition attached obliging them to close by 1.00am, or otherwise if deemed appropriate.

3.03.05 Nightclubs

Nightclubs will only be permitted where they do not interfere with the amenity of other businesses and neighbouring residences. In this regard potential late night noise will be taken into consideration. The size of the nightclub must be appropriate for the scale of the town and its immediate hinterland. Conditions may be attached to the operating hours of nightclubs.

3.03.06 Shop Front Design Standards

The traditional Irish shopfront is simple and uncluttered. It relied on the correct use of proportion and the use of quality, durable materials for its impact.

Modern shopfronts can reflect this tradition by remaining simple and uncluttered. Well-proportioned shopfronts that are designed as an integral part of the building elevation using durable materials work best.

Windows and doors should always be vertical in proportion. Window subdivisions should retain this vertical emphasis with individual windowpanes either vertical rectangles or square. Window sub-divisions should be symmetrical about the vertical axis of the window. See Leitrim County Council's *Guidelines on Shopfront Design*, (October 2003).

The Council requires a high standard of shop front design and advertising. Existing traditional shop fronts should be retained where possible, especially in the town centre.

The Council will encourage good shop front design, either of traditional or modern design, provided that they are constructed of appropriately robust materials and are in scale and proportion to the building and neighbouring buildings. The design must be approached in an integrated way, including signage, advertising and lighting.

Building and plot divisions should be retained externally, even when the internal divisions have been removed.

The use of external roller shutters and the permanent removal of shop fronts leaving the shop open to the pavement are unacceptable. Security shutters should be mounted behind the window glazing and be of the open grill type and coloured to blend with the overall shop front. Alternatives to roller shutters, such as removable timber shutters or open grills are preferred.

Externally mounted loudspeakers are unacceptable.

Internally lit neon signs, flashing, reflectorised or glitter type signs located on or visible from the exterior are unacceptable.

Signs and advertising of excessive size or number, or projecting above the parapet/eaves height or outside the bulk of the building are unacceptable.

Where brand or corporate signage is permitted it will be expected to be in a form and design which is compatible with the streetscape. Compatibility with the streetscape and individual buildings will be considered more important than the uniformity between branches of a company.

Projecting brand signs, of whatever type or design, are unacceptable.

3.04 Building Design Guidelines

3.04.01 Introduction

While the guidelines below are not intended to produce replicas of 19th century buildings, they are intended to ensure that new development is sympathetic to the established built fabric of the town.

3.04.02 Massing

As in most Irish towns, the 19th and early 20th century buildings in Carrick-on-Shannon are simple, robust structures with little external decoration. While this was primarily a response to a wet and windy climate, the result was simple, elegant structures.

This simplicity is a defining feature of Carrick-on-Shannon and it is important that it is retained in new development. Generally, special features such as projecting bays, setbacks, clocktowers and overhangs are best avoided.

All buildings should have their principal elevation fronting onto the public street or laneways. Gable ended elevations fronting onto streets (other than corners or end of terraces) are not acceptable. If chimneys are being provided they should be of sufficient scale to appear robust and project from the apex of the roof. Other vents should be located to the rear of the building.



Fig. 3.2: Where new streets are proposed individual building units should be designed so as to form part of a streetscape, even where no development exists next door at present.



Photo. 3.1: The new development on the bypass forms a strong urban street frontage.

3.04.03 Proportions

Generally buildings should be vertical in proportion, both in terms of the overall elevation and individual components such as windows and doors. Where large plots lead to a wide street frontage, the building can be sub-divided into bays.

The area of all openings in an elevation should be clearly less than the area of masonry, so that windows appear as openings punched into a solid wall. Generally the greater the area of masonry the more solid the building appears. It is especially important that corners appear robust. Window openings should be a minimum 1,200mm from any external corner.

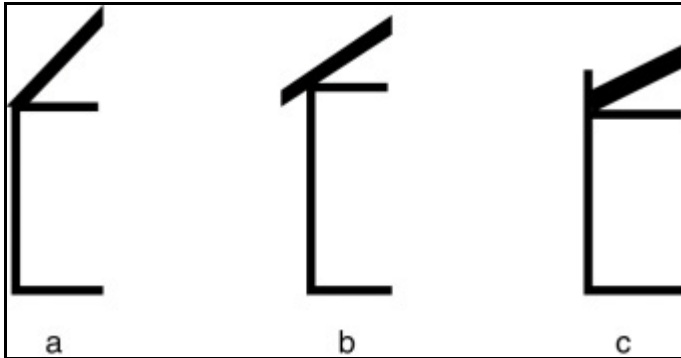


Fig. 3.3: Roof Pitches

Pitches should generally be between 45 – 50°, with minimal eaves overhang (a). Shallower pitches and large overhangs are alien to the character of the Irish town (b).

Larger spans may be roofed with a shallow pitch or flat roof. In such cases screening the roof with a parapet wall to the main elevation is the most appropriate response (c).



Fig. 3.4: Appropriate Window Subdivisions

It is important that the vertical proportions for the main elevational elements are carried through into details such as windows.



Fig. 3.5: Inappropriate Window Subdivisions

Asymmetric subdivisions and windows with a horizontal emphasis are generally inappropriate

3.04.04 Materials

A limited range of materials and finishes ensures a degree of harmony between neighbouring buildings.

Roofs should be blue black in colour. Natural or artificial slate, or plain grey concrete tiles are appropriate roofing materials. Metal deck (coloured grey) or flat roofs may be acceptable for large spans. In such cases the eaves should be concealed by a parapet wall.

Walls should generally be coloured render or other material to give a rendered appearance. Brick or stone may be acceptable for details such as window or door surrounds but are best avoided. Brick is not appropriate as the primary façade finish.

Materials and finishes in the 'public realm', (roads, footpaths, street furniture etc.) should generally be consistent with that elsewhere in the town. Decorative paving can be useful to highlight particular features such as the laneways and around street trees.

In the case of renovation of older buildings, the use of materials appropriate to the building is required.

3.05 Advertising and Signage

The Council accepts that advertising is an integral part of commercial and industrial development. However, in considering applications for advertising structures, it remains the primary concern of the Planning Authority to protect the essential character of the town.

Advertising in the Architectural Conservation Area will be limited to the advertising of premises on which the advertisement is mounted.

3.05.01 Location of Advertising

The Council is opposed to advertisements in residential areas, on or near buildings of architectural or historical importance, adjacent to amenity and recreational areas. As advertising is an accepted part of commercial and shopping activity, appropriate levels and types of it will generally be allowed on commercial buildings and shops. Control will be exercised to prevent clutter in any location and to limit the size and number of signs on any building.

3.05.02 Design of Advertising

The Council will seek to avoid a proliferation of advertisements in the town. Proposals for signs and advertising structures should:

- be in scale and harmony with the surrounding environment;
- not interfere with the safety and free flow of pedestrian and vehicular traffic;
- not obscure traffic signs;
- not impair the amenities of the area;
- not interfere with windows or other features of a building façade; and
- not project or obtrude, in whole or part, above the eaves of the building or skyline.

Large billboard/prismatic advertisement hoardings will not normally be permitted.

3.05.03 Temporary and Free-Standing Advertisements

Free-standing advertising structures, such as sandwich boards, which may require a license under Section 254 of the Planning and Development Act 2000 (as amended), will not be allowed on footpaths or in pedestrian areas where they have the potential to cause an obstruction and may be a hindrance, particularly to persons with disability.

Temporary advertisements, advertising local events, may be permitted in certain positions and in greater numbers than would be acceptable on a permanent basis. These advertisements must be removed within seven days of the end of the event. Where locations are considered suitable, advertising panels may be permitted on builder's hoardings for a specified period. As a general principle the planning authority has a clear preference for smaller sized and vertical proportioned advertising panels.

3.06 Telecommunications Masts and Satellite Dishes

Telecommunications masts, large satellite dishes and associated equipment should be located on existing masts or pylons, or in industrial or utility areas. They may be permitted on high buildings of utility or industrial types but will not be permitted on churches or other civic buildings, in the vicinity of schools or residential areas.

Satellite dishes should generally be located to the rear of buildings. Planning permission will be required for satellite dishes on protected structures, on buildings/locations within the architectural conservation zone and for dishes that exceed 1m diameter (in accordance with the Planning and Development Regulations 2001).

3.07 Environmental Impact Assessments

The Council will operate the provisions of the European Communities (Environmental Impact Assessment), Regulations 97/11/EC of 1997 and the Planning and Development Act 2000 (as amended), EIS Amendment Regulations SI No 93 of 1999 and as subsequently amended. All developments, to which these regulations apply including proposed public authority projects, will be required to submit detailed Environmental Impact Statements as part of the planning approval process.

3.08 Care for Persons with Disability

In addition to the obligation to provide for the needs of persons with a disability contained in the Building Regulations, the Council shall require all public footpaths and pedestrian links to be accessible to persons with disability. Street furniture shall be placed in such locations as to not impede wheelchairs, push chairs and buggies. Footpaths must be dished and marked by stippled paving at crossing points.

3.09 Development Contributions and Cash Deposits

3.09.01 Development Contributions

The Council will levy all development in accordance with a levy scheme prepared and adopted by the Council under Section 48 of the Planning and Development Act 2000 (as amended). The Council reserves the right to impose additional levies in particular circumstances, in accordance with Section 48(2)(c) and Section 49 of the Planning and Development Act 2000 (as amended).

3.09.02 Cash Deposits and Bonds

Developers will be required to lodge a Cash Deposit or Insurance Bond (or similar bond acceptable to the Planning Authority) for the satisfactory completion of residential and other developments and their ancillary services, whether or not they are taken in charge and prior to their being taken in charge. In determining the amount of the bond, the previous record of the developer in completing estates satisfactorily will be taken into consideration. Deposits/Bonds will be required in residential, industrial estate development and other developments as the Council considers necessary. It is Council policy that all housing developments will be taken-in-charge on completion, where requested, and where they meet the appropriate standards as adopted by the Council, in it's Taking in Charge policy document (refer also to Section 3.02.10).

3.10 Planning Advice and Guidance

3.10.01 Planning Clinics

The Council operates a system of free planning advice where intending developers or individuals can avail of guidance on all planning matters. It is intended that this system will continue for the period of this plan. All persons contemplating development are strongly advised to consult with Council planning officials prior to submitting planning applications. Prospective developers are advised to submit maps identifying the location of the development proposal, sketch designs and other details of the scheme prior to the consultation meeting, in order to make the meeting as productive as possible.

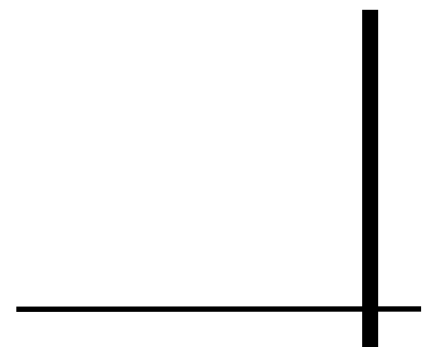
Even in the event that intended development is exempt and therefore does not require planning permission, developers are advised to consult with the Planning Authority before beginning work, so as to satisfy themselves that no planning permission is required. Section 5 applications for Certificates of Exemption may be required.

Advice given by an officer of the Council during the course of these consultations shall not prejudice the performance by the Planning Authority of any other of its functions under the Planning and Development Act 2000, as amended, or any regulations made under that Act, and cannot be relied upon in the formal planning process or in legal proceedings.



SECTION 4

Statement on the Likely Significant Effects on the Environment of Implementing the Plan



4.01 Strategic Environmental Assessment - Legal Context

The European Union Strategic Environmental Assessment (SEA) Directive (2001/42/EC) requires an environmental assessment be carried out for all plans and programmes that are prepared for certain specified sectors, including land use planning. The following Regulations were introduced which transposed this Directive into Irish law:

- The European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004) and
- Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004).

The SEA Regulations state that SEA is mandatory for certain plans while screening for SEA is required for other plans that fall below the specified thresholds. Where plans fall below or outside of the specified thresholds a screening report is required to be carried out to determine whether the making and implementation of a particular plan will or will not, lead to significant environmental consequences for the plan area.

Article 14A (2) of Planning and Development (Strategic Environmental Assessment) Regulations 2004 states where it is proposed to prepare or amend a local area plan (for an area where the population is less than 10,000) the local authority are required, prior to giving notice of its intentions to prepare or amend a local area plan, to consider whether or not the implementation of the local area plan would be likely to have significant effects on the environment. The criteria against which this is required to be measured/screened is set out in Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

4.02 Purpose of the Screening Report

“Screening” is defined as *“the process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA”* (Assessment of the Effects of Certain Plans and Programmes on the Environment, 2004, Guidelines for Regional & Planning Authorities, pg 12).

The population of Carrick-on-Shannon is 2,595 (CSO, 2006), thus falling below the specified threshold of 10,000 population therefore a screening report is required. The purpose of this screening report is to determine whether the Carrick-on-Shannon Local Area Plan requires a Strategic Environmental Assessment (SEA).

As already mentioned, the criteria for determining whether an SEA is required is set out in Schedule 2A of the Planning and Development Strategic Environmental Assessment) Regulations 2004.

This report has been prepared in order to determine whether the preparation of the Local Area Plan for Carrick-on-Shannon 2010-2016 will or will not have any likely significant environmental effects in terms of the SEA requirements.

4.03 Assessment

An assessment of the proposed Local Area Plan for Carrick-on-Shannon 2010-2016 in terms of the criteria set out in Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 is set out as below. The assessment has been carried out in the order in which the criteria have been laid out in the above mentioned Schedule 2 A.

Criteria for Determining Whether a Plan is Likely to Have Significant Effects on the Environment

4.03.01 The character of the plan having regard, in particular, to;

- i) *The degree to which the plan sets a framework for projects and other activities, either with regard to location, nature, size and operating conditions, or by allocating resources;*

Assessment:

The Carrick-on-Shannon Local Area Plan will set out a development framework for the planned, co-ordinated and sustainable development of Carrick-on-Shannon and for the conservation and enhancement of its natural and man made environment. The plan will seek to provide guidance in the form of policies and objectives for the development of social, physical and environmental infrastructure in a sustainable manner for Carrick-on-Shannon. The plan will provide; a statutory land use framework and land-use zoning matrix, a detailed framework for determining planning applications and will establish a basis for co-ordinating development through prescribed development standards, policies and objectives while protecting and enhancing the natural and man made environment.

- ii) *The degree to which the plan influences other plans, including those in a hierarchy;*

Assessment:

The Plan will be informed by the hierarchy of national policy (National Spatial Strategy), regional (Regional Planning Guidelines) and local plans (County Development Plan). In particular, the Carrick-on-Shannon Local Area Plan will be in accordance with the principles of sustainable development and the commitment to the enhancement and protection of the natural and man made environment as set out in the County Development Plan 2009-2015.

It is not anticipated that the plan will have a significant environmental effect on any other plans – it will only influence any future plans that may be prepared for designated lands within the proposed town boundary.

- iii) *The relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development;*

Assessment

The Plan will be in accordance with the provisions set out in Part II, Chapter II, Sections 18-20 of the Planning and Development Act 2000 (as amended) and therefore related to the proper planning and sustainable development of the area. The Plan will be consistent with the objectives of the County Development Plan which itself was the subject of an SEA. The Plan will ensure that developments in the Carrick-on-Shannon area will be carried out in a co-ordinated sustainable manner that is sympathetic to the existing character of the area. The plan will have due regard to the specific needs and attributes of the area while conforming with the relevant environmental provisions of the various plans, legislation and guidance documents which will inform the making of the plan. Examples of these documents include, but are not limited to:

The National Development Plan
National Spatial Strategy
Border Regional Planning Guidelines
The County Development Plan 2009-2015
Development Management Guidelines -June 2007
Development Plans Guidelines -June 2007
Landscape and Landscape Assessment and Appendices 2000
Retail Planning Guidelines 2005
Strategic Environmental Assessment (SEA) 2004
Sustainable Rural Housing Guidelines 2005
Sustainable Urban Housing: Design Standards for Apartments - Guidelines for Planning Authorities 2007
Sustainable Residential Development in Urban Areas 2008 & companion document "Urban Design Manual – A Best Practice Guide" 2008.
The Government White Paper "Delivering a Sustainable Energy Future for Ireland 2007-2020".

iv) Environmental problems relevant to the plan

Assessment

The development boundary of the current LAP is in close proximity to a proposed Natural Heritage Area, however, it is not envisaged for the reasons set out in 4.03.2 v) below, that the boundaries of the town will be extended to include these sensitive lands. The protection and conservation of this area is important from a local and national perspective and this will be reflected in the approach taken in making the new LAP for Carrick-on-Shannon. Environmental considerations will be taken into account in the making of the Plan.

Having regard to the location of the town along the River Shannon, one area of particular interest is the issue relating to flood risk management. It is intended that a flood risk study of the town will be carried out and this will influence any zoning or rezoning as appropriate in the town.

No significant environmental problems have been identified or are envisaged in relation to the proposed plan.

v) The relevance of the plan for the implementation of European legislations on the environment (e.g. plans linked to waste-management or water protection);

Assessment

Issues relating to European Union Legislation on the environment are provided for in the County Development Plan 2009-2015. The Plan will be consistent with the policies and objectives of the County Development Plan which itself was the subject of an SEA. The LAP will therefore be guided and informed by the relevant European legislation on the environment including; waste management and water protection policies and objectives as set out in the County Development Plan 2009-2015.

4.03.02 Characteristics of the effects and of the area likely to be affected, having regard, in particular to

- i) The probability, duration, frequency and reversibility of the effects;*

Assessment

The land which will be the subject of the LAP is currently zoned under the current Carrick-on-Shannon Local Area Plan. It is not anticipated the new LAP will zone significantly more land than is already zoned, if any at all (refer to 4.03.2 v below). The land use assigned to existing zoning will be reviewed and revised if appropriate. The lifetime of the LAP will be 6 years from the date of its adoption and will be renewed every 6 years. The implementation of the Carrick-on-Shannon LAP shall impact on the entire plan area in a phased manner throughout the lifetime of the plan. It is intended that the plan shall, in the main, continue the already established (under the current LAP) development pattern for the future of the area. Whilst it is acknowledged that there will be a certain amount of habitats/species lost as a direct result of development, the Council intends to reduce the overall impact through appropriate policies and objectives. It is considered that there will be no significant negative effects arising from implementing the plan and that the plan will continue to have a positive contribution on the area. It is expected that the positive effects would, in the main, be permanent and therefore irreversible.

- ii) The cumulative nature of the effects;*

Assessment

The focus on the principles of sustainable development will ensure that there are no notable adverse cumulative negative effects on the environment. The development of Carrick-on-Shannon will occur in a phased manner and in accordance with the Settlement Strategy of the Leitrim County Development Plan 2009-2015 and targets set by the Regional Planning Guidelines which are currently under review and again for which a SEA will be prepared. It is anticipated that the town of Carrick-on-Shannon will grow in a planned and sustainable manner.

- iii) The transboundary nature of effects;*

Assessment

No likely significant transboundary effects have been identified.

- iv) The risks to human health or the environment (e.g. due to accidents);*

Assessment

There are no SEVESO sites in or near the Carrick-on-Shannon Local Area Plan area and as such, possible risks to human health or the environment due to accidents have not been identified. There are no risks to human health or the environment envisaged arising from the Plan.

- v) *The magnitude and spatial extent of the effects (geographical area and size of the population) likely to be affected due to:*

Assessment

The total LAP area of the existing LAP for Carrick-on-Shannon is circa 390 hectares. It is not envisaged that the existing development boundaries will change significantly in the new LAP. The population of Carrick-on-Shannon in 2006 was 2,595. It is expected that the potential population of Carrick-on-Shannon in 2016 will increase by 948 or (380 residential units – 2.5 persons per household) to 3,543. A survey of all existing, permitted and under construction residential units in Carrick-on-Shannon was carried out in August 08 and it was found that there were 368 residential units either under construction, vacant or permitted but not yet constructed. In addition, the housing land availability returns for 2008 indicate that there are approximately 86 hectares of undeveloped zoned land available for residential development. As these figures indicate, it is not envisaged that there will be a need to zone significantly more undeveloped lands for residential development than are currently zoned for residential purposes in the town to accommodate the future growth of the town.

- vi) ***The value and vulnerability of the area likely to be affected due to:***

- a) *special natural characteristics or cultural heritage;*

Assessment

There are no Natura sites (SAC's or SPA's) located either within the current development boundary of the town or close to the town. There are no Natural Heritage Areas or Proposed Natural Heritage areas within the boundaries of the town plan area. As already mentioned there is a proposed Natural Heritage Area located outside of the current town boundary and to the North West of the town as indicated on Map 2. *Current Carrick-on-Shannon LAP 2004-2010 Town Boundary*

The Plan area contains cultural heritage in the form of Recorded Monuments, Zone of Archaeological Interest and Protected Structures, all of which are listed for protection under the County Development Plan 2009-2015. An Architectural Conservation Area (ACA) is also included in the plan area and this was also identified in the County Development Plan 2009-2015 which was the subject of an SEA. The purpose of the ACA is to give the necessary protection to the buildings and urban environment. It will be the intention of the Plan to preserve and/or enhance those buildings, structures, trees, open spaces, archaeological remains, views and other elements which contribute to the unique character of the area. All planning applications will be referred to the relevant bodies for comments as appropriate and will be dealt with to best practice standards.

Policies and objectives to protect the area's cultural characteristics and the special natural characteristics will be included in the plan.

- b) *exceeded environmental quality standards or limit values;*

Assessment

It is anticipated that environmental quality standards will not be exceeded and that the value of the area will not be limited as a result of the implementation of the LAP. The plan will contain objectives and policies which will aim to reduce the overall impact of development in the plan area in order to protect the environmental qualities of the area.

c) *intensive land-use***Assessment**

The LAP will contain various strategies including a land use strategy, urban design strategy, conservation strategy and infrastructure and environmental protection strategy. Design guidelines and development standards will be included in the plan and the LAP will be guided by the various Guidance Documents issued by the DoEHLG such as the Sustainable Urban Housing: Design Standards for Apartments - Guidelines for Planning Authorities 2007 and the Sustainable Residential Development in Urban Areas 2008 & companion document "Urban Design Manual – A Best Practice Guide" 2008. It is not envisaged that the existing development boundaries of the current LAP will be significantly extended for reasons as outlined under 2 v) above and it is not expected that environmentally sensitive areas will be significantly impacted upon.

vii) *The effects on areas or landscapes which have a recognised national, European union or international protection status.***Assessment**

There are no sites within the development boundaries of the current LAP which have a recognised national, European Union or international protection status. There is a proposed Natural Heritage Area located to the north west of the town (see Map 2). This area also lies within an area of High Visual Amenity (HVA) as identified in the County Development Plan 2009-2015. It is not envisaged that the boundaries of the current LAP will be significantly extended having regard to the current number of permitted/vacant residential units and the amount of undeveloped zoned lands for residential development currently in Carrick-on-Shannon (approx. 86 hectares – based on the 2008 housing land availability returns). However, should further lands be zoned it is unlikely to be in this particular area having regard to:

- the location of the current preferred route for the N.4 Carrick-on-Shannon By-Pass which is runs through these lands and
- the sensitive nature of the area (proposed NHA and HVA).

It is not considered that any development consequent to the implementation of the Carrick-on-Shannon LAP will have a detrimental effect on any such areas.

4.04 Conclusion

An SEA is not mandatory for the Carrick-on-Shannon Local Area Plan as its current and projected population is less than 10,000. Leitrim County Council has carried out an assessment in accordance with the criteria set out in Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and initially concluded that the environmental effects of implementing the LAP are unlikely to be significant and therefore an SEA will not be required for the Carrick-on-Shannon Local Area Plan. The Carrick-on-Shannon Local Area Plan will be carried out in accordance with the principles of sustainable development and the commitment to the enhancement and protection of the natural and man made environment as set out in the County Development Plan 2009-2015 which itself was the subject of an SEA.

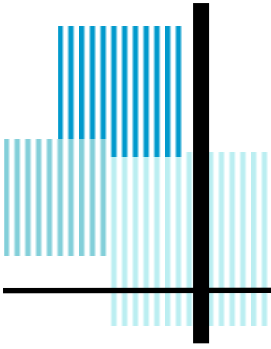
A final determination was not made however until the specified environmental authorities (the Environmental Protection Agency (EPA), the Department of Communications, Energy and Natural Resources (DCENR) and the Department of the Environment, Heritage and Local Government (DoEHLG)) were consulted. The above bodies are invited to make a submission or observation in relation to whether or not the proposed Local Area Plan would be likely to have significant effects on the environment.

Of the three bodies consulted, two responded, the Department of the Environment, Heritage and Local Government and the Department of Communications, Energy and Natural Resources. No response was received from the Environmental Protection Agency.

Having had regard to the requirements of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and having consulted with the Environmental Authorities and considered their submissions, it is the determination of the Planning Authority under Article 14 A (5) of the Regulations that a strategic environmental assessment is not required in respect of the proposed Local Area Plan for Carrick-on-Shannon 2010-2016.

Appropriate Assessment

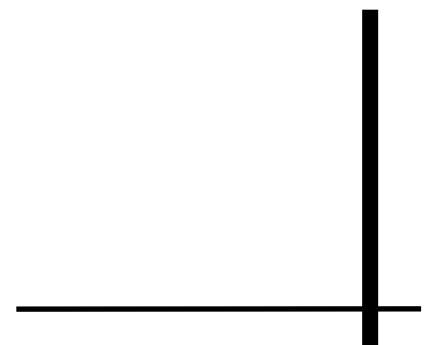
The Plan would not adversely affect any sites of significant environmental importance in terms of the requirements of Article 6 of the Habitats Directive. Accordingly the requirements in respect of an Appropriate Assessment do not apply.



SECTION 5

Appendices A – G

(Appendix A is a
separate A3 Booklet)



Appendix B Issues Raised during the Pre-Draft & Draft Consultation Phases

Public Meetings

The main issues raised related to:

- The consolidation of the town centre
- Car Parking Costs
- Traffic Flow
- Pedestrianisation
- Job creation
- Rents and Rates
- Partnership with Council re funding
- The need to prioritise & target specific projects
- Marketing of Carrick
- Catering for Tourists
- Litter/dog soiling
- Drinking/Vandalism
- Social Inclusion
- Lighting
- 400th Anniversary
- Accessibility of the town centre and parking issues, in particular the need to make better use of the car parking facilities at the Council's Fire station
- The need to develop 'Flynn's field / central park'
- The need to enhance the Public Domain of the town centre
- The issue of lack of transparency in the (rates) Valuation System
- Bus parking facilities to service the town

Meetings with Councillors

The main issues raised relate to:

- The consolidation of the town centre
- The approach to the plan
- Making the town more attractive
- Traffic Flow
- Lighting and Street Furniture
- Rents
- Car Parking Costs/Parking Strategy
- Businesses leaving/vacancies
- Pedestrian Crossings
- Develop the amenity that is the River Shannon e.g. make available community mooring facilities
- Pedestrianisation/feasibility study
- Support for local residents groups
- Zoning/Flooding
- Brand Name Retail Shops
- Boutique Type Shopping
- Linear Park
- Regional Sports Centre
- Marinas
- Road Improvements
- Signage

Appendix C Recommended Minimum Floor Areas and Standards

Apartment Type	Apartment Size
One Bedroom	45 sq.m
Two Bedroom	73 sq.m
Three Bedroom	90 sq.m

Table 5.1: Minimum Overall Apartment Floor Areas

Apartment Type	Min. Width of Living/Dining Area	Min. Aggregate Floors Area of Main Living/Dining/Kitchen Rooms
One Bedroom	3.3m	23 sq.m
Two Bedrooms	3.6m	30 sq.m
Three Bedrooms	3.8m	34 sq.m

Table 5.2: Minimum Aggregate Floor Areas for Living/Dining/Kitchen Rooms, And Minimum Widths for the Main Living/Dining Rooms

Note: An enclosed (separate) kitchen should have a minimum floor area of 6.5 sq.m. In most cases, the kitchen should have an external window.

Type	Minimum Width	Minimum Floor Area
Single Bedroom	2.1m	7.1 sq.m
Double Bedroom	2.8m	11.4 sq.m
Twin Bedroom	2.8m	13 sq.m

Table 5.3: Minimum Bedroom Floor Areas/Widths

Note: Minimum floor area exclude built-in storage presses

Apartment Type	Minimum Aggregate Bedroom Floor Area
One Bedroom	11.4 sq.m
Two Bedrooms	11.4 + 13 sq.m = 24.4 sq.m
Three Bedrooms	11.4 + 13 + 7.1 = 31.5 sq.m

Table 5.4: Minimum Aggregate Bedroom Floor Areas

Apartment Type	Storage Area
One Bedroom	3 sq.m
Two Bedrooms	6 sq.m
Three Bedrooms	9 sq.m.

Table 5.5: Minimum Storage Space Requirements

Apartment Type	Minimum Balcony Size
One Bedroom	5 sq.m
Two Bedrooms	7 sq.m
Three Bedrooms	9 sq.m.

Table 5.6: Minimum Floor Areas for Main Apartment Balconies

Source: Sustainable Urban Housing: Design Guidelines for New Apartments- Guidelines for Planning Authorities (2007) published by DoEHLG

Appendix D Record of Protected Structures

List of Protected Structures in Carrick-on-Shannon			
No.*	Year of Adoption	Description	Address
42	1985	Old Barrel Store (also referred to as Former Fire Station)	Bridge St. Carrick-on-Shannon
43	1985	Remains of Tower	ByPass/Bridge St., Carrick-on-Shannon
44	1985	Hatley Manor	St. George's Tce., Carrick-on-Shannon
45	1985	Mc Cann Memorial Clock	Bridge St./Main St., Carrick-on-Shannon
46	1985	Market Yard & Buildings	Bridge St./St. George's Tce., Carrick-on-Shannon
47	1985	Costello Memorial Chapel	Bridge St., Carrick-on-Shannon
48	1985	Town Hall	Bridge St. Carrick-on-Shannon
49	1985	St. Mary's Catholic Church	Main St. Carrick-on-Shannon
50	1985	St. Georges Church of Ireland	Church Lane, Carrick-on-Shannon
51	1985	Former Dispensary	Leitirm Road, Carrick-on-Shannon
52	1985	Former District Hospital	Summerhill, Carrick-on-Shannon
53	1991	Lodge, St. Patrick Hospital	Summerhill, Carrick-on-Shannon
54	1991	National Irish Bank	St. George's Tce., Carrick-on-Shannon
55	1985	Terrace	St. George's Tce., Carrick-on-Shannon
56	1997	Courthouse	Off George's Tce. Carrick-on-Shannon
57	1997	The Lodge	Off George's Tce. Carrick-on-Shannon
58	1997	Governor House	Off George's Tce. Carrick-on-Shannon
59	1997	Gaol	Off George's Tce. Carrick-on-Shannon
60	1997	Infirmary	Off George's Tce. Carrick-on-Shannon
274	2005	Water Tower	Water Tower, Summerhill, Carrick-on-Shannon
276	2005	Post Box	Postbox, Lisnagot, Carrick-on-Shannon
277	2005	Post Box	Post Box, Summerhill, Carrick-on-Shannon
278	2005	Presentation House - Detached 8 bay 3 storey former barracks	Presentation House, Main St., Carrick-on-Shannon
279	2005	Presentation House - freestanding 2 bay single storey outbuilding	Presentation House, Main St., Carrick-on-Shannon
280	2005	Carved Stone Plaque, St. George's Church Grounds	St. George's Church Grounds, Church Lane Carrick-on-Shannon
281	2005	Peyton Tomb, St. George's Church Grounds	Peyton Tomb, St. George's Church Grounds Church Lane, Carrick-on-Shannon
282	2005	Wills Tomb, St. George's Church Grounds	Wills Tomb, St. George's Church Grounds, Church Lane, Carrick-on-Shannon
283	2005	St Georges Mausoleum	St George's Mausoleum, St. Mary's Close, Carrick-on-Shannon
284	2005	End of terrace 3 bay 2 storey house	Raval Clothes Shop & House Main St., Carrick-on-Shannon
285	2005	End of terrace 3 bay 2 storey former presbytery	Grafters & House, Main St., Carrick-on-Shannon
286	2005	Railings to St Mary's Church	Railings to St Mary's Church, Main Street, Carrick-on-Shannon
287	2005	End of terrace 4 bay, 2 storey house	Reynolds Butcher, Moonstone & House, Main St., Carrick-on-Shannon
288	2005	End of terrace 6 bay 3 storey public house	P. Flynn & Co. Bar, Main St., Carrick-on-Shannon
289	2005	Teagasc, Bridge Street	Teagasc, Bridge Street, Carrick-on-Shannon
291	2005	Post Office Extension,	Post Office Extension, St. George's Tce.

		St. George's Terrace	Carrick-on-Shannon
292	2005	Post Office, St. George's Tce.	Post Office, St. George's Tce., Carrick-on-Shannon
293	2005	Hoist, Quayside	Quayside, Carrick-on-Shannon
294	2005	Stable Folly, Hatley Manor	Stable Folly, Hatley Manor, St. George's Terrace, Carrick-on-Shannon
295	2005	Courthouse	Shannon Lodge, Carrick-on-Shannon
297	2005	Glasshouse, Hatley Manor	Glasshouse, Hatley Manor, St. George's Terrace, Carrick-on-Shannon
298	2005	Old Quay Walls, Quayside	Quayside, Carrick-on-Shannon

Table 5.7: List of Protected Structures in Carrick-on-Shannon

* refers to No. indicated on the Record of Protected Structures as found in Appendix A of the County Development Plan 2009-2015.

Appendix E Guidelines on Flood Risk and Development

- 1. Development that is sensitive to the effects of flooding will generally not be permitted in flood prone or marginal areas.**

[Preventing such development, where flooding would result in significant hardship, financial losses or costs, will avoid increasing the existing level of risk and will protect the proposed new development from the human (stress and ill-health for example) and financial costs of flood events. It will also eliminate or reduce expenditure on flood protection measures and compensation.]

- 2. Appropriately designed development, which is not sensitive to the effects of flooding, may be permissible in flood plains provided it does not reduce the flood plain area or otherwise restrict flow across floodplains.**

[Examples of such development might include park areas, sport pitches, certain types of industry, warehousing, etc. designed to be flood resistant and/or insensitive. Such development should only be permitted provided it incorporates adequate measures to cope with the ever-existent flood risk, e.g. adequate drainage systems, safety measures, emergency response facilities and/or warning and response systems and where it is considered that flooding would not result in significant hardship/financial loss or cost.]

- 3. Development must so far as is reasonably practicable incorporate the maximum provision to reduce the rate and quantity of runoff. E.g.:-**
 - **Hard surface areas (car parks, etc.) should be constructed in permeable or semi-permeable materials**
 - **On site storm water ponds to store and/or attenuate additional runoff from the development should be provided**
 - **Soak-aways or French drains should be provided to increase infiltration and minimize additional runoff.**

[Such sustainable design/construction measures are desirable in most areas and essential in floodplains, areas liable to flooding, and areas where the conveyancing capacity of watercourses is marginal. In all of these cases development that reduces the rate of absorption or increases the rate of runoff increases the risk of flooding lands and properties downstream.]

- 4. For developments adjacent to watercourses of a significant conveyance capacity any structure (including hard landscaping) must be set back from the edge of the watercourse to allow access for channel clearing/maintenance.**

[A setback of 5m-10m is required depending on the width of the watercourse.]

- 5. Development consisting of construction of embankments, wide bridge piers, or similar structures will not normally be permitted in or across flood plains or river channels.**

[Such structures restrict/obstruct flow and increase the risk of flooding to property and land upstream. If it is considered necessary, in exceptional cases, to permit such structures, they should be designed to minimize and/or compensate for any potential negative effects.]

6. All new development must be designed and constructed to meet the following minimum flood design standards:-
- For urban areas or where developments (existing, proposed or anticipated) are involved – the 100 year flood.
 - For rural areas or where further developments (existing, proposed or anticipated) are not involved – the 25 year flood
 - Along the coast and estuaries – the 200 year tide level
 - Where streams, open drains or other watercourses are being culverted – the minimum permissible culvert diameter is 900mm. (Access should be provided for maintenance as appropriate.)

[The application of higher design standards may be appropriate in certain cases where the level of risk and/or uncertainty warrant it e.g. hospitals or other emergency services, main roads, chemical plants, cultural repositories, areas of karst etc.]

7. A flood impact assessment and proposals for the storage or attenuation of run/off discharges (including foul drains) to ensure the development does not increase the flood risk in the relevant catchment, must accompany applications for Planning Permission for development of areas exceeding 1 Hectare.
8. A certification from a competent person that the development will not contribute to flooding within the relevant catchment must accompany applications for Planning Permission for development of areas of 1 Hectare or less.

Appendix F Bibliography

The following publications are referred to in the plan;

Access for All, The Irish Wheelchair Association, available from the IWA National Headquarters, Áras Cúchulainn, Blackheath drive, Clontarf, Dublin 3 (www.iwa.ie)

Buildings for Everyone (2002) published by the National Disabilities Authority

Census of Population 2002 Central Statistics Office 2003, available from (www.cso.ie)

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