



NATIONAL
BUILDING
AGENCY



CURRAGH-LISSYWOLLEN NORTH LOCAL AREA PLAN 2006

CURRAGH - LISSYWOLLEN NORTH

Local Area Plan 2006 - 2012

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Curragh-Lissywollen North Local Area Plan 2006

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1. Introduction

1.1 Study Area

The Local Area Plan comprises a total area of 85.3 hectares lying immediately north of the N6 Athlone By-Pass, approximately 2km north east of Athlone town centre. The area lies within the administrative jurisdiction of both Athlone Town Council and Westmeath County Council. The site is bounded by the N55 National Primary Route to the north and west, the N6 Athlone By-Pass to the south and the R916 to the east.

The study area encompasses part of the Curragh and Lissywollen townlands and small areas of the Cloghanboy, Cornamagh and Cornamaddy townlands.

1.2 Background and Purpose of the Plan

The aims of this Local Area Plan are to:

- Provide a coordinated framework for the future development of the lands which are zoned in the County Development Plan (Athlone Environs) as 'Residential,' 'Institutional and Educational,' 'Light Industrial Technological' and some 'Commercial.'
- Determine a distribution road network for the area.
- Facilitate development that integrates with the existing northeast area of Athlone's Environs.
- Identify the services, infrastructure and amenities required to serve the area.

This LAP will remain in force for a period of six years, the goal of which is to develop a framework that will remain flexible and relevant to the sustainable and long-term development of the lands in question.

The logic in developing the Curragh-Lissywollen North lands is rooted in a hierarchy of existing statutory National, Regional and County plans.

- The *National Spatial Strategy* identifies Athlone as a one of three towns comprising the linked gateway (Athlone-Tullamore-Mullingar) of the Midlands region. The Plan area is strategically located in terms of this linked gateway due to its proximity to Athlone town centre and its location between the N6 Strategic Radial Corridor, linking the Gateway cities of Dublin and Galway, and the N55 Strategic Linking Corridor, connecting the linked Gateways of Athlone and Mullingar.
- The *Regional Planning Guidelines for the Midlands Region* emphasise the importance of building up the critical mass of the region and focusing accelerated population and economic growth to gateway towns such as Athlone. In terms of industry and employment, the Guidelines highlight the specialisation of Athlone in education and retailing and that there is a shift from the manufacturing industry to the skilled service sector of the economy.
- The *Athlone Environs Town Plan 2002-2008* identifies the need for a co-ordinated and planned approach to the development of this area and it is a specific objective of the Plan to determine a road network for the area.

The Curragh-Lissywollen North Local Area Plan does not fall under the mandatory requirements for the preparation of a Strategic Environmental Assessment (SEA). However, it was deemed necessary to screen the Plan in order to establish the need for SEA. The Planning and Development (Strategic Environmental Assessment) Regulations 2004 state that if determined necessary the prescribed environmental authorities can be consulted. The Environmental Protection Agency (EPA), Minister for the Environment, Heritage and Local Government and the Minister for Communications, Marine and Natural Resources were consulted.

In deciding whether a particular plan is likely to have significant environmental effects, regard must be had to the criteria set out in Annex II of the SEA Directive/Schedule 2A of the Planning and Development Regulations 2001.

Overall it is envisaged that the implementation of the Curragh-Lissywollen North LAP 2006 – 2012, will not have any adverse or significant environmental effects on the existing environment as strong policies and objectives are to be put in place for the proper sustainable development of the area.

Following the above screening process, whereby the specific context of the LAP for Curragh-Lissywollen North has been assessed against the environmental significance criteria as contained in Annex II (2) of the SEA Directive, it has been decided that a full Strategic Environmental Assessment is not required.



2. Context

2.1 Existing Land Use

There are a variety of existing land uses in the Plan area, the majority located along the N55 and R916 road frontages. (See Map 1: Existing and Planned Land Use).

Existing Residential Land Uses

The west of the Plan area mainly comprises low-density residential development, with ribbon housing development along the N55, and two housing estates at Mayfield Grove and Cloghanboy. Cloghanboy estate also contains a crèche and a nursing home.

Lissywollen House and Farm

Lissywollen House and farm is located at the centre of the Plan area and the surrounding fields (Macken's land) are in agricultural use. These lands are mainly under pasture and grazing and the farm has some single storey stone buildings and fabricated steel buildings.

Office and Light Industrial Land Uses

The northeast corner of the Plan area contains a mix of office, educational and light-industrial land uses. The Department of Education and Science (DE&S) and the State Examinations Commission offices are located east of Lissywollen House and farm. The Office of Public Works (OPW) have indicated that, under the Government's decentralisation measures, a new office building will be developed on the existing site to accommodate decentralised staff from the DE&S and the Higher Education Authority (HEA). Adjacent to these offices, the two light industrial units of Tyco Mallinckrodt Healthcare and Nexans Cabling back onto one another - Tyco Mallinckrodt Healthcare is located on the N55 and Nexans Cabling is located on the R916.

Cornamaddy National School

Cornamaddy National School is located in the northeast corner of the Plan area, at the junction of the N55 and the R916.

Asylum Seeker Mobile Home Site

A roadway adjacent to the Department of Education and Science offices provides access to the Department of Justice Asylum Seeker Mobile Home Site, located between the DE&S offices and Lissywollen Halting Site. One hundred mobile homes and a service block are located on this site and the Department of Justice have indicated that they anticipate using this accommodation centre for the foreseeable future.

The National Training and Development Institute

The Office of Public Works and Westmeath County Council own a group of greenfield sites south of Nexans Cabling, with road frontage onto the R916. An ESB substation and the National Training and Development Institute are located south of these greenfield sites.

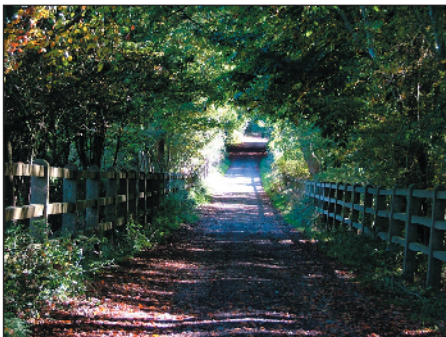
Lissywollen Halting Site

Blackberry Lane is located between the National Training and Development Institute and Dan's Tavern Public House providing access to Lissywollen Halting Site. This halting site contains 2 family groupings and one transient site with a community centre, crèche and caretaker's office.

The southeast corner of the Plan area, between Blackberry Lane and the N6 Athlone By-Pass, contains three houses with a greenfield site to the rear.

Surrounding Land Uses

The surrounding land uses to the Plan area play an important role in integrating the area into the environs of Athlone. The proposed Cornamaddy



residential area is located to the north, across the N55, and the recently developed Lissywollen residential quarter, lies to the south, across the N6.

The west of the Plan area is located within 1.4km of the town centre and lies directly across the N6 Athlone By-Pass from the Athlone Regional Sports Centre and the proposed Athlone Town grounds. Mayfield Grove housing estate and part of Macken's land are located opposite a proposed neighbourhood centre and a proposed medium-high residential area at Cornamaddy.

The eastern part of the Plan area is located directly opposite Blyry Industrial Estate and Ericsson Software Campus, adjacent to the N6 Athlone By-Pass. (See Map 2: Existing Land Use & Landownership Pattern).

2.2 Landscape Context – Site Characteristics

The Plan area comprises both developed and greenfield land. Both areas have distinctive natural features and it is an objective of the Plan to ensure that these features of the natural landscape are retained and integrated into any new development in the Plan area. These features include significant trees and tree groups, a watercourse and hedgerows.

The retention of such features will help to ensure that the area will retain some self-identity as this northeast area of Athlone develops in the future. This can be achieved by ensuring that any distinguishing characteristics of the landscape are carefully considered and where appropriate, incorporated into the future development and layout of the area. (See Map 3: Environmental Parameters).



Topography and Views

The land declines by ten metres, over a distance of 100 metres, on the north side of the Plan boundary. There are views from this area looking across to Athlone town, including the spires of St. Mary's, St. Peter's and St. Paul's churches. The remaining land is relatively flat with a slight fall of the land in a north-south direction. This fall in contour levels feeds the drainage channels in the southwest of the Plan area – a network of drainage ditches which feed into a culverted drainage channel running under the N6. (See Map 4: Topography)

Tree Grouping at Lissywollen House

One of the most notable natural features of the Plan area is the grouping of a variety of mature trees surrounding, and along the avenue leading to, Lissywollen House. Mature cypress, ash and pine trees surround Lissywollen House and a variety of younger trees line the avenue. Under Section 2.9.2.7 of the Westmeath County Development Plan 2002, a Tree Preservation Order has been made for this group of trees (Reference T.3).

These trees greatly contribute to the setting of Lissywollen House and the visual character of the Plan area and it is an objective to integrate the trees into a linear park between the N55 and the centre of the Plan area.

Other Significant Trees

There are significant trees located on both developed and greenfield lands of the Plan area. Silver birches line the access roads of Mayfield Grove housing estate and there is a significant continuous row of ash trees along the boundary between the Department of Education and Science Offices and Macken's farmlands to the west.

Other significant tree groups in the Plan area are in the western area of Macken's farmlands, along the boundary with Mayfield Grove and Cloghanboy housing estates. There are several mature oak trees along this boundary and along the hedgerow running perpendicular to this boundary, as marked on Map 3: Environmental Parameters. In addition there are



several mature ash trees along the boundary with the Cloghanboy housing estate. Provision should be made where possible, to retain and integrate these trees and tree groups into any new development in the Plan area. Additional scrub and tree planting should build upon the existing landscape form to help and conserve this, while also helping to screen and integrate the buildings into the landscape.



Hedgerows

Field boundaries are well defined with hedgerows, comprising of bramble, blackthorn, hawthorn and ivy. There are a variety of trees along the network of hedgerows in the Plan area, including ash, sycamore, birch, willow and oak. Hedgerows are important landscape elements of biodiversity, but are difficult to incorporate successfully into modern urban development layouts, unless incorporated into open space networks. Hedgerows were generally examined having regard to the variety of plant species, structure and form (namely the degree to which they could temper the visual impact of development on the landscape).

Archaeological Features

In addition to the natural heritage of the landscape, the cultural heritage is also worthy of consideration. Within the study area, no sites of archaeological interest have been identified and there are no sites identified within the Plan area in the *Record of Monuments and Places* (RMP).

An examination of historical maps of the Plan area, dated 1871-1875, reveals that there were two large houses in the Plan area. 'Hawthorn Cottage', later known as 'Woodville House' and its lodge were located where the Department of Education and Science offices now stand, and Lissywollen House and its associated stand of mature trees is also evident from these maps, giving some indication of its age.

Lissywollen House is a nineteenth century two-storey, three bay farmhouse, similar to many erected throughout County Westmeath.

According to Shaffrey this type of farmhouse is

'built along classical lines with a central hallway. The interior is usually simple with little ornate plasterwork or other features associated with the bigger houses...Farmhouses like this were built from the eighteenth century, and, in some instances, as late as the 1950s. They usually indicate a farm of more than a hundred acres.'

(*Irish countryside buildings: everyday architecture in the rural landscape*, Patrick and Maura Shaffrey, O'Brien Press, 1985).

This type of nineteenth century rural Irish architecture marked the hub of a farming homestead and is an important element of the agricultural heritage of Athlone. To retain this link to the agricultural past of the area, it is an aspiration of this Plan to incorporate Lissywollen House, and its attendant grounds and stone sheds, to the Record of Protected Structures as contained in *Schedule 4* of the *Westmeath County Development Plan 2002-2008*.

2.3 Landownership

The Local Area Plan lands are in private and state ownership. Four commercial landowners own important sites at the centre of the Plan area. Westmeath County Council and the Office of Public Works own lands to the east of the Plan area, adjacent to the R916.

It is likely that greater cooperation will be required between landowners in order to successfully implement the objectives of the Plan and it may also require greater co-ordination on the part of the Town Council and County Council.

2.4. Settlement Context

The *Planning and Development Act, 2000* and *Planning & Development (Amendment) Act, 2002*, gives statutory footing to Local Area Plans. It is important in this aspect to recognise the existing County and Town settlement policies and objectives.

Westmeath County Council and Athlone Town Council Housing Strategy for County Westmeath 2002

The *Housing Strategy for County Westmeath 2002* outlines the settlement strategy for housing within the County, and in particular the demand for and supply of housing, including social and affordable housing policies.

The following objectives from the *Westmeath County Council and Athlone Town Council Housing Strategy for County Westmeath 2002* are important in terms of guiding planned residential development in Curragh-Lissywollen;

- 'To ensure as far as possible that "greenfield" housing development takes place on the basis of comprehensive Action Area Plans prepared on the basis of the above objectives.
- To promote social inclusion by encouraging the provision of community facilities and in particular of child-care facilities in new and established residential areas.
- To facilitate the provision of social and affordable housing to meet the needs of first time buyers and the needs of other households currently under-provided for, such as households on modest incomes, single person households, people with disabilities, students, the elderly, etc, throughout the County.
- To ensure that a suitable variety and mix of dwelling types and sizes is provided in developments to meet different needs, having regard to demographic and social changes (smaller household sizes, lower household formation age, immigration etc).
- To support the right of every individual to own their own property, and to ensure a suitable range of tenure types, especially the Private Rented Sector to meet the needs of a more mobile population.
- To encourage flexibility in the use of residential land and structures.
- To promote sustainability, and encourage the careful use of resources both now and in the future and to reduce the use of energy and non-renewable resources by promoting the use of public transport and reducing car dependence through measures that reduce travel distances and the need to travel.
- To improve and sustain a high quality environment in all residential area.
- To ensure that new housing is built to acceptable design standards and existing housing is maintained and improved to a high standard'.

The Housing Strategy estimates that 1,055 houses will be formed in Athlone over the six year period 2002-2008 and that of these households, 30% will have affordability problems as defined by the Planning and Development Act 2000.

Using an average housing density of 25 units per hectare, the Strategy identifies that there is a capacity of 5,675 housing units on the serviced undeveloped residential zoned land of the Athlone Environs Development Plan. By applying the same density as that used in the Strategy, the Curragh-Lissywollen Plan area has a capacity of 870 housing units or 15% of the total housing capacity as provided for under the Athlone Environs Development Plan 2002-2008.

It is an objective of the Council to secure the implementation of the Housing Strategy as laid out in Part V of the Planning & Development Act 2000, such as requires that 20% of the land zoned for residential use, or for a mixture of residential and other uses, be made available for the provision of social and affordable housing.

In addition, the Strategy outlines the following trends in the housing market in the past few years, which may affect the type and size of houses to be developed in the Curragh-Lissywollen Plan area;

- The continuing decrease in the size of households is a significant factor in the existing development pressure for residential development in County Westmeath. The continuing decline in household size suggests that a better mix of different house units is required. Household size may decrease by 0.035 up to 2006 giving a household size of 2.82, which is still above the European average of 2.67 persons per household.
- The low density of house construction in Athlone environs has partly contributed to the shortage of houses for first time buyers (based on the cost of land for developers) and the high proportion of one-off housing in rural areas, outside Athlone environs, where sites can be procured at a cheaper cost. It appears that there is more housing available for first time buyers in former highly densely rented residential areas and on the west bank of the Shannon because of higher densities.
- The growth in Athlone is being generated due to its regional importance as a population, education and employment centre and its connection to the mainline rail network. The strong demand for housing in Athlone is fuelled both by a robust economic base with large employers in the pharmaceutical and IT sectors and the presence of the Athlone Institute of Technology.
- There is a strong demand for rented housing because of a young, mobile work force in relatively new industries, and the lack of available new houses for first time buyers. The housing market has been dominated by construction of apartments (in response to the various tax incentive schemes) and large houses. Slightly over 400 apartments have been built and it is estimated that only about 10% are owner occupied.

Traveller Accommodation Programme – County Westmeath 2005-2008

A survey of all identified Traveller families was carried out in 2004 and found that 41 families reside in the Athlone Town Council Area, including Blackberry Lane Halting Site which is part of the Curragh-Lissywollen Plan area.

The Traveller Accommodation Programme 2005-2008 estimated that 20 families in total would need accommodation in Athlone during the lifetime of the 4-year plan. It is considered that a total of 41 units of accommodation should be provided in the County over the 4-year period to cater for existing demand and projected demand and to accommodate the remainder in casual vacancies that arise in the two halting sites in the county.

In order to meet the perceived demand the following measures were proposed;

- The Council will seek to provide bedrooms in the bays of the Blackberry Lane Halting site during the life of the programme, subject to Departmental funding and full consultation with all interested parties.
- A number of Traveller families have identified a preference for Group Housing. The Council will explore the possibility of meeting this preference during the period of the proposed programme.
- Allocation of houses in local authority schemes in Mullingar and Athlone.
- Use of Part V of the Planning & Development Act 2000 as amended if appropriate.
- Any approved Voluntary Housing bodies providing houses during the period of this programme will be expected to have regard to the need of Traveller families in accordance with the terms of this programme.
- The Council to recruit Social Worker/Community Worker for Travellers.
- Play area to be provided for children in both sites as part of the new

upgrading/development works.

- The Council will make available appropriate loans and grants to Travellers to allow them purchase or provide their own accommodation subject to their meeting the appropriate criteria in relation to the allocation of loans and grants.

Asylum seekers

There are approximately 400 asylum seekers in the County based mainly in Athlone. These individuals are mostly catered through the direct provision scheme of the Department of Justice with 16 individuals receiving the rental subsidy scheme through the Health Board.

At the time of writing of the Housing Strategy in 2002, there was no demand for social housing through the local authorities. It can be anticipated that demand will arise in cases where the status of individuals has been regularised, assuming that they intend to base themselves in the County.

3. Proposed Development Framework and Land Use Strategy

3.1 Introduction

In establishing a development framework for the area, the following basic principles have been considered:

- Consideration for the existing land use pattern in the area.
- Protection and integration of key environmental and landscape features – such features have provided the basic framework for the open space strategy.
- Ensure the provision of a network of open spaces, including a central square, play spaces and a linear park.
- through design, encourage walking and cycling, discourage unnecessary car-use and accommodate necessary improvements to the road network.
- Providing for the following strategic linkages;
 - From the Curragh and Lissywollen North areas into the proposed Cornamaddy residential area to the north and the Lissywollen residential quarter to the south.
 - From the N55, north of the Plan area at Lissywollen/Cornamagh, to the R916 at Blyry, east of the Plan area.
- Integration of land use and transportation, by ensuring that the future land use strategy has consideration for the future provision of public transport, facilitating modest increases in residential density that will support and sustain an efficient and frequent service.
- Reinforce the existing economic land uses to the east of the Plan area, adjacent to the R916, through the provision of mixed use land uses.
- Reinforce the strategic N55 linking corridor through the provision of mixed-use development along this route, to the north of the Plan area. (See Map 5: Future Land Use Concept).



3.2 Access and Movement

It is the intention of this Local Area Plan to plan for a land use and transportation structure that will maximise the potential of walking, cycling and public transport. The Local Area Plan identifies:

- A local road network that has the potential to support a local bus network to cater for existing and future demands.
- Significant pedestrian and cycle routes.
- Appropriate densities to support the transportation framework.
- A hierarchy of roads to serve the Plan area, providing main access distributors down to residential access roads.
- A local distributor road that will provide for local journeys and provides links to significant routes, namely the N55 and the R916.

3.2.1 Access to and from Curragh-Lissywollen North

The Curragh-Lissywollen North Area is located between the N6 Strategic Radial Corridor, linking the Gateway cities of Dublin and Galway, and the N55 Strategic Linking Corridor, connecting the linked Gateways of Athlone and Mullingar. To the east, the R916 links the N55 to the N6 and Blyry industrial estate with the eastern environs of Athlone town, including Athlone Institute of Technology.

3.2.2 Movement within Curragh-Lissywollen North

The cumulative impact of a system of individual vehicular access points arising on a field by field basis as each one develops with no inter-connectivity (i.e. a system of numerous cul-de-sac), with no thought to the overall transportation needs of the area in the long term, would overload the existing road network of the area, particularly the existing N55 Ballymahon Route. It would also greatly restrict permeability in the area, that is, the ease with which people can move about within an area, using a variety of modes of mobility, walking, cycling and driving.



In keeping with the 'Traffic Management Guidelines' (prepared by the Department of Transport, Department of Environment and Local Government, Dublin Transportation Office; published by The Stationary Office, May 2003);

'the design and layout of roads needs to be integrated into the development in a way that is sensitive to the local development rather than to dominate it. The development plan and development control processes should also ensure that new developments are highly permeable in terms of the ability of public transport modes such as buses, and pedestrians and cyclists being able to move through and between adjacent housing developments'.

Of critical importance to the development of the Plan area will be the establishment of a hierarchy of roads and public transport access routes. The primary distributor routes will be wide enough to accommodate pedestrians, cyclists and motorists, ensuring the use of several modes of transport.

Road Hierarchy

The Plan provides four types of roads for the movement and transportation of people within this area as follows:

1. District Distributor Routes: The 20 metre wide streets will be provided from east to west through the centre of the Plan area, traversing around a central square so as to control vehicular movements through the site. The primary distributor road will be designed as a tree-lined boulevard to distinguish its role as the main through-route, with key architectural buildings at each entrance point and significant junctions.
2. Secondary Distributor Routes: The 16 metre wide streets will provide access between the primary distributor routes and the residential areas.
3. Pedestrian-friendly linking Avenue: The 23 metre wide avenue will be a north-south pedestrian and cycle friendly linking route between the pedestrian route through Lissywollen House Park and the proposed pedestrian bridge over the N6 Athlone By-Pass. This avenue will have a wider cycleway and pedestrian pathway, and a double band of trees will be provided along each verge to provide an attractive pedestrian route. This route is part of the main pedestrian and cycle 'greenway' from the Cornamaddy residential area, towards the town centre, through the Plan area and across the N6 proposed pedestrian bridge to the Lissywollen south Housing area and Athlone Regional Sports Centre.
4. Residential Access Routes: The narrower 10 metre wide streets will provide access from the secondary distributor routes to smaller areas of housing. (see Appendix C).

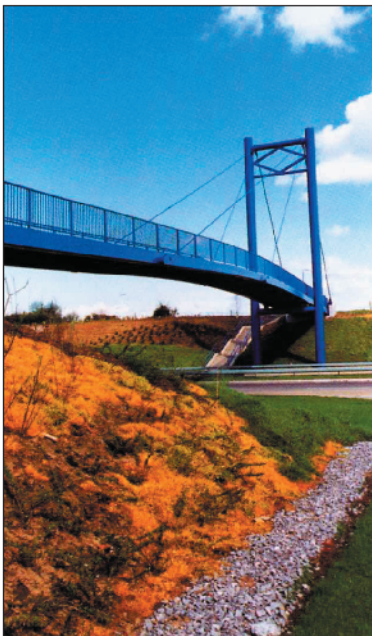
Road Access

Based on the hierarchy of roads there will be two primary access points from the surrounding road network to the new development areas as follows;

1. An entrance from the N55, to be located between the proposed Lissywollen House Park and the Department of Education site via a primary distributor route. This entrance will allow access to the Lissywollen House mixed use development and the Lissywollen House residential area.
2. An entrance from the R916, to be located between the ESB substation and Nexans via a primary distributor route. This entrance will allow access to the Woodville mixed use development and will allow permeability through the site by running west to Lissywollen House civic square.



Examples of pedestrian footbridges

**3.2.3 Public Transportation**

It is envisaged that a public bus route will be provided along the district distributor route allowing for a dedicated bus route to access the lands thereby accommodating the movement of people between the Plan area and the existing town centre.

3.2.4 Pedestrian Routes and Cycleways

Particular attention will also be paid to the development of pedestrian/cyclist linkages between open spaces, residential areas and mixed use areas so as to provide as direct and convenient a route as possible for those not travelling by car. This approach will encourage people to leave their car at home in favour of walking and cycling to nearby facilities.

3.3 Proposed Open Space Network

Open space plays an important role in providing for the recreational and leisure needs of the community and enhancing the natural environment. The provision of an open space network within the Plan area would provide the following benefits for the local community and the environment:

Local community benefits;

- Increases the attractiveness of the area as a place to live.
- Provides the opportunity for passive recreational and leisure use.
- Provides the opportunity for outdoor playing space for adults/youths and children.
- Creates a 'green' route through the development, attractive for pedestrian and cycle use.

Environmental benefits;

- Enhances the local environment.
- Preserves the natural and scenic landscape.
- Provides wildlife habitats.
- Reduces stormwater runoff and filters pollutants from stormwater.
- Reduces the amount of impervious surfaces in the town.

Qualitative and quantitative standards regarding open space provision are provided in Part 5 of the *Westmeath County Development Plan 2002-2008*. These standards should be read in conjunction with the provisions for open space as set out in this Local Area Plan.

The total area encompassed by the Curragh-Lissywollen North Local Area Plan is 85 hectares but approximately 47 hectares of this area has been developed. This leaves 38 hectares in total available for future development, in three separate areas within the Plan area, as follows;

- There are approximately 28.82ha of greenfield land surrounding Lissywollen House and by applying the 15% criteria; approximately 4.32ha will be required for the purposes of open space.
- There are approximately 6.85ha of greenfield land located between Nexans and the ESB sub-station and by applying the 15% criteria; approximately 1.03ha will be required for the purposes of open space.
- There is approximately 1.6ha of greenfield land east of Lissywollen Halting Site, adjacent to the eastbound N6 exit-ramp and by applying the 15% criteria, approximately 0.24ha will be required for the purposes of open space.

Area Available for Development	Gross Area (ha)	15% Open Space Requirement (ha)
Lands at Lissywollen House	28.82	4.32
Lands south of Nexans	6.85	1.03
Lands east of Lissywollen Halting Site	1.58	0.24
Total	37.25	5.59

Standards for outdoor playing space, as part of open space areas, are outlined in the *County Westmeath Sports, Recreation & Leisure Facilities & Needs Survey Report 2002*.

Regard should be had for a hierarchy of open space areas, designed to meet the needs of different age groups - from young children to the elderly and ultimately, a family friendly built environment.

- Secure private communal gardens.
- Integral provision of overseen child's play for under twelves (Child's Play in Inner City Apartment Developments).
- Close local play for older children – Parks.
- Large and safe balconies to bring outdoors indoors.
- Lifts capable of handling families and buggies.
- Easy and safe bin waste disposal.
- Storage for family junk.

In the design of open space consideration should be given for the treatment and landscaping of the space and to the sort of activities and uses for that open space, namely;

3.3.1 Treatment and Landscaping

- Retention of mature landscape features.
- Gradients and drainage.
- Orientation (of playing pitches and casual play spaces).
- Planting (colour, form and suitability).
- Community safety (overlooking and management).
- Accessibility (from surrounding areas and for the mobility impaired).

3.3.2 Activities and Uses

- Formal sports grounds – eg. pitches, courts.
- Casual play space within residential developments where ball games can be played by young children and overlooking from adjacent dwellings can allow for parental supervision.
- Outdoor equipped playgrounds with facilities and seating for supervising parents.
- Parklands (formal and/or informal) where people can meet, interact, stroll and/or walk a dog
- Landscaped areas that enhance the image of the area with colour and form.
- Ecological networks and wildlife corridors.

3.3.3 Open Space Network

The open space network for the Curragh-Lissywollen area will consist of;

- Lissywollen House-Civic Square,
- Lissywollen House-Park,
- Lissywollen House-Linear Park,
- Pocket Parks in Housing Areas.

A landscape analysis of the Curragh-Lissywollen Area defined the key landscape features and opportunities within the Plan area. From this analysis, an open space framework for the Local Plan Area was developed. The following areas of potential were identified;

- The north-south axis of a grouping of mature trees along the avenue leading to, and surrounding Lissywollen House has considerable potential



- for the development of a linear park, incorporating a north-south 'green route' from the N55 Ballymahon Road to the centre of the Plan area.
- The area containing several mature oak trees along the western boundary of Macken's farmlands provides considerable potential for the development of a park, with a 'green route' for access to Athlone Regional Sports Centre to the south, via a pedestrian footbridge over the N6 Athlone By-Pass.
- The provision of a landscaped buffer between the proposed new development and the existing N6 Athlone By-Pass along the southern boundary of the Plan area with the N6 Athlone By-Pass. The existing silver birch trees along this boundary could be incorporated into this buffer open space zone.

Lissywollen House-Civic Square

A formal civic space is proposed in the centre of the development, to the south-east of the protected structure of Lissywollen House to act as an important focal point. The minimum dimensions of this space should be approximately 50 metres x 50 metres (i.e., 2,500 square metres or a quarter of a hectare). A uniform band of tree planting will be encouraged around its perimeter to add definition to the space and a uniform building line will be encouraged in the form of a terrace or semi-detached dwellings (apartments or duplexes will be considered). Where semi-detached buildings are proposed, it is important to ensure that the space between buildings does not exceed a maximum of 5 metres. Building heights in this area should be a minimum of three storeys, though four storeys will be encouraged as this will frame the civic space and ensure a better sense of enclosure. Key buildings or focal buildings should have high standards of architectural design and may be permitted to increase their height by one storey so as to accentuate their importance.

Lissywollen House - Park

This public open space is to be designed to enhance the setting of the protected structure of Lissywollen House and to retain the grouping of a variety of mature trees surrounding, and along the avenue to, Lissywollen House. Mature cypress, ash and pine trees surround Lissywollen House and a variety of younger trees line the avenue. The park should serve both the proposed Lissywollen House residential area and the proposed Lissywollen mixed use area. The façades of all development adjoining the proposed linear park will be required to be orientated towards it, thus framing it and providing natural surveillance. New clusters of tree planting can be planted in different areas and sections of the park. Recreational areas should be given different landscape treatment (for example a playground, small kickabout pitch or a sunken green area) that will encourage a variety of users. A meandering pathway should run through the area and a variety of tree species will be encouraged. A continuous line of trees should be located along the proposed public road boundaries with the park.

Lissywollen House - Linear Park

The provision of a linear park to the south west of the Lissywollen Housing area will help to retain existing significant oak and ash trees along the boundaries with existing housing. A landscaped mound with suitable tree and ground planting will be provided along the boundary with the N6. This landscaped buffer will be overlooked by the proposed housing along the Secondary Distributor Route to the south of the Plan area. The linear park to the south west of the Plan area will incorporate stormwater retention facilities. A meandering pathway should run through the area and a variety of tree species will be encouraged.

The façades of all development adjoining the proposed linear park will be required to be orientated towards it, thus framing it and providing natural surveillance. A continuous line of trees should be located along the proposed public road boundaries with the park.

Pocket Parks in Housing Areas

In addition local pocket parks will be provided at a scale suitable to the housing area, in locations that are overlooked so as to ensure safety and security. These pocket parks should be accessible by the majority of residents and will have quality linkages to other areas.

3.4 Residential Development

As a significant area of undeveloped residentially zoned land to the northeast of Athlone Town and Environs, the Curragh-Lissywollen Plan area will play a vital role in the fulfilment of future housing needs for Athlone. The provision of housing in this area is important in terms of pursuing the needs of the *Westmeath County Housing Strategy* and in supporting the strategic goals of the *Regional Planning Guidelines*.

The Plan area incorporates four different uses related to residential development as follows;

1. Existing residential areas such as Mayfield Grove and Cloghanboy Housing Estate.
2. Lissywollen Traveller Halting Site.
3. Asylum Seeker Mobile Home Site.
4. Serviced undeveloped residential zoned land.

3.4.1 Objectives for Existing Residential Areas

- To protect the amenity of existing residential areas.
- To allow for new housing development in the form of infill development and redevelopment of existing buildings.
- To upgrade pedestrian pathways and to provide cycleways with additional planting and landscaping where pedestrian and cycle links are required through existing residential areas.

3.4.2 Objectives for Lissywollen Traveller Halting Site

- To implement the Traveller Accommodation Programme 2005-2008 in liaison with the existing Traveller community at Lissywollen Halting Site.
- To provide bedrooms in the bays of Lissywollen Halting site during the life of the Programme, subject to Departmental funding and full consultation with all interested parties.
- To explore the possibility of providing Group Housing at Lissywollen Traveller Halting Site during the period of the proposed programme.
- To provide a play area for children at Lissywollen Halting Site as part of the new upgrading/development works.
- To make available appropriate loans and grants to Travellers to allow them purchase or provide their own accommodation subject to their meeting the appropriate criteria in relation to the allocation of loans and grants.



3.4.3 Objectives for Lissywollen Asylum Seeker Mobile Home Site

- To co-operate with the Department of Justice in facilitating accommodation for asylum seekers at Lissywollen Mobile Home Site
- To make the road accessing the Asylum Seeker Mobile Home Site a subsidiary public access roadway, with direct access onto the N55, subject to road safety concerns.

Should the Asylum Seeker Mobile Home site be relocated or becomes defunct the site would be suitable either for residential or mixed use given its intermediary location. In consultation with the Department of Education and Science (DE&S), the eastern entrance to the DE&S and the State Examinations offices, will terminate the existing direct access to the N55 and provide direct access onto the new subsidiary public roadway.



3.4.4 Objectives for serviced undeveloped residential zoned land

- To prepare a detailed Masterplan for the development of a quality new urban quarter on the site, embodying the principles of sustainability and community.
- To work in partnership with landowners to promote the development of a quality new urban quarter on the site. It is the policy of the Council to assess applications for development of this site according to whether proposals achieve:
 - The objectives as outlined in the Masterplan.
 - Appropriate pedestrian linkages into surrounding areas, including the provision of a pedestrian footbridge, across the N6 Athlone By-Pass.
 - An appropriate mixture of employment and residential uses.
 - An appropriate network of streets and routes, with linkages north, across the N55 and to the R916.

3.4.6 Curragh-Lissywollen North Development Area

This section details development permissible in each of the four development areas in Curragh-Lissywollen. Excluding proposed main road reservations and major public open spaces from the total gross developable area (37.25ha), the total net developable area is 31.92ha. Main road reservations include all required public space within the road corridor such as footpaths etc.

Due to diversity in household composition and size it is proposed that the future residential development shall consist of a variety of house types and sizes. High quality design and layout shall be expected, generally in the form of small clusters of housing, rather than larger scale suburban type development. Particular attention shall be given to protecting the amenity of existing residential areas.

The Council will support proposals for new housing development on these sites subject to satisfactory accordance with the specific development requirements identified for each development area as set out below.

In total four development areas have been developed for the purpose of this planning scheme as follows; (See Map 6: Character Areas).

- **Lissywollen House medium to higher residential density development area** – a higher density core residential area, based around a new square and Lissywollen House Park.
- **Lissywollen House low to medium density residential area** - a medium to lower density residential area incorporating some areas for 'executive style' housing surrounding the higher residential core and sharing a boundary with existing housing.
- **Lissywollen mixed use development area** - a mixed use development area with direct access to the N55 and adjacent to the Department of Education and Science offices. (No residential element).
- **Woodville mixed use development area** - a mixed use development area with direct access to the R916 and adjacent to Nexans and Ericssons Industrial area. (No residential element).

3.4.7 Density

In accordance with various reports such as the *National Sustainable Development Strategy*, the *Regional Planning Guidelines for the Midlands Region*, and *Planning Guidelines on Residential Density*, the planning authority recognises the benefits of increasing the density of residential development at appropriate locations. The emphasis of the Plan is to ensure that the development potential of zoned areas is fully utilised. In the pursuit of higher densities, the planning authority will have consideration to the quality of the design of the residential environment and to its location; especially its proximity to a public transportation route.

	Development Area	Net Area	Net Residential Density	Residential Yield	Population Potential
1	Lissywollen House Medium-Higher Density Development Area	12.97ha	35-50 dwellings per hectare	450-650 dwellings	1,200-1,700
2	Lissywollen House Low-Medium Density Development Area	1.59ha	18-34 dwellings per hectare	30-55 dwellings	80-150
	Total	14.56ha		480-705	1,280-1,850

1. Lissywollen House Medium-Higher Residential Density Development Area

This area will be the residential core of the Plan area, centred upon a landscaped square and incorporating a linear park and Lissywollen House. The route of the main distributor road through this development area will facilitate the future provision of public transport for the area. A mix of housing types and sizes, including apartments, town houses and duplex units can be provided here.

All new buildings will be constructed to the corners of the site for strong definition and will overlook the adjacent streets. The front of the buildings will be accessible from the streetscape and the rear of the buildings will be accessible via a private laneway, which will encompass landscaping and parking. The developments will be as permeable as possible to allow ease of access and ensure overlooking and increased safety.

Private open space will be provided to the rear of the buildings through backgarden and communal private open spaces. Courtyard parking will also be accommodated within the private laneway accessible to the rear of the dwellings.

1. Lissywollen House Medium-Higher Density Development Area	
<i>Area Character Type</i>	Medium-higher density residential development area
<i>Gross Area</i>	14.4 hectares
<i>Net Development Area</i>	12.97 hectares
<i>Dwelling Type</i>	Houses, townhouses, duplex units, some apartments
<i>Min-Max Dwellings per hectare</i>	35-50+ units per hectare (14-20+ per acre)
<i>Min-Max total dwelling units</i>	450-650+ dwellings
<i>Min Affordable/Social dwellings</i>	20% of total dwellings
<i>Min non-residential development</i>	120-170 childcare places (6-9 twenty children unit crèche/childcare facilities)
<i>Building height</i>	Mainly 2 and 3 storey
<i>Max Landmark building height</i>	4 storey
<i>Building Type</i>	Frontage Buildings, particularly on main distributor road and open spaces. Blocks surrounding courtyards and private open space. Buildings 1.5m or more from back of footpath
<i>Street Type</i>	Good frontage on principal streets and spaces, pedestrian friendly, low-moderate traffic speeds, some on-street car-parking
<i>Min Local Open Space</i>	15% of the gross area
<i>Public Open Space</i>	Soft landscaped focal points, tree and shrub planting, play features
<i>Private Open Space</i>	All dwellings to have a private garden, patio, balcony or terrace
<i>Car Parking</i>	On-street, internal and external courtyard and/or in-curtilage, in accordance with Athlone Environs Town Plan and County Development Plan

2. Lissywollen House Low-Medium Density Development Area

2. Lissywollen House Low-Medium Density Development Area	
<i>Area Character Type</i>	Low-medium density residential development area
<i>Gross Area</i>	1.84 hectares
<i>Net Development Area</i>	1.59 hectares
<i>Dwelling Type</i>	Houses and some townhouses
<i>Min-Max Dwellings per hectare</i>	18-34 dwellings per hectare (8-14 per acre)
<i>Min-Max total dwelling units</i>	30-55 dwellings
<i>Min Affordable/Social dwellings</i>	20% of total dwellings
<i>Min non-residential development</i>	8-15 no. childcare places
<i>Building Height</i>	2 storey
<i>Max Landmark building height</i>	3 storey
<i>Min Local Open Space</i>	15% of the gross area

3.4.8 Social and Affordable Housing Provision

It is an objective of the Council to apply the provisions of the Westmeath County Housing Strategy to the residentially zoned land of the Curragh-Lissywollen Plan area. The Westmeath County Housing Strategy sets out that under the assessment of the need for social and affordable housing, the Council's policy is to reserve up to 20% of land zoned for residential, or a mixture of residential or other uses, for the provision of social and affordable housing (section 94(4)(c)). The Council's policy is to engage in pre-planning discussion with developers to agree which of the options provided for in the Planning Act will apply to individual developments.

The Act provides for three core options:

- transfer of ownership of the land to the Council,
- transfer of houses to the Council or persons nominated by the Council,
- or transfer of fully or partially serviced sites to the Council or persons nominated by the Council.

In exceptional circumstances, where it is considered that an agreement under section 96(3) of the Act is not practical, the Council will have recourse to the provisions of section 96(12)(a).



3.5 Mixed Use Development

The Curragh-Lissywollen area presents a key location for the creation of a prominent Mixed Use entrance to Athlone because the area:

- contains existing mixed use type developments, namely the Department of Education and Science offices, Tyco Healthcare, Nexans Cabling, the National Training and Development Institute,
- is adjacent to Blyry Industrial Estate and Ericssons Software Campus,
- is located 1km north of Athlone Institute of Technology, offering an opportunity for the development of Research and Development,
- is strategically located along the N6 Strategic Radial Corridor, and the N55 Strategic Linking Corridor.

The Plan area represents an area of interface in Athlone's northeast environs where mixed use type development, comprising office, technology and medical manufacturing uses adjoins residential uses. In the design and location of new mixed use development, regard must be had for adjacent residential uses, in particular any significant effects new mixed use development may have on existing residential amenity, including factors such as noise and air emissions, vibration and traffic implications.

Landscaping will be provided surrounding all of the developments with

special landscaping to the rear, acting as a buffer between the existing Asylum Seeker Mobile Home Site and proposed new development. Any type of development falling under the remit of Part 11 'Major Accidents Directive' of the *Planning and Development Regulations 2001* will not be permitted within this development area. Parking will be provided to the rear of the buildings and out of sight from the public. Limited visitor parking will be allowed to the front of the building.

The Plan must be flexible in terms of the location of different land uses in the mixed use area. There is potential for linkages between a number of categories of use, for example, medical facilities and research and development could be accommodated in a single development. The ability of the LAP to be flexible enough to accommodate and respond to a dynamic market and innovative employment generating proposals is crucial to the successful development of the area.

3.5.1 Neighbourhood Centres within the Mixed Use Zonings

Map 7: Plan Structure graphically indicates the likely location of some of the different land uses, which are to be accommodated on the lands. The graphic identifies existing and proposed Neighbourhood Centres (NC) in the area and a 500 metre pedestrian catchment from each NC. Two significant neighbourhood centres of up to 2,500 sq.m and 1,500 sq.m. each are proposed for the Cornamaddy area, directly north of the Plan lands and these will serve the majority of the north and northeastern Plan lands. However the Plan lands to the east, in the vicinity of the proposed Woodville Mixed Use area lie outside these NC 500m pedestrian catchments and it is proposed that local retail and crèche facilities be accommodated in this area. In order to preserve the local nature of the retail facilities (convenience type store), a size threshold of 300sq.m. should normally be applied to individual retail units and a total of 1,500 square metres to the whole retail centre. Beyond these limits on retail unit sizes, shops are unlikely to serve a purely local market and thus would be more suitably located within the town centre or on lands identified for such use in the *Athlone Town and Environs Development Plan*. The proposed local retail and crèche facilities should be located along or just off the proposed primary distributor route and the R916 and be readily accessible by a range of transport options including private car, public transport, walking and cycling.

Within the mixed use area, open space areas will be introduced to meet the objectives of this LAP and the Athlone Environs Town Plan, in terms of open space to appropriately respond to surrounding development from the point of view of civic design.

3.5.2 Appropriate Uses within the Mixed Use Zonings

There must be a sufficient mix of uses to provide activity during out of work hours and to support local services and active ground floor uses. A key element of achieving this would be for example the development of a hotel and/or medical facility etc.

It is recognised that the Lissywollen North lands are of strategic importance for Athlone and residential and mixed use would be beneficial to the town. In principle, the appropriate land uses in the mixed use area are as follows;

- Science, technology and related land uses - this use class would ideally see the development of related high technology research and development facilities, corporate/industrial offices and support services in a high quality setting. Such a development has the potential to provide synergy with other potential developments as outlined below.
- Institutional and related land uses - such institutional uses include medical facilities and educational/knowledge based research facilities. As opposed to simply building office or manufacturing space, the LAP seeks to attract innovative business and to create a cluster of interrelated

service industries, which create synergy and sustain a robust economic sector.

- Leisure, tourism and related uses - such uses include hotel, leisure centre, conference centre, performance and exhibition space. These uses are likely to enhance the image of Athlone as a destination and could offer synergy benefits to other occupiers in the area.
- Enterprise and Incubator Units - provision for enterprise and start-up economic units
- Light industry/warehousing – these uses contribute significantly to the economy of the town and it is intended that the Plan lands will accommodate such uses.
- Local Retail and Crèche Facilities - the development of a mixed use area requires high quality facilities for employees. These facilities would be best located in the Woodville mixed use area in close proximity to the proposed public bus route, along the primary distributor route to the east of the site. (See Mixed Use Zoning Matrix: Appendix A).

3.5.3 Lissywollen Mixed Use Development Area

Area Character Type	Mixed use development area with direct access to the N55
Gross Area	5.59 hectares
Net Development Area	4.82 hectares
Building height	Mainly 3 and 4 storey
Max Landmark building height	5 storey
Type of development	Development to include the following uses: <ul style="list-style-type: none"> • Science, technology and related land uses • Institutional and related land uses • Leisure, tourism and related uses • Enterprise and incubator units • Local retail and crèche facilities • Light industry/warehousing

3.5.4 Objectives for Lissywollen Mixed Use Development Area

A specific objective is to encourage the development of a high quality designed hotel on lands to the north of the Plan area within the Lissywollen mixed use development area thereby generating evening use and activities. (See Map 7: Plan Structure).

3.5.5 Woodville Mixed Use Development Area

Area Character Type	Mixed use development area with direct access to the R916
Gross Area	6.85 hectares
Net Development Area	5.75 hectares
Building height	3 storey
Max Landmark building height	4 storey, with some 5 storey
Type of development	Development to include the following uses: <ul style="list-style-type: none"> • Science, technology and related land uses • Institutional and related land uses • Enterprise and incubator units • Local retail and crèche facilities • Light industry/warehousing

3.5.6 Objectives for Woodville Mixed Use Development Area

It is a specific objective of this plan to encourage the development of a medical facility on lands in the southeast of the Plan area. The lands in this area are bounded by the N6 Athlone by-pass to the south, with direct access onto the R196 therefore making this area a high visibility, strategic site from which the development of a landmark structure would benefit.

3.6 Community Facilities

Community facilities such as a local health centre and a community centre can be located in the areas identified for community use as identified on Map 7: Plan Structure. There are three areas identified for community use in the Plan area as follows;

1. Lissywollen House-Civic Square: in addition to residential use, community facilities such as local retail¹ and crèche facilities, a local health centre/ doctors/dentists surgery and a community centre can be accommodated in the buildings surrounding the central civic square. The protected structure of Lissywollen House could be used to accommodate such community facilities and where this is deemed suitable a percentage of the development contribution from development within the LAP area could be put forward for refurbishment of the house for community facilities.
2. National Training and Development Institute: new, additional or expanded community facilities will be accommodated adjacent to the National Training and Development Institute.
3. Cloghanboy: new, additional or expanded community facilities will be accommodated adjacent to the existing crèche and planned nursing home at Cloghanboy.



Additional local retail and crèche facilities should be located in the Woodville mixed use area to provide high quality day to day facilities for employees. These facilities would be best located in close proximity to the proposed public bus route along the Primary Distributor route to the east of the Woodville mixed use area.

Any proposed community facilities should be located along or just off the proposed primary distributor route and be readily accessible by a range of transport options including private car, public transport, walking and cycling.

3.6.1 Provision of Childcare Facilities

It is an objective of the Council to require developers to provide childcare facilities in accordance with Section 2.4.5 of the *Westmeath County Development Plan 2002-2008* and 'Childcare Facilities, Guidelines for Planning Authorities', DoELG, 2001.

A minimum requirement shall be the provision of a twenty children unit crèche/childcare facility for every seventy-five houses. Additional crèche facilities for employees working in mixed use areas will also be considered. A financial contribution by way of community charge may be applied in respect of the provision of childcare facilities on housing developments where less than the 75 units are involved. Applications for the provision of crèche, playschool or other similar uses will be considered on the basis of local need, impact on the amenity of adjoining residents and traffic safety. The Council will encourage nursery provision, safe outdoor and indoor play areas, crèches and other facilities for the under-fives.

¹ In order to preserve the local nature of the retail facilities (convenience type store), a size threshold of 300sq. m. should normally be applied to individual retail units in the predominantly residential area of Lissywollen Civic Square.

	Development Area	Population Potential	Childcare Places Required	Number of twenty children unit childcare facilities
1	Lissywollen House Medium-Higher Density Development Area	1,200-1,700	120-170	6-9
2	Lissywollen House Low-Medium Density Development Area	80-150	8-15	1
3	Lissywollen House Mixed Use Development Area	Unknown no. of potential employees	N/A	?
4	Woodville Mixed Use Development Area	Unknown no. of potential employees	N/A	?
	Total	1,280-1,850	128-185	7-10

3.6.2 Primary School

Cornamaddy National School is located in the northeast of the Plan area. It is considered that Cornamaddy National School is not a suitable location to serve the future population of the proposed development lands, as it is located at the busy junction of the N55 Ballymahon Road and the R916. The location of new school facilities will be accommodated within the Cornamaddy Local Area Plan lands, to the north of the Curragh-Lissywollen North area.

A site has been earmarked for a second national school within the Lissywollen Housing Lands to the south of the Plan area. This site will be accessible from the Plan area via a proposed pedestrian/cyclist bridge across the N6 Athlone By-Pass.

4. Public Utilities

4.1 Water Supply

It is proposed that any new development in the Plan area will be connected to the 300-diameter watermain linking into the Annagh Reservoir. This reservoir will adequately supply the development set out in this Plan.

4.2 Drainage

Map 8: Public Utilities graphically indicates the location of a network of existing foul, combined and storm sewers, which currently serve the area. According to the *Athlone Housing Land Availability Study 2005, Area C*, comprising the central environs, Lissycowen, Curragh and Cloghanboy, are immediately serviceable in terms of drainage and wastewater services.

It is proposed that the following provisions for foul and storm drainage, as outlined in the *Athlone Drainage Review Study 2001*, be carried out in order to service new housing in the Curragh-Lissycowen North plan area:

- To construct a new sewer to run south from the proposed rising main at Cornamaddy, through the Plan area, and to drain by gravity to a 300mm diameter foul sewer under the Athlone Relief Road close to the Athlone Sports Centre. This proposed sewer would run along the eastern boundary of Mayfield Grove and through Cloghanboy Housing area to the 300mm diameter foul sewer under the Athlone Relief Road.
- To assess and upgrade Mayfield Grove and Woodville Grange Pumping Stations as necessary to cater for the incoming future foul and existing surface water flows. Mayfield Grove Pumping Station is located in Mayfield Grove housing area. The existing pumping station serves approximately 312 population equivalent, and has two submersible pumps, duty and assist installed in 1998. The pump rate is estimated at 9 litres per second pumping to a 225mm diameter sewer contributing to the Abbey Road Pumping Station. The Woodville Grange Pumping Station is located north east of Athlone in the townland of Lissycowen. The existing pumping station serves approximately 200 population equivalent. The pump rate is estimated at 5 litres per second pumping to the combined 300mm diameter sewer upstream of the relief road.

In the long term the following recommendations of the 'Athlone Drainage Review Study 2001' and the 'Preliminary Report on the Ballykeeran/Glasson/Coosan Sewerage Scheme' need to be implemented in order to provide sufficient capacity for the comprehensive development of the northeast environs of Athlone:

- To assess and upgrade as necessary each of the main pumping stations in the overall area of Athlone.
- To alleviate the existing capacity problem with the Abbey Road pumping station before any further works, especially in the north, could be brought online. There are proposals to disable the Abbey Road pumping station and construct a sewer by tunnelling from Abbey Road to Golden Island Pumping Station. This option would allow for future development in the north of Athlone, however the construction of the tunnel at Abbey Road would take approximately 2-3 years to complete.
- Drain the Ballykeeran/Glasson/Coosan area to the Athlone Wastewater Treatment Works by connecting into an existing 600mm diameter sewer located in the DED of Athlone East Urban (south of the Lissycowen area).

It is the policy of the Council to ensure that the permitted flow from a development to a public stormwater system or natural watercourse is restricted to the natural run-off rates from a site before development commenced.

No development shall take place until the facilities to supply the area with water, wastewater and drainage needs are provided.



All of the existing developed areas in the Plan lands are served by existing storm sewers. This system is adequate to deal with the current rate of run off, however once the environment changes, there will be a need for greater management of surface water drainage via on-site storage and stormwater retention ponds. One method to ensure this is to incorporate Sustainable Urban Drainage Systems (SUDS) for all new developments in the Plan area².

As this site changes from a rural to an urban landscape, so too will the number of impervious surfaces increase, including roads, paths, car parks, buildings and their rooftops. Currently rainfall flows into a network of existing storm sewers and drainage channels. A drainage channel runs along the boundary with Cloghanboy housing area and feeds into a culvert under the N6. It is proposed that this drainage channel be relocated away from the boundary with Cloghanboy housing area, to be incorporated into a linear park within the proposed Lissywollen House residential area. It is proposed that a surface water attenuation area be provided for natural stormwater retention to the southwest of the Plan area in an open space area west of the proposed pedestrian/cyclist bridge. These watercourses will contribute to the amenity of the area and will support the existing habitat.

SUDS is an approach to managing rainfall in development that replicates natural drainage and aims to:

- Control water discharge as soon as possible after precipitation (source control).
- Slow down the speed of discharge off-site (control of quantity).
- Use passive techniques to filter and settle suspended matter (control of quality).

SUDS techniques allow natural drainage to function in the landscape surrounding development.

There are four general design options:

- Filter strips and swales,
- Filter drains and permeable surfaces,
- Infiltration devices,
- Basins and ponds.

It is important that developers establish the soil conditions and hydrology of the site (storm water run-off, water table height, water quality) and consider appropriate SUDS at an early stage in the site evaluation and design process. This will ensure that the best drainage solution for a particular site is found and incorporated into the layout, development costs and timetable for implementation.

Where necessary silt traps, down-pipe filters and petrol separators can be used to treat run-off before it reaches the drainage system.

In order to address safety concerns, a number of measures can be used including;

- Providing shallow side slopes (1 in 4 or 1 in 5).
- Restricting access to the open water—this can be done by;
 - Using shallow, muddy margins to the pond,
 - Planting reeds around the pond,
 - Planting shrubs to act as a barrier,
 - Routing paths away from waters' edge,
 - Using and maintaining fences if necessary.
- Providing adequate opportunities for supervision and overlooking by passers-by and by the orientation of adjacent housing.

² Concerns of residents with regard to health risks to children of any system of ponds within the development. These concerns are addressed in the document Sustainable Urban Drainage System—Best Practice Manual for England, Scotland, Wales and Northern Ireland, (CIRIA C523, London, 2001).

It is the policy of the Council to ensure that regard is had to the Water Framework Directive (2000/60/EEC).

It is the policy of the Council to ensure that regard is had to the Office of Public Works' Flood Risk and Development Report.

4.3 Waste Management and Recycling

All households have a part to play in the effort to reduce the amount of waste we produce and therefore recycling facilities will be encouraged in terms of segregation of household waste and also further separation of waste for disposal via recycling banks located in accessible locations in proximity to residential areas.

Individual dwellings must have facilities to accommodate collection of source-segregated waste, therefore space for three wheel bins needs to be accommodated. For multi-storey residential development, there should be adequate storage at ground level.

Standards to be applied could be as follows:

- 1-2 person household: 3x120 litre wheel bins,
- 3-6 person household: 3x240 litre wheel bins,
- 2-bed apartments: 2x240 litre wheel bins,
- Block of 10 apartments: 3x1100 litre wheel bins.

It is also imperative that developments within the mixed use areas have adequate waste management standards.

Storage facilities for waste, particularly for apartments, should be secure from vandals, scavengers and vermin and should avoid creating a nuisance to adjacent buildings. Storage facilities or bin houses should be designed to enable access to all receptacles at any one time (i.e. residual waste, dry receptacles, organic waste) to facilitate segregation. Internal design can also affect how we dispose of our waste, for example it may also be useful to provide a 3/4 compartment bin under a kitchen sink rather than just one, so as to encourage separation by the occupants from the outset.

Areas in the vicinity of local retail facilities are suitable locations for recycling banks, so that they are used during linked trips.

The developer/applicant will be required to detail the proposal having regard to the waste volumes arising, the segregation needed and the frequency of collection.

The recycling of construction and demolition waste and the reuse of aggregates and other materials will be supported in the construction of the roads, housing, and mixed use area in the Plan area. To this end, recovered aggregates from within the site will be reused, depending upon quality. As a result the amount of new base materials required to be imported into the site will be reduced.

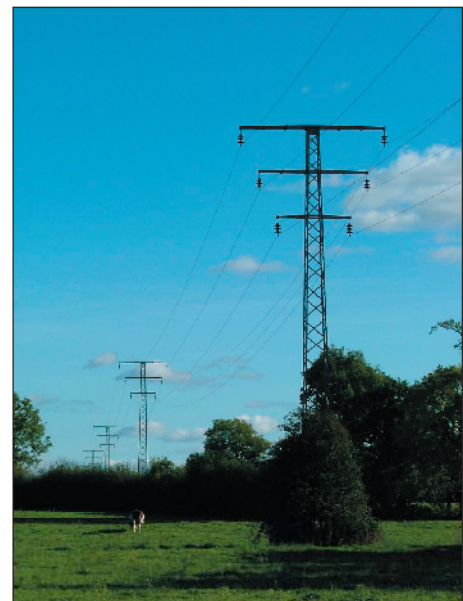
4.4 Electricity

Currently, two powerlines (38kv and 10kv) run from east to west across the site, linking to the ESB substation, north of the National Training and Development Institute on the R916.

Both of these powerlines will be placed underground for reasons of safety, to maximise use of existing land and to reduce visual intrusion caused upon the landscape. ESB Networks have stated that the undergrounding of these lines is subject to the establishment of a legal easement (2 metres wide for a 38kv line, 1 metre wide for a 10kv line) giving ESB full right of way and unrestricted access to carry out all necessary works.

ESB Networks have confirmed that there are no plans to expand the ESB substation situated to the east of the Plan area and that no development distance from the boundary of the substation is required.

The site will be adequately serviced by electricity, and where feasible, use of sustainable energy resources will be encouraged.



5. Urban Design Framework

This Local Area Plan provides the opportunity for the Curragh-Lissywollen North lands to develop as a prominent gateway to Athlone, where people can live, work, recreate and access various local services within a well-defined quarter.

To ensure the various elements of a scheme (i.e. active and passive open space provisions, dwelling layout and design, road network and pedestrian/cyclist linkages, storm water retention facilities, and mixed use areas etc.) are designed and operate in a coherent and sustainable manner, an urban design framework will highlight how the existing and proposed resources of this area can be utilised to serve the future community.

The key features that will influence the overall urban design approach will be:

- The proposed protected structure of Lissywollen House and its associated stand of mature trees that contribute to the cultural character and identity of the Curragh-Lissywollen area.
- The fall in contour levels along the south side of the N55. This area presents views over Athlone Town and higher buildings can be accommodated along this boundary, especially in the mixed use zone and where minimum fill occurs during construction.
- The watercourse and surface water attenuation area to be incorporated into a linear park within the proposed Lissywollen House residential area to the southwest of the Plan area.
- Other significant tree groups in the Plan area as described in section 2.2, Landscape Context.

The key urban design objectives of this Local Area Plan will be:

- To create a prominent entrance to Athlone and to enhance the boundary treatment of the Plan area along the N55 Strategic Linking Route and the R916.
- To maintain and enhance the potential of the proposed protected structure of Lissywollen House to contribute to the cultural character and identity of the Curragh-Lissywollen area, including identifying appropriate viable contemporary uses.
- To provide a pedestrian/cyclist footbridge across the N6 By-Pass to allow permeability between the Plan lands and Lissywollen Housing area.
- To provide a hierarchy of public open spaces, from linear parks and playing fields to pocket parks within housing areas.
- To create a landscaped buffer between any new development in the Plan area and the N6 By-Pass.
- To ensure the highest standard of architectural and landscape design.
- To provide for good quality pedestrian linkage.
- To ensure a high quality public domain.

In order to achieve a workable and attractive environment for the future population, a number of guiding principles must be addressed, namely:

- **Permeability**
- **Legibility**
- **Variety**

5.1 Permeability

Permeability refers to the ease with which people can move about their environment and get to their destinations. This is achieved by creating a strong link through the site, providing access from the N55 and the R916. In addition the provision of a strong north-south pedestrian/cycle link will ensure ease of access from the Cornamaddy and Curragh-Lissywollen areas to the Lissywollen Housing area and the town centre via a proposed pedestrian/cyclist footbridge over the N6 Athlone By-Pass. The provision of a public bus access route from the west of the site will strengthen the sustainability of the area.

A road hierarchy based on four road types as described in the development strategy will provide permeability within the site and will ensure that people can move around the site without being hindered by terminating routes at inappropriate points.

Particular attention will be paid to the development of pedestrian/cyclist linkages between open spaces/playing fields, residential areas and mixed use development so as to provide as direct and convenient a route as possible for those not travelling by car. This approach will encourage people to leave their car at home in favour of walking and cycling to near-by facilities.

5.2 Legibility

Legibility is the extent to which it is easy to understand the physical structure of an environment or the layout of developments. If streets are legible then it is likely that the place will be more memorable or distinctive and the ease with which people can orientate themselves will be greater. To achieve legibility it is advisable to avoid a repetitive approach to design throughout the site/area.

Sustainability requires that a greater mix of housing types and quality of design is required, which in turns lends itself to the development of more visually interesting, legible environments. Methods of achieving legibility and interest are discussed in more detail below.

5.3 Variety

The Curragh-Lissywollen area will be developed in a manner, which will maintain the existing individual quality of the area, while transforming the site from a rural to urban landscape, with a developed sense of place and community. One of the key problems with modern developments or the modern suburb is that many new places being created can appear the same or similar, uninviting as a place to live, work or recreate. What the Plan seeks to achieve are different areas or streets of distinctive character. This can be achieved by providing guidance on the following:

- Street widths and dimensions, including footpaths, verges and carriageways and in some cases, on-street car parking. Streets should be of strong character with an element of continuity of form created by uniform planting of street trees and/or building setbacks. Different tree species have been chosen for different streets.
- Building Setback (i.e., the distance of the building from the edge of the pavement or street edge).
- Building Heights.
- Tree planting – the selection of a particular tree species along a particular street provides an element of continuity and coherence.

(See Appendix C: Cross Sections)

5.4 Design Principles for New Development

A number of 'design principles' should be adhered to in the design and development of new housing areas and mixed use areas in the plan area: (See Map 9: Indicative Layout)

1. Quality in Housing Design
2. Key Architectural Features
3. Variation in Building Types and Design
4. Boundary Treatment
5. Building Orientation and Natural Surveillance
6. Home Zones
7. Local Transportation Network
8. Car Parking
9. Landscape Elements
10. Street Furniture & Placenames

1. Quality in Housing Design

The planning authority will seek high standards of design quality for all development schemes in the Local Area Plan. Proposed development schemes may be refused planning permission on design criteria. For this reason, developers will be encouraged to employ professional architects and/or urban designers in the design and layout of developments, paying particular attention to the quality of materials, façade design, building composition, street layout and landscaping. Any large-scale development should have a mix of architectural designs and styles.

2. Key Architectural Features

A variation in height and design of key corner buildings, and buildings which terminate vistas will be promoted, both within housing layouts and also at identified sites. A key area for innovatively designed three and four storey buildings will be at the following locations in residential areas:

- ‘Gateway’ entrances/Urban Design Gateways to the site, via the primary distributor road.
- Lissywollen House – Civic Square
- Significant junctions along the primary distributor road.
- Corner sites where buildings must turn the corner and address both streetscapes.
- Within the housing areas – each cell can accommodate variations in height, for example within a row of dwellings, heights can increase to 3 storeys in the centre going down to 2 storeys on either side.
- Community buildings within the residential layout.

The design and architectural treatment of such buildings is important, as they will act within the overall urban design framework in re-working the sites unique identity.

3. Variation in Building Types and Design

To achieve legibility, an innovative approach to building design is required. Each design scheme will provide for:

- A mix of housing types, i.e. 4, 3 and 2 bed dwellings, and consider scale, bulk, massing, layout, use of materials, landscaping, and existing character of the area. Any large-scale development should provide for 5,4,3,2 and 1 bedroom dwellings. This will provide a diversity of accommodation types to attract different types and tenure.
- Flexibility in the design of buildings to encourage adaptation for a range of uses over time (particularly at ground level where a generous door to ceiling height should be provided).
- Horizontal and vertical mixes of use throughout buildings/blocks in mixed use areas.
- Adequate provision should be made for secure storage facilities (storage room/shed/garage).
- Adequate provision needs to be given to the design of storage facilities for refuse bins and recycling bins.

All designs for new buildings including housing should be founded on a sustainable ethos, manifest and measurable in the use of solar and other energy sources. In this regard, the use of innovative materials and architectural designs to improve the environmental performance and energy efficiency of buildings will be encouraged.

Allowing for a variation in design, a mix of materials and colour schemes will be supported, however these will be provided in a coherent manner to give an overall legibility and identity to each street.

4. Building Orientation and Natural Surveillance

Buildings will be orientated so as to address the streetscape, thereby defining the public domain, and will also be orientated so as to overlook open spaces and pocket play areas. This will increase the feeling of safety

in the area and encourage people to make use of open space areas. Corner buildings should be specifically designed or orientated to address both streets onto which they front. They should have façade designs that include windows and other openings (such as doors), which provide natural surveillance and overlooking onto each street (blank façades or gable ends should not face onto public spaces). In general, down pipes and similar service elements should not be openly displayed on the front façades of buildings. They should be either designed as an integral element of the building or they should be provided to the rear of the building, out of the general public view.

In general, the rear gardens of buildings should not back onto a public road or street. Ideally, rear gardens should 'interlock' into each other (i.e., they should back onto each other) as this provides greater security, adds to privacy and avoids views of blank or bland boundary walls and storage sheds. This also ensures that streets, roads and/or areas of open space are overlooked and 'framed' along the edges, often creating a greater sense of enclosure to spaces. In exceptional circumstances, due to unusual site configurations or site limitations, rear gardens may back onto public open space or roadways but in such cases, provisions for adequate landscaping and screening should take place. A landscape belt of 4-5 metres minimum would generally be appropriate.

In the design of residential areas, dual aspect dwellings should be provided to enable good daylight to penetrate into the internal space.

The design of residential areas must consider the following:

- Levels of privacy and amenity.
- Traffic safety.
- Needs of children and the elderly.
- Quality of the proposed open space and landscaping.
- Quality of pedestrian and cycle linkages between open spaces and to and from local facilities.

5. Boundary Treatment

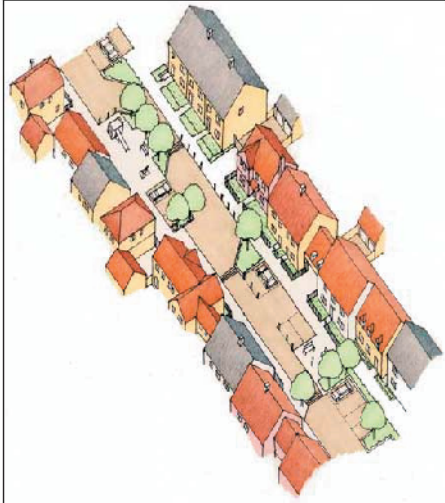
Boundary treatment is a critical factor in the expansion of the town environs, given that the outskirts of a town act as a gateway to the town centre, and distinguish the built-up area from the surrounding countryside. Thus, significant attention to design criteria is essential to protect and enhance the external view of the Plan area.

A uniform, high quality boundary treatment, especially along the N55 Ballymahon Road and the R916, and the retention, where possible, of traditional stonewalls can give attractive definition to the public realm. Existing boundaries in the Plan area could be improved with landscaping or the replacement of existing concrete-post fencing with natural stonewalls.

The Council is specifically concerned with the boundaries, which separate the private space of individual properties and the public realm of the street. The Council recognises the importance of both the appearance of the boundary and its impact on the character of a street scene, together with the need to provide a secure boundary for residential properties.

Front garden boundaries provide an important interface between the private domain (the garden/dwelling) and the public domain (the street). Their treatment is very important – even where architectural styles differ, common boundary treatments can contribute to coherent and attractive streets and roads, but a street can look discordant with varying materials, colours and decorative styles. Property boundaries should be made out of durable materials.





Graphic example from *Home Zones – A Planning and Design Handbook* by Mike Biddulph, Policy Press 2001

6. Home Zones

Linking in with the principle of developing an area with a unique sense of place and community, the concept of Home Zones should be considered in the layout of housing developments, particularly those located behind development along Primary and Secondary Distributor Routes.

Home Zones will be encouraged in new residential developments, particularly on Residential Access Routes and as an alternative to cul-de-sacs. A home zone is a residential street or area, which is designed so as to ensure that pedestrians, cyclists and residents have priority over the car. Within home zones, the streets are designed through the appropriate use of materials, street furniture and a variation of road widths, to force motorists to drive with more care and at lower speeds. Ideally, the whole surface is level and paved in sets and blocks rather than tarmac to help distinguish the home zone from a normal road. In an effort to reduce speeds (while avoiding after-thoughts in future years such as speed ramps) drivers have to pick their way carefully around items of street furniture such as trees, planters, seating and even benches. On-street car parking is normally permitted, but is often arranged at the end of blocks or terraces, or provided as shared parking areas. The roads and streets then become places where children can play and people can interact.

In order to successfully develop Home Zones within existing and new housing developments, it is advised to consult *'Home Zones – A Planning and Design Handbook'* by Mike Biddulph, Policy Press 2001.

7. Local Transportation Network

The road network will be designed with regard to the safety of children/ pedestrians/the elderly. Attention must be paid to the detail of road surfaces and footpaths at junctions and upon entrance to different housing areas.

It is advised that reference be made to DETR 'Places, Streets and Movement' and also to Llewelyn-Davies 'Urban Design Compendium' for innovative and quality approaches to the creation of road layouts and design and the generation of areas with a sense of place and identity.

8. Car Parking

Car parking can have a very dominating effect on the urban manner in which spaces are arranged and has a fundamental effect on the quality of a space. The impact of car parking spaces in mixed use developments and duplex/ apartment schemes can be minimised by the provision of spaces to the rear and side of buildings, rather than to the front.

Parking should be accommodated at a rate of 1 car space per dwelling, with 0.5 spaces provided for visitor parking through communal spaces. The provision of one car parking space per dwelling to the front of a house can provide a certain rigidity in form and layout. Therefore, consideration should be given to:

- Providing a wider street with some on-street car parking or designated car parking bays while reducing or even eliminating car parking in front gardens in specific incidents.
- Providing car parking within shared courtyards.
- Providing designated car-parking bays, which are overlooked by the dwellings they serve.

9. Landscape Elements

Most of the new roads and streets in the Plan area should be tree lined. Ideally, each street should be distinguished by the planting of a single tree species. This will provide a strong sense of continuity to the public realm. There are a number of tree species, which are suitable for street planting (i.e., due to their root network, capable of withstanding compacted ground and pollution/emissions tolerant), however, not all species have full canopies

that make a strong impact or impression. The following species are some that should be considered due to strong canopies – Whitebeam, Hornbeam, Field Maple, London Plane, Norway Maple, Cherry, Rowan (Mountain Ash), Silver Birch or Jacquemont's Birch.

Trees should be planted approximately 1.5 metres (minimum) from underground utility lines. It is proposed that all utility services should be bundled or grouped in an area (approximately 1 metre wide) of the footpath that is furthest from the landscaped verge or tree median.

A strong edge treatment could be given to the proposed linear park along the roadside by planting a tree species of a particular distinctive character. Examples might include Holms Oak (Evergreen Oak), Horse Chestnut or one of the Poplar varieties. For the rest of the linear park native tree species should be selected for their biodiversity and wildlife benefit.

In addition open spaces/local pocket parks will be provided at a scale suitable to the cell, will be in locations that are overlooked so as to ensure safety and security, will be accessible by the majority of residents and will have quality linkages to other open space areas/residential areas.

10. Street Furniture & Placenames

A coherent style should be followed when implementing elements of street design, such as benches, litter bins, signage and street lighting. These elements have a significant impact on the aesthetic quality of a residential development.

As a link to the local area, names affixed to residential developments will reflect the local and historical context of the site, wherever practical, and if possible should include the use of the Irish language.

6. Implementation

Implementation of this Local Area Plan is dependant upon consultation between the local authority and architects/urban designers at an early stage, to ensure that the overall sustainable concept/vision for the area is achieved.

The implementation of a plan may generally be constrained by a number of elements, namely, the economic climate, political support, allocated local authority funding and funding from government sources (i.e., the Department of the Environment and Local Government). To overcome such limitations it is important to consider planning mechanisms currently in place to aide implementation such as the Development Contribution Scheme. It is also relevant to examine the possibility of alternatives to local authority funding, from national and EU level.

The planning authority will use its powers as provided under the Planning and Development Act, 2000, to ensure that development is carried out in an orderly fashion and that the necessary social and physical infrastructure identified in the Local Area Plan will be completed concurrent with the provision of houses. In particular instances, the planning authority may require developers to front load infrastructure before the development and/or sale of dwellings. There will be an expectation that a certain proportion of the community, local retail and crèche facilities identified in the plan should be completed before the sale of all residential dwellings.

The planning authority will seek the cooperation of the landowners in the area to facilitate the orderly development and implementation of the local area plan. The Council will encourage the transfer of land between owners, particularly where one developer or landowner may be in a position to proceed with the development process ahead of another landowner. In cases where there is inertia or other delays that could affect the orderly development of the area or the provision or completion of necessary elements of infrastructure, the Council will consider its powers of compulsory acquisition.

6.1 Development Contribution Scheme

According to the Development Contribution Scheme, a planning authority may, when granting permissions include conditions for requiring the payment of a contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority (Part 3, Section 48 of the Planning and Development Act, 2000). Levies for Public Infrastructure and Facilities can relate to:

- The acquisition of land.
- The provision of open spaces, recreational and community facilities and amenities and landscaping works.
- The provision of roads, car parks, car parking places, sewers, waste water and water treatment facilities, drains and water mains.
- The provision of bus corridors and lanes, bus interchange facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures.
- The refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking places, sewers, wastewater and water treatment facilities, drains or water mains.
- Any matters ancillary to the above.

A special contribution may be required for the provision of the proposed pedestrian/cycle bridge.

Additional national and EU level programmes, include the approach to Public Private Partnerships (PPPs), National Lottery Facility Funding, Community Support Frameworks, as well as other funding mechanisms available from various government departments. Such bodies have varying

criteria regarding the type of developments they fund and may be useful to consider in the achievement of certain objectives.

6.2 Public Private Partnerships

A Public Private Partnership involves a partnership agreement between the public and private sector for the delivery of specific projects relating to public services and infrastructure. Such an approach can ensure the commitment to funding due to interlinked public and private assistance, and aims at ensuring the most economically efficient manner of development. Education, local services, health, housing, public transport, roads, solid waste, water/wastewater and other public services can benefit from the approach of a PPP.

6.3 Implementation of the Open Space Network

In residential developments, developers shall provide communal open space to a high landscaped quality equivalent in area to a minimum of 15% of the total area of the site or 2.8 hectares per 1,000 population, whichever is greater according to residential guidelines. In calculating the open space requirements, the relevant open space zonings as shown in the Local Area Plan will make up a percentage of the requirement for the open space within the area which is being developed. Alternatively, if it is deemed by the planning authority not to be in the interests of the proper planning and sustainable development of the area to insist on the provision of open space at the above rate, and/or where there is a difficulty on the part of the developer in providing this space, the planning authority may apply conditions to ensure that the required amount of open space is achieved (Section 34 (4), Planning and Development, 2000).

The Local Authority may choose one of the following options:

- That the developer makes a financial contribution per residential unit towards the provision of an open space by the Local Authority elsewhere (as may be provided for under Section 48, Planning & Development Act, 2000).
- That the developer provide, to the Local Authority's specification, open space or a portion of open space elsewhere.
- Alternatively, the planning authority may consider arrangements whereby appropriate community facilities may be provided in lieu of the developers open space requirements.
- In calculating the area of open space, roads, roundabouts, footpaths, grass margins and other areas of incidental open space shall not qualify for open space assessment.

APPENDICES

Appendix A: Mixed Use Zoning Matrix

NOTE: Please use in conjunction with the Land Use Zoning Matrix in the Westmeath County Development plan, 2002 - 2008

Zoning Category: MIX - Mixed Use

Key: P = Normally Permitted, O = Open for Consideration, X = Not Normally Permitted

Open for Consideration means the use is generally acceptable except where indicated otherwise and where specific factors which may be associated with the use (e.g. scale) would result in the proposed use being contrary to the zoning objective.

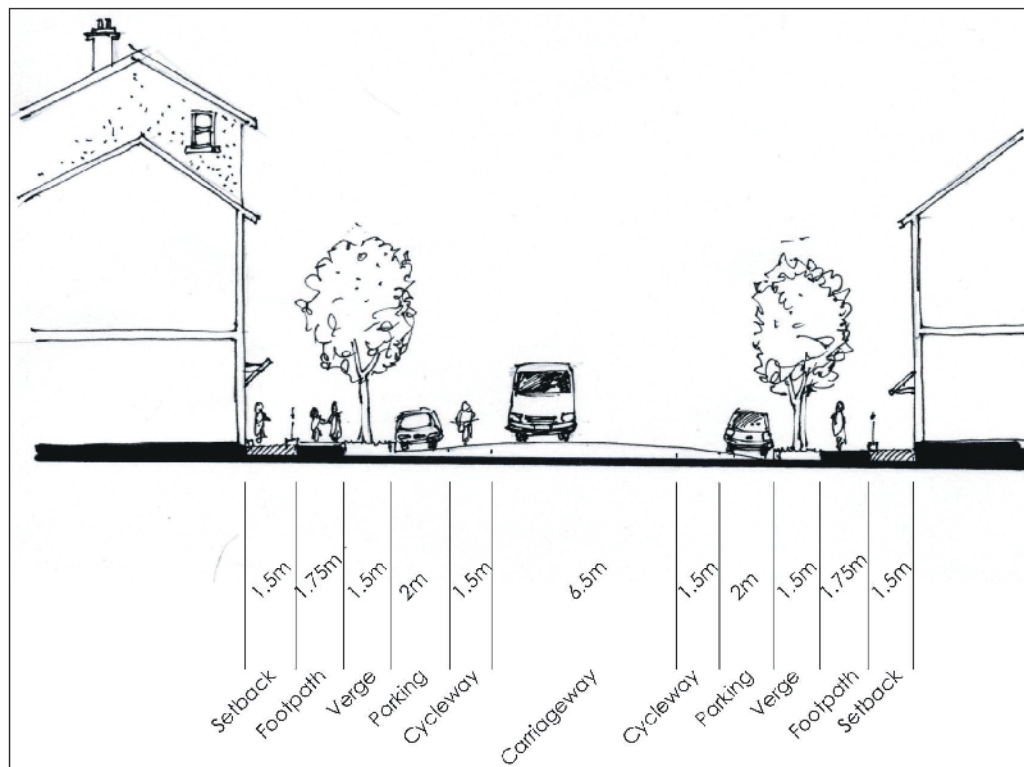
Type of Development	MIX	Type of Development	MIX
Abattoir	X	Hospital	P
Advertising Structures - Posters	O	Holiday Home	X
Agricultural Building	X	H. VehicPark	X
Energy Installation	P	Heavy Industry	X
A.T.M.s	P	Light Industry	P
Agri-tourism	O	Offices <100sq m	P
Agri-business	O	Offices 100 - 1000sq m	P
Betting Office	O	Offices >1000sq m	P
Commercial Car Park	P	Open Space	P
Multi-storey Car Park	O	Park & Ride	O
Amusement Arcade	X	Petrol Station	X
Kennels	X	Private Tip	X
Car Sales/Repairs	P	Public House	P
Caravan Park - Residential	X	Public Services	P
Caravan Park - Holiday	X	Restaurant/Cafe	P
Casual Trading	O	Recycling Plant	O
Ancillary Plant works to Quarry	X	Sports and Leisure Facility	P
Cemetery	X	Residential Institution	X
Creche/Nursery	P	Retirement Home	X
Church	O	Landfill Site	X
Cinema	O	Retail Warehouse	X
Community Hall - Recreation & Function	O	Science & Technology	P
Cultural use	P	Scrap Yard	X
Dance Hall/Discotheque	P	Service Yard	O
Doctor/Dentist	P	Shops - Local	P
Dwelling	X	Shops - Neighbourhood	O*
Education	O	Shops - Major	X
Training Centre	P	Tele-services	P
Funeral Home	O	Telecommunications Structures	O
Extractive Industry	X	Transport Depot	X
Garden Centre	P	Tourism-Recreational complex	P
Golf Course	X	Take-away/Fast Food	O
Guest House	X	Veterinary Surgery	O
Halting Site/Housing	X	Small Workshop	O
Health Centre	P	Warehouse	X
Household Fuel depot	X	Wholesale Outlet	X
Hotel	P	Urban - Nature reserve	X

*To be permitted only where objectives indicate on Map 7

Appendix B: Cross Sections



Cross Section AA



District Distributor Route

MAPS

